

Planning Committee

3 February 2021



Application No.	20/01312/FUL		
Site Address	Acacia Lodge, Rookery Road, Staines-upon-Thames TW18 1BT		
Applicant	Metro Care Homes Limited		
Proposal	Planning application for the demolition of existing building and development of 14 apartments including refuse storage, cycle storage, associated car parking and landscaping		
Officers	Kelly Walker		
Ward	Staines		
Call in details	N/A		
Application Dates	Valid: 02/11/2020	Expiry: 01/02/2021	Target: Extension of Time agreed
Executive Summary	<p>This planning application seeks the demolition of the existing vacant buildings on site and the erection of a building over 3 floors to provide 14 flats (4 x 1 bed, 9 x 2 bed and 1 x 3 bed) with parking and amenity space.</p> <p>The proposal is considered to pay due regard to the design, scale and character of the area, making a positive contribution to the street scene. It will be a sustainable form of development, meeting a need for housing on a brownfield site. The proposal provides 19 parking spaces, 15 cycle parking spaces and a generous sized area of amenity space to the rear of the site. The proposal is considered to provide a good standard of amenity for future occupants and will have an acceptable impact on existing neighbouring residential properties. The use as a care home has ceased due to a decline in the number of residents and these individuals were rehoused in a care home locally in Laleham., As such, there are no adverse impacts that would significantly and demonstrably outweigh the benefits when taking the 'tilted balance' into account. The application is considered to be acceptable and is recommended for approval.</p>		
Recommended Decision	The 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 (Density of Housing 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 2011
 - SPG on Parking Standards Updated 2011
 - SPD on Housing Size and Type 2012.
- 1.3 The advice contained within the National Planning Policy Framework (NPPF) 2019 is also relevant.

2. Relevant Planning History

13/01763/FUL	Erection of single storey rear extension	Granted 16.01.2014
--------------	--	-----------------------

05/00270/FUL	Erection of a two storey detached building	Withdrawn 26.05.2005
04/00577/FUL	Erection of single storey rear extension, single storey rear conservatory, and rear porch..	Granted 09.08.2004
SPW/COU/84/524	Change of use from 3 flats to a residential home for the elderly with proprietors' accommodation.	Granted 26.09.1984
SPW/FUL/89/659	Erection of extensions including the linking of the two properties to form one unit, conversion of Crowhurst to provide a residential nursing home for the elderly and provision of parking spaces	Granted 18.10.1989

3. Description of Current Proposal

- 3.1 The application site is located on the western side of Rookery Road and is a large rectangular plot occupied by a large 3 storey building. There are also some smaller structures to the rear. The building was originally residential in use but changed to a care home use in 1984. The care home use ceased in October 2019 due to a decline in occupancy levels and the remaining residents were moved to a nearby, more modern care home in Laleham. There is a car park to the northern side of the building and a garden area to the rear. The front has a large area of hard standing. To the south of the site is Roslin children's day Nursery and a residential dwelling at The Rookery to the north.
- 3.2 On the opposite side of the road at Glenthorne, is another former care home site which has been vacant for a number of years and has planning permission for its demolition and redevelopment to 19 flats (ref. 16/00547/FUL). This application was approved in November 2019 but has not yet commenced. In addition, there are existing flats, to the south of this site, located on the corner of Kingston Road and Rookery Road at Charlescombe Court. These consist of 2 blocks of 3 storey buildings, with a pitched roof. In addition, there are 2 other sites with flats fronting Kingston Road at Braeburn Court and Morrell Court.
- 3.3 The immediate area including opposite the site along Rookery Road are large properties located on relatively large plots, most are residential. Some of these buildings are 3 storey in height and contain design features characteristic of the road, including gable frontages and pitched roofs and are constructed in traditional materials. These include the building to the south of the application site at Roslin Nursery and those on the opposite side of the road at Glenthorne, Lolamore and Houghton, which are of a similar design to the existing buildings on the application site. The Rookery, located to the north of the site is also of traditional design and is a 2 storey dwelling with less detailed architectural features.

