

Planning Committee

5 February 2020



Application No.	19/01297/FUL
Site Address	Headline House, Stanwell Road, Ashford, TW15 3QH
Applicant	Mr Mike Daly
Proposal	Erection of a 4 storey building to provide 14 flats consisting of 7 no. 1 bed and 7 no. 2 bed with associated parking and amenity space following demolition of existing commercial building.
Ward	Ashford Town
Call in details	N/A
Officer	Kelly Walker

Application Dates	Valid: 25/09/2019	Expiry: 25/12/2019	Target: Extension of time agreed.
Executive Summary	<p>The proposal involves the demolition of the existing building on site and the construction of 14 flats in a single building which although has accommodation over four floors but with the second floor accommodation being located within the roof space and a semi-basement, partly below ground level. The building would have a staggered frontage onto Stanwell Road and would 'turn the corner' into Chaucer Road. The flats would be served by a car park to the rear and also in the basement area accessed from Chaucer Road and also a communal garden area. The proposal is similar to the previously approved scheme for 10 no. flats approved in 2017 (17/00782/FUL) although it is 1.2m taller in total height due to the provision of the sub-basement. The principle of demolishing the existing commercial building and creating a new block of residential flats continues to be acceptable.</p> <p>It is considered that the proposal will make a positive impact on the character of the area and pay due regard to its surroundings. The design and appearance would have an acceptable impact on the character of the area and would not harm the setting of St Hilda's church which is a Grade II listed building, located opposite the application site. It would be an efficient use of land providing a good standard of housing in terms of internal space, outlook and amenity space in the form of terraces, balconies and communal garden. The proposal would have an acceptable relationship with neighbouring properties and would have an appropriate impact on their amenities. The proposal would provide 18 off street car parking spaces.</p> <p>The scheme is acceptable in regards to flooding, highway issues,</p>		

	<p>parking provision, housing, and renewable energy. The NPPF requires permission for housing to be granted unless the impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole. There will be benefits of providing new housing which carries significant weight and there is no harm that would demonstrably outweigh the benefits of the scheme.</p> <p>Therefore the proposal is considered to conform to Policies of the Core Strategy and Policies DPD and the NPPF and is recommended for approval.</p>
Recommended Decision	This planning application is recommended for approval subject to conditions.

MAIN REPORT

1. Development Plan

1.1 The following policies in the Council's Core Strategy and Policies DPD 2009 are considered relevant to this proposal:

- SP1 (Location of Development)
- LO1 (Flooding)
- SP2 (Housing Provision)
- HO1 (Providing for New Housing Development)
- HO4 (Housing Size and Type)
- HO5 (Housing Density)
- CO2 (Provision of Infrastructure for New Development)
- SP6 (Maintaining and Improving the Environment)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN8 (Protecting and Improving the Landscape and Biodiversity)
- EN15 (Development on Land Affected by Contamination)
- SP7 (Climate Change and Transport)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

1.2 Also relevant are the following Supplementary Planning Documents/Guidance:

- SPD on Design of Residential Extensions and New Residential Development
- SPG on Parking Standards

1.3 The advice contained within the National Planning Policy Framework (NPPF) 2019 is also relevant.

2. Relevant Planning History

2.1 The current structure on site was constructed in the late 1980s and prior to that the site was used as a workshop/garage. In 2015 an application to redevelop the site for residential use was refused on design and layout grounds. Three applications for residential development on the site have since been granted planning permission. The most recent, 17/00782/FUL, was approved in August 2017 for 10 units and is therefore a material planning consideration. The relevant applications are listed below:

17/00782/FUL	Erection of a two storey building with second floor accommodation to provide 5 no. one bedroom flats and 5 no. two bedroom flats with associated parking and amenity space following demolition of the existing commercial building on site.	Grant Conditional 22.09.2017
17/00099/FUL	Erection of a two storey building with second floor accommodation to provide 2 no. one bedroom flats and 7 no. two bedroom flats with associated parking and amenity space following demolition of the existing commercial building on site.	Grant Conditional 13.03.2017
15/01513/FUL	Erection of two storey building to provide 1 no. one bed flat, 6 no. two bed flats and 1 no. three bed flat with associated parking and amenity space following demolition of the existing commercial building on site.	Grant Conditional 18.01.2016
14/01836/FUL	Erection of 2 no. two storey blocks containing a total of 4 no. one bed flats and 4 no. two bed flats (2 no. one bed and 2 no. two bed in each block) with associated parking and amenity space following demolition of existing industrial unit on site.	Refused 20.05.2015
SPW/FUL/87/5	Conversion of existing garage building to provide 422.4 sq m (4,547 sq ft) of office accommodation (involving the provision of a mezzanine floor in part), elevation alterations, alterations to Chaucer Road vehicular access and provision of 16 car	Grant Conditional 11.03.1987

parking spaces.

3. Site Description

- 3.1 The application site comprises a broadly rectangular plot of land located on the eastern side of Stanwell Road, on the junction with Chaucer Road. The site is presently occupied by a single storey commercial building with a mezzanine floor. The current structure covers the majority of the site with a small grass area on the Stanwell Road frontage and some off street parking-accessed from Chaucer Road. The area is characterised by two storey residential dwellings, with a mix of both detached and semi-detached. There are also some commercial uses and flats located along Stanwell Road. Directly opposite the site to the west lies St Hilda's Church which is a Grade II Listed building. This church was completed in 1928 and is a prominent landmark in the area with the use of distinctive red brick. The site is located within the urban area.

Background

- 3.2 As noted above, there is currently a valid planning permission on the application site (17/01782/FUL) for the erection of a two storey building with second floor accommodation to provide 5 no. one bedroom flats and 5 no. two bedroom flats with associated parking and amenity space following demolition of the existing commercial building on site. This is a material planning consideration. The current proposal is an increase to this scheme with a semi basement (partly below ground level) and therefore the raising of the height of the proposed building and the provision of 14 flats in total rather than 10 as before. The current scheme is described and assessed below and includes comparisons to the approved scheme which is a material planning consideration

Description of Current Proposal

- 3.3 The proposal would involve the demolition of the existing building (which has a footprint of approximately 585 sq m) on site and the erection of a two storey building with habitable accommodation within the roof space and in addition to the previously approved scheme, a semi-basement containing one flat and the car park. The building would have a broadly L-shaped footprint and is proposed to be built of buff and red brick. And plain roof tiles on the roof. It will have a width of 21.9m along Stanwell Road (as with the previously approved scheme) and 19.1m along Chaucer Road (compared to 17.1m previously agreed). The building will continue to have a pitched roof with a central flat roof section and gable ends in the east, west and south elevations. The building will be taller than that previously approved due to the inclusion of a semi-basement partly sunk into the ground. The scheme will have a maximum height to the main roof and ridge height of the gables on the main roof of 10.1m compared to the previous scheme which had a maximum height of 8.9m (1.2m taller than the previous scheme). The height of the eaves will be some 7.1m whereas the previous scheme had a height of 5.9m to the eaves, also 1.2m taller. The side/rear element of the proposed built form fronting Chaucer Road is at a lower level to the main roof form and continues to have

a similar overall height ridge and eaves height to that previously approved and continues to be 2 storey development.

