



16/00196/FUL
Land to rear of Imtech House
33-35 Woodthorpe Rd & part of 37 Woodthorpe Road
Ashford TW15 2RP

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SPELTHORNE
BOROUGH COUNCIL

Planning Committee

01 June 2016



Application Nos.	16/00196/FUL		
Site Address	Land at the rear of Imtech House, 33 – 35 Woodthorpe Road, and part of 37 Woodthorpe Road, Ashford		
Proposal	Demolition of existing commercial buildings and erection of a part 3-storey, part 4-storey residential development comprising 26 flats (7 no. 1-bed, 17 no. 2-bed and 2 no. 3-bed) together with associated parking and amenity space. Reconfiguration of existing office car park and installation of car stackers.		
Applicant	Mr Anthony Thorpe		
Ward	Ashford		
Call in details	N/A		
Case Officer	Paul Tomson		
Application Dates	Valid: 08.03.2016	Expiry: 07.06.2016	Target: Under 13 weeks
Executive Summary	<p>This application involves the demolition of the existing industrial/commercial buildings located towards the rear of the site and the creation of a new residential development comprising 26 flats (7 no. 1-bed, 17 no. 2-bed and 2 no. 3-bed) together with associated car parking and amenity space. In addition, the existing office car park for Imtech House is to be reconfigured and includes the installation of car stackers.</p> <p>The site is located within the urban area and the principle of redeveloping it for residential purposes is considered acceptable. Whilst the proposed buildings will be part 4-storey/part 3-storey and of a contemporary design, they will be sited behind the Woodthorpe Road frontage and in an area characterised by other buildings of similar scale. Consequently the effect on the character of the area is considered acceptable. The provision of 1 parking space per unit is sufficient for this particular location close to the train station and Ashford Town Centre. The scheme is considered to have an acceptable relationship with neighbouring properties. Whilst no affordable housing is proposed, the applicant has submitted a financial viability appraisal which demonstrates that it is not viable to provide any affordable housing on the site (or an off-site contribution) due to the existing use value of the site.</p>		

Recommended Decision	This application is recommended for approval.
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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:

- LO1 (Flooding)
- HO3 (Affordable Housing)
- HO4 (Housing Size and Type)
- HO5 (Density of Housing Development)
- EM1 (Employment Development)
- EN1 (Design of New Development)
- EN3 (Air Quality)
- EN11 (Development and Noise)
- EN15 (Development on Land Affected by Contamination)
- CC1 (Renewable Energy, Energy Conservation and Sustainable Construction)
- CC2 (Sustainable Travel)
- CC3 (Parking Provision)

2. Relevant Planning History

FUL/P10698	The erection of a five storey building comprising showroom and entrance hall on ground floor level with three storeys of offices above and three flats having a total of eleven habitable rooms on the fourth floor, all on approximately half an acre of land, together with three garages and off-street parking of 38 cars.	Approved 27/01/1969
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(Officer note: this building is now Imtech House)

P14075	Change of use of ground and fourth floors of 33/35 Woodthorpe Road, Ashford, to offices	Approved 22/02/1972
92/00090/FUL	Demolition of workshop/storage buildings, and provision of circulation and car parking for adjoining premises.	Approved 01/04/1992

3. Description of Current Proposal

- 3.1 The application relates to land to the rear of Imtech House (33 – 35 Woodthorpe Road) in Ashford. The site is 0.29 hectares and comprises some relatively old industrial buildings and associated car parking and turning areas. The application site also includes the car park at the rear of Imtech House, the access road from Woodthorpe Road, and a small area of the rear garden of the residential property of 37 Woodthorpe Road. The office block of Imtech House (occupied) does not form part of the application site, although it is within the ownership of the applicant. The site is located within the urban area. Imtech House and its car park and access road is within a designated Employment Area.
- 3.2 To the north lies Ashford Train Station car park. To the south are the residential properties of 37, 39 Woodthorpe Road and the flatted development of Frederick House. To the east is the parade of commercial properties in 23 – 29 Woodthorpe Road. There are some flats on the upper floors of these properties. To the north-east is the commercial building of The Powerhouse, 21 Woodthorpe Road. To the west is the relatively new flatted development of Maplewood Court. The surrounding area is characterised by a mixture of commercial and residential properties.
- 3.3 The proposal involves the demolition of the existing mainly single storey industrial/commercial buildings of some 1554m² and the erection of a part 3-storey, part 4-storey residential development comprising 26 flats (7 no. 1-bed, 17 no. 2-bed and 2 no. 3-bed). The western block (referred to as Block A on the submitted plans) will be part 3-storey and part 4-storey in height. It will be laid out in an “L-shape” and measure 29.2m in length, between 10.2m – 25.8m in depth, and between 10.2m – 12.6m in height. The proposed eastern block (Block B on the submitted plans) will be 3-storeys and measure 34.5m in length, between 8.4m – 17.5m in depth, and 10.2m in height up to the main roof (staircase block is 12.6m in height). The buildings will be of a contemporary design and will be faced in buff and brown coloured brickwork, grey coloured zinc cladding, and timber panelling. A total of 26 residential parking spaces (1 per unit) will be provided on the site. All of the units will be occupied as market housing. The proposal also involves reconfiguring the existing office car park to Imtech House to provide 47 spaces on the area immediately to the rear of the office block. The scheme involves the installation of car stackers in part of the car park thereby providing parking spaces on 2 levels.
- 3.4 Copies of the proposed site layout and elevations are provided as an Appendix.

4. Consultations

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

Consultee	Comment
County Highway Authority	No objection subject to conditions. Requests a condition requiring a new bus shelter and raised kerb to be provided on

	Woodthorpe Road to encourage the use of the nearby bus service, outside the office block of Imtech House.
Environmental Health (Pollution)	Requests conditions relating to contaminated land. No objection on air quality grounds subject to conditions relating to demolition and construction (including dust and asbestos), and the installation of trickle charging (for electric vehicles).
Valuation Advisor	Confirms that it is not financially viable to provide affordable housing on the site.
Thames Water	No objection on sewerage infrastructure capacity. Made various comments regarding sewerage and surface water drainage. Requests a condition relating to piling during construction, and an informatives relating to groundwater. A copy of the response has been forwarded to the applicant.
Sustainability Officer	No objection.
Environmental Health (Noise)	No objection subject to conditions.
Network Rail	No objection. Made various comments in view of the protection of Network Rail assets and train operators and requests that the applicant is made of them. A copy of the reponse has been forwarded to the applicant.
Street Scene	No objection to the proposed access and bin store. Requests a dropped kerb and road lined hatchings to prevent anyone parking outside the bin store.
Local Lead Flood Authority (Surrey County Council)	Does not recommend planning permission is granted as the proposed surface water strategy does not comply with the requirements laid out in the Technical Standards.
Crime Prevention Officer	Made various comments relating to security. Requests a condition to require the development to achieve the Secure by Design award. A copy of the response has been forwarded to the applicant.
Tree Officer	No objection

