



15/01513/FUL

**Headline House, Stanwell Road
Ashford, TW15 3QH**



SPELTHORNE
BOROUGH COUNCIL



1:1,250

(c) Crown Copyright and database rights 2015 Ordnance Survey 100024284.

Planning Committee

13 January 2016



Application No.	15/01513/FUL		
Site Address	Headline House, Stanwell Road, Ashford		
Proposal	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		
Applicant	Lumiere Properties Ltd		
Ward	Ashford Town		
Call in details	None		
Case Officer	Peter Brooks		
Application Dates	Valid: 25.11.15	Expiry: 20.01.16	Target: Under 8 weeks
Executive Summary	<p>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 currently 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/access on the Chaucer Road frontage. The wider area is characterised by two storey residential dwellings, with a mix of both detached and semi-detached. On the opposite side of the street to the west is St Hildas Church, a Grade II listed building.</p> <p>The proposal would involve the demolition of the existing building on site, and the construction of a single building which would comprise two stories with accommodation within the roofspace. The building would have staggered frontage onto Stanwell Road, and would 'turn the corner' into Chaucer Road. The flats would be served by a car parking area to the rear accessed from Chaucer Road, and a communal amenity area.</p>		
Recommended Decision	This 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:

- EN1 - Design of New Development
- EN5 – Buildings of Architectural and Historic Interest
- HO4 – Housing Size and Type
- CC3 - Parking Provision
- CC1 - Renewable Energy
- EN7 - Tree Protection

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 garage. In recent times an application to redevelop the site for residential use was refused on design and layout grounds. The relevant applications are listed below:

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 parking spaces.

Grant Conditional 17.0.1987

3 DESCRIPTION OF CURRENT PROPOSAL

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 currently 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/access on the Chaucer Road frontage. The wider area is characterised by two storey residential dwellings, with a mix of both detached and semi-detached. On the

opposite side of the street to the west is St Hildas Church, a Grade II listed building.

- 3.2 The proposal would involve the demolition of the existing building (footprint of 585m²) on site and the erection of a two storey building which would include habitable accommodation within the roofspace. The building has been designed to address both the Stanwell Road and Chaucer Road frontages. The Stanwell Road frontage would include staggered gable ends, which include glass balconies at 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 building would have an area of flat roof, but this would be mostly obscured by the pitched roofs, and it is not considered it would be viewed from within any street aspect as a flat roof structure.
- 3.3 The building would be served by a parking area to the rear (east) of the building, with a total of 13 spaces, including 2 disabled bays. A communal amenity area 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 site on the Stanwell Road frontage would be retained. The building would incorporate an integral cycle store and bin store.
- 3.4 Directly opposite the site to the west lies St Hildas Church, a Grade II Listed Building. This church was completed in 1928, and is a prominent landmark within the area. Its design use of red brick is distinctive, and the proposal has reflected elements of the design and incorporated red brick.

4 CONSULTATIONS

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

Consultee	Comment
County Highway Authority	No objection subject to imposition of conditions
The Council’s Tree Officer	No objection subject to submitted AMS being adhered with
Sustainability Officer	No objection subject to renewable energy condition
Councils Heritage Officer	No objections
The Council’s Head of Streetscene	No objection, scheme should provide space for 3x660L waste and 3x660L recycling and 1x140L food bins
Historic England	Not relevant for comment
Environmental Health - Pollution Control Officer	No objection subject to imposition of

(Contaminated Land)	conditions
----------------------------	------------

5 PUBLIC CONSULTATION

10 neighbour notification letters were sent, with 19 responses to date. These letters all objected along similar ground, which were

- lack of parking
- proposed building out of scale and character with the surrounding area
- general over development of the site
- harmful impact upon St Hildas Church.

6 PLANNING ISSUES

- Design, Appearance and Visual Impact
- Residential Amenity
- Housing Size, Type and Density
- Parking
- Impact on Listed Building
- Impact on existing trees

7 PLANNING CONSIDERATIONS

Comment on reasons for refusal of previous application

7.1 The previous application (reference 14/01836/FUL) was refused on the 20 May 2015 for the following reasons:

1. The proposed development is considered to represent an over development of the site, demonstrated by a cramped layout, parking to the front of the proposed structure and an irregularly shaped amenity area, resulting in an incongruous form of development within this locality. The proposal is therefore considered contrary to Policy EN1 of the Spelthorne Development Plan Core Strategy and Policies Development Plan Document and the Councils Supplementary Planning Document 2009 for the Design of Residential Extensions and New Residential Development 2011.

2. The proposal is considered, by virtue of its layout, to provide an unacceptable level of off street parking provision. It has not been satisfactorily demonstrated that the parking spaces fronting Stanwell Road could be entered and left in a forward gear, so would result in an overall shortfall of on site parking provision which is considered would lead to a greater level of on street parking in the vicinity. The proposal is therefore considered contrary to Policy CC3 of the Spelthorne Development Plan Core Strategy and Policies Development Plan Document and the Councils Supplementary Planning Guidance on Parking Standards.

3. It is considered the proposed design of the buildings, lacking any architectural merit, in close proximity to the adjacent Grade II listed building

(St Hilda's Church) would not sustain and enhance its setting. The proposal is therefore considered contrary to Policy EN5 of the Spelthorne Development.

- 7.2 The previous refused scheme featured two identical blocks, and it was considered their design and layout would have led to site being unacceptably cramped. The scheme under consideration here comprises a single building, which has consequently allowed more space to be included around the building to be used for car parking, amenity space and landscaping areas.
- 7.3 The proposed parking layout has been rearranged, so that all the spaces are located to the rear of the proposed building. As this proposal proposes to include a different mix of bedroom flats to that previously refused (but still 8 in total) in order to meet the Council's minimum parking standard the applicant has had to provide 13 spaces. These would utilise the existing crossover onto Chaucer Road.
- 7.4 The scheme under consideration here has been designed to pick up on features of the adjacent Listed Building, whilst maintaining its own distinct identity. It is considered the staggered gables, balconies and choice of materials would not cause harm to the setting of the Listed Building, and would represent an improvement over the existing industrial looking building on site.

Design, Appearance and Visual Impact

- 7.5 The Proposed building would have a smaller footprint than the existing building. The existing building has a shallow pitch roof over, with a maximum height of 7.31m. The proposed building would have a maximum height of 9m. Whilst this is clearly higher than the existing, due to the significantly reduced footprint it is considered the increase in height would not have an unacceptable impact on the streetscene. The building's height would not appear out of context within both the Stanwell Road and Chaucer Road frontages, and would in no way '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, and it would not be viewed as an unacceptably large building on the plot, especially when compared to the footprint of the existing building. The proposal would respect the building line within both Stanwell Road and Chaucer Road. The element closest to no. 104 Stanwell Road (the adjoining detached dwelling to the north) would be in line with that property's frontage, before stepping out slightly to the first of three staggered gable frontages. The northern most gable would be set forward of the prevailing building line, and the other two gables would be set in line with no. 104 Stanwell Road and then further back respectively. The corner closest to no. 106 Stanwell Road (the adjoining dwelling to the south) would be set behind the front of this building. The Chaucer Road frontage would have a small element forward of the prevailing building line, but the majority of this frontage would be broadly in line with the properties on the northern side of the street.
- 7.6 The proposal would therefore be of a layout and form that would respect the character of the area, and would successfully address this prominent corner plot. The building would be of a comparable height to the adjoining dwellings.

