<table>
<thead>
<tr>
<th>Application No:</th>
<th>2014/4502</th>
<th>Application Type:</th>
<th>FULL</th>
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<tbody>
<tr>
<td>Case Officer:</td>
<td>Christine Ellera</td>
<td>Ward:</td>
<td>Walton Central</td>
</tr>
<tr>
<td>Expiry Date:</td>
<td>13/02/2015</td>
<td>Location:</td>
<td>57-61 High Street (Former Dairycrest Site) Walton-on-Thames Surrey KT12 1DJ</td>
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<td>Proposal:</td>
<td>Mixed use development comprising A1 retail showroom (460 sq m)) with 18 residential units above and access from High Street together with a B8 storage/distribution unit (782 sqm) with access from Winchester Road together with related parking and servicing following demolition of existing buildings (2,290 sqm)</td>
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<tr>
<td>Applicant:</td>
<td>Travis Perkins (Properties) Ltd</td>
<td>Agent:</td>
<td>Blue Sky Planning FAO Mr Jonathan Best Bourne House</td>
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<td></td>
<td></td>
<td>Decision Level:</td>
<td>If Permit – Sub Committee</td>
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<td>Recommendation:</td>
<td>Permit</td>
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**Representations:** 3 letters of objection have been received, comments made can be summarised as follows:

- Storage depot entrance is directly facing the back garden or 15 Winchester Road and will cause undue noise and disturbance
- The height and footprint of the storage building is also larger than what is currently on site
- Storage building would result in loss of light.
- Concerns about deliveries and highway safety
- Concerns about parking provision for unit 1.

This application has been promoted from officer delegation to Sub-Committee by Cllr Sadler if the officer recommendation is to permit

**Report**

**Description**

1. The site is a rectangular plot of land of 0.38 hectares to the north east of High Street, Walton on Thames. The site is currently occupied by a number of two storey buildings, one to the front of the site facing onto the High Street with commercial units on the ground floor level and residential use above.

2. The remaining buildings on the site together with the surrounding yard area are the former Dairy Crest dairy. The application site is located in the heart of the WAL01: Town Centre sub area and forms part of the secondary retail frontage for Walton Town Centre.

**Constraints**

3. The site is adjacent to a number of site constraints, however the main ones which it is located in are as follows:

- Walton on Thames Town Centre
• Secondary Retail Frontage
• A Class Road

Policy

4. In addition to the National Planning Policy Framework and the National Planning Practice Guidance, the following local policies and guidance are relevant to the determination of this application:

Core Strategy 2011
CS1- A Spatial Strategy
CS3- Walton on Thames
CS17- Local Character, Density and Design
CS18- Town Centre Uses
CS19- Housing type and size
CS23- Employment land provision
CS25- Travel and Accessibility

Replacement Elmbridge Borough Local Plan 2000
MOV2- The Movement Implications of Development
MOV4- Traffic Implications of Development Proposals
MOV6- Off Street Parking
ENV2- Standard of Design
HSG16- Design and Layout of Residential Development
HSG23- Non Residential Development in Residential Areas

Development Management Plan 2015 (emerging policies)
DM7 – Access and Parking
DM10 – Housing

Design & Character SPD 2012

Developer Contributions SPD 2012

Relevant Planning History

5. Various planning permissions, variations of planning permission and discharge of conditions have been approved at the above site, those of direct relevance:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Decision</th>
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<tbody>
<tr>
<td>2014/0904</td>
<td>Variation of Condition 5 (Affordable Housing) of planning permission 2013/4381 (Mixed use development) to remove the requirement to provide affordable housing</td>
<td>Permitted: 12/09/2014</td>
</tr>
<tr>
<td>2013/4381</td>
<td>Variation of Condition 2 (Approved Plans) of planning permission 2011/8091 (Mixed use development comprising retail showroom (557sqm) with 14 residential units above with a B8 storage/distribution unit (710sqm) to alter internal layout and for changes in fenestration</td>
<td>Permitted: 22/01/2014</td>
</tr>
<tr>
<td>2011/8091</td>
<td>Proposed mixed use development comprising retail showroom (557sqm) with 14 residential units above and access from High Street together with a B8 storage/distribution unit (710sqm) with</td>
<td>Appeal Allowed: 09/10/2012</td>
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Proposals

6. This is a full planning application for the erection of two buildings at the site, one facing out onto the High Street and the other to the rear.