5. Public Consultation

71 neighbouring properties were notified of the planning application. In addition a statutory notice has been displayed outside the site, plus a notice advertised in the local newspaper. 18 letters of objection have been received raising the following issues:

- Overlooking/loss of privacy
- Increase in the use of the existing access road (currently it is only used during working hours). Increase in traffic generation.
- Concern regarding highway safety.
- Noise and disturbance from the development, including noise from the proposed car stacker
- Increase pressure on local infrastructure.
- The design and appearance is not in keeping with the area.
- Loss of light
- Inadequate parking provision. Increase pressure on existing on-street parking.
- Overdevelopment of the site. The site boundary includes the car park of Imtech House, which represents a substantial area of land not part of the residential development.
- No cycle path is provided
- Lack of affordable housing

6 Planning Issues

- Principle of the development
- Housing density
- Design and appearance
- Impact on neighbouring properties
- Affordable housing
- Amenity space
- Parking provision
- Size of units

7 Planning Considerations

Principle of the Development

- 7.1 The site is located in the urban area and is occupied by some relatively old, largely single storey, industrial/commercial buildings. These particular buildings are not located within a designated Employment Area and the principle of demolishing them and redeveloping the site for residential purposes is considered acceptable. Whilst the existing Imtech House car park (and the access road) is located within an Employment Area, this element will be maintained and continue to be used for the office building and is therefore acceptable. The development will bring about a substantial improvement of this site which, whilst to the rear of properties in Woodthorpe Road, backs immediately onto the Ashford Station Car Park and is very visible from the Station and users of the railway line. It will significantly improve this particular entrance point to Ashford.

Housing Density

- 7.2 Policy HO5 of the CS & P DPD states that within higher density residential areas, including those characterised by a significant proportion of flats and those containing significant Employment Areas, new development should generally be in the range of 40 to 75 dwellings per hectare (dph). Higher density development may be acceptable where it is demonstrated that the development complies with Policy EN1 on design, particularly in terms of its compatibility with the character of the area and is in a location that is accessible by non car-based modes of travel.
- 7.3 After discounting the area covered by the reconfigured office car park, the application site area is 0.2279 hectares. The proposed density is therefore 114 dwellings per hectare (dph), which is above the recommended 40 to 75 dph range stipulated in Policy HO5. It is important to note that any mathematical density figure is in part a product of the mix of units proposed. In this case some 92% of the units are either 1 bed or 2 bed and accordingly it is possible to accommodate many more small units within a given floorspace and an acceptable numerical density can be much higher. The proposal is considered to comply with Policy EN1 on design in this edge of town centre location, which is explained in more detail in the following paragraphs. It is also situated a short walk away from Ashford Railway Station and the amenities of the town centre. Accordingly the proposed housing density is considered acceptable.

Design and Appearance

- 7.4 Policy EN1 of the Core Strategy and Policies DPD (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.
- 7.5 The character of the area is mixed. The existing buildings on the site are part single storey/part 2-storey and used for commercial/industrial purposes. Imtech House is a flat roofed 5-storey office block. Maplewood Court is 3-storeys with a 3rd floor within its substantial roof. Fredicerick House is 3-storeys, whilst No.s' 37, 39 and 45 (maisonettes) Woodthorpe Road are 2-storey. Immediately to the north of the railway is the substantial retail warehouse. In view of the mix and various design and scale of buildings in the area and that the application site is situated to the rear of the Woodthorpe Road street scene, it is considered that the proposed part 3-storey/part 4-storey residential development with its contemporary design will be acceptable and comply with the requirements of Policy EN1. Furthermore, it is considered that the proposed external materials comprising buff and brown brickwork, zinc cladding and other associated materials is acceptable in this location.

Impact on Neighbouring Residential Properties

- 7.6 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.
- 7.7 There are a number of residential properties in Woodthorpe Road, and the flatted development of Maplewood Court to the west, which adjoins the application site. The proposed Block A which is situated towards the western end of the site will be part 3-storey/part 4-storey in scale and be visible from surrounding properties. The block is laid-out in an “L-shape”. The southern part of the block (i.e. the part nearest to the neighbouring properties) will be orientated so that its main windows face in an east and west direction. Its eastern elevation will face onto the new communal garden and the far end of No. 39 Woodthorpe Road’s plot. The proposed western elevation will face towards Maplewood Court.
- 7.8 With regard to No. 37 Woodthorpe Road, the proposed impact on its amenity is considered acceptable. This particular property is selling-off the far northern end of its rear garden to form part of the application site. Consequently, the main eastern elevation of Block A will not directly overlook this property’s remaining rear garden. Furthermore, Block A’s 3-storey southern elevation located to the rear of No. 37 will be set back between 14m – 17m from the neighbouring property’s revised rear boundary which is considered acceptable. The separation distance to No.37’s main 2-storey rear elevation will be at least 37m which is also considered acceptable.
- 7.9 With regard to No. 39 Woodthorpe Road, this dwelling is on a relatively large plot measuring 46m in depth and 16m in width. The far northern end of the plot is occupied by a garage, turning area and outbuilding with the garden situated further towards the house. Whilst the proposed southern wing of Block A will be situated close to part of No. 39’s northern boundary, given the intervening garage/turning area I do not consider there would be a harmful loss of amenity. The nearest part of the block will in any case be single storey. The proposed first and second floor flank elevation will be set back by between 2m – 3m from the boundary, with the fourth floor set back by a further 0.9m. All of the windows in the proposed flank elevation are secondary windows to living rooms and a condition can be imposed requiring all the the upper floor ones to be obscure glazed and non-opening in order to safeguard privacy. The habitable room windows in the proposed eastern elevation of Block A will not face towards the house and garden of No. 39 and I am satisfied there will be no adverse overlooking from these windows. There will be a separation distance of between 10m - 15m from the proposed main southern elevation of Block A and No. 39’s rear boundary. Whilst this is a relatively short gap, as mentioned above, the far end of No.39’s plot is occupied by a garage, turning area and outbuilding which act as a buffer between its garden further away. The separation distance between the proposed southern elevation and the end of No. 39’s rear garden is between 23m – 28m (it will be approximately 40m away from the back of the house) and I therefore considered the relationship will be acceptable. I do however, consider it is necessary to remove part of the proposed fourth floor roof terrace and some lower level balconies and I have asked the applicant to

amend the plans accordingly. I will update Members on this issues orally at the meeting.

