



39 Gresham Road, Staines - 15/00530/FUL

Scale 1:1,250

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Leisure Centre

Application No.	15/00530/FUL		
Site Address	39 Gresham Road, Staines		
Proposal	Demolition of existing dwelling, partial lowering of ground level and erection of part four storey, part three storey building with pitched roof surrounding privacy screen over the rear element all containing 7 no. 2 bed self contained flats and associated parking (7 no. spaces) and amenity space.		
Applicant	Mr J Hobbs, Swan Island Developments Ltd		
Ward	Staines		
Call in details	None		
Case Officer	Peter Brooks		
Application Dates	Valid: 15.04.15	Expiry: 10.06.15	Target: Under 8 weeks
Executive Summary	<p>The application site comprises a two storey Victorian property located on the corner of Gresham Road and Cherry Orchard. The site is located directly opposite Staines train station. The proposal would involve the demolition of the existing building on site and the erection of a part four storey, part three storey building containing seven 2 bed flats. The proposal would involve the lowering of the ground level in the centre of the site, so that the building's lowest level would be set below the existing ground level. The building has been designed in a contemporary style but using traditional materials with a London stock brick and cast stone, with slate pitched roof elements to pay regard to the style of dwellings located in Cherry Orchard, and would feature a rotunda feature on the north east corner. The site would have an amenity area to the rear and side and roof terrace and balconies, and car parking to the front, and a single space at the rear.</p>		
Recommended Decision	This application is recommended for approval subject to conditions.		

MAIN REPORT

1 DEVELOPMENT PLAN

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

- EN1 - Design of New Development
- EN5 – Buildings of Architectural and Historic Interest
- HO4 – Housing Size and Type
- EN7 - Tree Protection
- LO1 - Flooding
- CC1 - Renewable Energy
- CC3 - Parking Provision

2 RELEVANT PLANNING HISTORY

- 2.1 The site has been the subject of three previous relevant planning applications which are listed below:

14/02148/FUL

Demolition of existing dwelling, partial lowering of ground level and erection of part four storey, part three storey building containing 7 no. 2 bed self contained flats and associated parking and amenity space.

Refused 16.03.2015

14/00714/FUL

Extension to the front and rear and creation of second floor to provide 8 no. 1 bed flats over 3 floors.

Refused 02.07.2014

13/00330/FUL

Extension to the front and rear of the property and creation of a second floor with new higher roof over, to provide 9 no. 1 bed flats over 3 floors.

Refused 02.05.2013

3 DESCRIPTION OF CURRENT PROPOSAL

- 3.1 The application site is a broadly rectangular piece of land situated to the South of Staines railway station. The site forms the western corner plot of Gresham Road and Cherry Orchard. The existing building on site comprises a two storey dwelling with a pitched roof over. This building is in line with the adjoining building to the west 'Phoenix Place' a block of flats comprising 14 units. The existing building and the other buildings to the west are built at an angle to the street, and there is a regular pattern and spacing between the buildings and the street, with no. 39 Gresham Road being set further back than the other buildings in the street. To the east on the adjoining corner plot is a flat roofed three storey block of flats constructed in the 1970's.
- 3.2 The proposal would involve the demolition of the exiting building on site and the erection of a part four storey, part three storey building containing seven 2 bed flats. The proposal would involve the creation of a semi basement level, so the building itself would stand no higher than the adjoining building to the west at

Phoenix Place. The semi basement area would be constructed in the centre of the site and would be the same depth as the proposed building. This semi basement area would have stairlifts to allow access for the disabled and elderly. The building, including the semi basement level, would be four floors at the front and three floors at the rear and would at the rear be lower than the existing building on site. The building has a pitched roof privacy screen which would encompass an external rooftop terrace which would serve the top floor unit, and the front element closest to Gresham Road has been designed with small hipped roof features to mirror the small gables of the adjoining building Phoenix Place. The proposed building would have a rotunda feature on its north eastern corner nearest to the junction of Gresham Road and Cherry Orchard, which would serve as a feature within the streetscene on this prominent corner plot. The building is proposed to be constructed using London stock brick and cast stone, with slate pitched roof elements.

- 3.3 The site would be located further away from the adjoining locally listed building located to the south no. 2 Cherry Orchard than the existing dwelling on site, and a proposed amenity area to the rear would act as a buffer between the two buildings. The site would have 6 no. off street parking to the front in a similar position to the existing off street parking spaces, and a single space to the rear adjoining the garage at no. 2 Cherry Orchard. A new access is proposed onto Gresham Road and the existing vehicle access from Cherry Orchard would be closed and used as a pedestrian access.

4 CONSULTATIONS

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

Consultee	Comment
County Highway Authority	No objection subject to imposition of conditions and informatives
The Council's Tree Officer	No objection, will require an arboricultural method statement to be secured by condition
Sustainability Officer	No objection subject to renewable energy condition
Councils Heritage Officer	No objections
The Council's Head of Streetscene	No objection
Environmental Health - Pollution Control Officer (Contaminated Land)	No objection subject to imposition of conditions

5 PUBLIC CONSULTATION

33 neighbour notification letters were sent, with one response to date. This letter questioned why no site notice had been placed on site.

6 PLANNING ISSUES

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

7 PLANNING CONSIDERATIONS

Comment on reasons for refusal of previous application

- 7.1 The previous application (reference 14/02148/FUL) was refused by planning committee in March 2015. It was refused for the following reasons:
- 1. The proposed development would, by reason of its excessive scale and design, be out of character with and detrimental to the appearance of the street scene in Cherry Orchard, contrary to policy EN1 of the Core Strategy and Policies DPD, 2009.*
 - 2. The proposals are of an excessive density which would result in a development that is out of character with, and detrimental to, the character of the surrounding area, contrary to policy HO5 of the Core Strategy and Policies DPD, 2009.*
 - 3. The proposals result in (in)adequate on-site parking provision, contrary to policy CC3 of the Core Strategy and Policies DPD, 2009.*
- 7.2 The scheme has been altered to include traditional materials which are more in keeping with those found in Cherry Orchard. The scale of the proposed building has not been altered, but it is officers opinion that in design terms it is now more acceptable in this location, and would not appear incongruous when viewed within the wider streetscene.
- 7.3 The density remains unchanged from the previous refusal. The high mathematical density is however justified by the site location and proximity to the railway station and town centre. Policy HO5 explains that high density development may be acceptable where it is demonstrated that the development complies with design policy, and where it is in a location that is accessible by non car-based modes of travel. With the site's proximity to the railway station it is considered an acceptable location to build a well-designed higher density scheme.
- 7.4 The previous refused scheme proposed a total of three spaces, two being designated for disabled users and one for a 'car club', which was proposed to be communal car for occasional use by all occupiers of the building. This proposal has been altered to now provide seven off street parking spaces (one for each unit). Whilst this provision is short of the standard parking requirement for a scheme of this size (eleven spaces) it is considered its proximity to both

the railway station and town centre would mean the shortfall to be acceptable in this instance.