- 3.4 The proposed building would comprise 7 no. 1 bed and 7 no. 2 bed units over 4 floors of accommodation. The main access to the building would be from Chaucer Road, in the same position as the previous application, and there would be a rear entrance in the east elevation with access from the parking and amenity area. There will also be access to the flat in the sub-basement from Stanwell Road.
- 3.5 The building would be served by a semi basement car parking area beneath the building, containing 8 spaces and also a car park at the rear of the building with 10 spaces making a total of 18 spaces. It will include two disabled bays which will have access from Chaucer Road. A communal amenity area, comprising approx. 145 sq m, would also be located to the rear of the building and the front and sides of the site would be landscaped. An existing tree on the side of the Stanwell Road frontage would be retained. The building would incorporate a bin store and an integral cycle store with space for 14 cycles.
- 3.6 The proposed site layout and elevation plans are provided as an Appendix.

4 Consultations

- 4.1 The following table shows those bodies consulted and their response.

Consultee	Comment
County Highway Authority	No objection. Recommends conditions
Environment Agency	No objection. Recommends conditions
Group Head of Neighbourhood Services (refuse)	No objection
Sustainability Officer	No objection
Lead Local Flood Authority (Surrey County Council)	No objection. Recommends conditions.
Tree Officer	No objection. Recommends condition.
Thames Water	No objection with regard to sewage infrastructure.
Environment Agency	No objection. Recommends conditions.
Environmental Health (Contaminated land)	No objection. Recommends conditions.
Environmental Health (Air Quality)	No objection. Recommends conditions.
Listed Buildings and Conservation Advisor	No objection

Archaeological Officer	No objection
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5. Public Consultation

5.1 A total of 58 neighbouring properties were notified of the planning application. In addition, statutory site notices were displayed and the application was advertised in the local press. Letters have been received from 55 properties objecting to the proposal, including comments from St Hilda's Church and also SCAN.

5.2 Reasons for objecting include:-

- Out of character – height, materials and design
- Density
- Impact on listed church - St Hilda's
- Lack of parking on site causing traffic and congestion
- Adequacy of parking and turning areas
- Impact on landscaping
- Overbearing
- Overshadowing – loss of light
- Impact on air quality
- Impact on local business and customer parking
- Overdevelopment
- Noise
- Overlooking
- Lots of development already going on in Ashford
- Access by disabled people
- Living boundary wall should be retained.
- Previous applications, getting progressively larger and for more flats
- Pressure on infrastructure including schools doctor, public transport roads
- Sewage and other utilities cannot cope
- Allowing a basement could create flooding
- This part of Ashford should be a conservation Area
- The Government housing figures should not be used as the Council agree they are unrealistic
- Many businesses objected to the scheme but these have not been noted

Other issues raised which are not planning issues include:-

- Property prices
- Noise and disturbance during construction
- Construction of the basement could impact on the structural integrity of buildings adjoining the site including the Listed Church.
- The developer does not live in the UK and wants to maximise profit.
- The developer has not been able to build previous permissions due to access issue
- Flats unlikely to be owner occupied
- Fly tipping
- There should be resident parking permits in operation

6. Planning Issues

- Need for Housing
- Principle of the development
- Housing density
- Design and appearance.
- Residential amenity
- Highway issues and parking provision
- Flooding
- Renewable energy
- Dwelling mix
- Impact on trees
- Contaminated Land
- Air quality

7. Planning Considerations

Need for housing

- 7.1 When considering planning applications for housing, local planning authorities should have regard to the government's requirement that they boost significantly the supply of housing, and meet the full objectively assessed need for market and affordable housing in their housing area so far as is consistent policies set out in the National Planning Policy Framework (NPPF) 2019.
- 7.2 The Council has embarked on a review of its Local Plan and accepts that the housing target in its Core Strategy and Policies DPD-Feb 2009 of 166 dwellings per annum is significantly short of its latest objectively assessed need of 552-757 dwellings per annum (Para 10.42 – Strategic Housing Market Assessment (SHMA) – Runnymede and Spelthorne – Nov 2015). On 20th February 2019, the government updated its guidance in respect of Housing and Economic needs assessment which included proposals for a standard method for calculating local authorities' housing need. A figure of 590 dwellings per annum for Spelthorne was proposed by the application of this new approach. This figure of 590 based on the 2014 household formation projections has also been suggested by the Government in its latest consultation (Oct – Dec 2018). Following recent analysis, the figure has been revised to 603. Despite recent uncertainties, the standard methodology provides the most recent calculation of local housing need in the Borough and is consistent with the range of need identified by the Council in their SHMA. It is therefore appropriate for the Council to use the 603 dwellings per annum figure as their local housing need figure that comprises the basis for calculating the five-year supply of deliverable sites.
- 7.3 The sites identified in the Strategic Land Availability Assessment (SLAA) as being deliverable within the first five years have been used as the basis for a revised 5-year housing land supply figure. Whilst this has shown that notionally we have identified sufficient sites to demonstrate that we have a five year supply of housing sites we have recently been advised that we need to apply an additional 20% buffer rather than the previously used 5%. This is because Government guidance (NPPF para 74) requires the application of a 20% buffer "where there has been significant under delivery of housing over the previous three years". It therefore has no choice now but to apply the

additional buffer for the five year period from 1 April 2019 to 31 March 2024. A 20% buffer applied to 603 results in a figure of 724 dwellings per annum which is our current figures. The effect of this increased requirement is that the identified sites only represent a 4.4 year supply and accordingly the Council cannot at present demonstrate a five year supply of deliverable housing sites.