Its contemporary design and choice of materials including red tiled roof that would help to reflect the red brick of the adjacent church, whilst also using more modern materials such as the glass balustrade would help the building maintain its own identity.

- 7.7 The proposal would include habitable accommodation within the roof. In order to provide sufficient light to these rooms, a number of rooflights have been included. It is considered the design of the roof would not appear out of scale with the host building, and the rooflights have been positioned symmetrically. 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. It should be noted the existing building has two parapet roof edges on both flanks which give the impression of a flat roof, and the adjoining church hall building has a flat roof section. It is considered the flat roof element proposed would be an acceptable design form in this location.
- 7.8 The proposed shared amenity area would be located in the north east corner of the site, and be relatively well screened from the surrounding area so as to not feel unacceptably overlooked. The proposal would include a landscaped frontage along both Stanwell Road and Chaucer Road, and would retain the existing tree located at the front of the site.
- 7.9 The proposed parking area would be located to the rear (east) of the proposed building. It would include a total of 13 spaces, including 2 disabled. It is considered its position to the rear of the building would be acceptable and would not lead to the parking area having a dominant appearance on the site. The car park would be partially screened from the street by landscape planting, which can be controlled by condition.

Residential Amenity

- 7.10 The proposed building would have an acceptable impact upon the amenities of the adjoining neighbouring properties. The scheme would not have an overbearing impact and would not result in an unacceptable loss of light to the adjoining properties. The nearest existing residential property to the proposed building is no. 104 Stanwell Road, the detached property to the north. The existing building, whilst being lower, it located directly on the boundary of the site, whereas the proposed new building would be set in from the boundary by over 1m. There is also an access road which runs between the application site and no. 104 which serves a trio of garages. The proposal would not infringe either a vertical or horizontal 45 degree line when measured from the closest windows serving habitable rooms of the adjoining dwellings. The 25 degree line would not be infringed from any fronts or rears of adjoining dwellings. The 45 and 25 degree lines are used as a guide to ensure that new development does not block light reaching the windows serving habitable rooms.
- 7.11 The proposed building would utilise on the Stanwell Road frontage elongated windows at ground and first floor level. The first floor would also feature balconies. These windows would allow the maximum amount of natural light into habitable rooms and provide an outlook to the adjacent church. There would be no window openings on the northern flank elevation closest to no. 104 Stanwell Road which could therefore give rise to unacceptable overlooking. The rear elevation would feature ground and first floor elongated windows, and

the first floor rear units would also be served by balconies which would overlook the shared amenity area. It is considered these rear facing windows and balconies would not lead to an unacceptable loss of privacy to the adjoining dwellings due to their separation. The Council's residential design SPD requires a minimum 'back to flank' separation distance of 13.5m, and the proposal would have a separation of over 17m at its closest point. It is acknowledged that the proposal would include rear facing rooflights they would not constitute a third storey in terms of assessing overlooking, and they would not lead to unacceptable overlooking due to their skyward orientation. It is considered the window openings on the southernmost projecting elevation could give rise to an unacceptable level of overlooking to the rear patio area of no. 106 Stanwell Road. As such it is considered reasonable to recommend a condition to ensure that these windows are obscurely glazed to prevent overlooking. It is considered the rooflights due to their angle would not lead to direct overlooking of the adjoining dwellings. It is considered the proposed building would not have an overbearing impact on the adjoining properties due to its separation from them.

- 7.12 Turning to the amenity of the proposed occupiers of the eight flats, it is considered they would provide an acceptable level of residential amenity. The Council's residential design SPD sets out minimum size standards for new residential units, which each unit would comply with or exceed. The flats would be well provisioned with windows to allow natural light, and those rooms within the roofspace would be served by rooflights. The scheme would require a minimum of 205m² of amenity area to fulfil the requirement as set out in the residential design SPD (35m² for the first five units and then 10m² for each additional unit : $35 \times 5 + 3 \times 10 = 205$). The proposal would provide over the minimum 205m² of amenity space including balconies (180m² of shared amenity space, 60m² of balconies).

Housing Size, Type and Density

- 7.13 The proposal would include 7 out of the 8 total units as 1 or 2 bed units and so would comply with Policy HO4 which requires new development of over four units to provide at least 80% of new units as one or two bedroom.
- 7.14 The proposed site would have a density unchanged from the previous scheme of 85 dwellings per hectare (DPH). This figure is above the usual guidelines (generally in the range of 35 to 55 DPH) for dwellings in this vicinity, however this high mathematical density is a product of 7 of the units being 1/2 bed flats. It should be noted also that the development has less site coverage than the existing development.

Parking

- 7.15 The proposal would provide a total number of 13 off street parking spaces which would be located to the rear of the building. This would comply with the minimum parking requirement for a development of this size as required by the Council's Parking Standards SPG (1.25 spaces per one bed unit, 1.5 spaces per two bed unit, 2 spaces per 3 bed unit: - $1.25 \times 1 + 1.5 \times 6 + 2 \times 1 = 12.25$). The SPG explains that if the total parking figure is a fraction then the total must be rounded up to the nearest whole number. As such the proposal would be required to provide 13 spaces, which it has done, including 2 bays suitable for

the disabled. The proposal would provide a total of 20 secure cycle parking spaces which would more than comply with the required 1 cycle space per flat. These would be located within the main building.

- 7.16 It is acknowledged that there is within both Stanwell Road and Chaucer Road a large amount of on street parking, and a number of representations from neighbours raise this as an issue. The proposal however would comply with the Councils parking standards and therefore should not add to the problem.

Impact on the adjacent Listed Building

- 7.17 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. St Hilda's church is a red bricked building completed in 1928, and features high gable ends. Any design should demonstrate that it would preserve 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. The National Planning Policy Framework (NPPF) states that any harm caused to a Grade II listed building should only occur in exceptional circumstances; and it is not considered the proposal would cause harm to the listed building. Rather it is considered the proposal would serve to significantly improve the setting of the listed building by the removal of a 1980s factory building with no comparable design merit, with a sympathetic design which would enhance the setting of St Hilda's church.

- 7.18 The Councils Heritage and Conservation Area Officer has raised no objections to the proposal. He stated "*This application is a vast improvement in that it is respectful of and relates to the listed red brick church of St. Hilda. It is a crisp modern design. This with the use of glass balcony fronts should produce a subtle contrast with the surrounding architectural styles. The scale and massing broken by the use of gables, together with the horizontal and vertical articulation combine to make this an acceptable contribution to the street scene. The parking is now rationalised with a safe egress onto Chaucer Road, this leaves more meaningful areas for soft landscaping and amenity. Having had special regard to its effect on the listed St. Hildas church I consider that its setting would not be harmed*".

Renewable energy

- 7.19 The site can produce at least 10% of the developments energy need from on-site renewable energy sources, and this can be ensured by suitable planning condition.

Impact on existing trees

- 7.20 The Council's tree officer has raised no objections to the proposal and its impact upon the existing trees on site subject to the imposition of a condition to ensure the trees are not damaged during construction. The proposed planting can be agreed by the imposition of a suitable planning condition.