Design, Appearance and Visual Impact

- 7.5 The Proposed building would be larger than the existing dwelling on site and have a larger footprint. However, the building would be similar in scale to the other buildings fronting Gresham Road to the east and west, and within this context it is considered that it would be acceptable. The buildings to the west (nearer the station building) comprise a mix of modern flats, a modern office building and older dwellings converted into flats. All of these buildings are of a relatively uniform height, which the proposed building would be comparable with. The buildings to the west have an angled relationship to the road frontage, and they all face slightly east (the road lies directly east-west on this part of Gresham Road running parallel to the railway line) and front garden areas are a relatively uniform depth between the road and the frontage of the buildings. The proposed building would be set forward of the existing footprint but would bring the proposed building in line with the other buildings to the west and provide a more uniform street frontage. The buildings on Gresham Road to the east are more varied, comprising a mix of flats, detached and semi detached dwellings. The opposite corner plot contains a three storey flat roofed block of flats (Carlton Court) constructed in the 1970's with garage parking to the rear.
- 7.6 The proposal would therefore be of a scale comparable with the buildings in Gresham Road. The partial sunken nature of the design means the building would not be any higher than the adjoining buildings to the west, and its contemporary design and traditional materials making use of London stock bricks, cast stone and slate roof tiles would not be out of keeping with the mixture of building designs within this part of Gresham Road, and the materials would pay regard to those of the dwellings in Cherry Orchard. Directly opposite the site is Staines railway station. The main station building is located to the north west of the site and comprises a relatively low profile red bricked building. Directly north of the application site is a relatively new passenger footbridge which contains a lift. This footbridge is of a much more modern design and features brick, with metal cladding and glass.
- 7.7 The rotunda corner element of the proposal would act as a feature to help the proposal 'address' its corner situation and is considered to be a positive design contribution. There is an example of a similar rotunda feature further east along Gresham Road. It is considered this feature would complement the existing streetscene.
- 7.8 The proposed building would be set further away from the Locally Listed Building to the south no. 2 Cherry Orchard than the existing building, and this impact will be assessed in the report below. The dwellings in Cherry Orchard comprise a mix of detached and semi detached dwellings, and the road contains a number of trees covered by preservation orders (none of which would be impacted by the proposed scheme). It is considered the proposed building would not impact upon Cherry Orchard and its prevailing character of two storey dwellings. The choice of materials would pay regard to those used in the Cherry Orchard. It would be set along the main frontage on Gresham Road and would by virtue of a separation by a rear garden area be seen in this

context, and not forming part of Cherry Orchard. Due to the staggered heights of the building, the rear element closest to Cherry Orchard would in fact be lower than the existing building.

- 7.9 The proposed parking area to the front would be screened from the east and north by a mix of shrubs and existing trees on site, with a 600mm high wall acting as boundary treatment in the north west corner of the site frontage onto Gresham Road. The existing dwelling has its parking area in the same location, and this scheme would mirror this but alter the vehicle entrance so that it would be accessed from Gresham Road. It is considered this would not appear out of character. The other buildings to the west within Gresham Road have similar accesses fronting Gresham Road, and the proposal would mirror these.

Residential Amenity

- 7.10 The proposed building would have an acceptable impact upon the amenities of the adjoining neighbouring properties. The scheme would not have an overbearing impact and would not result in a greater loss of light than already encountered. It was noted during the site visit that there are clear glazed windows on the flank elevation of Phoenix Place (adjoining to the west) which appeared to serve kitchens. The proposed building would be built upon the same footprint as the existing building, and the roof terrace section with pitched roof surround would adjoin these windows would be only 40cm higher than the eaves of the existing building. The proposed pitched roof privacy screen would be hipped away from Phoenix Place to ensure there is no unacceptable loss of light reaching these windows. The proposal would not infringe a vertical 45 degree line when measured from the windows on the flank elevation of no. 2 Cherry Orchard. The 45 degree line is used as a guide to ensure that new development does not block light reaching the windows serving habitable rooms. In this case whilst the 45 degree line may be breached from the flank windows within Phoenix Place, the new building represents an improvement overall over the impact of the existing. The proposed building would not infringe a horizontal 45 degree line from the front windows of Phoenix Place and it would not result in an unacceptable level of overbearing impact or result in an unacceptable loss of light to the adjoining dwellings.
- 7.11 The proposal would have windows on the flank elevation facing Phoenix Place. The windows on the first, second and third floors are to serve bathrooms and these have been indicated to be obscurely glazed to ensure no overlooking occurs. The windows on the ground floor would serve a lobby area and so are not an area from which an unacceptable level of overlooking would occur. The windows on the rear elevation of the proposed building would broadly be in a similar position to the windows on the rear elevation of the existing dwelling and so would not give rise to a greater level of overlooking than already exists. The proposed rear facing window serving the top flat would be screened by a privacy screen to ensure no overlooking occurs to the adjoining properties. The proposed windows on the eastern flank elevation would face the same direction as the bay windows on the existing dwelling. The windows in the rotunda would by virtue of its circular design face in different directions but would broadly face south, east and north. It is not considered these windows would result in a greater level of overlooking than already encountered. There is a stairwell on the eastern flank with a plant room below, and this stairwell would be served by windows although it is considered these would be in a similar place to the

existing bay windows. The front elevation would be served by small balconies and would overlook the railway station.

