

Playing Fields

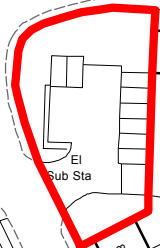
Games Court

Pavilion

Felthamhill Brook

Kenyngton Court

KENYNGTON DRIVE



El Sub Sta

Beechwood Court  
1 to 41

CHURCHILL WAY

KENYNGTON DRIVE

Kenyngton Manor  
Primary School



1:1,250

14/02213/FUL

Land to the east of Churchill Way, Sunbury-on-Thames

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**Planning Committee**

**04 April 2016**



<b>Application No.</b>	14/02213/FUL		
<b>Site Address</b>	Land to the east of Churchill Way, Sunbury		
<b>Proposal</b>	Erection of three no. two bedroom properties with associated gardens, parking and landscaping following demolition of existing garages on site (amended application following refusal of 14/00156/FUL)		
<b>Applicant</b>	A2 Dominion South Ltd		
<b>Ward</b>	Sunbury Common		
<b>Call in details</b>	Application referred to Committee by Cllr Spoor because of local opposition to the scheme.		
<b>Case Officer</b>	Peter Brooks		
<b>Application Dates</b>	Valid: 22/12/2014	Expiry: 16/02/2015	Target: Over 8 Weeks
<b>Executive Summary</b>	<p>This application seeks approval for the erection of a terrace of 3 no. two bed dwellings with associated parking and amenity space. The general layout and position of the dwellings has been amended since the previous refusal and the original submission of this revised scheme to address the original reasons for refusal.</p> <p>The existing 8 garages are no longer in use and their loss is considered acceptable.</p> <p>With the revised layout the proposal is considered to have a satisfactory relationship to adjoining properties and sufficient regard to the pattern of development in the area, and has overcome the reasons for refusal of the previous application.</p>		
<b>Recommended Decision</b>	This application is recommended for approval subject 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)
  - HO4 (Housing Size and Type)
  - HO5 (Density of Housing Development)
  - CC3 (Parking Provision)
  - HO3 (Affordable Housing)

### 2. Relevant Planning History

14/00156/FUL

Erection of three no. two bedroom properties with associated gardens, parking and landscaping following demolition of existing garages on site.  
Refused 12.05.2014

#### Description of Current Proposal

- 2.1 The application site comprises a garage parking area, which has a total of 8 no. garages (all of which are now unoccupied), with open grass space on the northern and western edges. The site is surrounded by terrace dwellings, most of which are two storey, although due south of the application site is a terrace of bungalows. The proposal involves the erection of a terrace of 3 no. two bed two storey dwellings, and would include off street parking at the southern end of the site and amenity space for the occupiers of the proposed dwelling. The layout now also includes areas of grass verge between the back of the pavement in Churchill Way and the side fence of the garden of plot 1.
- 2.2 Copies of the proposed site plan, floor plans and elevations are attached as an Appendix.

### 3. Consultations

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

Consultee	Comment
County Highway Authority	The County Highway Authority have no objection to the proposal but have suggested the imposition of conditions and informatives.
Environmental Health - Contamination	Suggested add two standard conditions due to proposal being sensitive to contamination, and also site is located in

	vicinity of former landfill site
<b>Tree Officer</b>	No objection to the proposal and its impact upon trees on site.
<b>Renewable Energy Officer</b>	No objection providing standard renewable energy condition imposed

#### **4. Public Consultation**

4.1 23 neighbouring properties were notified of the application. To date 18 letters of representations and one petition (note the petition is a copy of the one submitted for the previous application) have been received objecting to the proposal on the following grounds:

- Parking
- Loss of garages
- Loss of green space
- Adequacy of sewers
- Loss of privacy
- Overbearing

#### **5. Planning Issues**

- Principle
- Design and appearance
- Affordable housing
- Housing size and density
- Impact on parking provision
- Impact on the amenity of neighbouring residents
- Impact on trees
- Other matters

#### **6. Planning Considerations**

##### Principle

6.1 The site is situated within a large residential estate in which the principle roads are Kenyngton Drive, Beechwood Avenue, Keywood Drive and Ashridge Way. It was built in the 1950s and 60s with some flats but mainly terraces of properties, including some bungalows. The estate included a few garage courts with individual garages 'let out'. Many have overtime either become unused or not used by local people. In the case of this site in 2014, only 4 of the 8 garages were used. The last remaining garage was vacated in June 2015.

6.2 Whilst the estate was originally built as social housing, many over the years have been sold and A2D (the applicant in this case) manage the social units that remain.

6.3 Given the use of the garage has ceased it is appropriate for the applicant to consider the best use of the site. Residential use is clearly in principle acceptable subject to the design and layout being appropriate. This would be

consistent with policy HO1 (g) which seeks to ensure the effective use of urban land for housing. In this case the provision of 3 new social housing units would make a useful addition to the social housing stock in the Borough and in light of the particular demands that currently exist.