- 7.4 In using the new objectively assessed need figure of 724 as the starting point for the calculation of a five year supply it must be borne in mind that this does not represent a target as it is based on unconstrained need. Through the Local Plan review, the Borough's housing supply will be assessed in light of the Borough's constraints, which will be used to consider options for meeting need. The Council has now published its SLAA which identifies potential sites for future housing development over the plan period.
- 7.5 As a result, current decisions on planning applications for housing development need to be based on the 'tilted balance' approach set out in paragraph 11 of the NPPF (2019). This requires that planning permission should be granted unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole'*.
- 7.6 It should also be noted that The Housing Delivery Test Result for Spelthorne Borough Council was published by the Secretary of State in February 2019, with a score of 63 percent. This means that the Council had undelivered housing delivery verses need in previous years and as a result the Council have produced a Housing Delivery Test Action Plan to positively respond to the challenge of increasing its housing delivery. The Action Plan analyses and sets out actions to improve housing delivery within the Borough.

Principle of the development

- 7.7 As noted above, Policy HO1 of the Local Plan is concerned with new housing development in the Borough. HO1 (c) encourages housing development on all sustainable sites, taking into account policy objectives and HO1 (g) states that this should be done by:

"Ensuring effective use is made of urban land for housing by applying Policy HO5 on density of development and opposing proposals that would impede development of suitable sites for housing."

- 7.8 This is also reflected in the NPPF paragraph 117 which emphasises the need for the effective use of land in meeting the need for homes, whilst safeguarding the environment and provides further relevant context at paragraph 122 in respect of achieving appropriate densities.
- 7.9 The site is located within the urban area and is a brownfield site within an accessible location close to local facilities and public transport links. It is not located within the Green Belt or a within a high flood risk area. The area is characterised by mainly residential properties and a residential use has already been approved on the site. As such the use of the site as flats is an acceptable use of the site in principle, provided other policies requirements are met including flooding, as discussed further below.

Housing density

- 7.10 Policy HO5 in the Core Strategy Policies DPD 2009 (CS & P DPD) sets out density ranges for particular context but prefaces this at paragraph 6:25 by stating:

“Making efficient use of potential housing land is an important aspect in ensuring housing delivery. Higher densities mean more units can be provided on housing land but a balance needs to be struck to ensure the character of areas is not damaged by over-development.”

- 7.11 Policy HO5(b) states that within existing residential areas that are characterised by predominately family houses rather than flats new development should generally be in the range of 35 to 55 dwellings per hectare. It is noted that there are a number of flats nearby to the application site.
- 7.12 The proposal is for 14 units and is on a site of some 0.094 ha, equating to 148 dwellings per hectare (dph). The proposed density is well above the recommended 35-55 dph range stipulated in Policy HO5. The high density is a result of the proposed units being 1 and 2 bed flats with shared amenity space (compared for example to larger dwellings with private gardens). The policy states that, *‘Higher density developments may be acceptable where it is demonstrated that the development complies with Policy EN1 on design particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non car based modes of travel.’*
- The development complies with Policy EN1 (as explained below) and is also in a location accessible by non-car based travel, given that Ashford railway station is situated only 400m from the development (approx. 5 minutes away on foot). The nearest bus stops are approx. 110m (approx. 2 minutes on foot) on Woodthorpe Road. Therefore although high, the density is considered to be acceptable in this location and complies with policy HO5,

Design and appearance

- 7.13 The NPPF at paras. 124 – 132, emphasise the requirement of achieving well-designed places. It notes that, *‘The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’*
- 7.14 Policy EN1a of the CS & P DPD states that *“...the Council will require a high standard in the design and layout of new development. Proposals for new development should demonstrate that they will: create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.”* In addition, the Council’s “Design of Residential Extensions and New Residential Development” SPD, 2011 provides guidance on design and states that the design of new development and the materials used should reflect the character of the area. It advises further that *“good detailed design*

and use of materials is critical to an acceptable scheme..... [and] poor design with little or no attention to detail will be unacceptable”.

- 7.15 The building has been designed to address both the Stanwell Road and Chaucer Road frontages, as was the case with the previous scheme for 10 units. The approved scheme has been amended in order to provide an additional floor at semi-basement level which is partly sunk beneath ground level. This level contains a car park for 8 cars and one no. 2 bed flat. The ground floor will contain 4 flats and the cycle and bin storage areas as well as the access to the underground car park. The first floor has another 5 flats and the second floor, which continues to be contained within the roof space, contains 4 more flats. The proposal has a similar footprint to the previously approved scheme at ground level, however it is deeper in part (approx. 2m in two places and in addition has a 2 storey element projecting some 5m from the main built form with some 5m in width. As before, the Stanwell Road frontage would include staggered gable ends with glass terraces and balconies at ground and first floor level. The gables would be staggered in such a way that on the corner of Stanwell Road and Chaucer Road the gable would be set back from the junction and would allow the building to ‘turn the corner’ into Chaucer Road. The Chaucer Road frontage would again feature a gable end to help link the whole building together. The overall design, form and choice of materials would give the building a contemporary feel, albeit with a pitched roof and strong gable features. The use of red and buff bricks and plain roof tiles will help the building to integrate to the surrounding area, paying due regard to the materials of neighbouring properties, including the red brick of the church and the buff brick evident in some of the neighbouring dwellings. The building would have an area of flat roof, but this would be mostly obscured by the pitched roofs and it is not considered it this would be evident in the street scene.
- 7.16 The proposed building would have a smaller footprint than the existing building. The existing building has a shallow pitched roof with a maximum height of 7.31m. The main part of the proposed building will be 1.2m taller than the previously approved scheme, with a maximum height of 10.1m, (opposed to the previous scheme with a max height of 8.9m.) The height of the eaves of the main roof will be some 7.1m (opposed to the previous 5.9m). The gable element on Chaucer Road and rear projection element will be at a lower level to the main roof form fronting Stanwell Road and will continue to have a very similar height, to that previous approved. Whilst the current scheme is clearly higher than the previous one and also the existing building on site, due to the significantly reduced footprint, it is considered the increase in height would not have an unacceptable impact on the street scene. As noted above, the current proposal has an increase in height compared to the previously approved scheme of the main roof form by 1.2m to the ridge and eaves height. However the height of the proposed building would not appear out of context within both the Stanwell Road and Chaucer Road frontages and would not ‘compete’ with the adjacent church in terms of scale. It is considered the scale of the building when viewed in relation to the whole site and its parking, amenity and landscaped areas would be acceptable, in particular given the site is on a corner location where it is partly viewed in its own context forming a visual turn to the built form at this junction of the 2 roads.