- 3.4 The road is tree lined with plane trees which are regularly pollarded. There are residential properties to the rear of the site located along Stainash Crescent, whose rear gardens back onto an access road which adjoins the rear of the application site. There are a number of trees/shrubs along the side and rear boundaries.
- 3.5 The site comprises an area of 0.158 ha and is located to the western side of Rookery Road, Staines. The site comprises a former 36 bedroomed care home building, although its use was originally residential. The care home use has recently ceased in October 2019. However, it is understood that the property is temporarily being used for short term residential lets. The property has a large rear garden and car park to the side accessed from Rookery Road.
- 3.6 The site is located within the urban area and within the 1 in the 1000 flood zone.
- 3.7 The proposal is for the demolition of the existing buildings on site and the erection of a building over three floors to provide 14 flats (4 x 1 bed, 9 x 2 bed and 1 x 3 bed). The building will front the highway, in a similar position to the existing building, but will be wider across the site. It will have pitched roofs, with 2 gable features, with bay windows and a dormer fronting the road, with a subordinate section to the north, set back from the highway with a taller eaves and lower ridge height. This section will have an undercroft at ground level, to allow vehicles to access the parking area to the side/behind the building. The ground floor will provide access to the floors above and in addition will provide some parking beneath the built form. A large communal amenity space will be provided to the rear of the site with landscaping for use by the future occupants. The parking and garden areas will remain in the same location as they currently are.
- 3.8 Parking for 19 cars is to be provided at ground level to the side/rear of the proposed flats, in the same position as it is currently. The access will be the same position as existing, to the north of the building onto Rookery Road, although will include some minor changes. The proposed car parking area will be to the north of the site, adjoining the property to the north at The Rookery in line with the current parking arrangements. The proposal also includes areas of landscaping to the front of the site. In addition, it will provide refuse and cycling parking facilities for 15 bikes..
- 3.6 The proposed indicative site layout is 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	The EA has replied to say they have no comments to make.
Head of Street Scene	No objection

(refuse)	
Tree Officer	No objection
Crime Prevention Officer	No objection. Makes a number of detailed security related comments. Requests a condition to require the development to achieve the Secure by Design award.
Sustainability Officer	No objection
Thames Water	No objection
Local Lead Flood Authority (Surrey County Council)	No objection, recommends conditions
Environmental Health Officer (Air Quality)	No objection, recommends condition
Environmental Health Officer (Contamination)	No objection, recommends condition

5. Public Consultation

5.1 A total of 26 properties were notified of the planning application. Furthermore, a statutory site notice was displayed, and the application was advertised in the local press. Letters of representation have been received from 18 separate properties and in addition one from the SCAN Officer raising the following issues:-

- overdevelopment/too big/density too high
- will significantly increase population of road
- lack of parking/traffic generation – poor parking layout
- access by emergency vehicles
- highway safety
- traffic assessment incorrect (care home was not used much)
- nursery nearby- safety of young children
- flats are out of keeping
- lack of disabled facilities/not meet equality regulations
- spread Covid 19 more readily
- do not need more flats
- pollution
- no social housing
- garden space too small - only 1 park nearby
- proposed flats are small and will have poor amenity for future occupants
- trees
- loss of privacy/overlooking to properties at rear.

- noise and disturbance
- construction issue
- house prices
- infrastructure pressure – schools and doctors
- need resident parking in the road
- cumulative impact of approval of 19 flats at Glenthorne on opposite side of the road
- some letters do note that they are not opposed to the redevelopment of the site

5.2 In addition, the SCAN Officer has noted the building has been designed without reference to providing any facilities for disabled people in terms of the building or car parking.

6. Planning Issues

- Principle of the development
- Loss of community facilities
- Housing density
- Design and appearance.
- Residential amenity
- Highway issues
- Parking provision
- Flooding
- Renewable energy
- Dwelling mix
- Trees/Ecology
- Air quality

7. Planning Considerations

Housing Land supply

- 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 acknowledges that the housing target in its Core Strategy and Policies DPD February 2009 of 166 dwellings per annum is more than five years old and therefore the five year housing land supply should be measured against the area's local housing need calculated using the Government's standard method¹. The standard method for calculating housing need is based on the 2014 household growth projections and local affordability. This equates to a need of

¹ Planning Practice Guidance Reference ID: 68-005-20190722

606 dwellings per annum in Spelthorne. This figure forms the basis for calculating the five-year supply of deliverable sites.

- 7.3 Government guidance (NPPF para 73) requires the application of a 20% buffer “where there has been significant under delivery of housing over the previous three years”. In addition, guidance on the Housing Delivery Test indicates that where housing delivery falls below 85%, a buffer of 20% should be applied to the local authority’s five year land supply. The Housing Delivery Test result for Spelthorne Borough Council was published by the Secretary of State in February 2020, with a score of 60%. This meant that the Council had undelivered housing when compared to need over the previous three years. As a consequence, a buffer must be applied and the Council’s Housing Delivery Test Action Plan was updated in 2020. The action plan positively responds to the challenge of increasing its housing delivery and sets out actions to improve delivery within the Borough.
- 7.4 The NPPF requires a local authority to demonstrate a full five year supply of deliverable sites at all times. For this reason the base date for this assessment is the start of the current year 1 April 2020, but the full five year time period runs from the end of the current year, that is, 1 April 2021 to 31 March 2026. The 20% buffer will therefore be applied to this full period. National guidance sets out that the buffer should comprise sites moved forward from later in the plan period. A 20% buffer applied to 606 results in a figure of 727 dwellings per annum, or 3636 over five years.
- 7.5 In using the objectively assessed need figure of 727 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 Strategic Land Availability Assessment (SLAA) which identifies potential sites for future housing development over the plan period.
- 7.6 The sites identified in the SLAA as being deliverable within the first five years have been used as the basis for a revised five year housing land supply figure. Spelthorne has identified sites to deliver approximately 3518 dwellings in the five year period.
- 7.7 The effect of this increased requirement with the application of a 20% buffer is that the identified sites only represent a 4.8 year supply and accordingly the Council cannot at present demonstrate a five year supply of deliverable housing sites.
- 7.8 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’.