7.12 The proposed car parking space located to the rear of the dwelling would be located on the sites southern boundary, directly adjoining the garage located to the side of no. 2 Cherry Orchard. It is considered that the use of this space would not cause harm to the occupiers of this property due to its location.

7.13 Turning to the amenity of the proposed occupiers of the seven flats, it is considered it would provide an acceptable level of residential amenity. The Councils residential design SPD requires that two bed flats have a minimum internal area of 61m², which each unit would provide. The main windows serving the flats would be located on the southern and northern elevations, with the rotunda providing more light for the front units which it serves. The rear units have a projecting bay window which would allow more light to reach the lounge/kitchen areas. The ground floor units would be partially set below the existing ground level. It is considered the rear facing units being south facing would still receive an acceptable amount of light and the rear patio area has an acceptable depth ensure the rear facing windows do not feel cramped and constrained by the retaining wall. The north facing ground floor units would face a retaining wall and then the forecourt of the proposed development. It is considered this would still provide an acceptable level of outlook and light to ensure these ground floor units do not feel enclosed. The scheme would require 195m² of amenity area to fulfil the requirement as set out in the residential design SPD (35m² for the first five units and then 10m² for each additional unit : $35 \times 5 + 2 \times 10 = 195$). The proposal would provide 196.72m² of amenity space including balconies/terraces.

Housing Size, Type and Density

7.14 The proposal would provide 100% 2 bed units and so would comply with Policy HO4 which requires new development of over four units to provide at least 80% of new units as one or two bedroom, and the scheme would meet the needs of people with disabilities by virtue of the ground floor units being accessible by stair lifts.

7.15 The proposed site would have a density of 125 dwellings per hectare (DPH). This figure is above the usual guidelines for dwellings in this vicinity, but it is considered in this case to be acceptable for the following reasons. The mathematical density figure of 125 arises from the scheme comprising solely of small units which of itself complies with the Councils policy. The site, whilst not being located within the town centre, is a short walk away, and is directly adjoining the railway station. The site should therefore be considered in light of this, where one would expect to find higher residential densities close to transport hubs and town centres. The Councils policy on density states that higher density may be acceptable where development complies with the policy on design (Policy EN1) and is located so that it is accessible by non car-based modes of travel. It is therefore considered the proposal would comply with the aims of Policy HO5 relating to housing density, based on its location and design.

Parking

- 7.16 The proposal would provide a total number of seven off street parking spaces (1 space per unit), the refused scheme had only 3. This number is below the theoretical minimum as required by the Councils Parking Standards SPG (1.5 spaces per two bed unit :- $1.5 \times 7 = 10.5$ spaces rounded up to 11). The SPG nevertheless states that a reduction of parking requirements will only be allowed in certain circumstances, including proximity to public transport nodes and the quality of service and the range of other amenities within walking distance. The site is directly adjacent to Staines train station which has direct trains to central London and Reading, and links to Heathrow Airport the wider rail network. There are also buses which serve the train station, and the bus station in the town centre is approximately 10-15 minute walk. The town centre contains a wide range of amenities including leisure and retail. The proposal would provide 7 cycle parking spaces which would comply with the required 1 cycle space per flat.
- 7.17 It is within this context that the shortfall of parking provision is considered to be acceptable. The proximity to the station is likely to be a selling point of the flats and one would expect them to be occupied by people who would make greater use of the available public transport links. There are yellow lines to restrict parking on street in the proximity to the train station. The County Highway Engineer has in addition raised no objections to the proposal subject to the imposition of a number of conditions to ensure the proposal would not prejudice highway safety.

Impact on Locally Listed Building

- 7.18 The Councils Heritage and Conservation Area Officer has raised no objections to the proposal. He is satisfied that the proposed design, which reflects the newer architecture along this part of Gresham Road and the more modern architecture at the station. He considered the building would not dominate the adjoining Locally Listed Building (no. 2 Cherry Orchard) and its modern and contrasting design would not diminish the 'presence' of its 'period' neighbour. Further to this the proposed building would be set further away from the Locally Listed Building and be separated by an open amenity area to ensure that it would not overbear on the heritage asset. The improved specification of materials over the refused scheme further improves this aspect.

Flooding

- 7.19 The site is located within the 1 in 1000 year flood event area (flood zone 2). National Planning Policy (NPPF) aims to steer residential development away from areas of high flood risk to those with a lesser flood risk. Flood zone 2 is classified as a medium probability of flooding, and housing (classified as more vulnerable) is deemed to be acceptable to locate within these areas. Policy LO1 requires that new development in this area makes provision for sustainable drainage systems and to be flood resilient/resistant. The site will have a gravel forecourt to absorb water and part of the rear amenity area will be grassed to enable the absorption of water. In the applicants flood risk assessment they state that the building will be designed with a flood bund around the entrances to the ground floor units and a sump pump which can be used to evacuate water. In addition a 'flood board' can be installed to prevent

the ingress of water. It is considered that the proposal would therefore have an acceptable impact/resilience/resistance to flooding.

Impact on existing trees

- 7.20 The Council's tree officer has raised no objections to the proposal and its impact upon the existing trees on site subject to the imposition of a condition to ensure the trees are not damaged during construction and that the car park treatment would not adversely impact them.

Conclusion

- 7.21 The change in proposed materials and their use in the design has in my view significantly improved this proposal and the previous stark contrast with the surrounds. This proposal now not only better reflects local character more appropriately but has accommodated the scale and the appearance of its mass than previously existed. Parking has been substantially increased from the previous proposal. It is considered the previous reasons for refusal have, for these reasons, been substantially overcome and the proposal is recommended for approval subject to the conditions proposed below.

8 RECOMMENDATION

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

CONDITIONS

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

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

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

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

3. No development shall take place until:-
(i) A comprehensive desk-top study, carried out to identify and evaluate all potential sources and impacts of land and/or groundwater contamination

relevant to the site, has been submitted to and approved in writing by the Local Planning Authority.

(ii) Where any such potential sources and impacts have been identified, a site investigation has been carried out to fully characterise the nature and extent of any land and/or groundwater contamination and its implications. The site investigation shall not be commenced until the extent and methodology of the site investigation have been agreed in writing with the Local Planning Authority.