- 7.17 The proposal would continue to respect the building line within both Stanwell Road and Chaucer Road. The element closest to no. 104 Stanwell Road (the adjacent detached dwelling to the north), would be generally in line with the frontage of that property before stepping out slightly to the first of three staggered gable frontages, with the subsequent gables stepping back as the building gets closer to Chaucer Road. This is the same as the previously approved scheme. However the corner gable closest to Chaucer Road, will be closer to Stanwell Road by approx. 0.3m when compared to the previous approved scheme, but would continue to be set behind the front elevation of 106 Stanwell Road on the opposite corner. The gable feature on Chaucer Road would be slightly forward of the prevailing building line (as approved previously) but the majority of this frontage would be broadly in line with the existing properties on the northern side of the street.
- 7.18 It is therefore considered that the proposal would be of a layout and form that would respect the character of the area and that would successfully address the prominent corner plot, despite the main built form on the Stanwell Road frontage being taller in height than the previously approved scheme and taller than the adjoining dwellings. The proposal has a contemporary design but also utilises design features of properties nearby as required by Policy EN1 including gable features, pitched roofs and staggered frontages of buildings. Therefore the proposal is considered to be an acceptable form of development which would not be harmful to the character of the area and will have its own identity on a corner plot within the context of a wider residential area. It should also be noted that blocks of flats are not unusual in the area including 2 no. 3 storey blocks of flats located to the south further along Stanwell Road at No..123 Stanwell Road and Sovereign House, which are adjacent to 2 storey houses As such, the scheme is considered to be acceptable and accords with Policy EN1 and the NPPF on design.
- 7.19 The Government has also recently introduced a new National Design Guidance in October 2019 which seeks to address the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics.

The National Design Guide 2019 also notes that, '*...well-designed places contribute to local distinctiveness. This may include:-*

- *adopting typical building forms, features, materials and details of an area;*
- *drawing upon the architectural precedents that are prevalent in the local area, including the proportions of buildings and their openings;*
- *using local building, landscape or topographical features, materials or planting types;*
- *introducing built form and appearance that adds new character and difference to places; (Officer emphasis)*
- *creating a positive and coherent identity that residents and local communities can identify with.*

It also states in para 56 that, '*...Materials, construction details and planting are selected with care for their context. They are attractive but also practical,*

durable and affordable. They contribute to visual appeal and local distinctiveness. In well-designed buildings, the materials and details suit the design concept and they are consistently followed through the construction process to completion.'

- 7.20 Like the previously approved scheme, the proposal would include habitable accommodation within the roof. In order to provide sufficient light to these rooms a number of roof lights have been included. As with the approved development, the roof lights have been positioned symmetrically and it is considered that the design of the roof would not appear out of scale with the host building. The proposal would include an area of flat roof and it is considered that this would not be so visually prominent as to cause harm to the wider area.
- 7.21 The proposed shared amenity area would be located in the north east corner of the site and would be relatively well screened from the surrounding area so as not to feel overlooked. The proposal would include a landscaped frontage along both Stanwell Road and Chaucer Road and would retain an existing tree located at the front of the site.
- 7.22 The proposed parking area would partly be located within the semi-basement (8 spaces) and also to the rear (east) of the proposed building (10 spaces). It would include a total of 18 spaces, two of which would be disabled parking spaces. It is considered its position to the rear of the building and within the semi-basement, would be acceptable and that it would not lead to the parking area having a dominant appearance on the site. as was the case previously with the parking at the rear of the site. The car park would be partially screened by the building and landscaped planting, which can be controlled by a condition
- 7.23 The current proposal is considered to take into account the character of the area as is required by the Supplementary Planning Document (SPD) on Design and Policy EN1, and conforms to the NPPF. In addition, the proposal, although taller than the previously approved scheme, would not be harmful to the character of the area and is considered to be appropriate with the overall form and layout of its surroundings, on this unique corner plot. As such the proposal is considered to be acceptable in design terms and in particular when compared to the previously approved scheme, conforming to Policy EN1. Therefore the design is considered to be acceptable.

Impact on the Adjacent Listed Building

- 7.24 Policy EN5 states that the Council will seek to preserve its architectural and historic interest by requiring development proposal for any sites affecting the setting of a listed building to have special regard to the need to preserve its setting. Section 66 of the Listed Building Act 1990 requires a planning authority to have 'special regard' to the desirability of preserving a listed building and its setting. The application site is opposite the Grade II listed building St Hilda's Church which is a red brick building that was completed in 1928 featuring high gable ends. Any proposal for new development should demonstrate that it would not harm the building or its setting. The proposed building has been designed with staggered gable frontages to add both visual interest to the building and to reflect the large gable end of this part of the

listed church facing the application site and in ancillary elements of that building. The use of strong gable features and of red brick within parts of the proposed frontage would pay regard to those design features and materials within the church, and the modern materials such as the glass balustrades would contrast and allow the new building to maintain its own identity. It is not considered that the proposal would cause harm to the listed building but rather that the proposal would improve the setting of the listed building by the removal of the 1980s factory building with no comparable design merit and replacement with a sympathetic design. Therefore although the proposed building is taller than the previously approved scheme, it continues to enhance the setting of St Hilda's Church.

- 7.25 The Council's Heritage and Conservation Area Officer has raised no objection to the proposal and states that, '*... The new application achieves a greater number of units by introducing a semi basement area accommodating one apartment and an increase in overall roof height. The semi-basement unit has a low level patio which mitigates the disadvantage of living partly below pavement level while the increase in overall height is partly mitigated by the retention of the predominantly hipped roof design. The footprint is modestly larger than the approved scheme but seems not to adversely affect the surrounding properties. The site is effectively a corner site so can, in my view, handle a greater scale.*

Although the listed Church of St. Hilda is close by, I do not consider this proposal would harm its setting. The area or car parking and amenity space avoids overpowering No.2 Chaucer Road while No. 104 Stanwell Road has a communal drive leading to three lock up garages, between the new development, which in any case is only 2.5 storeys high to eaves with a hipped roof which lessens the bulk. The use of structural glass balconies imparts a light and airy aesthetic to the scheme, which I think is acceptable on design grounds. I have no adverse comments on heritage asset grounds.'

It is therefore considered that the proposal will enhance the setting of the nearby Grade II listed church and accords with Policy EN5.

Impact on neighbouring residential properties

- 7.26 Policy EN1b of the CS & P DPD states that:

"New development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook."

- 7.27 The Council's Supplementary Planning Document on the Design of Residential Extensions and New Residential Development 2011 (SPD) sets out policies requirements in order to ensure this is met.
- 7.28 The Design SPD in para 3.6 acknowledges that '*most developments will have some impact on neighbours, the aim should be to ensure that the amenity of adjoining occupiers is not significantly harmed.*' It sets out minimum separation distances for development to ensure that proposals do not create unacceptable levels of loss of light, be overbearing or cause loss of privacy or

outlook. These are set as a minimum for 2 storey development of 10.5m for back to boundary distance and 21m for back to back development. Three storey development has a back to boundary distance of 15m and back to back distance of 30m. There is also a minimum distance for back to flank elevations of 13.5m (2 storey) and 21m (3 storey).