7. Unit 1, facing onto the High Street would be four storeys in height, 14.3m to the ridge. The ground floor would accommodate a ground floor A1 use with a shop front facing out onto the High Street, as well as integral bin stores and bikes store to serve the upper floor flats. 18 flats are proposed to be accommodated on the three upper floors. Each floor has the same layout and contains the following 6 flats:
   - 3x two bedroom flat - 66.4 square metres
   - 1x two bedroom flat - 62.7 square metres
   - 1x one bedroom flat - 48 square metres
   - 1x studio flat - 40 square metres

8. Unit 2 to the rear of the site would be a storage and distribution unit with access from Winchester Road. The external appearance of this building would be identical to that initially allowed at appeal (application reference: 2011/8091). However it now incorporates a mezzanine floor to provide further 225 square metres of floor space. Associated parking for this unit has been amended from the previous planning permission to provide a further van parking space, and a total of 11 parking spaces.

Consultations

9. Surrey County Council (Highways) – Following a site inspection, the Highway Authority has assessed the impact of the proposal on highway safety and capacity and raised no objections subject to conditions/informatics. The development is considered to be in accordance with saved policies MOV4 and MOV6 of the Local Plan.

10. Viability Consultants – There potentially could be some scope for the application to provide some on site provision or a financial contribution towards off site provision.

11. Head of Housing Services – No objection to the quantum of affordable housing proposed.


Positive and Proactive Engagement

13. In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of 186-187 of the NPPF by making available pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

14. No formal pre-application advice was sought in regard to this application however the Case Officer has had a number of conversations with the agent, acting on behalf of the applicants regarding the affordable housing provision and timescales of this planning application.

Planning Considerations

15. The main planning considerations in the determination of this application are:
   - Principle of the development
   - Design considerations
   - Impact on neighbouring amenity
   - Provision of a suitable residential environment
   - Highway and parking issues
   - Financial considerations
Other Issues

Principle of development

16. The proposed development is located on the secondary retail frontage within Walton on Thames, which forms part of the borough’s largest urban core. The NPPF seeks to drive and support sustainable economic development. Policy CS1 and CS3 of the Core Strategy identifies Walton on Thames as a Town Centre, where new development is directed to where it adds to the overall vitality and viability of the centre.

17. The development is relatively similar in terms of siting, scale and use to an existing extant planning permission on the site. The principle of the development at the site has already been agreed under planning permission 2011/8091. There has been no real significant change in planning policy relevant to this application since this application was allowed at appeal and conditions on site have not changed.

18. The principle of a four storey building facing out onto the High Street, with residential use above ground floor retail has also been agreed on this site. This proposal would provide a greater level of residential accommodation on the site in the form of an additional 4 units (above the extant planning permission), which would be a more efficient use of use of urban land and also provides a greater level of smaller accommodation, as required by the NPPF and policies CS17, CS18 and CS19 of the Council’s adopted Core Strategy. Matters regarding amenity and design are discussed further within the report.

19. Whilst this proposal now proposes a marginally greater level of A1 ground floor retail floor space (an additional 24 sq m) given the sustainable location of this site, this is not considered to raise any further issues. Similarly the formation of the mezzanine to unit 2, to the rear of the site and the increase in employment floor space is not, in principle, considered to raise any further planning issues.

Design Considerations

20. Unit 1 consists of a four storey building facing out the High Street. Whilst under the extant planning permission a building of a similar size and overall height was permitted the fourth floor accommodation was largely accommodated within the roof, with the building having a number of gable articulations and dormer windows, with a maximum height of 13.4m to the ridge.

21. The building now proposed has a part mono pitch, part flat roof design with a maximum height of 14.3m and 12.9m respectively. The design and appearance of the building is now of a more modern design approach with a predominately rendered appearance and a more contemporary roof formation (which allows for a greater level of accommodation within the roof.)