(iii) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to the commencement of remediation. The method statement shall include an implementation timetable and monitoring proposals, and a remediation verification methodology.

The site shall be remediated in accordance with the approved method statement, with no deviation from the statement without the express written agreement of the Local Planning Authority.

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

NOTE

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

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

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

NOTE

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

5. Notwithstanding the submitted plan before the new development is first occupied the proposed vehicular access to Gresham Road shall be provided with vehicle visibility of 2.4 metres back along the middle of the access by 43

metres in both directions to a point 1 metre into the carriageway from the nearside kerblin in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently maintained and the visibility zones 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.

6. 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. The parking 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 policy CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

7. Notwithstanding plans submitted 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 a minimum of 7 bicycles to be stored in a secure, covered and accessible location. 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 policy CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

8. The development hereby approved shall not be first occupied unless and until existing access from the site to Cherry Orchard has been permanently closed and any kerbs, verge, footway, fully reinstated.

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

9. No development shall start until a Transport and Method of Construction Statement, 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 keep the highway free of dirt from the site
- 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 (Highway Safety) and CC3 (Parking) of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

10. 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 details hereby approved, and thereafter shall be maintained as approved.

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

11. Prior to the occupation of the development hereby permitted the windows shown to be obscurely glazed on the approved plans listed in condition 17 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. The(se) window(s) 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.

12. 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.

13. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details and maintained as approved.

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

14. No development shall take place until full details of both soft and hard landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The trees and shrubs shall be planted on the site within a period of 12 months from the date on which development hereby permitted is first commenced, or such longer period as may be approved by the Local Planning Authority, and that the planting so provided shall be maintained as approved for a period of 5 years, such maintenance to include the replacement in the current or next planting season whichever is the sooner, of any trees or shrubs that may die, are removed or become seriously damaged or diseased, with others of similar size and species, unless the Local Planning Authority gives written permission to any variation.

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

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

15. (a) No demolition, site clearance or building operations shall commence until protective fencing consisting of weld mesh panels on a scaffold framework as shown in Figure 2 of BS5837 2012 has been erected around each tree or tree group to be retained on the site in accordance with details to be submitted to and approved by the Local Planning Authority before any work on the development hereby permitted is first commenced, such details to include trenches, pipe runs for services and drains. Such fencing shall be maintained during the course of the development and no storage of materials or erection of buildings shall take place within the fenced area.
- (b) The destruction by burning of materials shall not take place within 6 m (19 ft 8 ins) of the canopy of any tree or tree group to be retained on the site or on land adjoining.
- (c) An amended arboricultural method statement should be submitted detailing tree protective fencing and the treatment of the car parking area and its impact upon the trees on site.

Reason:-. To prevent damage to the trees in the interest of the visual amenities of the area, in accordance with policies SP6 and EN1 of the

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

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

17. The development hereby permitted shall be carried out in accordance with the following approved plans Existing Site & Location Plans, 39GHR/P03, 39GHR/P01, 39GHR/P02, 39GHR/P04, 39GHR/P05, 39GHR/P07, 39GHR/P05, 39GHR/P06, 20771_04_E, 20771_01_P, 20711_02_P, 20771_03_ES and 20771_05_P all received 15.04.2015.

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

18. There shall be no raising of existing ground levels on the site within the area liable to flood, other than in accordance with the approved details.

Reason:-. To prevent the increased risk of flooding due to impedance of flood flows and reduction in flood storage capacity in accordance with policies SP1, SP7 and LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

19. All spoil and building materials stored on site before and during construction shall be removed from the area of land liable to flood upon completion

Reason:-. To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity in accordance with policies SP1, SP7 and LO1 of the Spelthorne Borough Core Strategy and Policies Development Plan Document 2009.

20. 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.

21. That no further openings of any kind be formed in the western and/or southern elevation(s) 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.

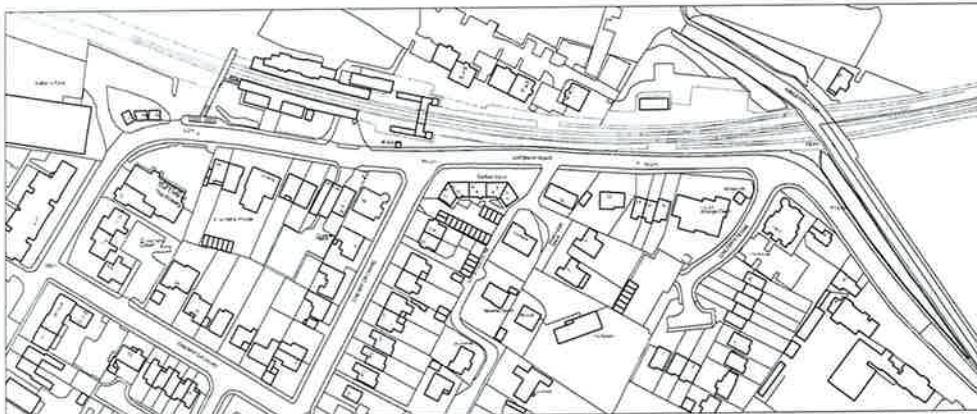
INFORMATIVES TO APPLICANT

- 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 When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
- 3 The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damages the highway from unclean wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 4 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.