- 7.10 With regard to the existing flatted development of Frederick House, there will be a separation distance of at least 28m between the proposed first and second floor flank elevation of Block A and the rear elevation of the neighbouring building, which is considered acceptable. Frederick House has a block of garages at the rear of its block, which will act as a buffer between the proposed development and its communal rear garden.
- 7.11 It is noted that the Council has received a number of letters of objection from residents living in the adjacent block of Maplewood Court. This particular building is orientated so that most of habitable room windows (on the eastern half) face north-east and south-west and do not directly face towards the application site. The proposed four-storey western elevation of Block A will be set back from the boundary with Maplewood Court by some at least 7m. The separation distance between the proposed block and the eastern corner of Maplewood Court will be 13.445m, although this is very much a “pinch-point” and the existing windows in the neighbouring block’s south-eastern flank elevation will be situated further away and not directly face the new development. Likewise, views of the proposed Block A from the windows in the main north-eastern elevation of Maplewood Court will be oblique and I do not consider that the development will be overbearing. Whilst there will be some fourth floor roof terraces proposed on the western elevation of Block A, these will face onto the car park and garden area of Maplewood Court, which is already overlooked by many of the existing flats (including balconies) in that development. Consequently, I consider the relationship with Maplewood Court to be acceptable.
- 7.12 There will be a separation distance of at least 25.475m between proposed Block B and the upper floor flat of 29A Woodthorpe Road, which is considered acceptable. I also consider the impact on the other residential flats and commercial buildings in the area to be acceptable. The building immediately to the east of Block B (The Powerhouse, 21 Woodthorpe Road) is in commercial use, as is the office building of Imtech House to the south of Block B.
- 7.13 It is not considered that an objection could be raised from noise and disturbance associated with the new residential development. Whilst it is acknowledge that the existing commercial use operates during working hours only these are not controlled by any planning condition. The proposed residential use is low key in nature and likely to be significantly quieter than the existing industrial workshops. The Council’s Environmental Health section has not raised any objection on noise grounds.

Affordable Housing

- 7.14 Policy HO3 of the CS & P DPD requires up to 50% of housing to be affordable where the development comprises 15 or more dwellings. The Council seeks to maximise the contribution to affordable housing provision from each site having regard to the individual circumstances and viability, including the availability of any housing grant or other subsidy, of development on the site.

Negotiation is conducted on an 'open book' basis. The policy also states that in proposals for housing development a financial contribution in lieu of provision for affordable housing will only be acceptable where on-site provision is not achievable and where equivalent provision cannot readily be provided by the developer on an alternative site.

- 7.15 All of the proposed units are to be privately owned (market housing) and there will be no affordable housing on the site. The applicant has submitted a financial viability report to show why it is not viable in this particular case to provide any affordable housing, taking into account the existing use value of the site and other considerations. The report was forwarded to the Council's Valuation Advisor (Kempton Carr Croft), who have responded by agreeing with its conclusions. In particular, they state that the scheme will be in [relatively small] deficit in financial terms after accounting for a developer's profit of 15.6%. Consequently, it is not considered that an element of on-site affordable housing, nor an financial contribution towards off-site affordable housing, can justified.

Amenity Space

- 7.16 The Council's SPD on Residential Extension and New Residential Development 2011 provides general guidance on minimum garden sizes (Table 2 and paragraph 3.30). In the case of flats it requires 35 sqm per unit for the first 5 units, 10 sqm for the next 5, and 5 sqm per unit thereafter and allows useable balcony space to be counted. On this basis some 265 sqm would be required for the 26 units.
- 7.17 Communal gardens have been provided at the front and rear of Block A and to the rear and side of Block B. The combined area of the garden is 1,256 sqm, which is well above the minimum SPD standard of 265 sqm. In further support of the scheme various balconies, private patios and roof terraces have been provided. The balconies are each 2 sqm in area. Accordingly, the proposed amenity space is considered acceptable.

Parking Provision

- 7.18 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.
- 7.19 On 20 September 2011 the Council's Cabinet agreed a 'Position Statement' on how Policy CC3 should now be interpreted. The supporting text to the Parking Standards and associated 'Position Statement' stipulates a number of exceptional situations where a reduction in parking will be allowed. One of these situations includes town centre locations where the reduction in parking will be assessed against, amongst other transport considerations, the range and quality of facilities within reasonable walking distance. The main shopping area of Ashford, Ashford Railway Station and bus routes are all within a short walking distance of the site.
- 7.20 The proposed residential parking provision is 26 spaces (i.e. 1 space per unit), whilst the minimum parking standard for a scheme of this size is 39 (1.5

per unit). The proposed provision is therefore some 13 spaces below the minimum standard. However, the site is located on the edge of the town centre and is very close to the train station which has a frequent and extensive service. It is also within easy walking distance of the shops and services of the town centre and therefore attractive to those who do not wish to have a car. Consequently, I consider that there are sufficient grounds to justify the level of parking in this particular case. I also consider that the reconfiguration of the office car park (47 spaces) to be acceptable.

Other Matters

- 7.21 24 out of the 26 units will be one or two bedroom in size (92%). The development will therefore comply with Policy HO4 of the CS & P DPD which requires developments, including conversions, of four or more dwellings to include at least 80% of their total as one or two bedroom units.
- 7.22 The floorspace of the proposed units comply with the minimum standards stipulated in the SPD. All of the flats will have a dual aspect and are considered to have an acceptable level of outlook.
- 7.23 The applicant is proposing to install photovoltaic solar panels on the roof in order to achieve the minimum 10% renewable energy requirement stipulated in Policy CC1 of the CS & P DPD. A condition is to be imposed requiring full details to be submitted and to ensure that the renewable energy facilities are implemented.
- 7.24 The submitted plans show the provision of a communal bin store within the site. The Council's Group Head of Neighbourhood Services considers the size and location of the bin store to be acceptable. Whilst they have raised concerns about vehicles parking in front of the bin store, this is very unlikely to occur as it would also impede vehicles parked in spaces 21 & 22 from entering or exiting. Accordingly the proposed bin store arrangement is considered acceptable.
- 7.25 With regard to the Crime Prevention Officer's comments, I do not consider it is appropriate to impose a condition requiring the applicant to apply for the "Secured by Design" award. Many of the requirements are very detailed (e.g. laminated glazing), elements which are not normally covered and enforced under the planning regulations. Conditions are to be imposed requiring an external lighting scheme to be implemented, partly for security purposes. However, a copy of the officer's response has been forwarded to the applicant and it is proposed to add a relevant informative to the decision notice (see below).
- 7.26 The proposed car stackers are to be sited to the rear of the existing office block of Imtech House and will not be visible from Woodthorpe Road. The stackers will be sited a considerable distance away from the nearest residential property and are not considered to cause adverse harm in noise and disturbance grounds. Whilst I do not consider the stackers will create any visible amenity issues in this location, it is recommended that a condition is imposed requiring the final design details to be submitted for approval.