22. However, given the character and appearance of this part of Walton, as well as the recent and on-going development within the area, it is considered that the revised design approach is in keeping with the wider character and appearance of Walton Town Centre. Whilst the maximum height now proposed is greater than that previously allowed on appeal, given the varying roof heights and part flat roof designs the overall scale and bulk of that now proposed is not considered to be perceptibly different when viewed from the streetscene. On this basis the design of Unit 1 is considered to be visually acceptable and would be in keeping within the streetscene and wider character and appearance of the area.

23. The external appearance of unit 2, located to the rear of site, with access of Winchester Road is the same as that permitted under the extant planning permission and thus raises no further issues in terms of design.
Impact on neighbouring amenity

24. It is not considered that the revised design of unit 1 would raise any further concerns in terms of loss of amenity to the occupiers of the surrounding residential properties. Whilst there is some increase in the bulk of the proposal in terms of the roof and the formation of some additional windows in both the north west elevation given the location and orientation of the proposal in relation to the surrounding properties these are not considered to result in additional loss of light, overbearing impact and/or loss of privacy. Window on the south eastern elevation are larger than that previously permitted given that these serve the communal hallways (i.e. non habitable rooms) it is not considered that these revisions raise any further issues.

25. As set out above the external appearance of unit 2, located to the rear of site is the same as that permitted under the extant planning permission and thus raises no further issues in terms of neighbouring amenity. Comments raised by local residents regarding the location of the trade entrance are noted however this is the same as that previously agreed. Whilst now a greater level of floor space is proposed in terms of the mezzanine, hours of opening can ensure that that the proposed does not result in undue noise and disturbance at antisocial hours of the day.

Provision of a suitable residential environment

26. The proposed development provides adequate spacing through the flats with suitable lighting and ventilation for all habitable rooms. The site is close to a number of open spaces which will provide amenity space for future occupiers. Refuse and recycling stores, along with secure cycle stores of appropriate design and size are proposed to be accommodated in the ground floor area.

27. It is acknowledged that three of the residential units proposed (3x one bedroom flats) each fall 2 sq m below the minimum space standards (50 sq m for a one bedroom, two person unit) due to be adopted in the emerging policy DM10 – Housing of the Development Management Plan 2015 (pre-adoption version), which can be given significant weight as the Plan has been through Examination in Public, consultation and the Inspector's Final Report finds it 'sound'. However, the extant permission includes two one-bedroom units even smaller at 46.7 sq m so the current proposal represents an improvement on what could be constructed.

Impact on Highway Safety and Parking Issues

28. In terms of highway safety the proposed development would utilise the existing access/egress to the site. Whilst the proposed development would result in increased floor space for the retail, employment and residential floorspace it is not considered that the proposed development would result in increased traffic movements above the extant planning permission which would raise any highway safety issues. A further parking space is proposed to unit 2 to the rear and whilst no parking is proposed for the unit to the front of the site, the lack of any off street parking for this unit has already been established under the extant planning permission. Whilst emerging policy DM7 of the DMP (pre-adoption version) can be given weight in decision making given its advanced status as it progresses towards adoption in April 2015, the extant permission offers a fall-back position that does not warrant reconsideration of the acceptability of the zero parking provision. The current scheme is considered to represent an improvement on the extant permission as it is now able to offer some on-site affordable housing (as discussed below). The site is located in a sustainable location in the heart of the town centre, well served by a train station and local bus stops. The site is also well served by a number of local public car parks in very close proximity to the application site. The proposal is therefore considered to comply with the provision of saved policies MOV4 and MOV6.

Financial Considerations

29. Section 70 subsection 2 of the Town and Country Planning Act 1990 (as amended) states that any local financial considerations are a matter to which local planning authorities must have
regard to in determining planning applications; as far as they are material for the application. The weight to be attached to these considerations is a matter for the Council.

30. Policy CS21 states that development resulting in 18 residential units should provide 40% on site affordable housing. The policy further states that only where this is demonstrated to be unviable will the Council accept a lower provision, with a preference always being the provision of on-site accommodation. The Council’s adopted Supplementary Planning Document on ‘Developer Contributions’ provides further guidance regarding this and the tenure preferences for affordable housing provision and emphasises that on-site affordable housing is the priority and that where non-viability is demonstrated that the Council would seek to explore a range of options, for example, varying the tenure mix of the affordable homes to be provided or varying the size or type or affordable homes.