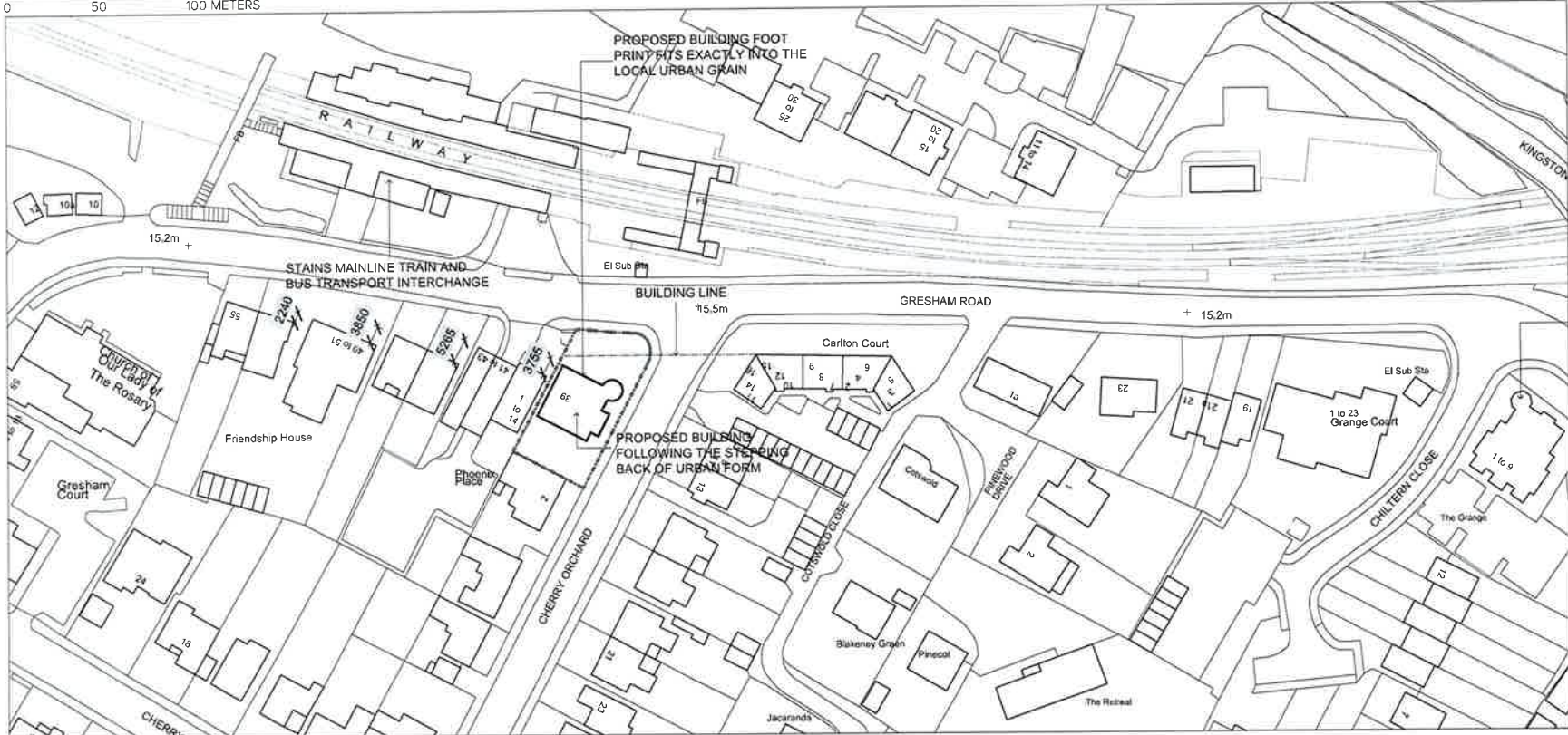
On completion, documentation (such as photographs, inspection reports, etc) shall be submitted to the Local Planning Authority to demonstrate that the gas impermeable membrane has been installed in accordance with the approved plans. Condition 94 shall not be discharged until such documentation has been received and approved.

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

1. Copyright notice of the drawing and the design work is reserved under the design right and copyright of RIBA/Architects.
2. This drawing is for the client's use only. It is not to be used for any other purpose without the written consent of the architect.
3. The drawing is not to be used for any other purpose without the written consent of the architect.
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20. The drawing is not to be used for any other purpose without the written consent of the architect.



PROPOSED LOCATION PLAN - 1:1250@A1



PROPOSED SITE PLAN - 1:500@A1



PROPOSED SITE AND LOCATION PLANS

RECENT ROTUNDA TO CORNER PLOT CLOSE TO CORNER OF JUNCTION OF ROAD LIKE PROPOSED SCHEME

PLANNING ISSUE
RIBA STAGE D
PROPOSED APARTMENT BUILDING FOR 7 NO SELF CONTAINED UNITS
39 GRESHAM ROAD, STAINES, SURREY
PROPOSED SITE & LOCATION PLANS
PLANNING
1:500 1:1250@A1
NOV 2014
39GHR/P00
VISIONARY ARCHITECTS LTD
07710 521 356
info@visionaryarchitects.com