- 7.27 The County Highway Authority has not raised any objection to the proposal on highway safety grounds. They have requested several highway/transport related conditions to be attached to the decision notice. I do not however, consider that their request to impose a condition requiring a new bus shelter and raised kerb on Woodthorpe Road to be reasonable in context with the scale and nature of the development. It would not, in my opinion, meet the tests set out in paragraphs 203 to 206 of the NPPF and details in the Planning Practice Guidance. In particular, it is not considered that the proposed residential development would become unacceptable in planning terms in the absence of this condition. It is not considered necessary given the scheme is already in a very sustainable location in close walking distance to the centre of Ashford.
- 7.28 The site is not within a high risk flood zone. The existing site is entirely covered with buildings and hardstanding (concrete or tarmac) and has a 100% impermeable cover with no permeable garden areas. The proposal will introduce substantial areas of communal garden and space for landscaping and this will clearly improve and reduce the level of surface water run-off. The applicant is proposing to install "Storm Cells" (or attenuation cells) as a suitable form of a Sustainable Drainage System (SuDS). These operate in a similar way to soakaways. The Lead Local Flood Authority (Surrey County Council) were consulted and have responded by stating they cannot recommend that planning permission be granted because the proposed surface water strategy does not comply with the requirements laid out under the Technical Standards. This is the subject on ongoing discussions and it is anticipated that this issue will be resolved prior to the meeting. I will update Members orally at the meeting.
- 7.29 This proposal will see substantial visual improvement to a prominent site when viewed from Ashford Station and also the provision of much needed housing. Accordingly, 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 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 hereby permitted shall be carried out in accordance with the following approved plans and drawings:

1504 PL(2-)01 Rev. C;/ 02 Rev. B; /03 Rev. B; /10 Rev. D; /11 Rev. B; /12; /13; /15 Rev. C; /16 Rev. D; /18 Rev. C; /19; /21 Rev. D; /23; /24 Rev. A; /25 Rev. A; /26; /27; /28; /29 received 10 February 2016.

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

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 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:-

(a) 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.

(b) 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.

(c) 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. 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.

7. 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.

8. 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, shrubs and other associated proposals 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.

9. Before the first occupation of any part of the development, a landscape management plan including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

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

10. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be maintained exclusively for its designated use.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

11. No development shall take place until a Construction Environmental 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) measures to prevent the deposit of materials on the highway
 - (e) a dust management planhas 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 safeguard the amenity of neighbouring properties.

12. Notwithstanding the submitted plan 1504 PL 2 10 Rev E the development hereby approved shall not be occupied until the existing vehicular access to Woodthorpe Road has been provided with tactile paving and dropped kerbs at the pedestrian crossing points across the access in accordance with a detailed revised scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy

Framework 2012 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

13. Notwithstanding the submitted plan 1504 PL 2 10 Rev E the development hereby approved shall not be occupied until a footpath measuring a minimum width of 2 metres has been provided on the western side of the access road in accordance with a detailed revised scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently retained.

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

14. Notwithstanding the submitted plan 1504 PL 2 10 Rev E the development shall not be occupied until a footpath measuring a minimum width of 2 metres has been provided on the east side of the access road, between the northern elevation of Imtech House next to the parking space numbered one on the plan (Imtech House parking area), and the piece of land that is marked as parking space 46 within the Imtech House parking area, in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, all to be permanently retained.

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

15. Notwithstanding the submitted travel statement, prior to the occupation of the development a revised travel statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, and Surrey County Council's "Travel Plans Good Practice Guide". And then the approved travel statement shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the travel statement to the satisfaction of the Local Planning Authority.

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.

16. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans to provide secure, lit and covered cycle parking and shall thereafter be permanently maintained

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

17. 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 in accordance with the approved plans and thereafter be maintained.

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.

18. Prior to the occupation of the development hereby permitted the kitchen/living/dining room windows on the southern elevation of Units A5, A9 and A13 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.

19. Before any development commences, details including a technical specification of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting on the site shall at all times accord with the approved details.

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

20. 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 by the Local Planning Authority for one trickle charging point to be installed within 20% of the available parking spaces for the flats. The trickle charging point shall be retained exclusively for its designated purpose.

Reason:- The above condition is required in recognition of Section 4 (Promoting Sustainable Transport) of the NPPF

21. No demolition or building operations shall commence until a Demolition Method Statement detailing the proposed methodology for demolishing the existing structures and the mitigations measures to be implemented has been submitted to and approved in writing by the Local Planning Authority. The Demolition Method Statement shall include the submission of a Pre-Demolition Asbestos Survey. The agreed

methodology and mitigation measures shall be implemented in accordance with the approved details.

Reason:- To safeguard the amenity of neighbouring properties.

22. Prior to construction of the development hereby approved the following drawings need to be supplied:

- Long or cross sections of each Sustainable Drainage System (SuDS) Element including the associated elements such as manholes, hydrobrake, pumping station, and other associated works

These must be submitted to and approved by the local planning authority.

Reason: To ensure the drainage design meets the technical standards

23. Before the commencement of the construction of the buildings hereby approved details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason: To ensure that the proposal has fully considered flood events exceeding design capacity.

24. Prior to construction of the development, details of the proposed maintenance regimes for each of the Sustainable Drainage System (SuDS) elements and confirmation of who will own and maintain these features must be submitted to and approved by the local planning authority.

Reason: To ensure the drainage system is maintained throughout its life time to an acceptable standard.

25. Before the commencement of the construction of the buildings hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.

Reason: To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System.

26. Prior to operation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the Sustainable Drainage System is built to the approved designs.

27. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

28. The dwellings hereby permitted shall be designed to ensure that the following internal noise levels specified by BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T *, 30 dB LAeq T † , 45dB LAFmax T *

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T †

* - Night-time 8 hours between 23:00-07:00

† - Daytime 16 hours between 07:00-23:00.