#### Design and Appearance

- 6.4 Policy EN1 of the Core Strategy and Policies DPD requires both regard to the general character of the area and a satisfactory relationship with adjoining properties. The amended proposal will maintain a green strip around the edge of the site, and reduce the total amount of hardstanding on the plot. Proposed tree planting can mitigate the loss of existing trees.
- 6.5 The proposed terrace of three dwellings are separated by a gap of 2.8m from a long terrace comprising 82 – 96 Kenyngton Drive. The 3 new units are staggered to help address the sites corner situation by optimising the amenity space adjacent to the footpath. The front of the easternmost dwelling is built in line with no. 82 Kenyngton Drive, and the westernmost dwelling being set back. The dwellings are two storey (8.58m high) and its terrace design and general scale pays regard to the terrace dwellings within the immediate surroundings. The proposed dwellings have a pitched roof over with hipped ends. It is considered the proposed dwellings would pay regard to the streetscene by virtue of their scale and front garden areas with a similar separation to the footpath as the existing terrace properties, and so would make a positive reflect to the character of the area.
- 6.6 The layout of the three dwellings have been revised since the previous refusal, so that they now pay more regard to the layout of the existing estate. The staggered design now means the three properties have a similar separation from the footpath which mirrors the existing terrace dwellings, whereas the refused scheme resulted in the dwellings being set back further than adjoining properties. It is considered that moving the dwellings so that the easternmost one is in line with no. 82 Kenyngton Drive with the others being staggered would maintain a regular separation to the footpath. The westernmost dwelling would be separated from the pavement and would have greenspace to the side to maintain a sense of openness. It is characteristic of dwellings in this vicinity to have greenspace to the sides to separate dwellings from the street.
- 6.7 The proposal includes 5 no. parking spaces in an open area to the rear of the proposed dwellings. This has been set further back into the site from Churchill Way than previously with a greater area of grass strip/amenity space to the back of the highway. The parking spaces would be accessed using the existing vehicle access on the site. Each dwelling has a garden to the rear with cycle store and bin store.

### Affordable Housing

- 6.8 Policy HO3 of the Core Strategy and Policies DPD states that the Council will encourage registered social landlords to bring forward smaller sites of one to fourteen dwellings consisting of affordable housing regardless of site size. The applicant has stated that the proposed units would be affordable rented tenure and so would comply with the aims of Policy HO3 by providing affordable housing, which is crucial to enable the Council to meet its affordable housing targets. Therefore the scheme presents an opportunity to gain three affordable housing units which would help to reduce the reliance on families being accommodated in bed and breakfast accommodation.

### Housing Size and Density

- 6.9 The proposal is for three 2 bed units for which there is a particular need with the social stock. It complies with Policy HO4 of the CS&P DPD for the provision of an element of small units, the scheme provides 3 two bedroom units and this is considered acceptable.
- 6.10 Policy HO5(a) requires that new development within existing residential areas that are characterised by predominantly family housing rather than flats, should generally be in the range of 35 to 55 dwellings per hectare. The density of this proposal would be 42.9 DPH, which would comply with the policy and reflects the pattern of development in its immediate vicinity.

### Impact on the parking provision

- 6.11 The proposal would provide five off street parking space, arranged at the southern part of the site. This meets the minimum requirements for two bed dwellings as set out in the Councils Parking Standards Supplementary Planning Guidance (1.5 spaces per unit, therefore rounded up to 5 in this case).
- 6.12 The applicant has provided information regarding the occupational status of the garages following submission of the application. All eight garages are vacant, and at the time of the previous application only four of the garages were occupied by people living within Kenyngton Drive. The tenants were offered alternative garages to rent in the locality, and three of the four occupiers took up this offer. The last of the eight garages was vacated on 7 June 2015 and the garages have been vacant since. The loss the eight garages therefore would not displace any vehicles onto the street.
- 6.13 The County Highway Authority were consulted on the proposal and raised no objections on either parking provision or highway safety grounds. They commented that the development complies with the Councils parking standards SPG.
- 6.14 The layout of the parking spaces to the rear of the site have been altered since the previous refusal. This has allowed the site to retain five off street spaces. It is considered this altered layout improves the parking area visually and

would not adversely impact adjoining properties.