SOUTH ELEVATION

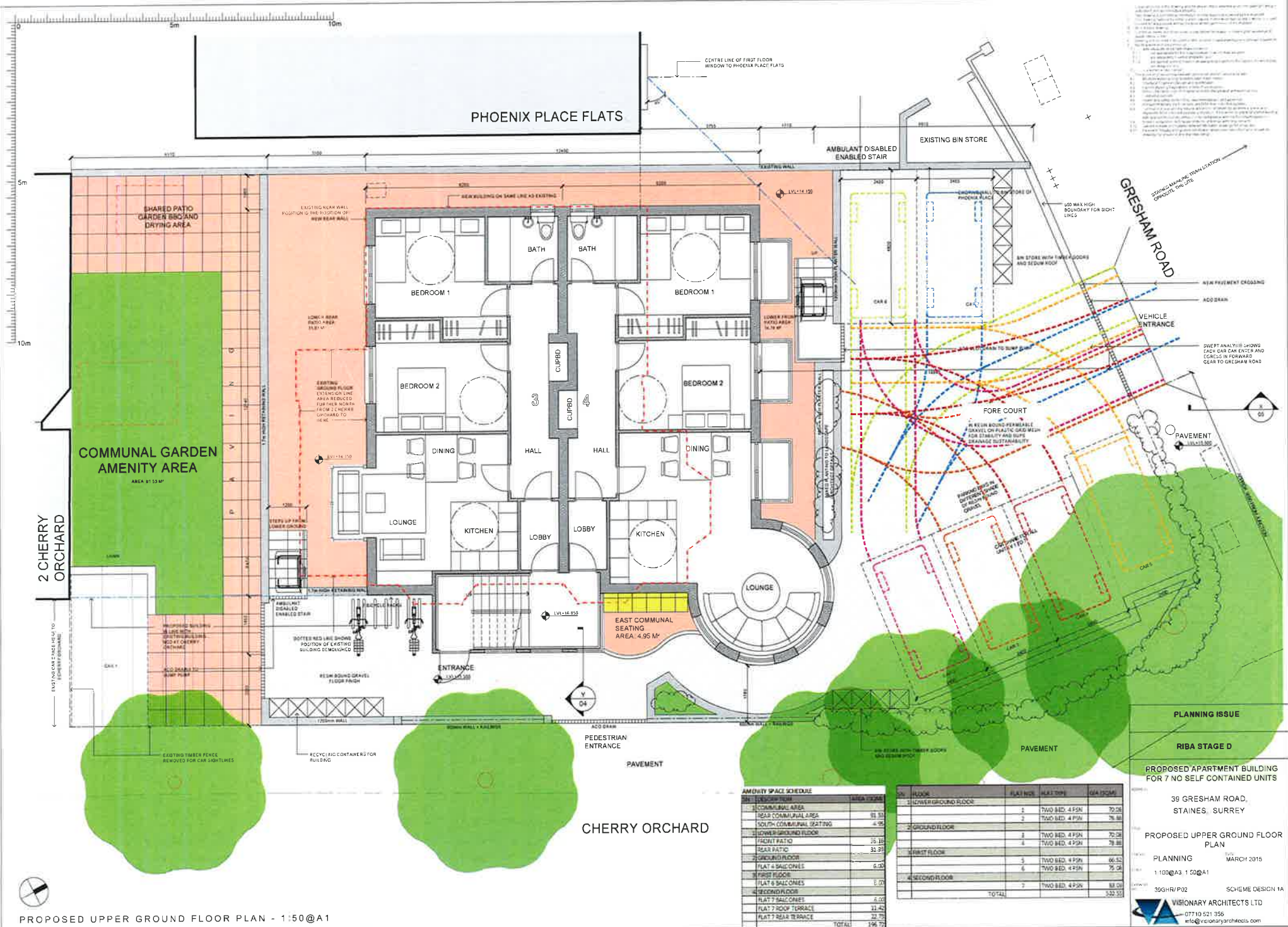


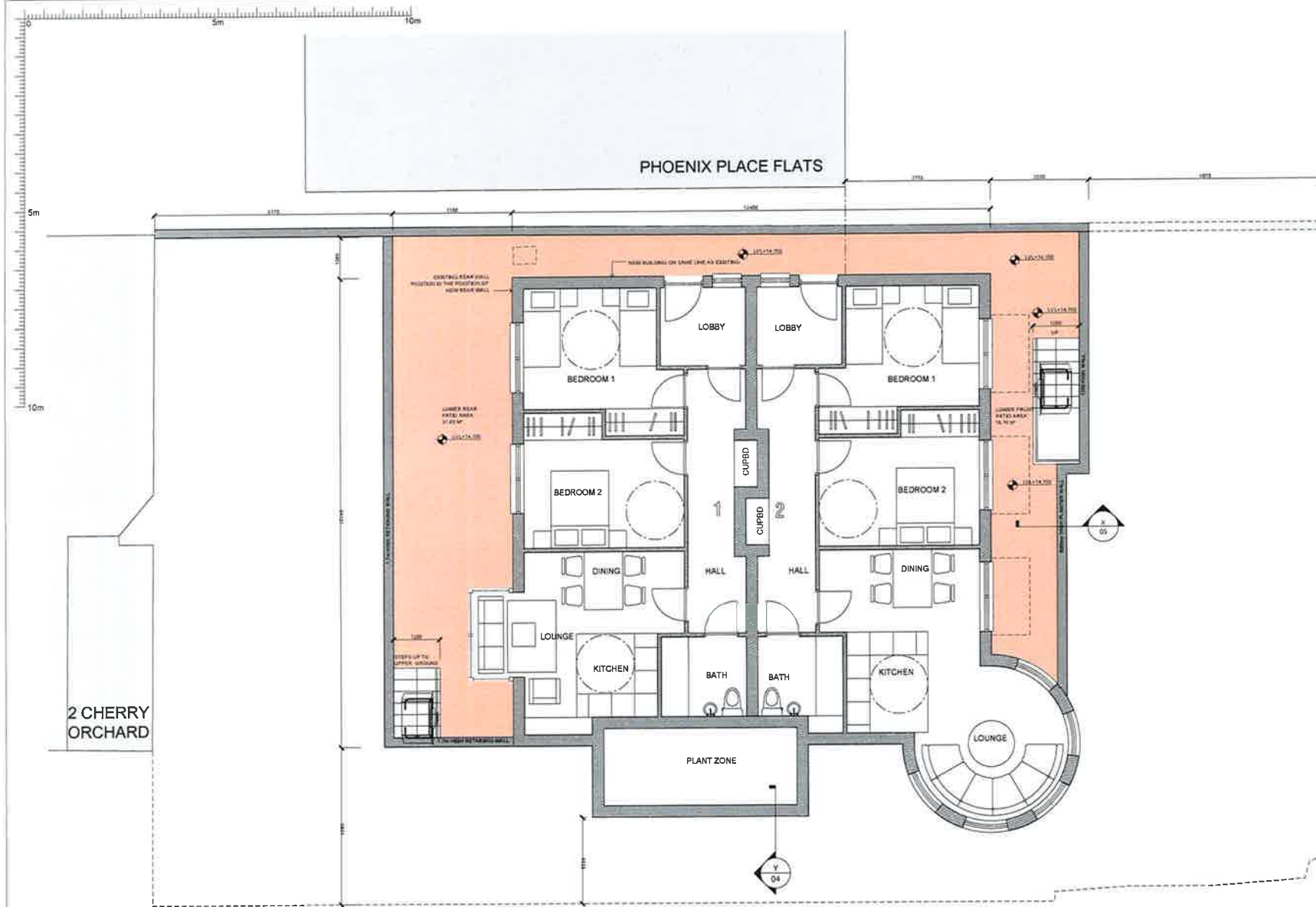
WEST ELEVATION

PROPOSED ELEVATIONS - 1:50@A1

1. The client has requested a scheme for a 7-unit self-contained apartment building on the site of the existing building.
2. The client has requested a scheme for a 7-unit self-contained apartment building on the site of the existing building.
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PLANNING ISSUE	
RIBA STAGE D	
PROPOSED APARTMENT BUILDING FOR 7 NO SELF CONTAINED UNITS	
39 GRESHAM ROAD, STAINES, SURREY	
WEST & SOUTH ELEVATIONS	
PLANNING	DATE NOV 2014
1:50@A3	1:50@A1
39GHR/P06	SCHEME DESIGN 1A
VISIONARY ARCHITECTS LTD 07710 521 356 info@visionaryarchitects.com	