Reason:- To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Planning Policy Framework 2012.

29. The habitable rooms within the development sharing a party wall/party ceiling/floor element shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that the party wall/ceiling/floor meets a minimum of 5dB improvement on the Building Regulations standard set out in Approved Document E.

Reason:- To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the adjacent premises accordance with the National Planning Policy Framework 2012.

30. Private and communal external amenity areas shall be designed to attain 50dB(A) LAeq, 16hr: Daytime - 16 hours between 07:00-23:00hrs.

Reason:- To ensure that the users of the proposed development do not suffer a loss of amenity by reason of excess environmental noise in accordance with the National Planning Policy Framework 2012.

31. Prior to the commencement of development details of the design, appearance and operation of the proposed car stackers shall be submitted to and approved in writing by the Local Planning Authority.

The car stackers shall be implemented in accordance with the approved details and thereafter maintained.

Reason:- In the interest of the amenities of neighbouring occupiers

Informatives

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 or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
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 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.
4. 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.
5. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
6. 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."
7. 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.





Decision Making: Working in a Positive and Proactive Manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

BLOCK A	GIA (m2)
GROUND	397
FIRST & 2ND FLOORS	364x2
3RD FLOOR	222
TOTAL	1347

BLOCK B	GIA (m2)
GROUND - 2ND FLOOR	388x3
TOTAL	1164

	1BED 2 PERSON FLAT
	2BED 4 PERSON FLAT
	3BED 5 PERSON FLAT
	COMMUNAL CIRCULATION AND STORE AREA



Status	Description	date	drawn by	checked by
-	FOR DISCUSSION	10.07.2015	JH	PM
A	PRE-PLANNING APPLICATION	21.07.2015	JH	PM
B	REDRAWN	16.12.2015	MS	MS
C	NOTES UPDATED	05.01.2016	MS	MS
C	BIN STORE MOVED	18.01.2016	MSS	MS

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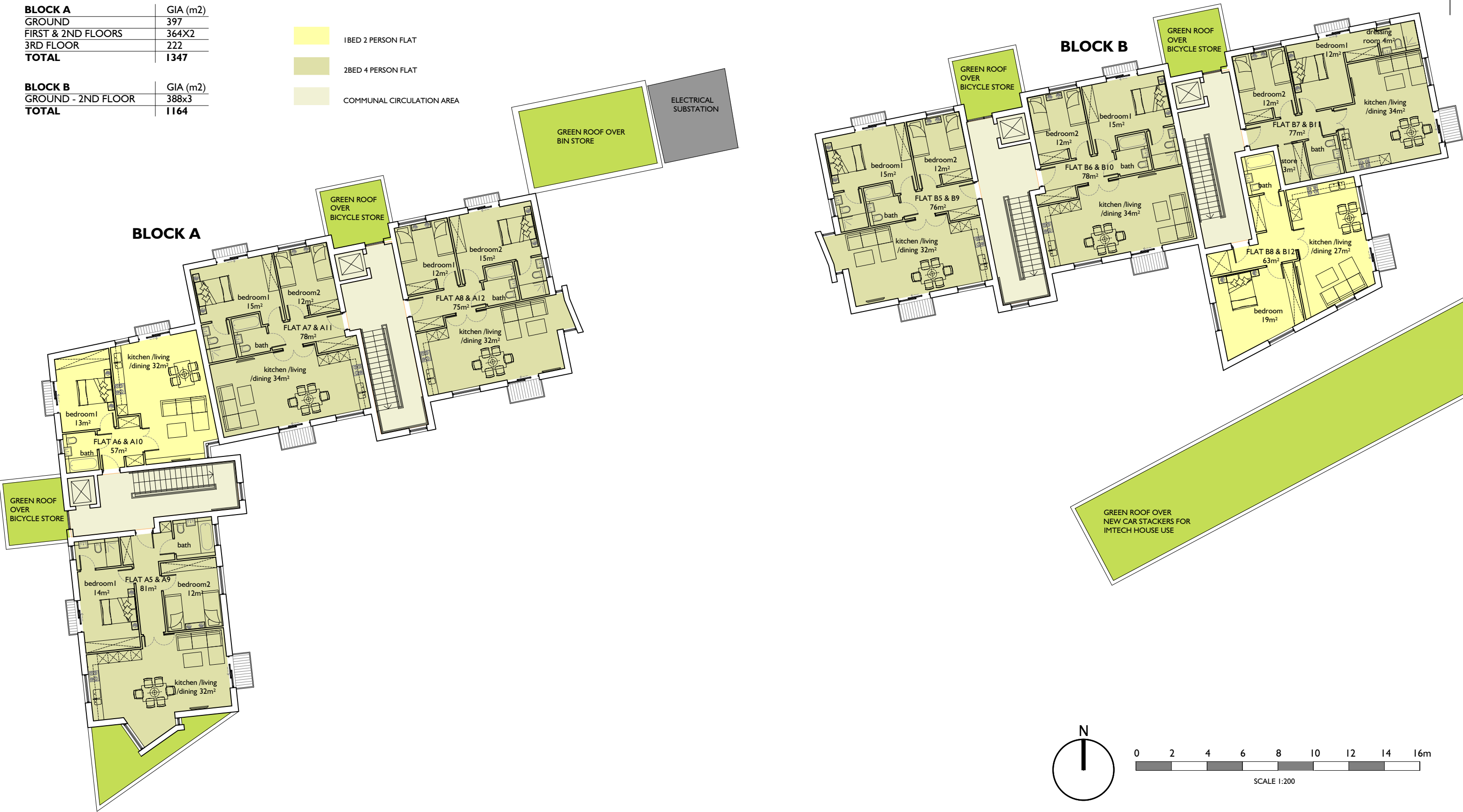
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client SRG Capital Ltd
project IMTECH HOUSE
drawing PROPOSED GROUND FLOOR PLAN
stage 3 scale 1:200 @ A3
no 1504 PL(2)-15 rev C

BLOCK A	GIA (m2)
GROUND	397
FIRST & 2ND FLOORS	364X2
3RD FLOOR	222
TOTAL	1347

BLOCK B	GIA (m2)
GROUND - 2ND FLOOR	388x3
TOTAL	1164

- 1BED 2 PERSON FLAT
- 2BED 4 PERSON FLAT
- COMMUNAL CIRCULATION AREA



Status	Description	date	drawn by	checked by
-	FOR DISCUSSION	10.07.2015	JH	PM
A	PRE-PLANNING APPLICATION	21.07.2015	JH	PM
B	REDRAWN	16.12.2015	MS	MS
C	NOTES UPDATED	05.01.2016	MS	MS
D	BIN STORE RELOCATED	21.01.2016	MSS	MS