#### Impact on the amenity of neighbouring residents

- 6.15 The Council's Design of Residential Extensions and New Residential Development Supplementary Planning Document (Design SPD) sets out recommended separation distances for new development. These distances are used as a guide to ensure that new development has an acceptable relationship with adjoining properties in regards to sunlight, daylight, overlooking and outlook.
- 6.16 The Design SPD recommends a minimum 'back to flank' distance of 13.5m to safeguard privacy. There would be a distance of 22m at the closet point between the rear of the proposed dwellings and the side of the bungalow to the south no. 8 Churchill Way. The Design SPD recommends a minimum distance of 10.5m between the back of the dwelling and the boundary of the site. The proposed garden areas are a slight irregular shape and only Plot 1 would fall slightly short of this 10.5m requirement. However to the rear of the private garden space is the residents communal parking area for the 3 dwellings. This slight shortfall does not lead to any outlook or privacy issues.
- 6.17 There is a recommended 'front to front' distance of 21m between two storey dwellings. The distance between plot 1 and the nearest dwelling opposite is 18.6m, which is a slight shortfall. It should be noted however that the proposed dwellings do not face the properties opposite directly but at an angle. The Design SPD explains that where dwellings do not directly face each other (as is the case here) that a lesser degree of overlooking or overbearing may occur. It is considered the proposal, despite the slight shortfall in 'front to front' separation, would not have an unacceptable impact on adjoining dwellings in terms of privacy and outlook. In addition the proposed dwellings would not break the vertical 25 degree line when measured from the properties on the opposite side of the street. It should be noted the existing street layout means properties are in some cases closer than the proposed distance. The proposed end of terrace dwellings (Plots 1 and 3) have a window at first floor level in the flank elevation which will serve a bathroom. It is considered reasonable to attach a condition to ensure these windows are obscure glazed.
- 6.18 In terms of sunlight, daylight and any potential overbearing impact, an assessment is made using measurements taken from adjoining windows. The proposed dwellings would not infringe either the vertical or horizontal 45 degree line when measured from the main windows serving habitable rooms of the closest adjoining properties. It is noted that there is a ground floor window on the flank elevation of no. 82 Kenyngton Drive, the two storey dwelling to the east of the proposed dwellings. This is a secondary window that serves a kitchen. The kitchen has another main window. There is nevertheless a gap of 2.8m.
- 6.19 The three dwellings have been moved west so that they are now further from the flank of no. 82 Kenyngton Drive. One of the reasons for refusal of the previous scheme was the overbearing impact and loss of light to no. 82. The

separation between the flank of the proposed dwelling and no. 82 was 2.2m and the current scheme would have a separation of 2.8m. It is considered this greater separation would mean the proposal would not have an unacceptable impact upon this dwelling. In addition the unit closest to no. 82 has been positioned further forward than the refused scheme so that it is more in line and as a result projects only 1.6 m further back than no. 82, whereas the refused scheme projected some 3.2m further back. No. 82 has a south facing garden and it is considered the proposal would not adversely impact the amount of sunlight and daylight this property receives.

#### Impact on the trees

- 6.14 The proposal would involve the removal of 3 no. trees on the site. The Council's Tree Officer has raised no objections to the removal of these trees as they are not of sufficient quality to insist on their retention or be worthy of a Tree Preservation Order. The tree officer would wish to see replacement planting provided in a landscaping scheme.

#### Other matters

- 6.15 One of the units (plot 2) would have a very minor shortfall in its private amenity space (minimum required 60m<sup>2</sup>, plot 2 provides 58.84m<sup>2</sup>). It is considered this shortfall to be so small that the proposed amenity area would provide an acceptable garden area for use by the occupiers. With regard to other matters raised in the third party representations the garages are all unoccupied and so is considered their demolition would not result in a displacement of cars.
- 6.15 Regarding flooding issues raised, the site is not within a fluvial (river) flood risk area. As part of any approval soakaways to serve the proposed dwellings would need to be provided under Building Regulations to store rainwater. The proposal would see a reduction in hardstanding/built form on the site by approximately 24m<sup>2</sup> thereby reducing 'run off' from the site. The scale of development proposed is considered not to create any greater flood risk in the wider area.
- 6.16 The previous scheme was recommended for approval, and this decision was overturned by Planning Committee and refused for the following reasons:
1. The proposal represents a cramped form of development on a prominent corner which, combined with the loss of the existing open grass verge alongside the garage block, would detract from the visual amenities of the area and appear obtrusive in the street scene.
  2. The loss of the existing garage block would result in additional on street parking which would exacerbate the parking problems which already exist in the immediate area.
  3. The proposed development is considered to have a poor relationship to the adjoining property 82 Kenyngton Drive in terms of having an overbearing



effect and resulting in loss of light.

- 6.17 The proposed scheme now meets the Councils design criteria and would not appear as a cramped form of development on this corner plot. It has been separated from either flank boundary and has a large garden and communal parking area to the rear to clearly separate the proposed dwellings and the existing dwellings in the streetscene. The scheme would maintain greenspace to the front, side and rear of the dwellings which would mirror the other dwellings in the area maintaining the pattern of development in this part of the estate, by retaining some of the existing character of the plot which features a 'green' frontage onto the street.
- 6.18 It is considered the loss of the garage blocks will not now result in displaced parking as it has been unused for nearly a year. The garages on site are all unoccupied and so would not lead to a displacement of vehicles onto the public highway. The proposed five spaces would comply with the Councils parking standards set out in the Parking SPG.
- 6.19 The proposal has moved the proposed dwelling of plot 3 away from no. 82 Kenyngton Drive and would have a materially improved relationship with this dwelling, and it is considered that it would not have an overbearing impact nor result in an unacceptable loss of light to this dwelling.
- 6.20 The proposal has therefore overcome the reasons for refusal for the previous scheme.

## **7. Recommendation**

- 7.1 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. The development shall not begin until a scheme for the provision of affordable housing for the three x 2 bedroom dwellings hereby approved has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the agreed scheme and shall meet the definition of affordable housing in the NPPF or any future guidance that replaces it. The scheme shall include:
  - 1) Three number 2 bedroom terraced dwellings;

- 2) The arrangement for the transfer of the affordable housing to an affordable housing provider and the management of the affordable housing by a registered social landlord;
- 3) The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing;
- 4) The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria can be enforced.