7. 29 The nearest existing residential property to the proposed building is no. 104 Stanwell Road which is a detached property to the north of the site. Whilst the existing building, Headline House, is lower, it is located directly on the boundary of the site, whereas the proposed building would be set in from the northern boundary by 1.2m. There is also an access road which runs between the application site and no. 104 which serves a block of 3 garages. As a result of this relationship and the gap between the built form, the 45 and 25 degree lines are not crossed. These lines are set out in the SPD, and are used as a guide to ensure that new development does not block light reaching the windows serving habitable rooms and the proposal would not infringe either a vertical or horizontal 45 degree line when measured from the closest window serving habitable rooms of the adjoining dwelling. The 25 degree line would not be infringed from any front or rear of adjoining dwellings.
- 7.30 The proposed ground floor of the main built form is now located above ground level as a result of the semi- basement level below (the side/rear element fronting Chaucer Road remains at a lower level). Along Stanwell Road, the proposed ground and first floors would have full height windows with private patios/balconies at ground and first floor. These windows would allow the maximum amount of natural light into habitable rooms and provide an outlook to the adjacent church. There would also be full height windows at ground and first floor level along Chaucer Road, (with the rear part of this elevation not being raised and still at 2 storey height). To ensure no loss of privacy to no. 106 Stanwell Road, situated on the south side of Chaucer Road, the two clear glazed first floor windows in this elevation have been positioned to avoid views into the rear garden of the neighbouring property. One second floor window is proposed in the gable, however this will be obscure glazed, (as previously required).
- 7.31 There would be no clear glazed window openings on the northern flank elevation closest to no. 104 Stanwell Road that could give rise to unacceptable overlooking. The rear elevation would feature ground and first floor full height windows and the ground and first floor units would also be served by terraces/balconies which would look out towards the shared amenity area and car park. These will now be approx. 1.2m taller on the main built form due to the sub-basement, and will have screening to the sides to ensure they do not cause overlooking to the side including to no. 104 Stanwell Road. It is considered that these rear facing windows and balconies would not lead to an unacceptable loss of privacy to the adjoining dwellings due to their separation. The closest window in the rear elevation of the main built form fronting Stanwell Road, is some 15m from the rear boundary with no. 2 Chaucer Road, which meets the minimum three storey development separation distance for back to boundary distance of 15m, as set out in the SPD. It is therefore considered that the impact is acceptable and that refusal cannot be justified on these grounds.

- 7.32 As noted above, the SPD on design sets out minimum separation distances. The side/rear element on the Chaucer Road frontage has a lower level than the main built form and is very similar in height to the previous scheme and as such is considered to be 2 storey development with accommodation in the roof. The back of this part of the proposed built form, would have a separation distance of approx. 10.5m to the boundary and 15m between the built form and no 2 Chaucer Road. This meets the minimum separation distance of 10.5m for back to boundary distance and exceeds the 13.5m distance for back to flank distance, as set out in the SPD. However the applicants have removed a balcony originally shown on the rear of the first floor element which would have projected further in the direction of no. 2 Chaucer Road. Therefore the proposal is considered to have an acceptable impact on the amenity of no. 2 Chaucer Road.
- 7.33 It is considered that due to their angle, and height the proposed roof lights would not give rise to overlooking or loss of privacy impact, and that they would not lead to unacceptable overlooking due to their skyward orientation.
- 7.34 As such, it is not considered that the proposal will cause significant overlooking, loss of privacy or overbearing/overshadowing or loss of light impact and will have an acceptable impact on the amenity of the occupants of neighbouring properties. The proposal is considered to continue to have an acceptable relationship with, and therefore impact on, the amenity of existing neighbouring residential properties, conforming to the SPD and Policy EN1.

Amenity Space

- 7.35 The Council's SPD on Residential Extension and New Residential Development 2011 provides general guidance on minimum garden sizes (Table 2 and paragraph 3.30). In the case of flats it requires 35 sqm per unit for the first 5 units, 10 sqm for the next 5 units and 5 sqm per unit thereafter. On this basis, 245 sq. m would be required for the 14 flats. The proposal provides access to terraces/balconies for many of the flats with an area of approx. 93 sq m, however, the applicants were requested to remove one balcony facing the rear. In addition, there is a communal garden area to the rear with a total of approx. 143 sq. m. This provides a total of approx. 236 sq m of amenity space provision, which falls slightly below the 245 sq m area required. In addition to this amenity space provision and balconies/terraces, there is an area of landscaping to the front of the site which will provide an attractive outlook and further space for the occupants to utilise, although visible from the public domain it will not be a private space. However this is considered to be of great benefit to the occupants and the visual amenity of the site. Therefore it is considered that the amenity space provision is acceptable.

Proposed dwelling sizes

- 7.36 The SPD on the Design of Residential Extensions and New Residential Development 2011 sets out minimum floorspace standards for new dwellings. These standards relate to single storey dwellings including flats, as well as to 2 and 3 storey houses. For example, the minimum standard for a 1-bedroom flat for 2 people is 50 sqm.

- 7.37 The Government has since published national minimum dwelling size standards in their “*Technical Housing Standards – nationally described space standard*” document dated March 2015. These largely reflect the London Housing Design Guide on which the Spelthorne standards are also based. The standards are arranged in a similar manner to those in the SPD and includes minimum sizes for studio flats. This national document must be given substantial weight in consideration of the current application in that it adds this additional category of small dwellings not included in the Council’s Standards.
- 7.38 All of the proposed flats comply with the minimum standards stipulated in the national technical housing standards and the SPD. The proposed flats would have a good level of outlook with those facing Stanwell Road facing towards the listed church, across the landscaped area. In addition the proposed flat in the semi-basement will not be completely sunk in the ground but will have windows and access onto a terraced area around the flat which will provide a small private outside area (such as a balcony) and provide a sufficient level of light and outlook from this unit. The flats at second floor level within the roof are served by roof lights and will have an outlook towards the sky as previously approved. The site is located in a sustainable location, in close proximity to public transport links and local facilities, including the park on Woodthorpe Road in walking distance. Therefore, it is considered that the standard of overall amenity for future occupants is acceptable.

Highway and parking provision

- 7.39 Policy CC2 of the CS & P DPD states that:

“The Council will seek to secure more sustainable travel patterns by: ... (d) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account: (i) number and nature of additional traffic movements, including servicing needs; (ii) capacity of the local transport network; (iii) cumulative impact including other proposed development; (iv) access and egress to the public highway; and (v) highway safety.