Conclusion

- 7.21 The proposal has overcome the reasons for refusal which related to the previous scheme on the site (reference 14/01836/FUL). The proposed alteration in the design, layout and use of materials would have an acceptable impact on the character of the area and the adjacent Grade II listed building. The alteration to the layout to include car parking wholly at the rear of the site, with a shared amenity area and landscaping would be a significant improvement over the previous scheme. The proposal would provide sufficient on-site car parking to meet the Council's standards, and the site's location close to Ashford town would be considered sustainable, and would encourage non-car based travel.

8 RECOMMENDATION

- 8.1 The application is recommended for approval subject to the following conditions:

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three 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. Before any work on the development hereby permitted is first commenced details of the materials and detailing to be used for the external surfaces of the building(s) and surface material for parking areas be submitted to and approved by the Local Planning Authority.

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.

3. 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 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.

4. 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.

5. No development shall commence until a Construction Transport Management Plan, to include 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
 - (e) provision of boundary hoarding behind any visibility zones
 - (h) measures to prevent the deposit of materials on the highway.

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.

6. 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.

7. 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.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority for the storage of a minimum of eight bikes in a secure, covered and accessible location. Thereafter the bike storage area shall be retained and maintained for its designated purpose.

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.

9. That within 3 months of the commencement of any part of the development permitted, or such longer period as may be approved by the Local Planning Authority, facilities shall be provided within the curtilage of the site for the storage of refuse and waste materials (3 no. 660 litre rubbish bins, 3 no. 660

litre recycling bins, 1 no. 140 litre food waste bin), 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 Document 2009.

10. Prior to the occupation of the development hereby permitted the first and second floor windows on the southern elevation located above the bin/cycle store shall be obscure glazed and be non-opening 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 property(ies), in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

11. No development shall commence until 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 Policy SP7 and CC1 of the Spelthorne Development Plan Core Strategy and Policies DPD.

12. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is 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.

13. No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and

that 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. In accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

14. (a) 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.

15. The measures set out in the Arboricultural report (ref: APA/AP/2015/181) 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.

16. 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 run off.

17. The development hereby permitted shall be carried out in accordance with the following approved plans HH-existing-fp-01a, HH-ELE-EX-01, HH-ELE-EX-02,HH-BP-02 all received 10.11.2015. 1537-PL/01A,1537-PL1/02A,1537-

PL1/03A all received 18.11.2015. 1537-PL1/04A, 1537-PL1/05A, 1537-PL1/06A and 1537-PL1/07A received 23.12.2015

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

18. No demolition, site clearance or building operations shall commence until a Demolition and Construction Method Statement, demonstrating that the works will not adversely affect the occupiers of neighbouring residential properties, has been submitted to, and approved in writing by, the local planning authority. The statement shall include measures to mitigate the impact of dust, noise and vibration. The statement shall include (unless otherwise agreed in writing by the Local Planning Authority):
- Provision of a 1.8m continuous close boarded fence around the site to be developed prior to works commencing;
 - Noise mitigation
 - Demolition details
 - Working hours to be:
08:00 - 18:00 Monday to Friday
08:00 - 13:00 on Saturdays
No working on Sundays, Bank and Public Holidays.

Work shall proceed strictly in accordance with the approved Statement throughout the period of demolition, site clearance and construction..

Reason:-.In the interest of residential amenity.

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-and-community/emergency-planning-and-community-safety/flooding-advice/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).

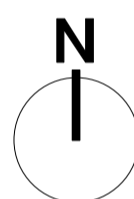
- 4 The applicant is advised that the site to which this planning permission relates is located on or near land that may contain harmful substances. Under Part C of the Building Regulations you will be required to consider this when designing the foundations of the development.

The applicant is advised to contact Spelthorne's Pollution Control team on 01784 446251 for further advice and information before any work commences.

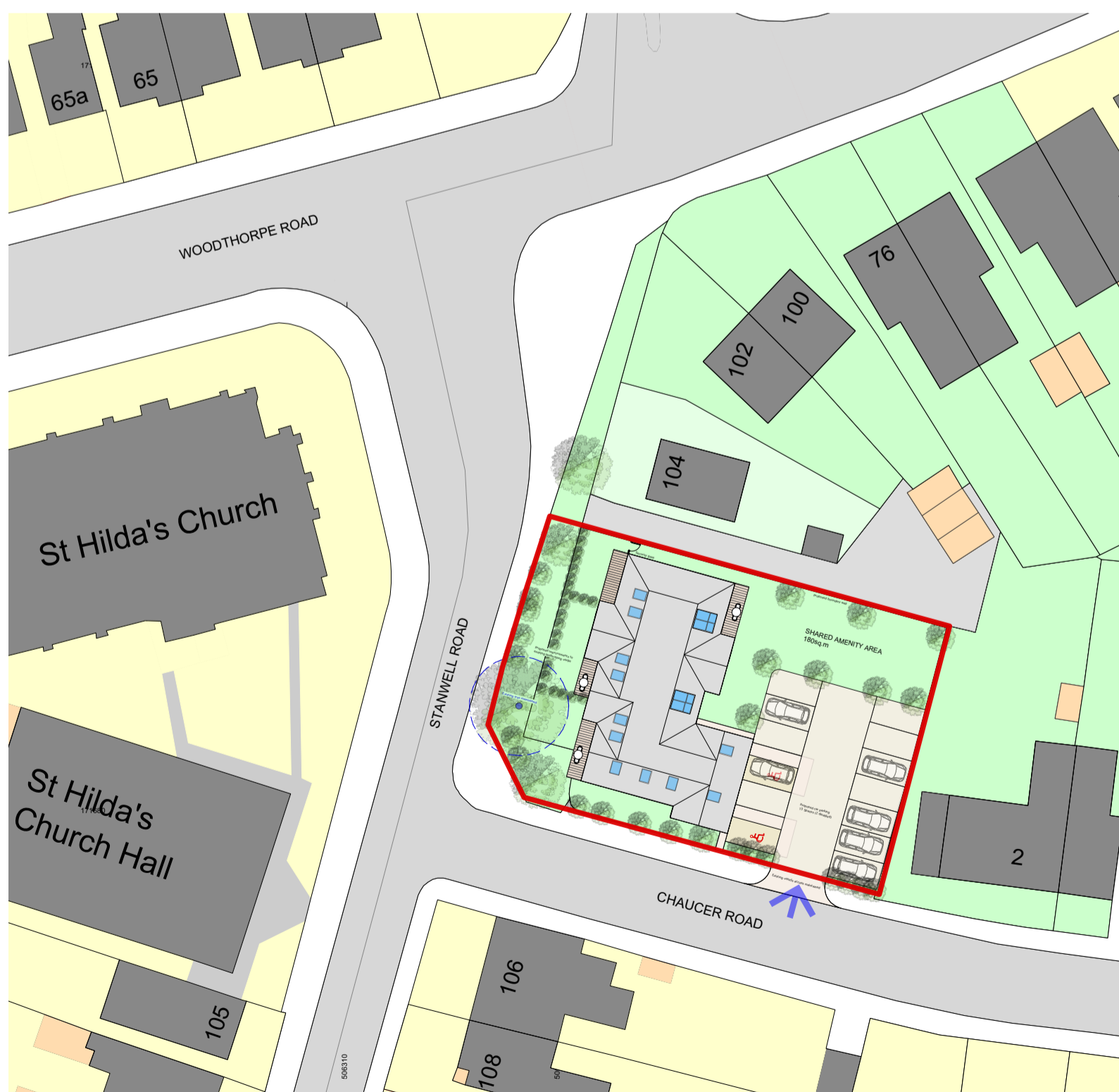
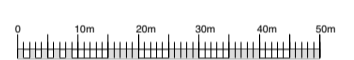
- 5 The applicant's attention is drawn to the requirements of the Party Wall Etc. Act 1996 in relation to work close to a neighbour's building/boundary.