Principle of the development

- 7.9 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.”

- 7.10 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.
- 7.11 The site is located within Staines Upon Thames, in the urban area on a previously developed site, close to the parade of shops along Kingston Road, and within walking distance of Staines train station. As such the site is within an accessible location close to facilities and public transport links. It is not located within a high flood risk area or in the Green Belt. The building has been unoccupied as a care home since October 2019 and the residents who were still residing at the site at the time, were re-located to a nearby care home in Laleham. The site is surrounded by residential uses, with flats approved on the opposite side of the road, at Glenthorne in Nov 2019 and also in existence on the corner of Kingston Road. Therefore, the principle of creating 14 new residential flats is considered acceptable. Furthermore, the proposal is considered to comply with the aims of National Planning Policy Framework (NPPF) and makes efficient use of urban land. The principle of the development is, therefore, acceptable, provided other policies requirements are met as discussed further below.

Loss of community use

- 7.12 A care home is not regarded as a community use in the traditional sense, i.e., libraries, museums, churches but the text does refer to health and social care facilities and consequently, an assessment of this application against policy CO1 has been undertaken. Policy CO1 of the Core Strategy and Policies DPD 2009 (CS & P DPD) seeks to ensure community facilities are provided to meet local needs, as well as resisting the loss of existing facilities except where they are no longer needed or are provided in an alternative location.

- a) *“supporting the provision of new facilities for which need is identified in locations accessible to the community served,*
- b) *supporting improvements to existing facilities to enable them to adapt to changing needs,*
- c) *resisting the loss of existing facilities except:*
 - (i) *where it is demonstrated that the facility is no longer needed, or*
 - (ii) *where it is established that the services provided by the facility can be provided in an alternative location or manner that is equally accessible to the community served.”*

- 7.13 The applicant, Metro Care Homes Limited has owned the site since 2003 and residents were transferred from the home to suitable modern nursing home in the area, namely Whitegates in Laleham in October 2019. The applicant has provided further information in the submitted Planning Statement. This confirms that the building was used as a 36 bed care home and this use was ceased in 2019 due to the decline in occupancy levels and the cost to maintain and upgrade the building. The applicant noted that the Health and Social Care Act 2008 requires for premises that provide care, must be suitable for the intended purpose. Acacia Lodge would have required extensive alterations to meet the latest fire safety requirements and to update the facilities to ensure the home was able to function as a modern care home. As such, the operation of the care home became unviable with only 10 residents needing to be moved in October 2019, a reduction from 18 residents, some 18 months before. The impact of competition was also to blame from other larger care homes in the vicinity which the applicant considers were more viable.. The applicant concludes that Acacia Lodge was no longer fit for purpose to meet current day requirements and less desirable compared with other care homes. They also note that to build a 40 bed care home at the site would not have been a practical solution.
- 7.14 Consequently it is considered that there is no conflict with Policy CO1 relating to community facilities.

Housing density

- 7.15 As noted above when considering the principle of housing, the NPPF and Policy HO1 requires new housing development to be sustainable and in the urban area and this scheme meets both of these requirements. Notwithstanding this, 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.”

- 7.16 Policy HO5 specifies densities for sites within existing residential areas that are characteristic of predominantly family housing rather than flats, new development should generally be in the range of 35 to 55 dwellings per hectare. It is important to emphasise that the density ranges are intended to represent broad guidelines and development will also be considered against the requirements of Policy EN1 on design.
- 7.17 The principle of a high density development on urban land is the focus of the NPPF and Policy HO1 in order to make efficient use of land of previously developed and brownfield land, in sustainable locations.
- 7.18 The proposal is for 14 flats. The site area is some 0.158 hectares and will therefore result in a density of 88 dwellings per hectare. Although above the recommended amount in policy HO5, this policy does permit higher densities

where a development complies with policy EN1 on design particularly in terms of the character of the area and is in an accessible location.

- 7.19 The density is considered to be acceptable provided it complies with Policy HO1 and Policy EN1 on design which is explained in the following paragraphs.