1. Upper ground floor plan showing the proposed layout of the building units.
2. The proposed layout of the building units is shown in orange.
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2 CHERRY ORCHARD

PLANNING ISSUE

RIBA STAGE D

PROPOSED APARTMENT BUILDING FOR 7 NO SELF CONTAINED UNITS

39 GRESHAM ROAD,
STAINES, SURREY

PROPOSED LOWER GROUND PLAN

PLANNING 14/17/04 15/18 MARCH 2014

1:100@A3, 1:50@A1

38GHR/PD1 SCHEME DESIGN 1A

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info@visionaryarchitects.com

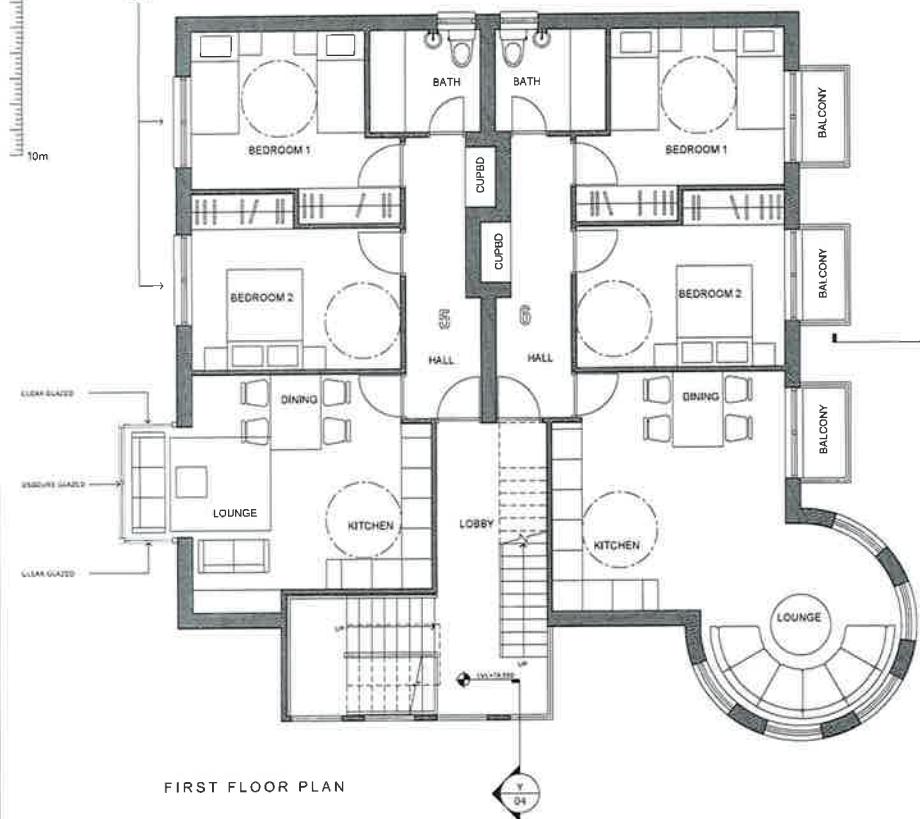
PROPOSED LOWER GROUND FLOOR PLAN - 1:50@A1