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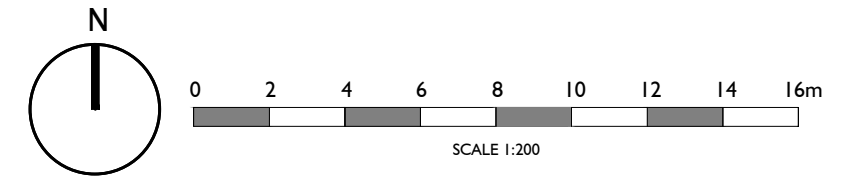
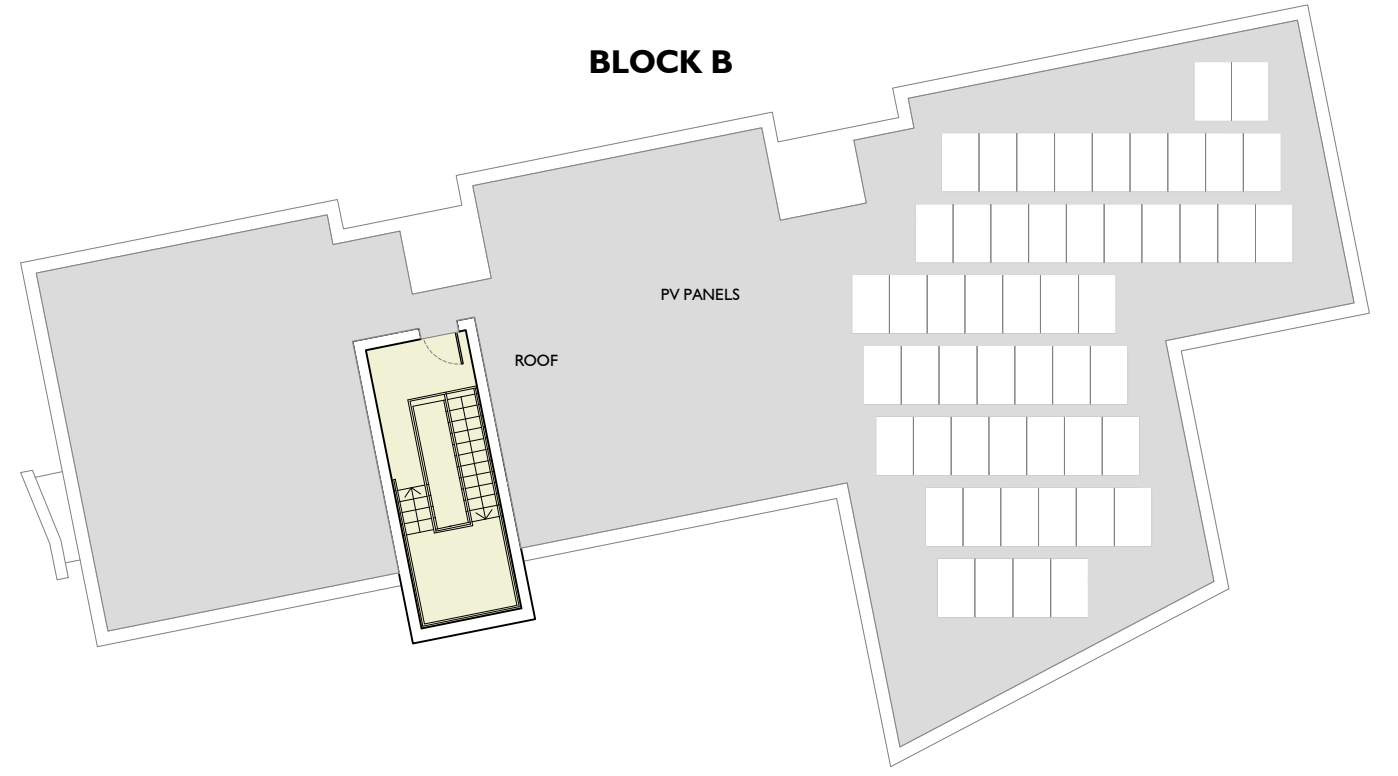
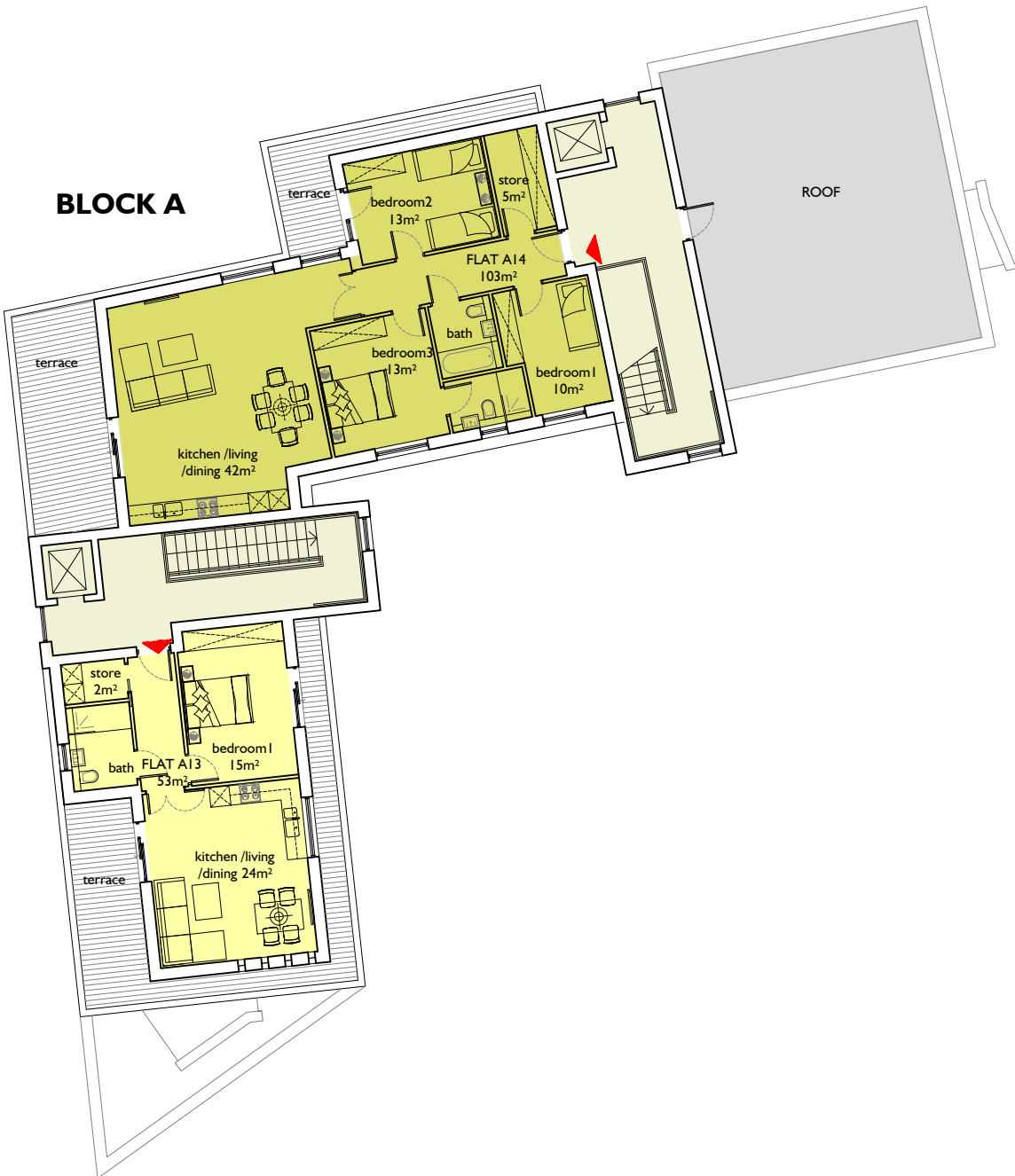
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client SRG Capital Ltd
project IMTECH HOUSE
drawing PROPOSED FF&2ND FLOOR PLAN
stage 3 scale 1:200 @ A3
no 1504 PL(2)-16 rev D