SITE LOCATION PLAN



SCALE 1:1250 @ A2



BLOCK PLAN

SCALE 1:500 @ A2

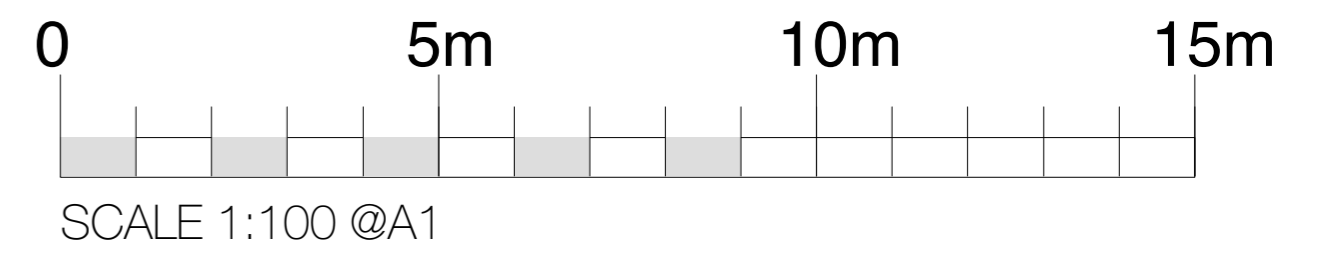


PLANNING

REV.	DATE	DESCRIPTION
PROJECT		
PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING		
SITE LOCATION PLAN & BLOCK PLAN		
CLIENT		
LUMIERE PROPERTIES		
SCALE	1:1250 & 1:500 @ A2	DRAWN
DATE	OCTOBER 2015	CHECK
DRAWING No.	1537- PL1 /01	REVISION
		A
© copyright retained		

LDA
Chartered Architects

LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey. GU22 8AP
T. 01932 828933
E. lida@ldaarchitects.co.uk