Dwelling mix

- 7.20 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. The Supplementary Planning Document "Housing Size and Type" 2012, notes that, *'...where there is a predominance of larger dwellings a mix with less than 80% one and two bedroom dwellings may be appropriate with a greater proportion of 3 bedroom dwellings. However, the majority should still have one and two bedrooms.'*
- 7.21 The application provides 1 of the 14 units as a 3 bed unit and the rest are 1 and 2 bed. This equates to 93% of the units as small units and as such the proposal complies with the requirements of Policy HO4 and is acceptable.

Design and appearance

- 7.22 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."*
- 7.23 The existing building on the site is attractive with architectural features characteristic of other properties along the road. However as previously noted the subject building has become unsuitable for a care home use.
- 7.24 Rookery Road consists of relatively large buildings on large plots, mostly residential, including a dwelling to the north of the site at The Rookery, the nursery to the south at Roslin Nursery and the dwellings on the opposite side of the road at Lolamore and Houghton as well as the former care home site at Glenthorne. There is a distinct character of gable features, with pitched roofs and three storey accommodation is evident in the street scene. The proposed development at Glenthorne, although more modern in appearance, maintains the traditional features, including gable features and pitched roofs. The properties along Kingston Road are more traditional in design with simple block type structures to the flats with pitched roofs.
- 7.25 The proposed replacement building consists of 1 building over 3 stories fronting Rookery Road. It will have a pitched roof, sloping in from the sides, with 2 gable features on the main part of the building with bay windows, facing the road, projecting forward of the main built form to provide some interest in the front elevation. It will also provide dormers at second floor level in the roof.

The southern side will have a similar scale and design to the existing building, which is located on the common boundary with Roslin Nursery. This part of the proposed building will be set back from the main frontage, and will be 2 storey in nature, but will have a relatively low level eaves height, sloping up to the main built form which is over 3 floors. The main built form on the front elevation, also has a low eaves level. This part of the proposed building has a very similar front building line to the existing property.

- 7.26 In addition, there will be an additional element to the north of the site, which is set back from the main front elevation, making this part more subservient to the main built form. This proposed set back element, includes an under croft, to allow access for cars to the rear of the building. It will have a higher eaves height and lower ridge height than the main part of the building and roof lights in the front elevation. It will be set in some 2m from the northern side boundary and there will be a gap of 3.6m between the proposed building and the adjacent dwelling at The Rookery. Although this element fills some of the gap that is currently present on the northern part of the plot, this is not a reason to refuse permission. The set back and set in, allows this part of the proposed building to appear less dominant and helps to break up the built form and width of the building on this wide plot. As such it enables space between the built form which is characteristic of the road and other plots. The current generously wide gap, between the built form, where the existing vehicular access is located, is not characteristic of the street scene and allows views into the back of the site and the parking area.
- 7.27 The proposed materials will include brick, with a design feature on the top of the gables and traditional roof tiles. The design will display features of the existing and neighbouring properties, in particular those on the opposite side of the road, which have a traditional style. Therefore, the design, scale and layout will pay due regard to that of the neighbouring sites and is considered to be in keeping with the character of the area.
- 7.28 The proposed property will appear very similar to the rear of the site with two similar gables and rear facing dormers on the main built form and also on the northern narrower element. The main part of the building will be built on a very similar footprint to the existing, although not quite as deep. The northern element is much narrower, being set back from the front and rear elevations of the main built form and also in from the northern side boundary. This includes the under croft with some car parking spaces located within this part of the building at ground level. As such, this part of the building is relatively open in nature at ground floor level, in particular to the side and rear. In addition, there is an angled element, where the north western corner of the building has been 'cut off' to meet the 45 degree line guide in its relationship with the neighbouring property. Given the design and context of the whole building, this is considered to be an acceptable design feature. Taking into account the width and depth of the site, the built form will appear in proportion and will not result in an overdevelopment of the site. As such the proposed building is considered to accord with policy EN1 and provide a replacement building that pays due regard to not only the existing building, but also neighbouring sites and will make a positive contribution to the street scene of Rookery Road.

- 7.29 Parking has been provided to the northern side (within the undercroft part of the building) and the rear of the site, in the same location as existing and will also include landscaping to soften its appearance. The existing landscape buffer to the northern property is a hedgerow with a few, interspersed trees. The proposed design and layout will not impact or reduce the buffer to the northern boundary. The proposed new layout will ensure that the hedgerow is protected from any damage from cars or bins. There is also a large communal garden to the rear in the same location as existing. In particular, landscaping will be provided to the street frontage, which will improve its appearance considerably, with the removal of the large area of hardstanding which currently dominates the front of this site. This will help to soften the built form and provide a pleasant street frontage, much improved compared to the existing. As such the proposed development is considered to be acceptable in design terms and conforms to policy EN1.

Impact on neighbouring residential properties

- 7.30 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.”