BLOCK A	GIA (m2)
GROUND	397
FIRST & 2ND FLOORS	364x2
3RD FLOOR	222
TOTAL	1347

BLOCK B	GIA (m2)
GROUND - 2ND FLOOR	388x3
TOTAL	1164

- 1BED 2 PERSON FLAT
- 3BED 5 PERSON FLAT
- COMMUNAL CIRCULATION AREA



status	Description	date	drawn by	checked by
-	FOR DISCUSSION	10.07.2015	JH	PM
A	PRE-PLANNING APPLICATION	21.07.2015	JH	PM
B	REDRAWN	16.12.2015	MS	MS
C	PV PANELS RELOCATED	21.01.2016	MSS	MS

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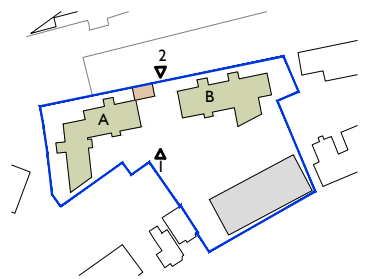
client SRG Capital Ltd
project IMTECH HOUSE
drawing PROPOSED 3RD FLOOR PLAN
stage 3
no 1504 PL(2)-18
scale 1:200 @ A3
rev C



BLOCK A - PROPOSED SOUTH ELEVATION (1)
scale 1:200



BLOCK B - PROPOSED SOUTH ELEVATION (1)
scale 1:200



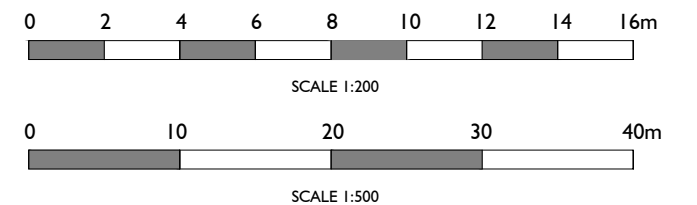
REFERENCE PLAN (NTS)



BLOCK A&B - PROPOSED SOUTH ELEVATION (1)
scale 1/500

LEGEND

- 1- ZINC CLADDING
- 2- PPC ALUMINIUM FRAMED GLAZING
- 3- "BUFF" BRICK WALL
- 4- PAINTED METAL RAILING TO BALCONY
- 5- "LIGHT BROWN" BRICK WALL
- 6- "LIGHT BROWN" PATTERNED BRICK WALL
- 7- TIMBER PANEL INFILL



Status	Description	date	drawn by	checked by
-	FOR DISCUSSION	10.07.2015	JH	PM
A	PRE-PLANNING APPLICATION	21.07.2015	JH	PM
B	REDRAWN	16.12.2015	MS	MS
C	NORTH ELEVATION OMITTED, DRAWING RE-SCALED AND RENAMED	05.01.2016	MS	MS
D	BIN STORE RELOCATED	21.01.2016	MS	MS

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client SRG Capital Ltd
project IMTECH HOUSE

drawing PROPOSED SOUTH ELEVATION

stage 3 scale 1:200 & 1: 500@ A3

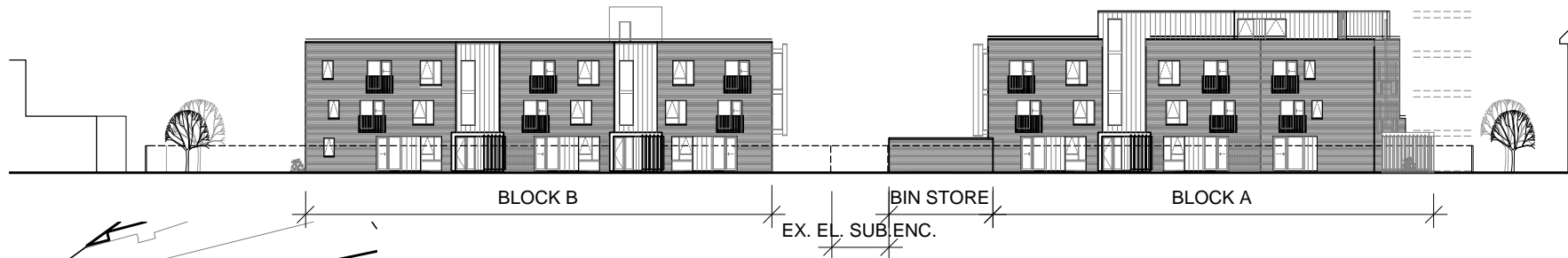
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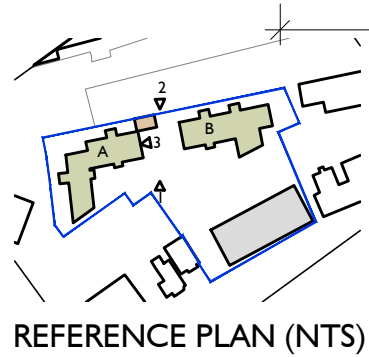
BLOCK B - PROPOSED NORTH ELEVATION (2)
scale 1:200