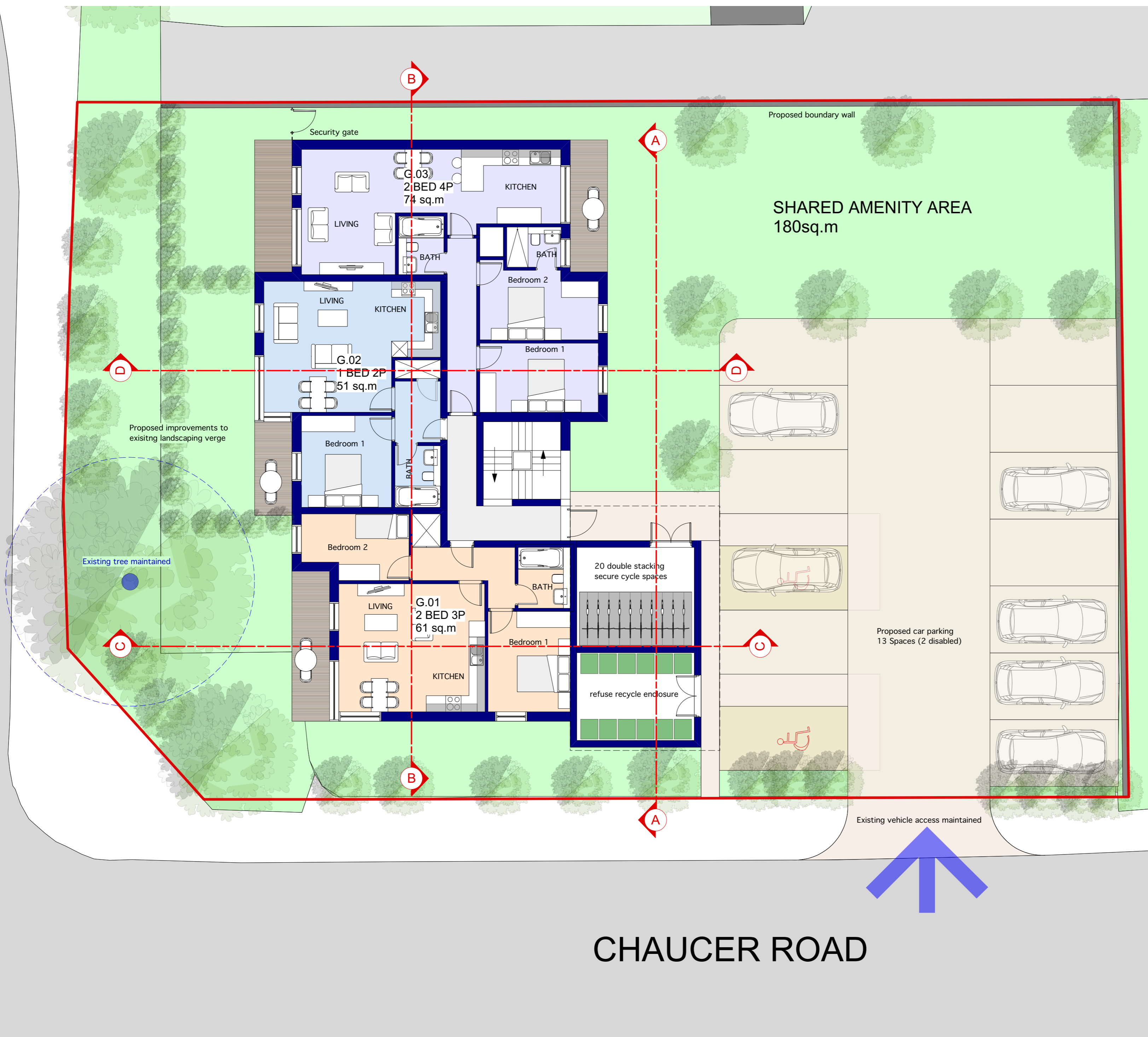


STANWELL ROAD



PROPOSED FIRST FLOOR PLAN

STANWELL ROAD



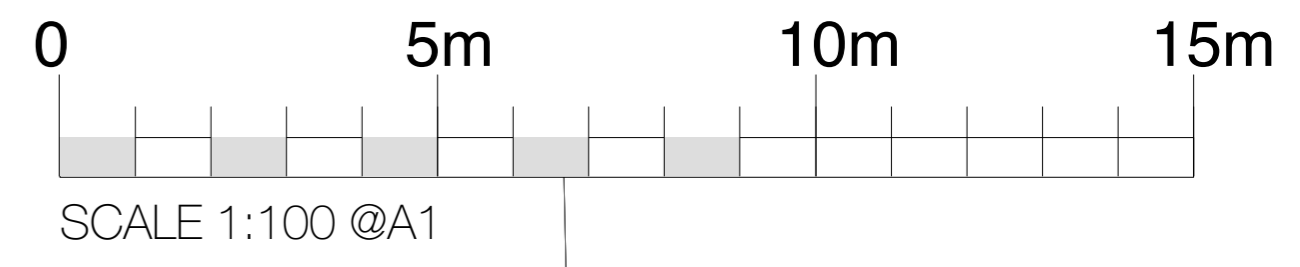
PROPOSED GROUND FLOOR PLAN

PLANNING

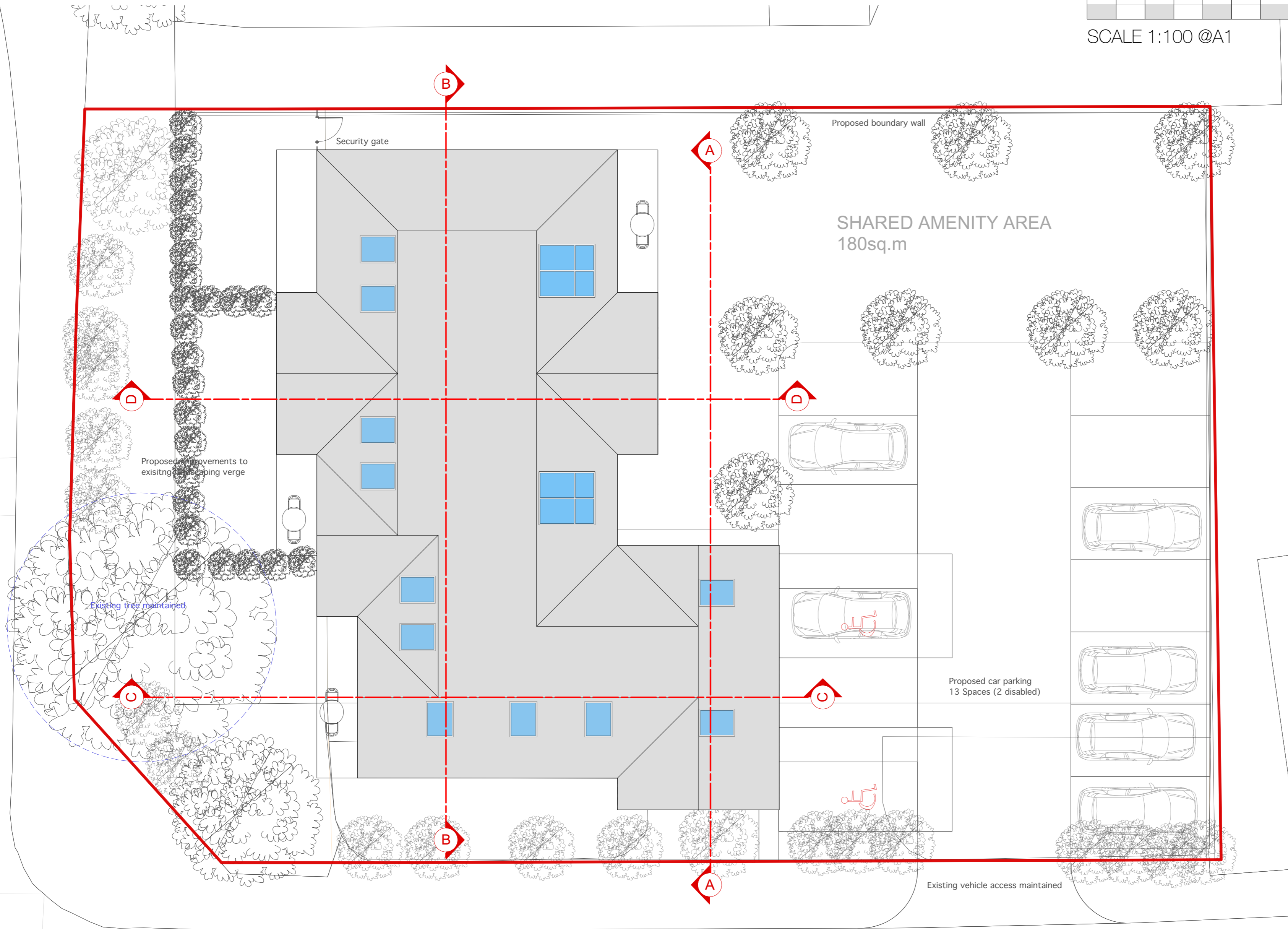
REV.	DATE	DESCRIPTION
PROJECT		
PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING		
PROPOSED GROUND & FIRST FLOOR PLANS		
CLIENT		
LUMIERE PROPERTIES		
SCALE	1:100 @ A1	DRAWN
DATE	OCTOBER 2015	CHECK
DRAWING No.	1537- PL1 /02	REVISION
		A
© copyright retained		

LDA
Chartered Architects

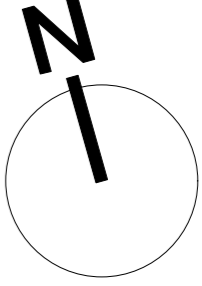
LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey, GU22 8AP
T. 01932 828933
E. lida@ldaarchitects.co.uk