Reason:- To ensure that the proposed dwellings are maintained for affordable tenure in accordance with Policy HO3 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

3. 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 buildings and surface material for parking areas be submitted to and approved by the Local Planning Authority.

Reason:- To ensure a satisfactory external appearance, in accordance with policies SP6 and EN1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

4. (i) The site shall be remediated in accordance with the submitted Remediation Strategy and Verification Plan (ST Consult Ref. JN0538, dated 23 October 2013) with no deviation from the statement without the express written agreement of the Local Planning Authority;
- (ii) 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.

**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](http://www.spelthorne.gov.uk).

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

5. 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.

6. Prior to the occupation of the development hereby permitted the first floor windows on the eastern and western flanks elevations shall be obscure glazed and be non-opening to a minimum height of 1.7 metres above internal floor level in accordance with details/samples of the type of glazing pattern to be submitted to and approved in writing by the Local Planning Authority. These windows shall thereafter be permanently retained as installed.

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

7. That no further openings of any kind be formed in the eastern and western flank elevations of the development hereby permitted without the prior written consent of the Local Planning Authority.

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.

8. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 215 (or any order revoking and re-enacting that Order), no extensions or outbuildings shall be erected to the residential development hereby permitted without the prior planning permission of the Local Planning Authority.

Reason:- To protect the amenities of the adjoining neighbouring properties and to safeguard the protected tree close by.

9. 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.

10. The development hereby permitted shall be carried out in accordance with the following approved plans S101 and S102A received 22.12.2014. P201A, P202A and P210 received 29.03.2016

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

11. Before the development is occupied the existing vehicular access to Churchill Way shall be constructed in accordance with the approved site layout plan and the existing vehicle visibility splays of 25 metres to the north near side edge and 43 metres to the south to a point 1.6 metres onto the carriageway from the nearside kerb line shall be kept permanently clear of any obstruction between 0.6 metres and 2.0 metres high above the ground.

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 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

12. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans car to be parked. The parking area shall be used and retained exclusively 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 policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

13. Notwithstanding the submitted drawings no new development shall be occupied 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 bicycles in a secure covered location. The bicycle storage areas shall be used and retained exclusively 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 policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

14. No development shall start 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
  - (d) provision of boundary hoarding behind any visibility zones
  - (e) measures to prevent the deposit of materials on the highway
  - (h) measures to prevent the deposit of materials on the highway
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

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 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

15. 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 buildings 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.

16. Prior to commencement of any works on site a scheme detailing a dust management plan shall be submitted to, and approved in writing by, the Local Planning Authority. Such details to include:-

(i) Means of enclosure of the site and measures to minimise the disturbance of dust to neighbouring properties;

The works shall be carried out in accordance with the agreed details.

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

17. The proposed hardstanding area shown on the submitted plan shall be constructed to be permeable, or be designed to run off to a permeable surface within the curtilage of 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.

18. The proposed development shall not be occupied until a pedestrian inter-visibility splay has been provided on each side of the proposed access/es, the depth measure from the back of the footway and the widths outwards from the edges of the access in accordance with a scheme to be submitted to an approved in writing with the Local Planning Authority. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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 of Spelthorne Borough Councils Core Strategy and Policies Development Plan Document February 2009.

#### 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 reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from

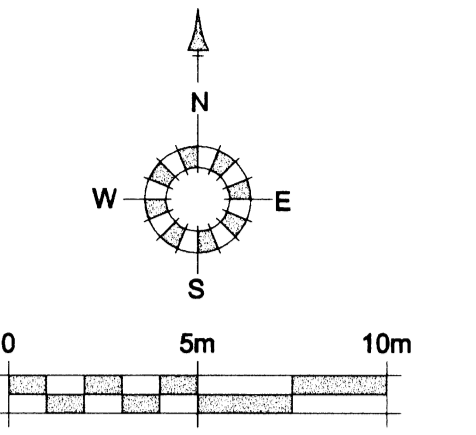
uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

3. The applicant 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.
4. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access/es, the depth measured from the back of the footway and the widths outward from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
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.
6. This development is situated within 250 metres of a current or historic landfill site or gravel pit. A gas impermeable membrane should be incorporated within the structure along with a ventilated sub floor area. Any services entering/leaving the structure should be located above the gas impermeable membrane or alternatively, adequate seals will need to be provided if the membrane is to be breached. The details of the gas impermeable membrane and with particular attention to the joins with any existing structure and seals around any services, plus details of the sub-floor ventilation should be submitted to the Local Planning Authority for approval prior to the works being carried out.

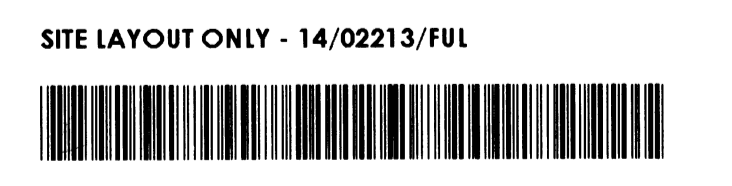
On completion, documentation (such as photographs, inspection reports, etc) shall be submitted to the Local Planning Authority to demonstrate that the gas impermeable membrane has been installed in accordance with the approved plans.