- 7.40 Policy CC3 (Parking Provision) of the CS & P DPD states that the Council will require appropriate provision to be made for off-street parking in development proposals in accordance with its maximum parking standards.
- 7.41 On 20 September 2011 the Council’s Cabinet agreed a ‘Position Statement’ on how Policy CC3 should now be interpreted in the light of the Government’s recent parking policy changes. The effect of this is that the Council will give little weight to the word ‘maximum’ in relation to residential development when applying Policy CC3 and its residential parking standards will generally be applied as minimum (maximum parking standards continue to be applicable in relation to commercial development).
- 7.42 The proposed parking provision for the site is 18 spaces. The Council’s Parking Standards as set out in the Supplementary Planning Guidance requires 1.25 spaces per 1 bed unit, 1.5 spaces per 2 bed unit. As such the current proposal for 14 units (5 no. 1 bed and 5 no. 2 bed) would require 19.25 spaces, rounded up to 20 car parking spaces. The 18 spaces provided falls slightly short of the current parking standards minimum requirements.

However the site is in a location just outside the town centre and as such is sustainable, with local facilities and transport options including railway line and bus stops within walking distance. The policy allows for a reduction in this figure when this is the case. In addition, the proposal would provide a total of 14 secure cycle parking spaces within the main building which complies with the required one cycle space per flat.

- 7.43 The County Highway Authority (CHA) have been consulted and note that, *'...the Parking Standards document states that a lower parking provision can be provided where the site is sustainable located with good opportunities for sustainable travel. The site is located within reasonable walking distance from good bus and train services, as well as a range of local amenities in Ashford Town Centre. A regular bus service stops in close proximity to the site on Woodthorpe Road, and Ashford Rail Station is approximately 500m walk to the north-east. The Highway Authority understands that Chaucer Road, and the surrounding roads, experience high parking stress due to residential and commuter parking. If some additional on-street parking demand were generated by the proposed development, this may inconvenience some local residents when seeking somewhere to park. However, given existing parking controls in particular areas in the vicinity of the site, it is unlikely a small increase in on-street demand would cause highway safety or capacity issues'*. As a result, the Highway Authority does not consider it is appropriate to object to the proposal based on parking concerns or highway safety issues.

- 7.44 It is acknowledged that the local area is subject to a high level of on street parking with many houses not having driveways. In addition the area is close to the town centre and public transport which results in commuters and customers also using these roads to park, as well as residents. Therefore a large number of letters of objection have been received in relation to this particular issue. The proposal would provide a level of parking which would accord with the policy given the sustainable location and would not lead to highway safety issues. This is noted by the CHA who acknowledge that some people using the local streets to park may be inconvenienced. A Planning Inspector has previously commented on an appeal for flats near Shepperton railway station, that smaller units, close to a railway station are likely to attract smaller households with residents who do not need to rely on a car. During appeal 3147648 for PA no.15/00427/FUL-) for an extension to the existing building at the former 6 Green Lane for 6 flats,, the Inspector stated that, *'...I am not convinced that the proposed accommodation would materially increase the demand for on street parking given the relatively small size of the units and the accessibility of good public transport links nearby. In such circumstances I consider that the accommodation would be more desirable to small households without a car.'* It is considered therefore that there are no grounds on which to refuse the scheme in relation to the amount of parking provided at the site.

- 7.45 Therefore the proposed parking provision for the residential units is considered to be acceptable. The CHA has raised no objection to the proposed scheme on highway safety grounds or parking provision and the site is located within a sustainable location. As such it is considered that the scheme is acceptable in terms of Policies CC2 and CC3 on highway and parking issues.

Flooding/Drainage

- 7.46 Policy LO1 of the CS & P DPD states that the Council will seek to reduce flood risk and its adverse effects on people and property in Spelthorne The proposal is not located within a flood risk zone. The Environment Agency have been consulted and have made no objection but have recommended some conditions and as such is considered to be acceptable on flooding grounds.
- 7.47 The Lead Local Flood Authority at Surrey County Council has been consulted in regards to the SUDS and the submitted drainage strategy and have made no objection subject to conditions. As such the proposal is considered to be acceptable on drainage grounds.

Renewable Energy

- 7.48 Policy CC1 of the CS & P DPD states that the Council will require residential development of one or more dwellings and other development involving new building or extensions exceeding 100 sqm to include measures to provide at least 10% of the development's energy demand from on-site renewable energy sources unless it can be shown that it would seriously threaten the viability of the development.
- 7.49 The applicant has submitted a renewable energy statement and concludes that through the use of Air Source Heat Pumps (ASHP) units to be located within the basement car park area, can provide a total energy reduction of at least 10%. The Council's Sustainability Officer has been consulted and raises no objection. Accordingly, the renewable energy proposals are acceptable but details would be subject to condition.

Dwelling mix

- 7.50 Policy HO4 of the CS & P DPD (Housing Size and Type) states that the Council will ensure that the size and type of housing reflects the needs of the community by requiring developments that propose four or more dwellings to include at least 80% of their total as one or two bedroom units.
- 7.51 The proposal complies with the requirements of Policy HO4 with all of the 14 units being one and two bedroomed, this represents 100% of the scheme and therefore complies with policy HO4.

Impact on Trees/Landscaping

- 7.52 The applicant has submitted an Arboricultural Impact Assessment as 2 trees on the site will be removed as a result of the proposal. The Council's Tree Officer has raised no objection to this noting that these trees have little merit and the proposal can provide some landscaping to help to compensate for their loss.
- 7.53 The communal gardens and the areas of planting to the front of the site will provide some landscaping which will help to complement the proposed built form and act as a buffer to the parking areas. The detail of which will be covered by condition.

Contaminated Land

- 7.54 The Council's Pollution Control Officer has raised no objection but has requested conditions to be imposed requiring an investigation to be carried out to identify risks and remediation measures. Subject to these conditions, the proposal is considered acceptable.

Air quality

- 7.55 The applicant has submitted an Air Quality Assessment (AQA), as is required by Policy EN3 of the CS & P DPD. The AQA assesses the impact of both construction and operational impacts of the proposed development and recommends further details which should be included in a Dust Management Plan be submitted for the demolition and construction phase. It is considered that this and the requirement for a demolition method statement could be brought to the attention of the applicant by the imposition of an informative. The applicant has committed in principle to the provision of electric vehicle charging infrastructure. The type and level of charging should accord with the Surrey County Vehicular and Cycle Parking Guidance standards and therefore it is recommended that any permission granted is subject to a condition requiring details of installation of 4 no. EV charging points. Therefore this is considered to be acceptable.