- 7.31 The scale of the development and proximity to the boundaries with existing properties needs to be given consideration to ensure that there is an acceptable relationship and that existing residential properties will not be significantly adversely affected by the proposal. 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 the case.
- 7.32 The 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).
- 7.33 The proposed built form will be located some 24m from the rear boundary with the access road between the application site and the rear gardens of the properties located along Stainash Crescent. These properties also have relatively long rear gardens and many have outbuildings located at the bottom of the garden adjacent to the access road. This is a greater distance to the boundary than the existing property as the building is not as deep, by approx. 1.8m. As a consequence, the proposed property will be further away from the rear boundary than the existing property on the site. Notwithstanding this, the proposal will substantially exceed the minimum requirement for back to

boundary and back to back development and will ensure an acceptable relationship with the properties located to the rear along Stainash Crescent.

- 7.34 The proposed development will be set in from the northern side boundary by approx. 2m with a gap of approx. 3.6m between the built form of the subject proposal and the side of the adjacent dwelling at The Rookery. This element of the proposed building will be less deep than the proposed main built form, (although this is set much further away from the northern side boundary than the proposed northern element). This proposed northern element will extend further back than the rear building line of the adjacent dwelling at The Rookery. However, it will not cross a vertical or horizontal 45 degree line, when taken from the closest ground floor window in the rear elevation of The Rookery, as set out in the SPD on design. The application has been amended in order to remove the north western corner of the development, to accord with this policy. The adjacent plot at The Rookery, has a wide rear garden and there is a generous distance between the properties. In addition, the ground floor of the proposed built form is open in nature, due to the undercroft. Therefore the proposal is considered to have an acceptable relationship with and impact on the amenity of the occupants of the neighbouring property at The Rookery, which will not lead to an adverse impact in terms of loss of light, loss of outlook or being overbearing.
- 7.35 The southern side element of the proposed building will have a similar scale and design to the existing building, which is located on the common boundary with Roslin Nursery. It will be 2 storey in nature but has a relatively low level eaves height sloping up to the main building which is 3 storey. However the proposed building is not as deep as the existing and as such the relationship with the property to the south is acceptable and does not lead to any further impacts in terms of causing loss of light or being overbearing.
- 7.36 In addition, the proposal will not cross the 25 degree line when drawn from a point at 2m above ground level from the properties to the rear or indeed those on the opposite side of Rookery Road. This will ensure an appropriate level of daylight and a significant view of the sky is maintained, as set out in the SPD. As such the proposed development will have an acceptable relationship with, and impact on the amenity of existing neighbouring residential properties, and will not cause a significant loss of light, be overbearing or cause loss of outlook.
- 7.37 The proposed first floor side facing windows will be obscure glazed by condition to ensure there is no overlooking or loss of privacy to neighbouring properties. In addition, the 2 proposed balconies at the rear are small in size and set well in from the site boundaries and will not lead to overlooking or loss of privacy issues to neighbouring plots. Therefore, the proposal is considered to have an acceptable impact on the amenity of existing neighbouring residential properties, conforming to the Design SPD and Policy EN1.

Amenity Space

- 7.38 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 sq m per unit for the first 5 units, 10 sq m for the next 5 units and 5 sq m per unit thereafter.

On this basis, 245 sq. m would be required for the 14 flats. The proposal provides a large communal area at the rear of the site, of 507 sq. m, which is substantially above this requirement. Therefore, the provision of amenity space is considered acceptable and in keeping with the character of the area.

Proposed dwelling sizes

- 7.39 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 sq. m.
- 7.40 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.
- 7.41 All of the proposed dwelling sizes comply with the minimum standards stipulated in the national technical housing standards and the SPD, Therefore, it is considered their standard of amenity overall to be acceptable.

Highway and parking provision

- 7.42 Strategic Policy SP7 of the CS & P DPD states that:

“The Council will reduce the impact of development in contributing to climate change by ensuring development is located in a way that reduced the need to travel and encourages alternatives to car use. It will also support initiatives, including travel plans, to encourage non car-based travel.”

- 7.43 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.

- 7.44 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.
- 7.45 The supporting text to the Parking Standards stipulates a number of important exceptional situations where a reduction in parking will only be allowed. One of these situations includes town centre locations where the reduction in parking will be assessed against, amongst other considerations, the range

and quality of facilities within reasonable walking distance and where there is good access to public transport.