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

7. The applicant should contact the utility provider responsible for the substation on site prior to the commencement of any building or demolition works to ensure the proposal would not impact, or be impacted by, the substation on site.



14/02213



REV	DATE	REVISIONS:	REV	DATE	REVISIONS:	REV	DATE	REVISIONS:
A	17 Oct 2013	Address revised.						

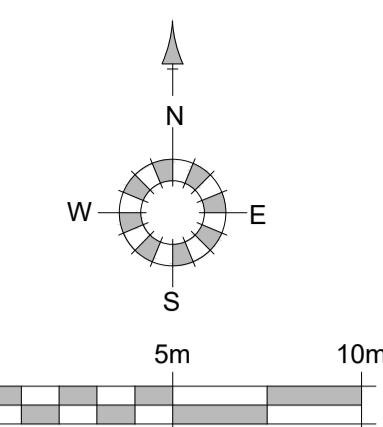
CLIENT:	A2 Dominion	PROJECT:	Churchill Way Sunbury, Surrey
SCALE:	1:200 (A1 ORIGINAL)	DRAWING:	Existing Site Survey
DRAWN:			
DATE:	27.02.2013	1316	S102 A

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Total Site Area: 0.165 Hectares	
Site Plan Legend	
	Application Site Boundary Line
	Plot Reference
	Allocated parking Space
	1.8m Closeboarded Fence
	Bin and Bicycle Store
Landscaping	
	Proposed trees.
	Trees to be removed.



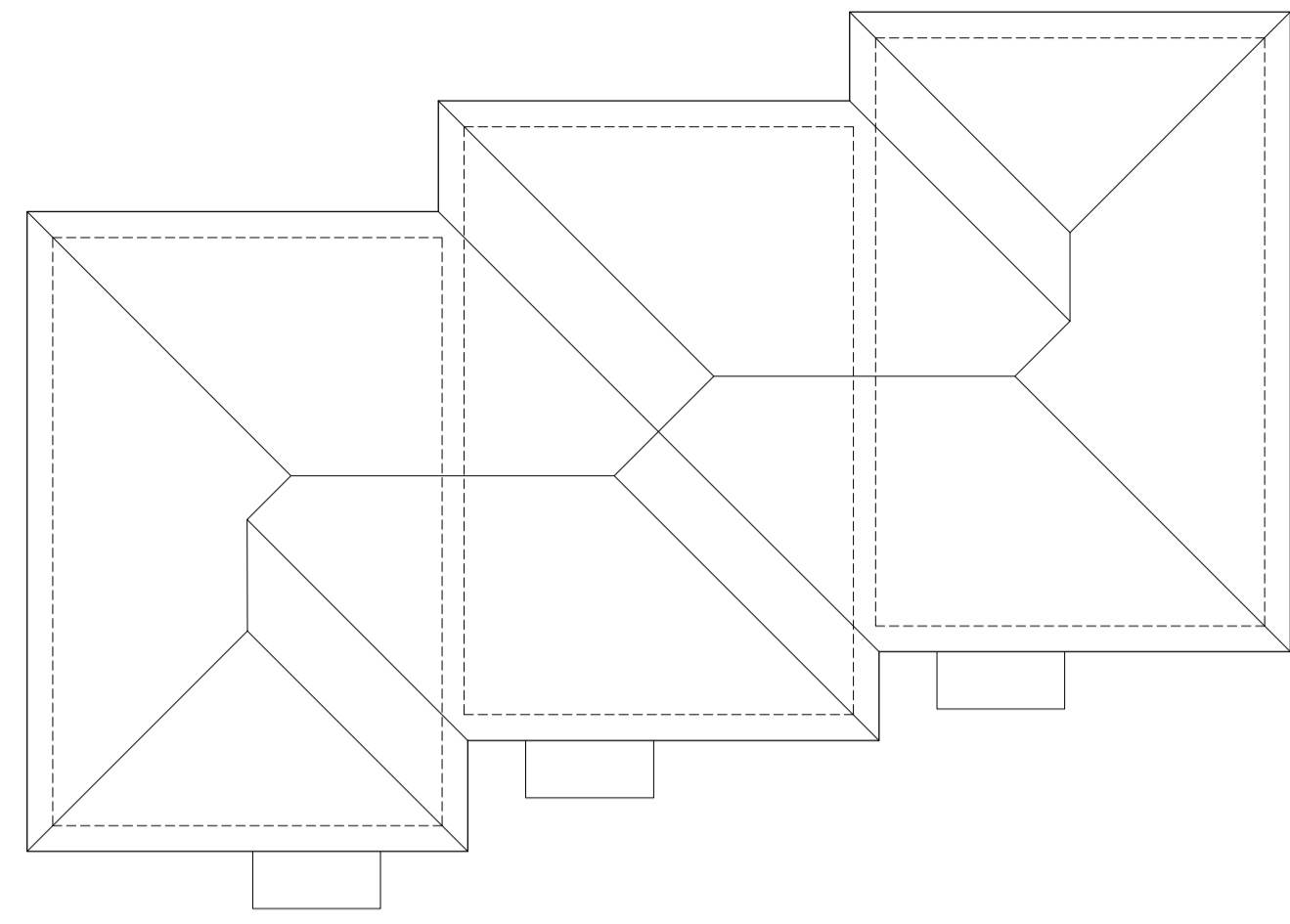
REV.	DATE	REVISIONS:	REV.	DATE	REVISIONS:	REV.	DATE	REVISIONS:

CLIENT:	A2 Dominion	PROJECT:	Churchill Way Sunbury, Surrey
SCALE:	1:200 (A1 ORIGINAL)	DRAWING:	Proposed Site Layout Ground Level
DRAWN:	jg	1316	P201
DATE:	22 Mar 2016	A	

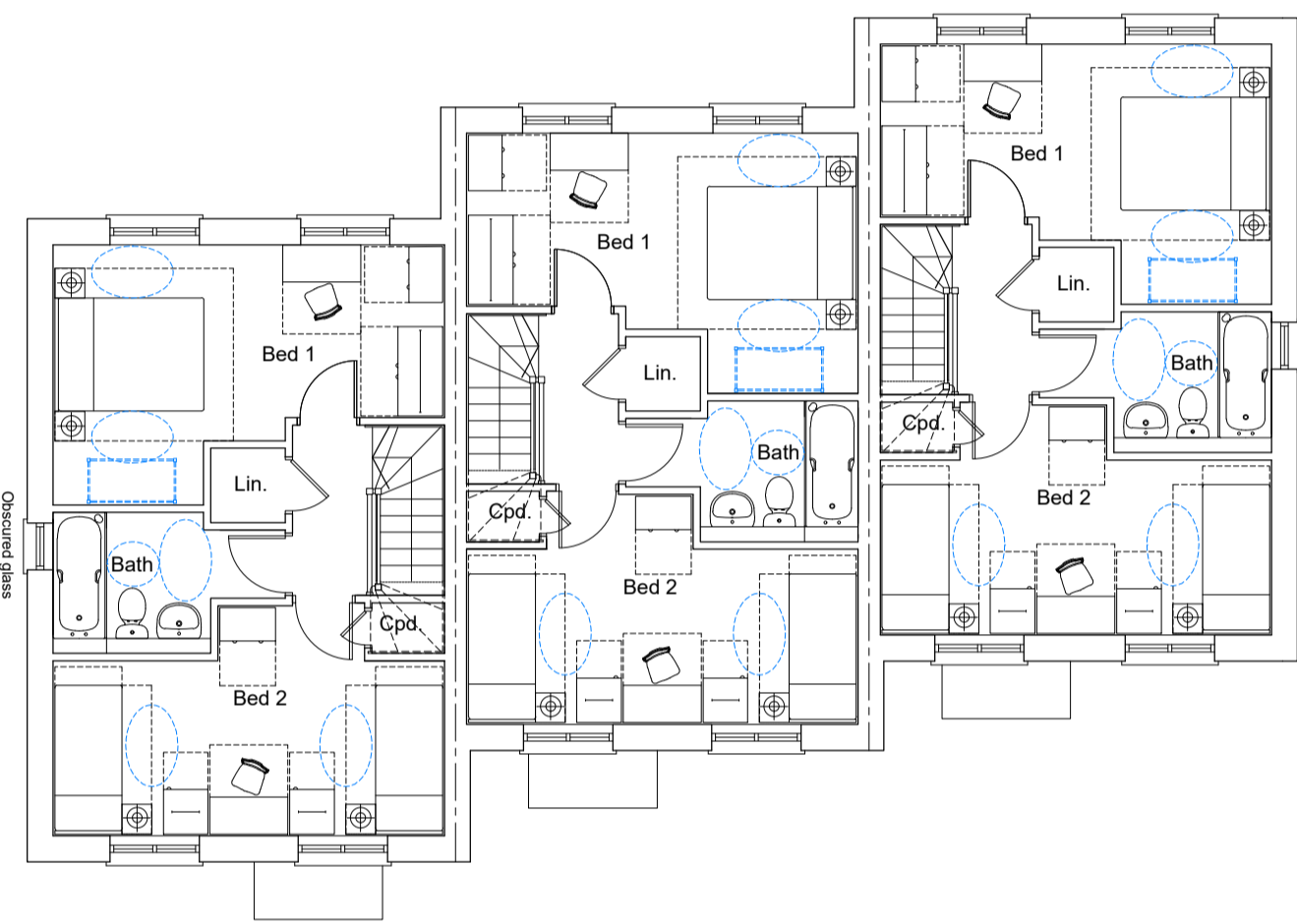