31. The applicant is proposing to provide two of the apartments as affordable housing (as shared-ownership) on the grounds that it is not financially viable for the application to provide a greater quantum of affordable housing and the planning application was accompanied by a viability assessment prepared on the applicant’s behalf to support its position (the above policy would require 7.2 units, equivalent to 40% on site provision).

32. Having regard for the applicant’s fall-back position that under the extant planning permission, which would effectively deliver no affordable housing and the opinion of the Council’s appointed viability consultants, it is considered that the applicant’s offer is a reasonable one, which strikes a balance between ensuring that the scheme remains viable whilst maximising the contribution towards affordable housing.

33. It should be noted that Council officers did approach the applicant’s agent with a proposal to seek a larger quantum of affordable housing, with the applicant’s viability consultants indicating that it could be demonstrated that the provision of even two dwellings as shared-ownership could be construed as being unviable and that the offer should be considered on an ex-gratia basis.

34. Housing Services have reviewed the evidence submitted and agrees with this assessment. On this basis it is considered that based on the viability evidence the application would make a sufficient contribution towards the provision of affordable housing in the Borough in accordance with the provisions of Policy CS21 of the Core Strategy 2011 and guidance contained in the Council’s Developer Contributions SPD 2012. The applicants have confirmed that they will provide a completed unilateral undertaking to secure this provision in advance of the Sub Committee meeting. Members will be verbally updated on this matter at the meeting.

35. The proposed development would result in the formation of additional dwellings and therefore is liable for the Community Infrastructure Levy (CIL). CIL is a non-negotiable rate set for all development, which forms a financial contribution towards the provision of infrastructure required to support development. The applicant has provided the relevant liability forms required to pay this development in accordance with the relevant regulations.

36. The New Homes Bonus is a grant paid by central government to local councils for increasing the number of homes and their use. The New Homes Bonus is paid each year for 6 years. It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.

37. In the 2014-15 allocation, the Council received £2.07m through the New Homes Bonus. The Council’s provisional New Homes Bonus allocation for 2015-16 is £2.45m.

38. Local financial considerations are defined as grants from Government or sums payable to the authority under the Community Infrastructure Levy (CIL). This means that the New Homes Bonus is capable of being a material consideration where relevant. In the current case, the approval of the application would mean that the New Homes Bonus would be payable for the net increase in dwellings from this development.
Other Issues

39. Surrey Police have recommended a condition regarding secured by design. No conditions were previously attached when the Inspector allowed the appeal, secured entrances are proposed for the residential flats from the High Street and secured and integral bike and bin stores. Given the conditions previously imposed by the Inspector it is not considered reasonable or necessary to attach this condition. All conditions attached to the previously allowed application are recommended as part of this new planning application.

40. The Council's Environmental Health Department have also provided comments regarding a number of conditions. Where appropriate and considered necessary these have been recommended by Officers, however the conditions suggested regarding the storage of waste are not considered to reasonable or necessary as integral bin stores are proposed. Summarily it is not considered that lighting condition should be attached as security lighting is not necessarily development and matters regarding statutory light nuisance are dealt with under separate Environmental Health legislation. The deliveries of goods condition was previously determined by the Inspector to be between the hours of 08.00 to 21.00 Monday to Saturday and 10.00 to 17.00 on Sundays. The local planning authority has no evidence or justification to deviate from that already granted extant permission on the site.

Matters Raised in Representations

41. All material planning considerations have been addressed within the report.

Conclusion

42. On the basis of the above, and in light of any other material considerations, the proposal is considered to be in accordance with the development plan. Accordingly, the recommendation is to grant permission.

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<td>Drawings</td>
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Recommendation: Grant Permission

Conditions/Reasons

1. TIME LIMIT (FULL APPLICATION)
The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

2. LIST OF APPROVED PLANS
The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:
Location plan: numbered 11213B-200 received by the Local Planning Authority on the 13 Nov 2014
Proposed site layout: numbered 11213B-200 received by the Local Planning Authority on the 13 Nov 2014
Unit 1 proposed elevations: numbered 11213B-208 received by the Local Planning Authority on the 13 Nov 2014
Unit 1 proposed floor plans: numbered 11213B-207 received by the Local Planning Authority on the 13 Nov 2014
MATERIALS SAMPLES

No development shall take place until samples of the materials to be used on the external faces and roof of the buildings have been submitted to and approved in writing by the Borough Council. Development shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory external appearance is achieved of the development in accordance with saved Policy ENV2 of the Replacement Elmbridge Borough Local Plan 2000.