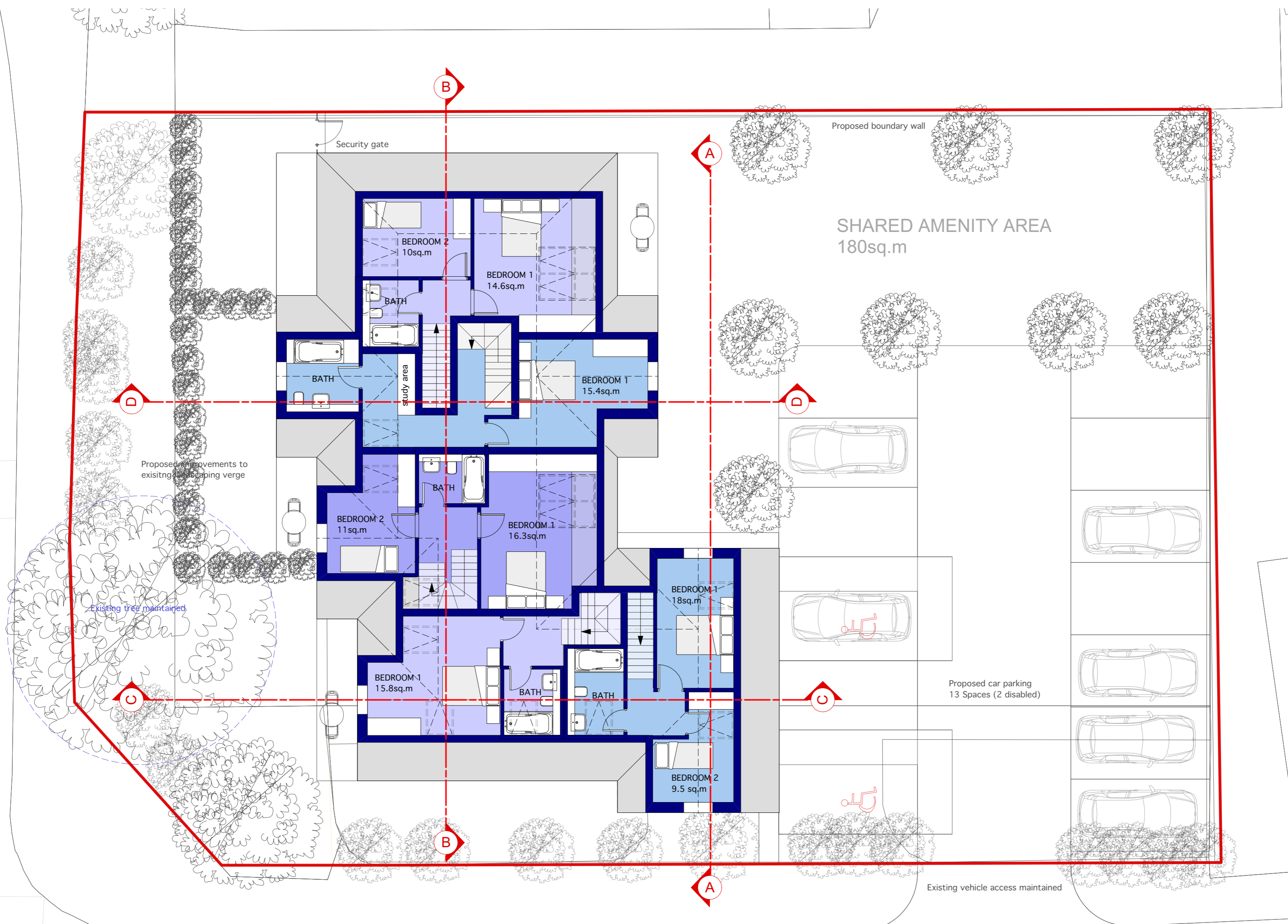
STANWELL ROAD



PROPOSED ROOF PLAN



STANWELL ROAD



PROPOSED SECOND FLOOR / EAVES PLAN

PLANNING

REV.	DATE	DESCRIPTION
PROJECT PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING PROPOSED SECOND/EAVES FLOOR & ROOF PLANS		
CLIENT LUMIERE PROPERTIES		
SCALE 1:100 @ A1	DRAWN	
DATE OCTOBER 2015	CHECK	
DRAWING No. 1537- PL1 /03	REVISION A	
© copyright retained		

LDA
Chartered Architects

LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey, GU22 8AP
T. 01932 828933
E. lda@ldaarchitects.co.uk



PROPOSED WEST ELEVATION (STANWELL ROAD)



PROPOSED SOUTH ELEVATION (CHAUCER ROAD)



PROPOSED EAST ELEVATION



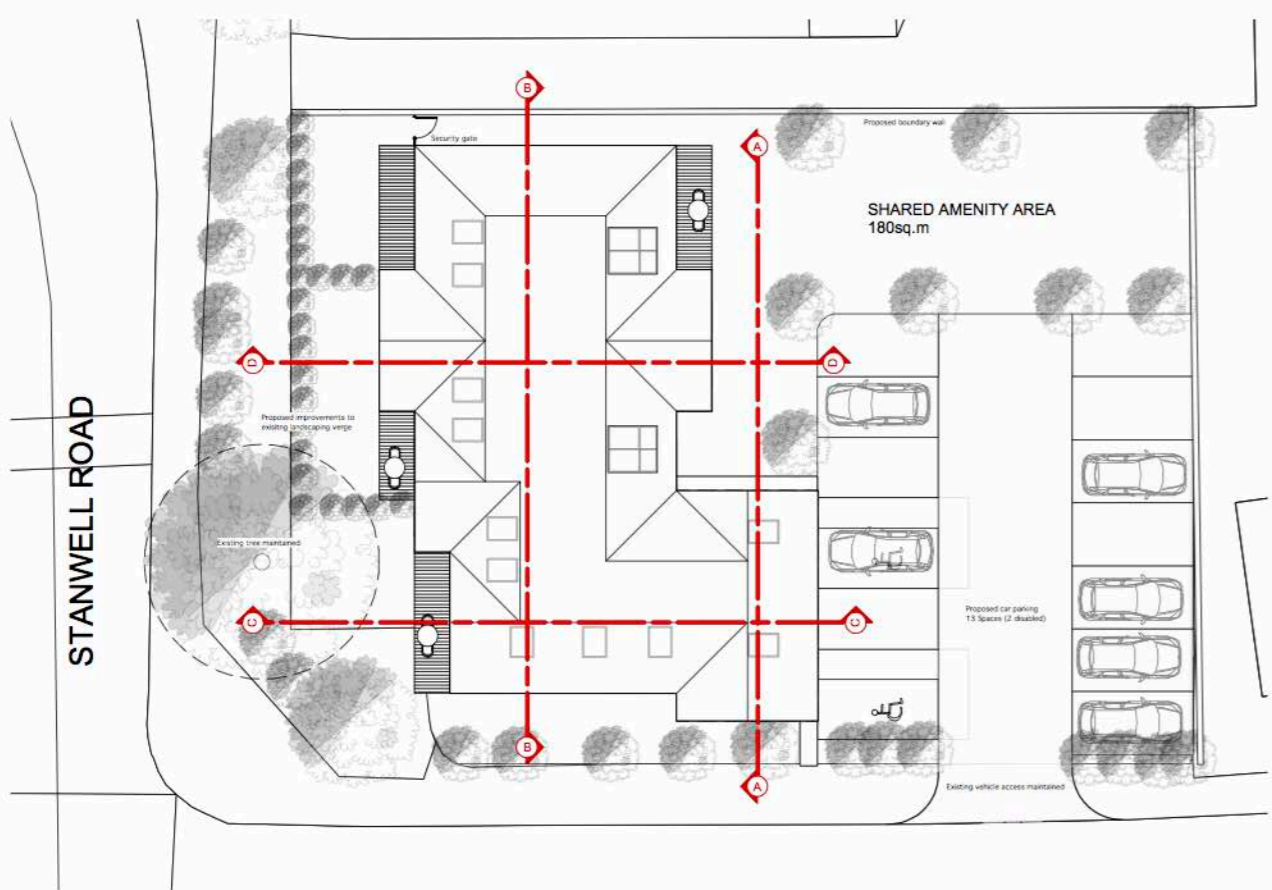
PROPOSED NORTH ELEVATION

PLANNING

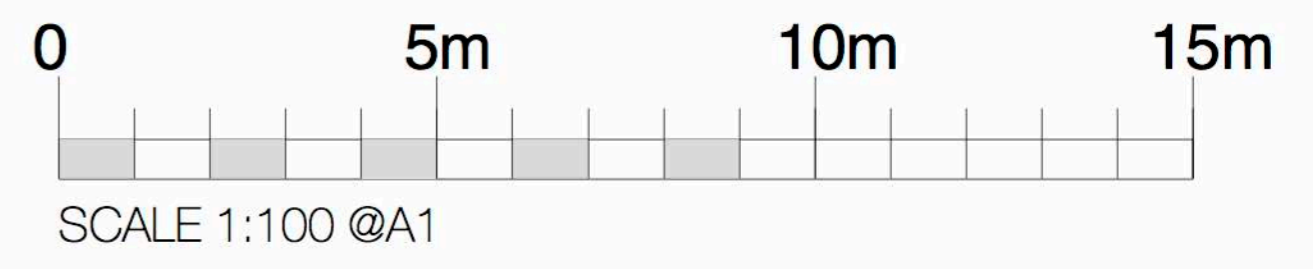
REV.	DATE	DESCRIPTION
PROJECT		
PROPOSED REDEVELOPMENT		
HEADLINE HOUSE		
STANWELL ROAD		
ASHFORD, TW15 3QH		
DRAWING		
PROPOSED ELEVATIONS		
CLIENT		
LUMIERE PROPERTIES		
SCALE	1:100 @ A1	DRAWN
DATE	OCTOBER 2015	CHECK
DRAWING No.	1537- PL1 /04	REVISION
		A
© copyright retained		