Refuse Storage and Collection

- 7.56 The layout of the site has been designed to provide the refuse storage facilities within the ground floor of the building, close to Clarence Road, within reach of the refuse collection vehicles and accessible by residents. The proposal provides a bin store area provides enough space for 6880 litres of waste which exceeds the required amount of 6720 litres for the 14 flats.
- 7.57 The Council's Head of Street Scene has raised no objection to the arrangement. Furthermore, the County Highway Authority has raised no objection on this particular issue. Accordingly, the proposed refuse storage and collection facilities are acceptable.

Crime and Design

- 7.58 With regard to the Crime Prevention Officer's comments, as with the previous scheme, it is not considered appropriate to impose a condition, as requested, relating to "Secured by Design". Many of the requirements are very detailed (e.g. standards of windows, doors and locks), elements which are not normally covered and enforced under the planning regulations. It is recommended that this can be brought to the attention of the applicant by adding an informative.

Other Matters

- 7.59 An objection has been received from SCAN that the units have not been designed to provide access and facilities for wheelchair users. The proposed parking involves two disabled parking spaces and the applicant has confirmed that the development is Approved Document M (4)1 compliant and Approved Document Part K which relate to Building Regulations. This will allow occupants/visitors to gain access to and use the dwelling and its facilities. The applicant notes that for clarification, under Part M (4)1, where lift access cannot reasonably be achieved it is acceptable to provide a suitable stair. It is also noted that under the Equalities Act 2010 which is separate legislation

from planning, a duty of responsibility is placed on the owner of the premises to provide facilities for disabled persons to access a building. It is recommended that an informative can be attached to the decision notice advising the applicant of the duty to make adjustments to the property under the Equalities Act to make it accessible to disabled people as was the case with the previous application.

- 7.60 Third party representations have also raised concern about the impact of the proposal on noise. The proposed building would need to meet building regulation requirements in terms of noise insulation and it is not considered that a residential development of this size would generate unacceptable levels of noise sufficient to justify refusal.

One neighbouring property also refers to the 'living' boundary wall. The applicants show on the plans that the northern and eastern boundary wall will be formed from the existing wall reduced in height to 2m with brick coping.

- 7.61 The Community Infrastructure Levy (CIL) provides funds to contribute towards infrastructure. The current scheme would provide a sum of approximately £216,000, as noted below.

Financial Considerations

- 7.62 Under S155 of the Housing and Planning Act 2016, Local Planning Authorities are now required to ensure that potential financial benefits of certain development proposals are made public when a Local Planning Authority is considering whether or not to grant planning permission for planning applications which are being determined by the Council's Planning Committee. A financial benefit must be recorded regardless of whether it is material to the Local Planning Authority's decision on a planning application, but planning officers are required to indicate their opinion as to whether the benefit is material to the application or not. In consideration of S155 of the Housing and Planning Act 2016, the proposal is a CIL chargeable development. It will generate a CIL Payment in relation to the net additional gross floor space. This amounts to a CIL payment of approximately £216,000 which is a material consideration in the determination of this planning application. The proposal will also generate a New Homes Bonus and Council Tax payments which are not material considerations in the determination of this proposal.

Conclusion

- 7.61 The proposal seeks to redevelopment of the site for the erection of 14 flats which will meet the need for housing and has significant weight. It will make effective use of urban land in a sustainable location. The design and appearance is considered to be acceptable and in keeping with the character of the area, as although taller than many surrounding properties it is a corner plot and has many design features of adjoining sites. The proposal is considered to respect and make a positive contribution to the street scene and the character of the area in which it is located. The proposal to provide 14 units is considered acceptable.
- 7.62 The NPPF requires permission for housing to be granted in areas where there is a shortfall in the 5 year housing land supply which includes Spelthorne,

unless the impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole. The proposal is considered to be acceptable and that there is no harm caused that would significantly and demonstrably outweigh the benefits of providing new housing in this brownfield site in a sustainable location. Therefore the proposal is considered to conform to Policies of the Core Strategy and Policies DPD, SPD and the NPPF. Consequently the application is recommended for approval.

8. Recommendation

8.1 GRANT subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of two years from the date of this permission.

Reason: - This condition is required by Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and drawings:-

XX BP A 0001, 0002, 201, 202, 204, 205, 210 and 211 received on 20.09.2019 and amended plan no.2436 RDJWL-ZZ-XX-DR-A_0203 A3 C5, 0206 A3 C5, 207 A3 C4, 208 A3 C4 and 212 A3 C3 received on 17.01.2020

Reason: - For the avoidance of doubt and in the interest of proper planning

3. No development above damp-proof course level shall take place until details of the materials and detailing to be used for the external surfaces of the buildings and surface material for parking areas are submitted to and approved by the Local Planning Authority. The development shall then be constructed in accordance with the approved materials.

Reason:- To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. Prior to the occupation of the development, details of a scheme of the means of enclosure shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s)/use is/are occupied. Development shall be carried out in accordance with the approved details and maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

5. Details of a scheme of both soft and hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of the development hereby approved. The approved scheme of tree and shrub planting and other associated works shall be carried out prior to first occupation of the buildings and/or site. The planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

Reason: - To minimise the loss of visual amenity occasioned by the development and to enhance the proposed development.

6. The measures set out in the Arboricultural report (ref: APA/AP/2017/117 dated 2 September 2019) be adhered to at all times, and any variation be submitted to and agreed in writing by the Local Planning Authority

Reason: - To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

7. Prior to the occupation of the buildings hereby permitted details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The agreed external lighting shall be implemented prior to the occupation of the buildings and shall at all times accord with the approved details.

Reason: - To safeguard the amenity of neighbouring residential properties, in the interest of security, and in the interest of wildlife.

8. No demolition, site clearance or building operations shall commence until protective fencing consisting of weld mesh panels on a scaffold framework as shown in Figure 2 of BS5837 2012 has been erected around each tree or tree group to be retained on the site in accordance with details to be submitted to and approved by the Local Planning Authority before any work on the development hereby permitted is first commenced, such details to include trenches, pipe runs for services and drains. Such fencing shall be maintained during the course of the development and no storage of materials or erection of buildings shall take place within the fenced area.

(b) The destruction by burning of materials shall not take place within 6 m (19 ft 8 ins) of the canopy of any tree or tree group to be retained on the site or on land adjoining.