- 7.46 The proposed parking provision for the residential properties is 19 spaces. The Council's residential Parking Standards would require 20.5 spaces, which is rounded up to 21. Therefore, the proposal has a slight parking shortfall, however it is considered that there are sufficient grounds for justifying this relatively minor shortfall. The County Highway Authority (CHA) was consulted on the planning application and has raised no objection to the proposed parking provision.
- 7.47 In particular, the site is located in a sustainable location given that the nearest bus stop to the site is located some 130m away and Staines railway station is 950m away and in easy walking distance from the site. Staines railway station directly serve several regional and national destinations including Windsor (half hourly), Reading (half hourly) and London (every 10 minutes). There are 7 buses per hour operating from the nearest bus stop to the site and these serve a variety of locations including Staines, Ashford, Sunbury, Twickenham and West Middlesex Hospital.
- 7.48 As such the sustainable travel provision near the site, enables an extensive and quality range of facilities supportive of residential development to be accessed including retail, health, leisure, educational and employment facilities. In particular it is noted that the site is located a 110m of a local shopping parade at Stainash, which provides a greengrocer, mini-supermarket, baker's and pharmacy. The proposal also include storage space for 15 bicycles.
- 7.49 The County Council was consulted as the County Highway Authority (CHA) and has raised no objection subject to the imposition of conditions. The CHA notes the residents' concerns raised regarding parking and traffic in relation to the proposed development. The CHA has undertaken a trip generation assessment, using TRICS, an industry standard tool for predicting trip rates associated with proposed developments. Assessments were made of both existing and proposed uses and they confirm that the anticipated daily vehicle trips associated with the proposed residential are broadly comparable with the existing care home use. The likely peak hour vehicular movements associated with the existing use would be approximately 3 - 4 in the pm peak and for the proposed would be 2 - 3. In view of this reduction in vehicular movements, this would have a positive impact on the capacity of the highway. In addition, the CHA also recognises the concerns raised by residents in relation to the planning approval at 33 Rookery Road (16/00547/FUL) opposite Acacia Lodge for 19 residential flats. SCC has considered the potential cumulative traffic impact as a result of the approved development opposite, and given that the proposed development at Acacia Lodge is not expected to generate an increase in traffic, it is not considered that the residual impact will be significant. Considering the above, the expected trip rate variations are unlikely to represent a significant or severe impact on the local highway network, and as such the CHA raises no objections on these grounds.
- 7.50 As such, given that the CHA has raised no objection and the sustainable location close to local transport links and local facilities, and the proposal

provide cycle parking for all of the proposed units, plus one extra (15 in total), therefore it is considered that the provision of 19 parking space is sufficient for a proposal of this scale in such a sustainable location. This meets the requirements of the NPPF paragraph 110 which seeks to promote sustainable transport methods and create safe secure and ensure proposal respond to local character and design standards.

- 7.51 Some consideration has been given to introducing more car parking within the scheme, however it is considered it would have detrimental impact on the proposal. If it was provided on the western boundary of the site, it would require the unnecessary removal of Category B trees. More parking at the rear would result in a significant reduction to the garden size which will have a significant impact on the living conditions for new residents as well as biodiversity and if provided at the front of the building would negatively impact on the street scene, as well as impact on the outlook of the new residents.
- 7.52 Therefore the CHA has raised no objection to the proposed scheme on highway safety grounds or parking provision. As such it is considered that the scheme is acceptable in terms of policies CC2 and CC3 on highway and parking issues.

Electric Vehicle Charing Points (EV points)

- 7.53 The County Highway Authority, through its document entitled '*Surrey Vehicular and Cycle Parking*' (January 2018), recommend that in new developments, 1 fast EV charging socket should be provided per house, and that 20% of all spaces available to flats are fitted with a fast charge socket, with a further 20% being provided with a power supply to provide additional fast charging points.
- 7.54 The County Highway Authority and the Council's Environmental Health Department (Air Quality) have both recommended that at least 20% of the parking spaces are provided with electric vehicle charging points.
- 7.55 The applicant has agreed to provide 4 of the parking spaces with EV charging points upon occupation. This is considered to be in accordance with the objectives of the County guidance.
- 7.56 The applicant has also agreed to 'future proof' a further 4 spaces, in accordance with the Surrey guidance to provide a power supply to a further 20% of the spaces. These can be dealt with by planning conditions.

Flooding

- 7.57 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 by not requiring all development proposal within Zones 2, 3a and 3b and development outside the area (Zone1) on sites of 0.5ha or of 10 dwellings or 1000sqm of non-residential development or more, to be supported by an appropriate Flood Risk Assessment (FRA). .
- 7.58 The site is located within Flood Zone 1, which has a low probability of flooding with a less than 1 in 1000 year chance of flooding, and no uses are precluded on flooding grounds. The applicant has submitted a Flood Risk Assessment &

Surface Water Drainage Strategy, as is required by Policy LO1 of the CS & P DPD.