BLOCK A - PROPOSED NORTH ELEVATION (2)
scale 1:200



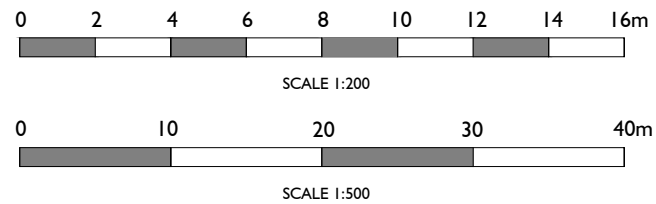
BLOCK A&B - PROPOSED NORTH ELEVATION (2)
scale 1/500



REFERENCE PLAN (NTS)

LEGEND

- 1- ZINC CLADDING
- 2- PPC ALUMINIUM FRAMED GLAZING
- 3- "BUFF" BRICK WALL
- 4- PAINTED METAL RAILING TO BALCONY
- 5- "LIGHT BROWN" BRICK WALL
- 6- "LIGHT BROWN" PATTERNED BRICK WALL
- 7- TIMBER PANEL INFILL
- 8- TIMBER FINNS AND GLAZING



BLOCK A - PROPOSED EAST ELEVATION (3)
scale 1:200

Status	Description	date	drawn by	checked by
-	FOR DISCUSSION	-	-	-
A	BIN STORE ADDED	21.01.2016	MS	MS

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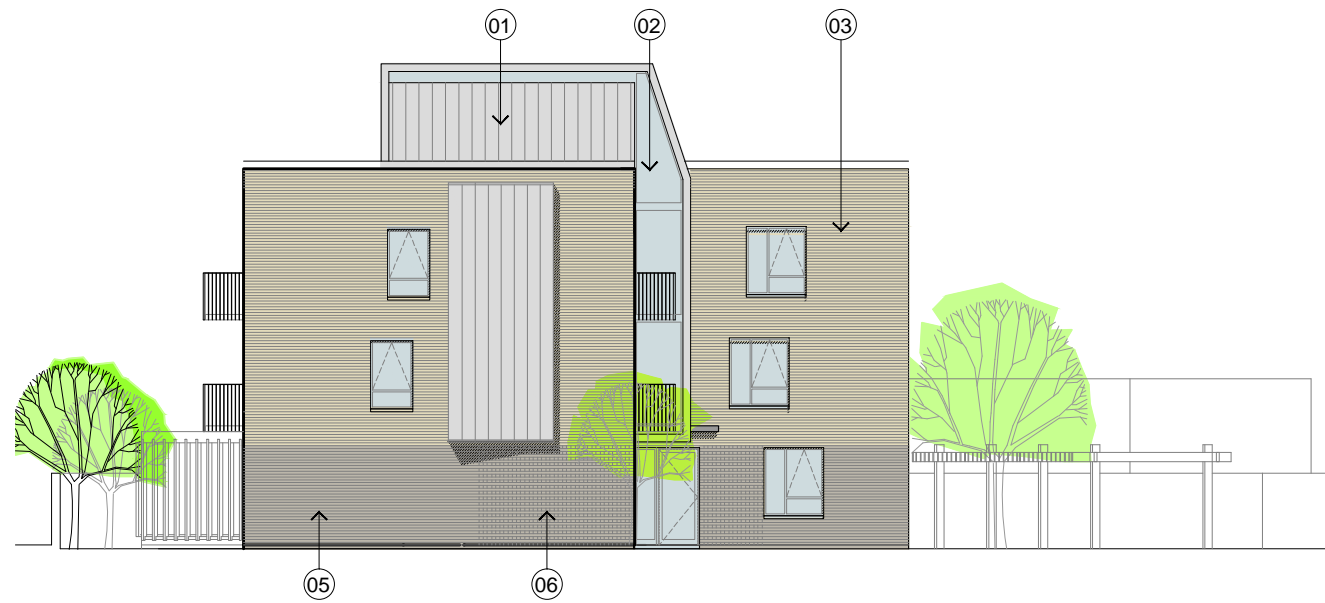
client SRG Capital Ltd
project IMTECH HOUSE
drawing PROPOSED NORTH & BLOCK A EAST ELEVATION
stage 3 scale 1:200 & 1: 500@ A3
no 1504 PL(2)-25 rev A



PROPOSED EAST ELEVATION (3)



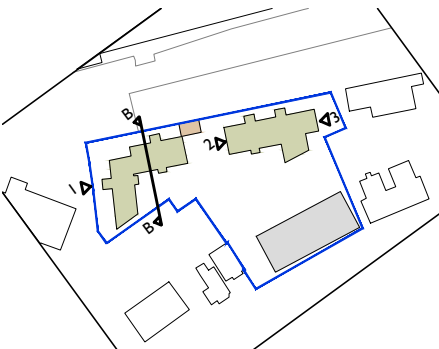
PROPOSED WEST ELEVATION (1)



BLOCK B WEST ELEVATION (2)



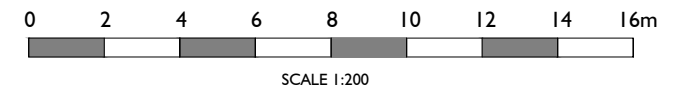
BLOCK A SECTION B-B



REFERENCE PLAN (NTS)

LEGEND

- 1- ZINC CLADDING
- 2- PPC ALUMINIUM FRAMED GLAZING
- 3- "BUFF" BRICK WALL
- 4- PAINTED METAL RAILING TO BALCONY
- 5- "LIGHT BROWN" BRICK WALL
- 6- "LIGHT BROWN" PATTERNED BRICK WALL
- 7- TIMBER PANEL INFILL
- 8- TIMBER FINNS AND GLAZING



Status	Description
-	FOR INFORMATION
A	NOTE ADDED - DRAWING RE-SCALED

date	drawn by	checked by
16.12.2015	MS	MS
05.01.2016	MS	MS

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drawing PROPOSED SIDE ELEVATIONS AND SECTION
stage 3 scale 1:200 @ A3
no 1504 PL(2)-24 rev A