LANDSCAPING - SCHEME

No development shall take place until full details of both hard and soft landscaping works have been submitted to, and approved in writing, by the Local Planning Authority. The scheme shall include details of all hard surfaces, walls and fences together with new planting to be carried out. The approved details shall be implemented in full prior to the occupation of any part of the development, or in accordance with an alternative timetable, details of which must be submitted to and approved in writing by the Local Planning Authority. Any trees or plants (including any replacements) which within a period of five years of the commencement of development die, are removed or become seriously damaged or diseased, shall be replaced within the next planting season by others of a similar size and species unless the Local Planning Authority gives written approval to any variation.

Reason: To preserve and enhance the visual amenities of the locality in accordance with saved Policy ENV11 of the Replacement Elmbridge Borough Local Plan 2000.

DELIVERIES

No deliveries shall be taken at or despatched from the retail showroom and storage distribution unit hereby approved outside the following times: 08.00 to 21.00 Monday to Saturday and 10.00 to 17.00 on Sundays.

Reason: To preserve and enhance the visual amenities of the locality in accordance with saved Policy ENV11 of the Replacement Elmbridge Borough Local Plan 2000.

OPENING HOURS

The retail showroom and storage distribution unit hereby permitted shall not be open to customers outside the following times: 07.00 to 21.00 Monday to Saturday and 10.00 to 17.00 on Sundays.

Reason: In the interest of neighbouring amenity as required by paragraph 123 of the National Planning policy Framework (2012).

CONTAMINATED LAND

Before works commence on site, an assessment of potential site contamination together with a scheme of remediation to be undertaken during the course of construction shall be submitted to and approved in writing by the Local Planning Authority. The scheme of remediation shall include a timetable for its implementation and the timetable shall include the submission of the closure report referred to below. The said assessment of potential site contamination shall include; A) A site investigation including a desk top study and relevant
SOIL, SOIL GAS, SURFACE AND GROUND WATER SAMPLING IN ACCORDANCE WITH A QUALITY ASSURED SAMPLING AND ANALYSIS METHODOLOGY; B) A SITE INVESTIGATION REPORT DETAILING ALL INVESTIGATIVE WORK AND SAMPLING ON SITE, TOGETHER WITH THE RESULTS OF THE ANALYSIS, RISK ASSESSMENT AND PROPOSED REMEDIATION STRATEGY TO RENDER HARMLESS ANY IDENTIFIED CONTAMINATION. UPON APPROVAL, THE SCHEME OF REMEDIATION SHALL BE CARRIED OUT IN FULL IN ACCORDANCE WITH THE APPROVED TIMETABLE UNDER A QUALITY ASSURANCE SCHEME TO DEMONSTRATE COMPLIANCE WITH THE PROPOSED METHODOLOGY AND BEST PRACTICE GUIDANCE. IF DURING ANY WORKS CONTAMINATION IS ENCOUNTERED WHICH WAS NOT PREVIOUSLY IDENTIFIED THEN THE ADDITIONAL CONTAMINATION SHALL BE FULLY ASSESSED AND AN APPROPRIATE REMEDIATION SCHEME SHALL BE SUBMITTED TO THE LOCAL PLANNING AUTHORITY FOR ITS PRIOR APPROVAL. ANY SUCH ADDITIONAL REMEDIATION WORKS SHALL BE CARRIED OUT IN FULL AS IF PART OF THE ORIGINAL SCHEME OF REMEDIATION. UPON COMPLETION OF THE SCHEME OF REMEDIATION APPROVED PURSUANT TO THIS CONDITION, A CLOSURE REPORT SHALL BE SUBMITTED FOR THE WRITTEN APPROVAL OF THE LOCAL PLANNING AUTHORITY. THE SAID CLOSURE REPORT SHALL INCLUDE QUALITY ASSURANCE CERTIFICATES TO SHOW THAT THE WORKS HAVE BEEN CARRIED OUT IN FULL IN ACCORDANCE WITH THE APPROVED METHODOLOGY, DETAILS OF ANY POST-REMEDIATION SAMPLING AND ANALYSIS TO SHOW THE SITE HAS REACHED THE REQUIRED CLEAN-UP CRITERIA AND THE NECESSARY DOCUMENTATION D

Reason: In the interest of neighbouring amenity as required by paragraph 123 of the National Planning policy Framework (2012).