- 7.59 In terms of flood risk the development given the site is located outside of the high flood risk area and as displayed in the FRA there is no risk to the future occupants of the site from flooding. With regard to surface water drainage, the applicant is proposing to implement infiltration drainage devices to discharge surface water to the underlying soil in the form of soakaways and permeable paving to provide much improved surface water drainage than currently on site.
- 7.60 The Environment Agency (EA) has been consulted and has made no comment on the application. Furthermore, the Lead Local Flood Authority at Surrey County Council has been provided with further detail including ground investigations in the form of infiltration testing on the site, The applicant has submitted an FRA Addendum and SCC have raised no objection to the proposed sustainable drainage scheme, subject to conditions. Accordingly, the application complies with the requirements of Policy LO1.

Renewable Energy

- 7.61 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 sq. m 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.
- 7.62 The applicant has submitted a renewable energy statement where 2 possible options for meeting the requirement have been made; either Air Sourced heat pumps or roof mounted Solar Photovoltaic Panels. The Council's Sustainability Officer has been consulted and raises no objection noting that, *'... I am satisfied that as a condition they will need to confirm the final technology chosen and present the figures that demonstrate this will meet the minimum requirement.'* Accordingly, the renewable energy proposals are acceptable and accords with Policy CC1, subject to a condition.

Loss of Trees/Landscaping

- 7.63 The applicant has submitted an Arboricultural Impact Assessment and Method Statement which includes details about trees to be removed from the site and how the proposal will impact on the retained trees. The Council's Tree Officer has been consulted and raises no objection to these proposals, in particular, as the trees on the highway are not good specimens and have relatively low amenity value. The CHA has also been consulted due to the removal of two highway trees and notes that, *these trees* should be retained if possible. Spelthorne Council have no objection to their removal and they are not required to be removed in order to implement the proposed scheme. Notwithstanding this given the trees are located on highway land this is a matter for the applicant and SCC to resolve at a later date.
- 7.64 Landscaping will be provided to the front of the proposed building which will help to improve the streetscape which is currently laid to hardstanding. The amenity space to the rear will be landscaped to provide an attractive and

useable amenity space for future occupants. In addition, the planting will be used around the car park area to help break up hardstanding and add visual interest.

- 7.65 The loss of some of the existing trees/hedge and the proposed replacement planting and landscaping will help to enhance the proposed development and retain screening from the rear and is considered to be acceptable.

Biodiversity/Ecology

- 7.66 The applicant has submitted an Ecological Appraisal, with mitigation measures and sets out recommendations to achieve biodiversity net gains at the site. Surrey Wildlife Trust (SWT) was consulted as part of the application process and although made no objection to the proposal, provided several comments and recommendations in regard to biodiversity, nature conservation and ecological issues in order to ensure the application leads to a positive impact on biodiversity. The response was sent on to the applicant who has provided further detail to clarify and respond to the points raised in relation to lighting, protected species, invasive species and biodiversity enhancements.

- 7.67 In relation to Bats, a bat survey has been carried out and submitted, which found no evidence to indicate the presence of roosting bats in either the preliminary roost assessment survey, or indeed during the subsequent dusk/dawn survey work. As Natural England advises, even where proposals are reasonably unlikely to result in any offence such that licensing is not required; as it is considered in this instance, reasonable precautions should be taken to minimise the risk to protected species. As such, precautionary safeguarding measures are set out at Section 6.1.4 of the Ecological Appraisal in respect of works to the roof or any other structures with potential to support or conceal roosting bats. Subject to the implementation of these measures it is considered that bats will be fully safeguarded under the proposals. Consequently, no objections are raised subject to a condition recommending that the mitigations measures set out in the Ecological report are adhered to.

Contaminated Land

- 7.68 The applicant has submitted an Environmental Site Assessment report to ascertain the level of contamination of the existing ground conditions and proposed remediation measures. The current building lies on previously undeveloped land within a residential area which has been predominantly used for residential purposes. However, it is likely that the property has been constructed on Made Ground which could pose a potential risk to the sensitive end use. The Council's Pollution Control Officer has raised no objection but requested standard conditions to be imposed requiring a further investigation to be carried out to refine risks and remediation measures. Subject to these conditions, the proposal is considered acceptable in accordance with Policy EN15.

Air quality

- 7.69 The applicant has submitted an Air Quality Report for the site as required by Policy EN3 of the CS & P DPD. The Council's Pollution Control section has been consulted on the application and raises no objection subject to

conditions. As such, the proposal is considered to be acceptable in this regard.

Refuse Storage and Collection

- 7.70 Refuse storage area is located to the front of the application site, close to the northern boundary. It has been increased in size in order to provide enough bins and recycling storage for the development, providing 6720 litres. This meets the requirement for the 14 residential units. The County Highway Authority has raised no objection on this particular issue. The Council's Group Head Neighbourhood Services has been consulted and has raised no objection to the provision.