LDA
Chartered Architects

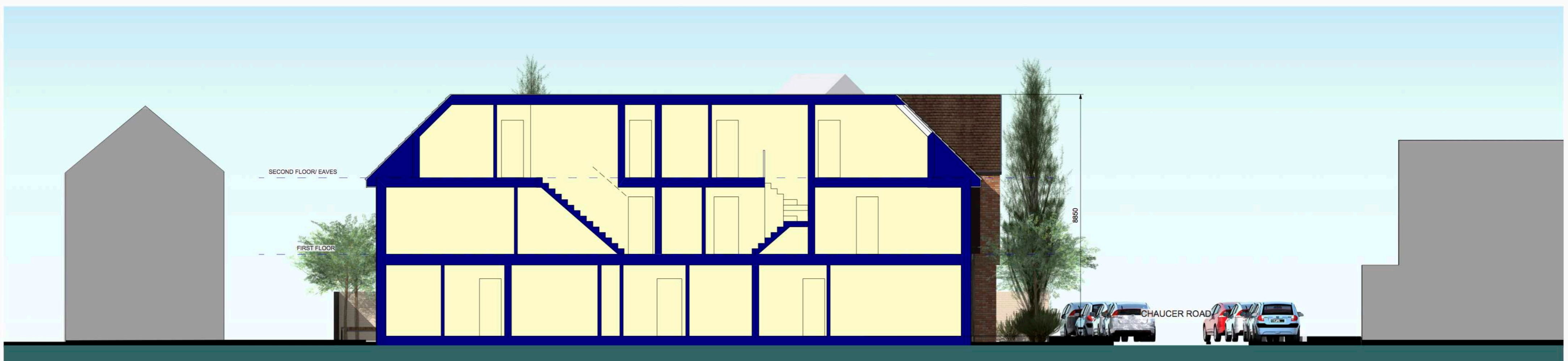
LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey, GU22 8AP
T. 01932 828933
E. lda@ldaarchitects.co.uk