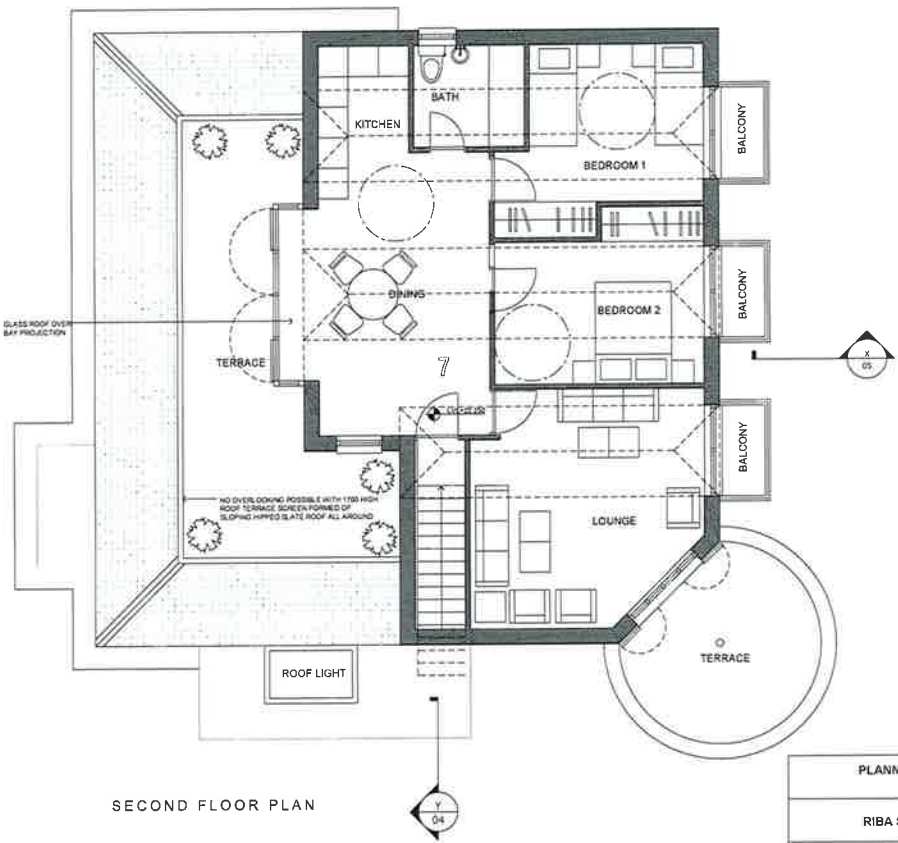
5m

10m

EXISTING BUILDING HAS WINDOWS IN THIS REGION AT FIRST FLOOR LEVEL



FIRST FLOOR PLAN



SECOND FLOOR PLAN

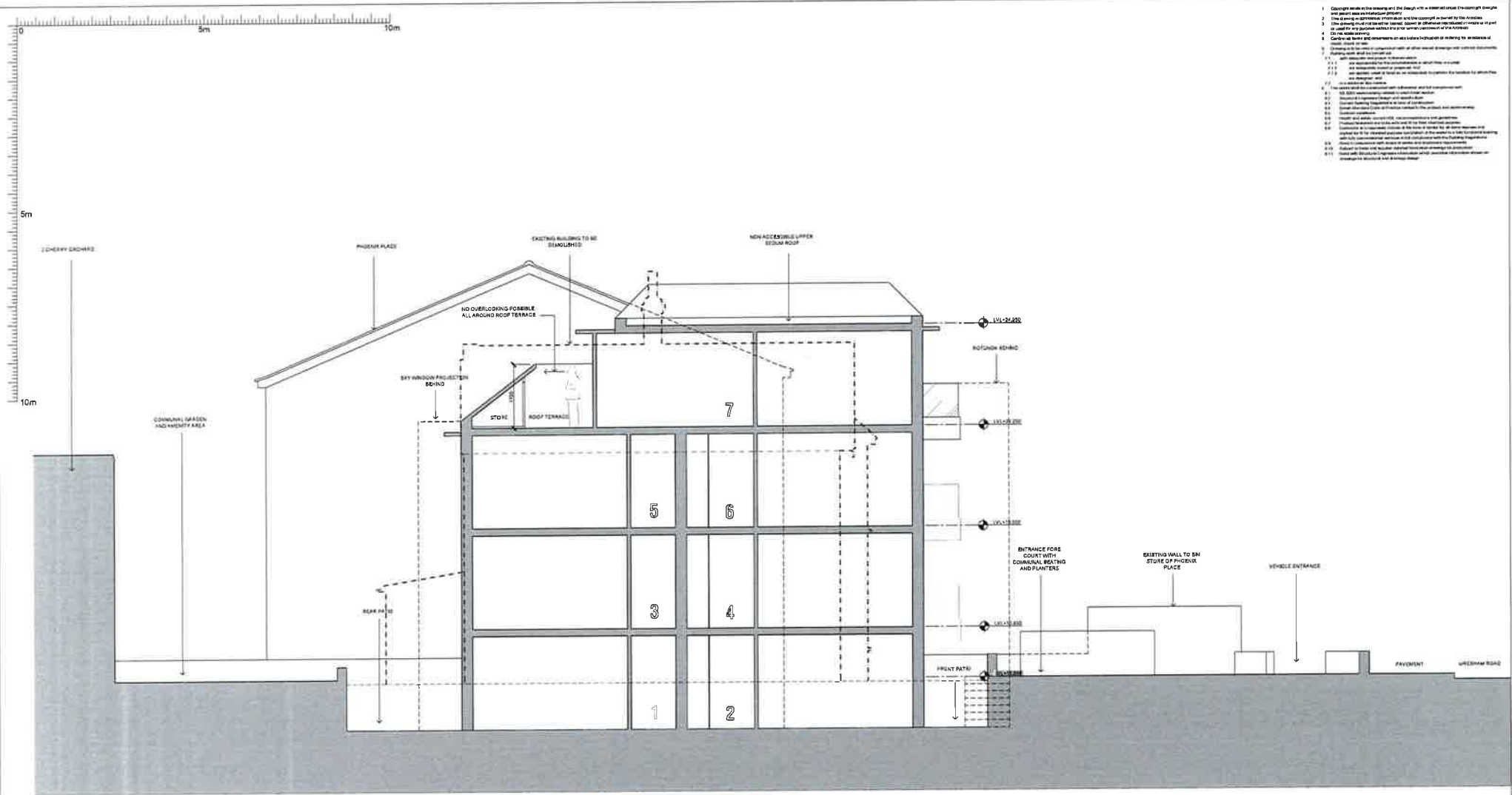


1. Check the validity of the drawings and the design and the construction details.
2. Check the drawings for compliance with the Building Regulations and the Building Act 2004.
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50. Check the drawings for compliance with the Building Regulations and the Building Act 2004.




PROPOSED FIRST & SECOND FLOOR PLANS - 1:50@A1

PLANNING ISSUE	
RIBA STAGE D	
PROPOSED APARTMENT BUILDING FOR 7 NO SELF CONTAINED UNITS	
39 GRESHAM ROAD, STAINES, SURREY	
PROPOSED FIRST & SECOND FLOOR PLANS	
DATE	11 MARCH 2015
SCALE	1:100@A3 1:50@A1
PROJECT NO	36GHR P03 SCHEME DESIGN 1A
VISIONARY ARCHITECTS LTD 07710 521 356 info@visionaryarchitects.com	



1. Check the building's compliance with the Building Regulations and other relevant codes of practice.
2. The proposed building shall be constructed in accordance with the Building Regulations and other relevant codes of practice.
3. The proposed building shall be constructed in accordance with the Building Regulations and other relevant codes of practice.
4. Check the building's compliance with the Building Regulations and other relevant codes of practice.
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PROPOSED SECTION X - 1:50@A1

PLANNING ISSUE	
RIBA STAGE D	
PROPOSED APARTMENT BUILDING FOR 7 NO SELF CONTAINED UNITS	
ADDRESS: 39 GRESHAM ROAD, STAINES, SURREY	
PROPOSED SECTION X	
STATUS: PLANNING SCALE: 1:100@A3, 1:50@A1	DATE: MARCH 2015
DRAWING NO: 39GHRV P05	SCHEME DESIGN 1A
 VISIONARY ARCHITECTS LTD 07710 521 350 info@visionaryarchitects.com	