Reason:- To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and En1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

9. Prior to the occupation of the development hereby permitted the ground and first floor windows in the most northern side elevation and the second floor window in the most southern Chaucer Road elevations shall be obscure glazed and be non-opening to a minimum height of 1.7m above internal floor level in accordance with details/samples of the type of glazing pattern to be submitted to and approved in writing by the Local Planning Authority. These windows shall thereafter be permanently retained as installed.

Reason:- To safeguard the privacy of the adjoining properties in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

10. Notwithstanding the details shown on the submitted drawings, prior to the occupation of the dwellings privacy screens shall be installed on the northern side of the east-facing and west-facing balconies and terraces of the most northern ground and first floor units. in accordance with details to be submitted and approved in writing by the Local Planning Authority. These details shall provide privacy screens measuring at least 1.8m in height which shall be installed prior to the first use of the balconies and thereafter retained.

Reason:- To safeguard the amenity of neighbouring residential properties.

11. Prior to the occupation of the building the enclosed cycle storage facility shall be provided on the site in accordance with the approved plans and thereafter shall be maintained as approved.

Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

12. Notwithstanding the submitted plans the development hereby approved shall not be first occupied unless and until the existing vehicular access to Chaucer Road has been modified and provided with tactile paving in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently retained.

Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 (highway safety) and CC3 (parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

13. The development hereby approved shall not be occupied unless and until at least four of the proposed residential parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for the charging of electric vehicles in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development makes suitable provision for sustainable travel, in accordance with the sustainable objectives of Chapter 9 "Promoting sustainable transport" of the National Planning Policy Framework 2019, and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

14. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking areas shall be retained and maintained for their designated purposes

Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 (highway Safety) and CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

15. The development hereby approved shall not be first occupied unless and until the existing vehicular access to Chaucer Road has been modified in accordance with the approved plan, and redundant sections of the existing access have been reinstated to kerb and footway, all to be permanently retained.

Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 (highway Safety) and CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

16. No development shall commence until a Construction Transport

Management Plan has been submitted to and approved in writing by the Local Planning Authority, containing details of:

- a) Parking for vehicles of site personnel, operatives and visitors
- b) Loading and unloading of plant and materials
- c) Storage of plant and materials
- d) Provision of boundary hoarding behind any visibility zones
- e) Measures to prevent the deposit of materials on the highway

The Construction of the development shall be implemented in accordance with the agreed Construction Transport Management Plan.

Reason:- The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2012 and policy CC2 (highway safety) and CC3 (parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

17. The proposed hardstanding area shown on the submitted plan shall be constructed to be permeable, or be designed to run off to a permeable surface within the site, in accordance with details to be submitted to, and approved in writing by the Local Planning Authority before the commencement of the development. The hardstanding area shall be completed and maintained in accordance with the approved details.

Reason:- To minimise the risk of flooding from surface water runoff.

18. Prior to the occupation of the building, a report has been submitted to and agreed by the Local Planning Authority which includes details and drawings demonstrating how 10% of the energy requirements generated by the development as a whole will be achieved utilising renewable energy methods and showing in detail the estimated sizing of each of the contributing technologies to the overall percentage. The detailed report shall identify how renewable energy, passive energy and efficiency measures will be generated and utilised for each of the proposed buildings to meet collectively the requirement for the scheme. The agreed measures shall be implemented with the construction of each building and thereafter retained and maintained to the satisfaction of the Local Planning Authority unless otherwise agreed in writing.

Reason:- To ensure that the development is sustainable and complies with policies SP7 and CC1 of the Spelthorne Core Strategy and Policies Development Plan Document February 2009.

19. Prior to the occupation of the building, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials in accordance with the details hereby approved, and thereafter shall be maintained as approved.

Reason:- To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan

20. No development shall take place until:
- (i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site has been submitted to and approved in writing by the Local Planning Authority.
 - (ii) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.
 - (iii) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology. The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without express written agreement of the Local Planning Authority.

Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE The requirements of the above condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected by Contamination: Guidance to Help Developers Meet Planning Requirements" proving guidance can also be downloaded from Spelthorne's website at www.spelthorne.gov.uk.

21. Prior to the first use or occupation of the development, and on completion of the agreed contamination remediation works, a validation report that demonstrates the effectiveness of the remediation carried out shall be submitted to and agreed in writing by the Local Planning Authority.

Reason:- To protect the amenities of future residents and the environment from the effects of potentially harmful substances in accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

NOTE The requirements of the above condition must be carried out in accordance with current best practice. The applicant is therefore advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences. An information sheet entitled "Land Affected by Contamination: Guidance to Help Developers Meet Planning

Requirements” proving guidance can also be downloaded from Spelthorne’s website at www.spelthorne.gov.uk.

22. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development.
 - c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing feature (silt traps, inspection chambers etc.).
 - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
 - e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

23. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

INFORMATIVES TO APPLICANT

1. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or

water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Transportation Service before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see <http://www.surreycc.gov.uk/people-andcommunity/emergency-planning-andcommunity-safety/floodingadvice/ordinary-watercourse-consents>.

2. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damages the highway from unclean wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

4. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

- a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
- b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels'
- c) Deliveries should only be received within the ours detailed in (a) above;
- d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses included the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowzers and wheel washes;
- e) There should be no burning on site;
- f) Only minimal security lighting should be used outside the hours stated above; and
- g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway. Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme (www.ccscheme.org.uk/index.php/site-registration).

5. The applicant is advised that the essential requirements for an acceptable communication plan for surrounding properties forming part of a Method of Construction Statement are viewed as:

- a) How those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme;
- b) How neighbours will be notified prior to any noisy/disruptive work or of any significant changes to the site activity that may affect them;
- c) The arrangements that will be in place to ensure a reasonable telephone response during working hours;

- d) The name and contact details of the site manager who will be able to deal with complaints; and
- e) How those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

6. The applicant is reminded that it is their responsibility to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant ensures that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate or combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be reached on 0800 009 3921. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

7. The applicant's attention is drawn to the ACPO/Home Office Secured by Design (SBD) award scheme, details of which can be viewed at www.securedbydesign.com.

8. The applicant is recommended to install a dropped kerb outside the bin storage and hatched lines be placed kerbside to ensure that the bins can be safely transported up and down the footpath to be emptied.

9. The applicant's attention is drawn to the Equalities Act 2010, which requires the property to be accessible to disabled people.

10. Please note that this application is subject to the payment of Community Infrastructure Levy (CIL). Full details of the charge, how it has been calculated and what happens next are set out in the CIL Liability Notice which will be sent separately. If you have not already done so an Assumption of Liability notice should be sent to the Council as soon as possible and before the commencement of development.

Further information on CIL and the stages which need to be followed is available on the Council's website. www.spelthorne.go.uk/CIL.