8 MODIFIED ACCESS - DETAILED
NOTWITHSTANDING THE APPROVED PLANS OR ANY INDICATION GIVEN OTHERWISE, NO DEVELOPMENT SHALL TAKE PLACE UNTIL FULL DETAILS OF THE PROPOSED VEHICULAR ACCESSES HAVE BEEN SUBMITTED TO AND APPROVED IN WRITING BY THE LOCAL PLANNING AUTHORITY. THEREAFTER NO PART OF UNIT 1 OR UNIT 2 SHALL BE OCCUPIED UNTIL THE VEHICULAR ACCESS FROM HIGH STREET HAS BEEN ALTERED IN ACCORDANCE WITH THE APPROVED DETAILS AND NO PART OF UNIT 2 SHALL BE OCCUPIED UNTIL THE VEHICULAR ACCESS FROM WINCHESTER ROAD HAS BEEN ALTERED IN ACCORDANCE WITH THE APPROVED DETAILS. THE APPROVED VISIBILITY ZONES SHALL BE KEPT PERMANENTLY CLEAR OF ANY OBSTRUCTION EXCEEDING 1M IN HEIGHT.

Reason: To ensure that the development does not raise any issues in terms of contaminated land as required by the National Planning Policy Framework (2012).

9 PARKING/TURNING FOR LOADING AND UNLOADING
No part of the development hereby approved shall be occupied until its related parking and loading/unloading areas have been provided in accordance with drawing number 11213B-200. Thereafter these areas shall be used only for the parking and turning of vehicles.

Reason: In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies MOV2 and MOV4 of the Replacement Elmbridge Borough Local Plan 2000 and policy CS25 of the Elmbridge Core Strategy.

10 METHOD OF CONSTRUCTION STATEMENT
NO WORK SHALL TAKE PLACE ON SITE UNTIL A CONSTRUCTION METHOD STATEMENT FOR THE DEVELOPMENT, INCLUDING DETAILS FOR THE PREVENTION OF MUD AND DEBRIS BEING CARRIED ON TO THE HIGHWAY, THE LOADING, UNLOADING AND STORAGE OF PLANT AND MATERIALS, THE HOURS OF WORK, THE PARKING FOR SITE PERSONNEL, OPERATIVES AND VISITORS AND THE PROVISION OF BOUNDARY HOARDING HAS BEEN SUBMITTED TO, AND APPROVED IN WRITING BY, THE LOCAL PLANNING AUTHORITY. THE DEVELOPMENT SHALL THEREAFTER BE
CARRIED OUT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION METHOD STATEMENT.

Reason: In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies MOV2 and MOV4 of the Replacement Elmbridge Borough Local Plan 2000 and policy CS25 of the Elmbridge Core Strategy.

11 CYCLE STORES
No part of the development hereby approved shall be occupied until its related secure cycle parking facilities have been provided in accordance with drawing number 11213B-200. These cycle parking facilities shall thereafter be retained.

Reason: In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies MOV2 and MOV4 of the Replacement Elmbridge Borough Local Plan 2000 and policy CS25 of the Elmbridge Core Strategy.

Informatives

1 COMMUNITY INFRASTRUCTURE LEVY
The development permitted is subject to a Community Infrastructure Levy (CIL) liability for which a Liability Notice will be issued as soon as practical after the day on which planning permission first permits development.

To avoid breaching the CIL regulations and the potential financial penalties involved, it is essential a prior commencement notice be submitted. A blank commencement notice can be downloaded from http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf. For the avoidance of doubt commencement of demolition of existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of the CIL regulations.