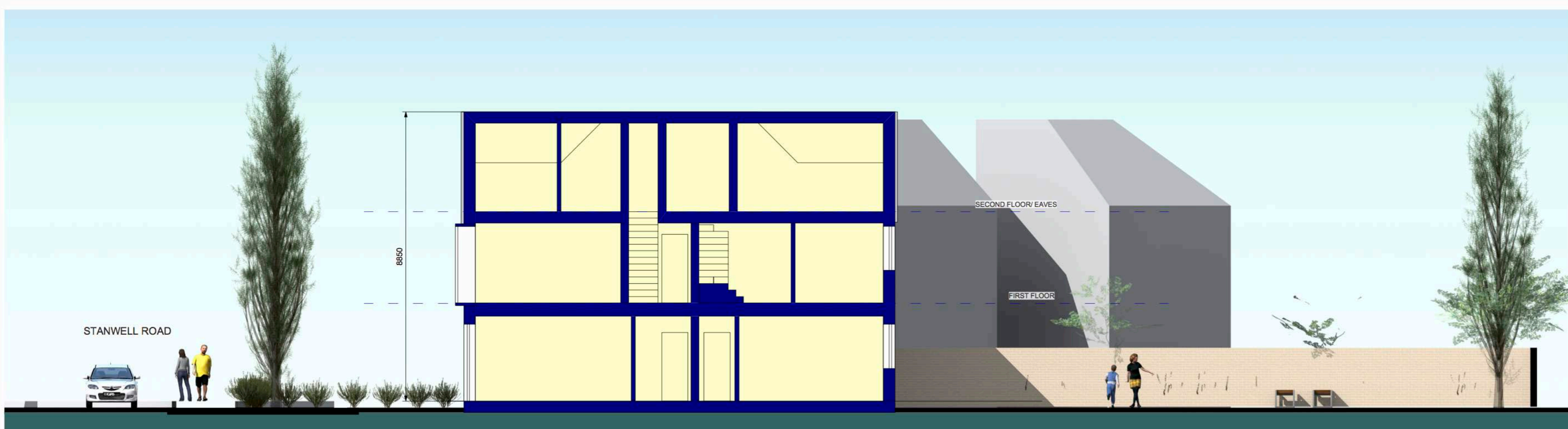
Reference plan



PROPOSED SECTION A-A



PROPOSED SECTION B-B



PROPOSED SECTION C-C



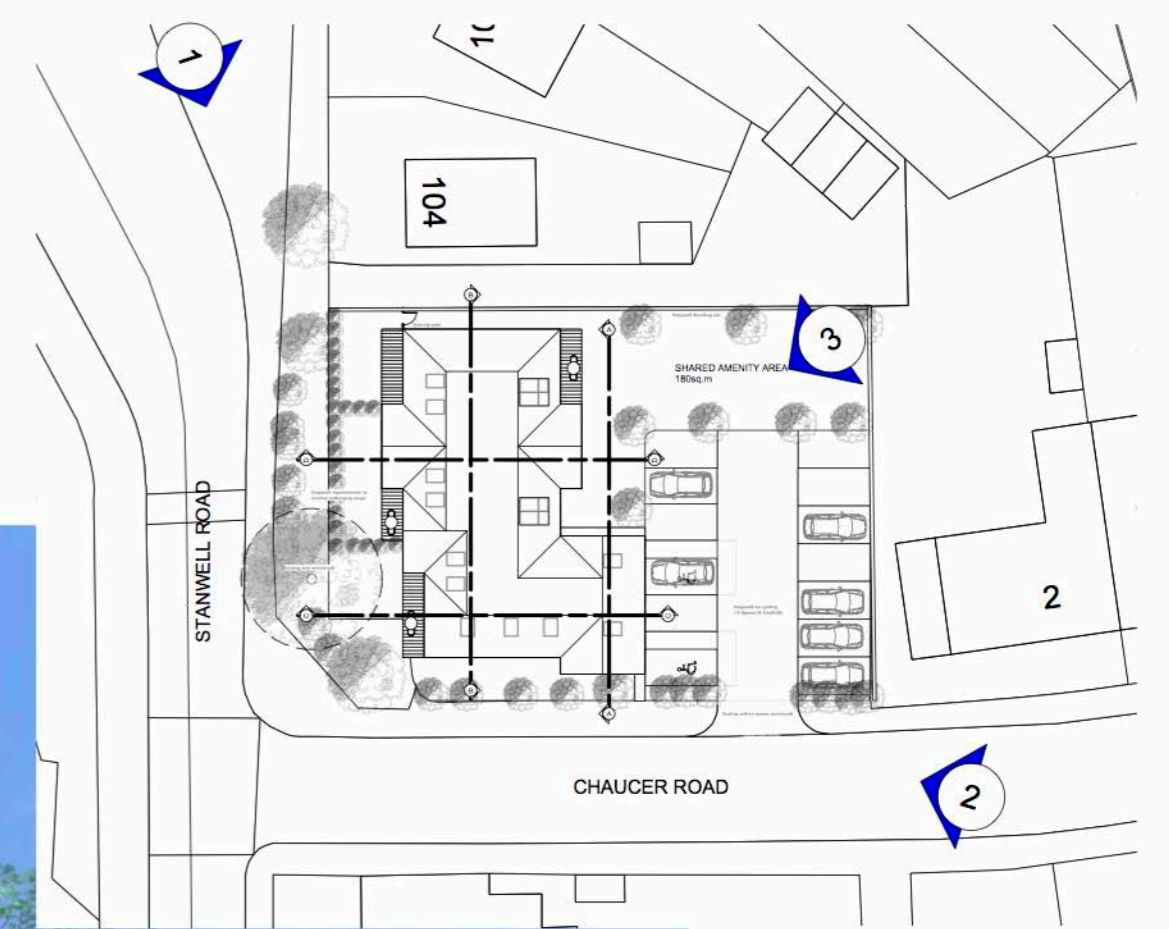
PROPOSED SECTION D-D

PLANNING

REV.	DATE	DESCRIPTION
PROJECT PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING PROPOSED SECTIONS AA, BB, CC, DD		
CLIENT LUMIERE PROPERTIES		
SCALE 1:100 @ A1	DRAWN	
DATE OCTOBER 2015	CHECK	
DRAWING No. 1537- PL1 /05	REVISION A	
© copyright retained		

LDA
Chartered Architects

LDA (Architects) Limited
Lion House
Oriental Road Woking
Surrey. GU22 8AP
T. 01932 828933
E. lda@ldaarchitects.co.uk



Reference plan



1. 3D VIEW FROM STANWELL ROAD



2. 3D VIEW FROM CHAUCER ROAD



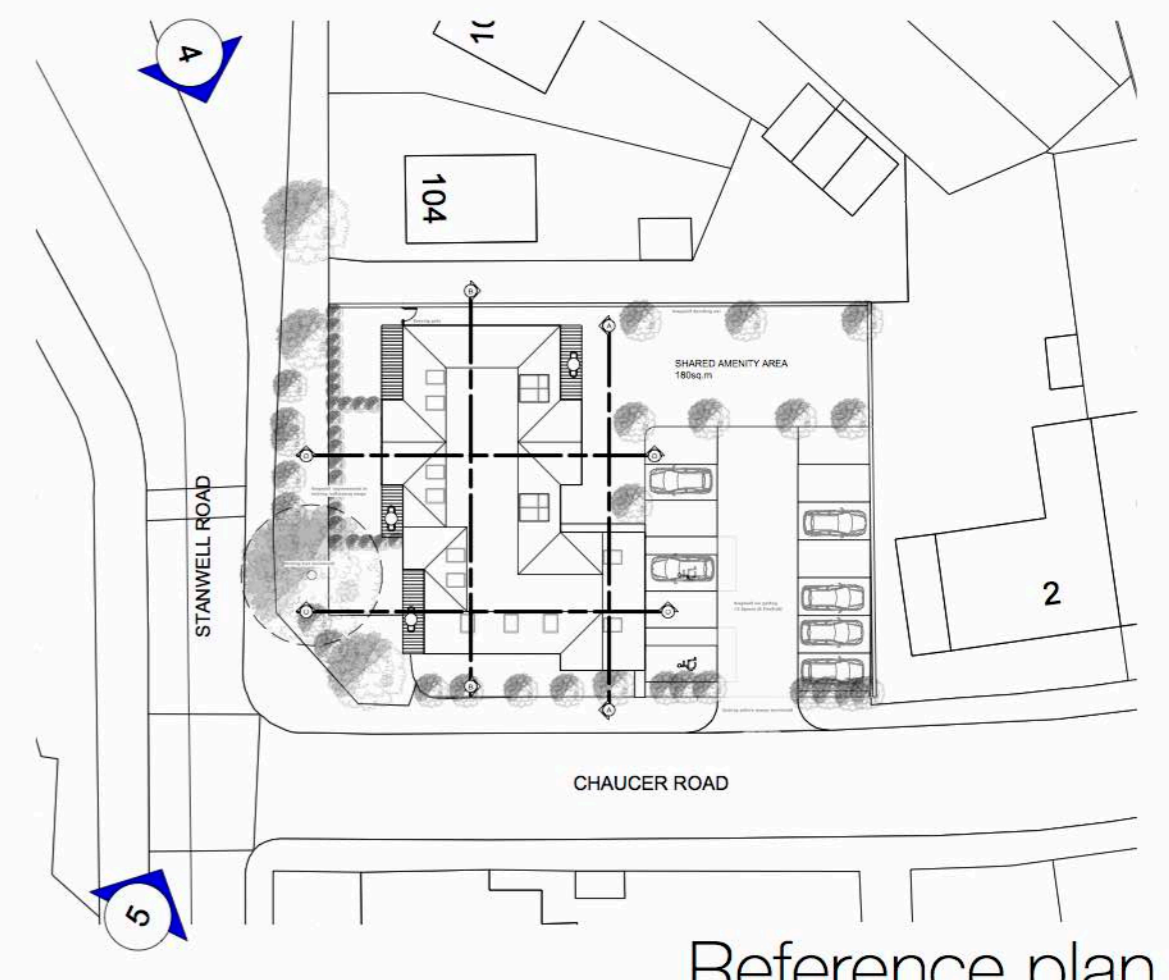
3. 3D VIEW FROM THE AMENITY AREA

PLANNING

REV.	DATE	DESCRIPTION
PROJECT		
PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING		
3D VISUALS 1, 2 & 3.		
CLIENT		
LUMIERE PROPERTIES		
SCALE	NA	DRAWN
DATE	OCTOBER 2015	CHECK
DRAWING No.	1537- PL1 /06	REVISION
		A
© copyright retained		

LDA
Chartered Architects

LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey, GU22 8AP
T. 01932 828933
E. lda@ldaarchitects.co.uk



Reference plan



4. AERIAL VIEW FROM NORTH



5. AERIAL VIEW FROM SOUTH

PLANNING

REV.	DATE	DESCRIPTION
PROJECT		
PROPOSED REDEVELOPMENT HEADLINE HOUSE STANWELL ROAD ASHFORD, TW15 3QH		
DRAWING		
AERIAL VIEWS 4 & 5		
CLIENT		
LUMIERE PROPERTIES		
SCALE	NA	DRAWN
DATE	OCTOBER 2015	CHECK
DRAWING No.	1537- PL1 /07	REVISION
		A
© copyright retained		

LDA
Chartered Architects



LDA (Architects) Limited
Lion House
Oriental Road
Woking
Surrey, GU22 8AP

T. 01932 828933
E. lda@ldaarchitects.co.uk