Rosemount House  
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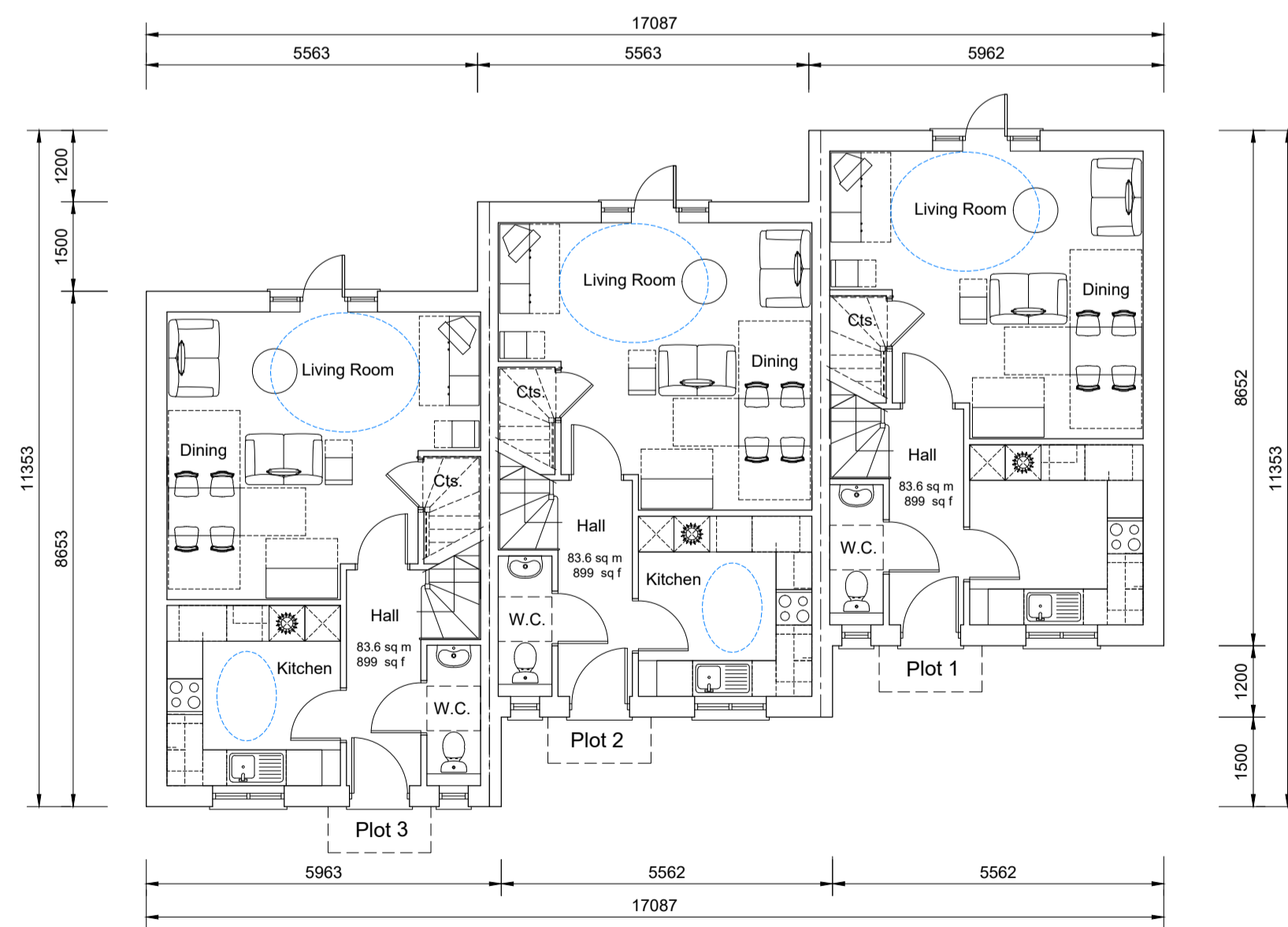
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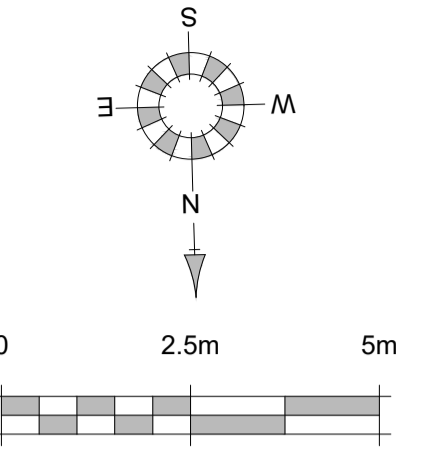
Roof Plan