Equality Act 2010

- 7.71 This planning application has been considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

The applicant has advised that the proposed flats have been designed in accordance with Building Control approved document M for accessibility. The entrance lobbies provide level access from both the front and the rear. A lift has been provided to give stair free access to the upstairs floors. Two of the proposed parking spaces have been amended to be specific disabled spaces and updated swept path analysis has been undertaken to demonstrate the parking is still suitable. In addition, it should also be noted that the Government's guidance on designing for inclusive mobility recommends for mobility impaired people (either people with walking impairments or in wheelchair) 50m is the maximum distance that somebody with mobility difficulties should be expected to walk without having an opportunity to rest. The site is less than 50 m in length and thus within all areas of the site are accessible. As such the application has been considered in light of the Equality Act and the scheme is considered to have due regard to this.

Human Rights Act 1998

- 7.72 This planning application has been considered against the provisions of the Human Rights Act 1998. and the following articles were found to be particularly relevant:-

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, i.e. peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Spelthorne Local Plan and the NPPF and all material planning considerations, Officers have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by the refusal of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

Financial Considerations

- 7.73 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 and will generate a CIL payment based on a rate of £140 per sq. metre of net additional gross floor space, amounting to approximately £35 000. This 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

- 7.74 The proposal is considered to pay due regard to the design, scale and character of the area, making a positive contribution to the street scene. It will be a sustainable form of development, meeting a need for housing on an unused brownfield site, providing a good standard of accommodation for future residents with sufficient parking and amenity space provision. The previous community use at the site has been re-provided at a site nearby. It will have an acceptable impact on the amenity of neighbouring properties and is considered to be acceptable.
- 7.75 As such, there are no adverse impacts that would significantly and demonstrably outweigh the benefits when taking the tilted balance into account and therefore the application is considered to be acceptable. 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

Received on 12/11/2020
20016 S101 site location plan
20016 S102 existing site
20016 S103 existing plan
20016 S104 existing elevation

Amended plan received on 15/01/2021
P101D proposed site plan
P102B proposed site plan GF
P111C proposed plan
P113A proposed garage
TK01A turning areas

Amended plans received on 19/01/2020
P110D proposed plan
P112B proposed elevations

Amended plans received on 25.01.2021
20016 C101B coloured block plan
20016 C103 street scene

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. 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 the 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.

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.

In accordance with policies SP6 and EN15 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009

- 5 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.

6. Following construction of any groundwork and foundations, no construction of the development above damp-proof course level shall take place until a report is 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 the building and thereafter retained.

Reason: - To ensure that the development is sustainable and complies with Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

7. 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.

8. 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.

9. Prior to occupation of the units the proposed first floor windows in the northern flank elevations shall be obscure glazed and non-opening to a minimum of 1.7m above internal floor level. Details of glazing to be installed shall be submitted to and approved in writing by the Local Planning Authority. These windows will thereafter be permanently retained as installed.

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

10. 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.

11. 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 and turning areas shall be retained and maintained for their designated purposes.

Reason: - This condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and accord with the National Planning Policy Framework 2018 and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

12. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles have been provided in accordance with the approved plans. Thereafter the approved cycle parking facilities shall be retained and maintained to the satisfaction of the Local Planning Authority for their designated purpose.

Reason: This condition is required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2018, and to accord with policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

13. Prior to the occupation of the building, facilities within the curtilage of the site for the storage of refuse and recycling materials shall be implemented in accordance with the approved plans and retained thereafter.

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.

14. 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.

15. 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.

16. No new development shall be occupied until 4 parking spaces are fitted with a fast charge socket (7kw Mode 3 with Type 2 connector), and a further 4 spaces are provided with power supply (through feeder pillar or equivalent) to provide additional fast charge sockets.

Reason: For the improvement of sustainable transport in order to improve local air quality and public health, in accordance with paragraphs 103, 170e, and Section 9 (Promoting Sustainable Transport) of the NPPF.

17. The precautionary measures to safeguard wildlife at the site including bats, shall be carried out strictly in accordance with the recommended mitigation measures in the submitted section 6 of the Aspect Ecological Appraisal October 2020. and the subsequent letter from Savills dated 15th January 2021.

Reason:- In the interest of safeguarding bats and other wildlife on the site

- 18 Prior to the construction of the building, a biodiversity enhancement scheme to be implemented on the site including the installation of bird and bat boxes, shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement measures shall be implemented before the occupation of the building in accordance with the approved scheme and thereafter maintained.

Reason:- To encourage wildlife on the site.

Informatives to be attached to the planning permission

1 The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs) -dropped-kerbs In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.

2 The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned 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).

3 Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

4 It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

5. 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.

6. With regard to surface water drainage it is the responsibility of a developer 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 should ensure 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 and 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 contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

7. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

8. 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.

9. 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 hours detailed in (a) above;
- (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include 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 bowsers 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 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 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

10. The applicant is advised that the essential requirements for an acceptable communication plan 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 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.

11. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