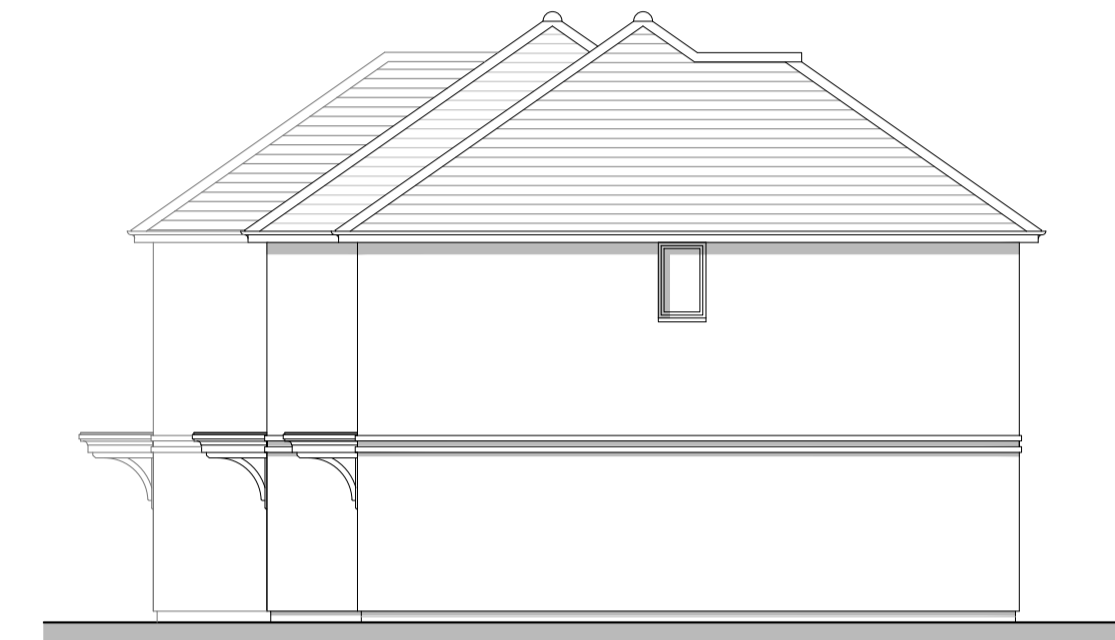
First Floor Plan



Ground Floor Plan



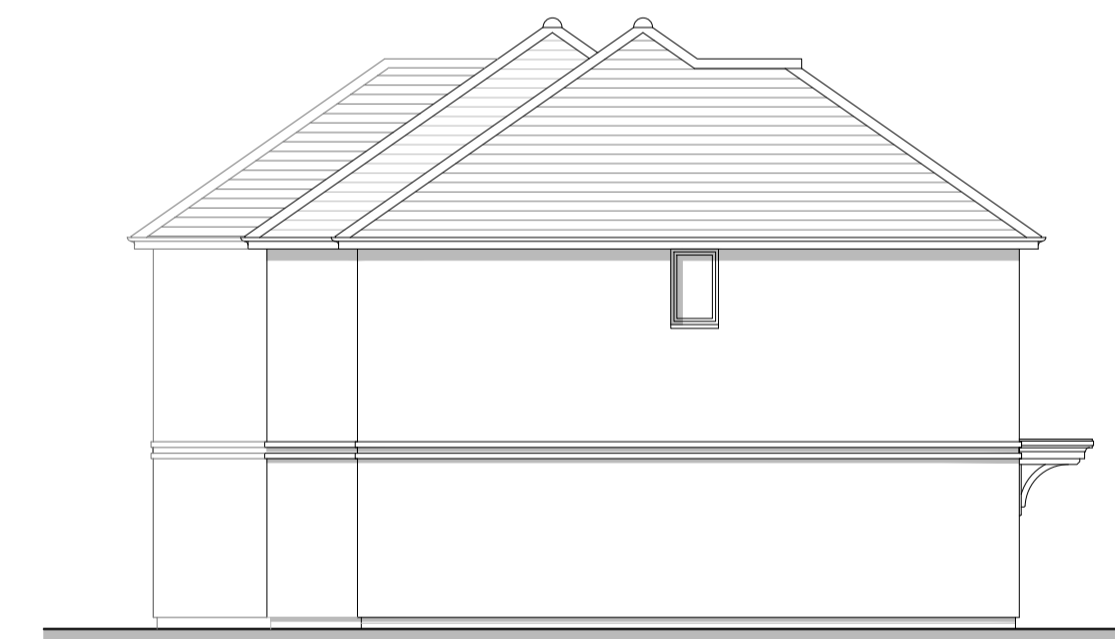
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

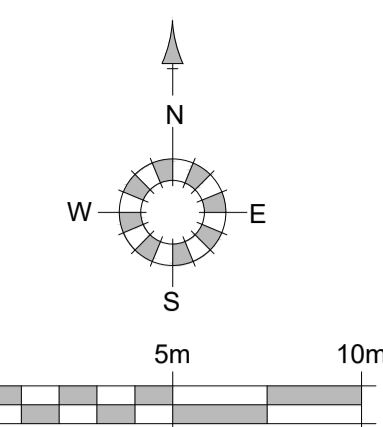
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CLIENT:	A2 Dominion	PROJECT:	Churchill Way Sunbury, Surrey
SCALE:	1:100 (A1 ORIGINAL)	DRAWING:	Plot 1 - 3 Proposed Plans & Elevations
DRAWN:	1316	P210	-
DATE:	23 Mar 2016		

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Total Site Area: 0.165 Hectares	
Site Plan Legend	
	Application Site Boundary Line
	Plot Reference
	Allocated parking Space
	1.8m Closeboarded Fence
	Bin and Bicycle Store
Landscaping	
	Proposed trees.
	Trees to be removed.



REV.	DATE	REVISIONS:	REV.	DATE	REVISIONS:	REV.	DATE	REVISIONS:

CLIENT:	A2 Dominion	PROJECT:	Churchill Way Sunbury, Surrey
SCALE:	1:200 (A1 ORIGINAL)	DRAWING:	Proposed Site Layout Roof Level
DRAWN:	1316	P202	A
DATE:	22 Mar 2016		

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