Application No: 2017/4167

Application Type: FULL

Case Officer: Peter Brooks

Location: Station House The Parade Claygate Esher Surrey KT10 0PB

Proposal: 7 two-storey terraced houses, conversion of existing detached dwelling into 1x shared dwelling and 2x flats, alterations to fenestration and associated hardstanding and landscaping following demolition of side extension.

Applicant: Mr & Mrs Anthony & Joanne Draper

Decision Level: If Permit – Planning Committee
If Refuse – Sub Committee

Recommendation: Permit

Representations: 7 letters of support (3 from outside the borough), 65 letters of objection (including a small number from the same address) and 7 letters of observation have been received raising the following points:

- Proposal would provide smaller units which would be more affordable for young people in sustainable location
- Impact on access of adjoining buildings
- Overdevelopment
- No parking on site provided
- Refuse arrangements not acceptable
- Increased parking pressure in local area and impacts on highway safety and access to the railway station
- Cramped site
- Increased pressure on local services
- Boundary dispute
- Structural issues regarding removing embankment alongside Albany Crescent
- Impact on heritage assets
- Design and density out of keeping
- Loss of trees
- Flooding
- Inaccuracies with submitted plans
- Impact on neighbouring amenity
- Disruption during construction
- Access not suitable for emergency vehicles

***This application qualifies for public speaking***

Report

Description

1. The application site comprises the Station House of Claygate Railway Station and the land to the south of this currently used as garden. The site is abutted to the west by the railway station, to the north by the station access, to the east by the rear gardens of neighbouring dwellings and to the south by trees. The site is lower than the adjoining dwellings to the east and the boundary is formed by a raised bank. The Claygate Local Centre is located north east of the site.

2. The site is located within two separate character areas ‘Station and Local Centre’ (CLAY02) and ‘Foley Road Environs’ (CLAY03) as defined in the Claygate Companion Guide to the Design and Character SPD.
Constraints

3. The relevant planning constraints are:
   • Adjacent to locally listed building
   • Adjacent to Claygate Village Centre
   • Adjacent to medium and high risk surface water flood risk area
   • Potentially contaminated land

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 – Spatial Strategy
CS2 – Housing provision, location and distribution
CS11 – Claygate
CS17 – Local Character, Density and Design
CS19 – Housing type and size
CS21 – Affordable Housing
CS25 – Travel and Accessibility
CS26 – Flooding

Development Management Plan 2015
DM1 – Presumption in favour of sustainable development
DM2 – Design and amenity
DM5 – Pollution
DM6 – Landscape and trees
DM7 – Access and parking
DM8 – Refuse, recycling and external plant
DM10 – Housing
DM12 – Heritage

Design & Character SPD 2012
& Companion Guide: Claygate

Flood Risk SPD 2016

Developers Contributions SPD 2012

5. Relevant Planning History

No relevant planning history.

Proposal

6. Permission is sought for the erection of 7 two-storey terraced houses, conversion of existing detached dwelling into 1x shared dwelling and 2x flats, alterations to fenestration and associated hardstanding and landscaping following demolition of side extension.

7. The proposal would provide 2 on-site affordable rent units.

Consultations


9. Surrey County Council (Highways) – No objections subject to condition in relation to Construction Transport Management Plan. In regard to the proposed zero parking provision
considers the site to be in a sustainable location, and that overspill parking is available in centre Claygate or in public car parks.

10. Environmental Health (Contaminated Land) – No objections subject to imposition of a condition to secure site investigation.

11. Surrey Police – Applicant should demonstrate measures to design out crime. Applicant has discussed with Surrey Police Design Adviser who recommends appropriate condition.

12. Planning Conservation – No objections; proposal would not materially harm locally listed building.

13. Environmental Health (Refuse) – Initially requested additional information in regard to refuse storage and collection, once this was provided raised no objections to the proposal.

14. Tree Officer – No objections raised.

15. Housing Services – No objections support provision of 2 on-site affordable units and financial contribution towards affordable housing.

16. Network Rail – No objections subject to informatives.

Positive and Proactive Engagement

17. 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.

18. Formal pre-application advice was sought on this proposal prior to the submission of this application. this response offered support to the proposal and welcomed the submission of an application.

Planning Considerations

19. The main planning considerations in the determination of this application are

- Principle of development;
- Impact on the character of the area and the streetscene;
- Impact on the amenities of adjoining properties and proposed occupiers;
- Impact on highway safety and parking;
- Impact on trees;
- Impact of pollution;
- Impact on flooding;
- Financial considerations.

Principle of development

20. The Core Strategy indicates that there is scope for residential development through the redevelopment of existing sites with well-designed schemes that integrate with and enhance the local character. The new development is required to deliver high quality design, which maximises the efficient use of land and which responds to the positive features of individual locations: integrating sensitively with locally distinct townscape while protecting the amenities of those living in the area. The Council promotes development that contributes to an overall housing target of 40 dwellings per hectare and achieves a minimum of 30 dwellings per hectare (dph).

21. The property is not listed or within a conservation area and therefore its redevelopment is considered acceptable in principle. The NPPF seeks a presumption in favour of sustainable development with emphasis on the need to secure high quality design and a good standard of
amenity for all existing and future occupants of land and buildings, as well as taking account of
the character of different areas. As such the principle is considered to be acceptable but the
proposal is still subject to considerations of the character and appearance of the development
within the context of the area.

22. The proposal seeks the addition of new residential units in this sustainable location. The
application site is currently occupied by a single detached dwelling having a density of
approximately 12dph. The proposal would increase the existing density to approximately
115dph. Whilst the density is above the Policy guidance it is considered to be acceptable in
this sustainable local centre location. As such, the proposed density is considered acceptable
in principle in this instance, subject to the considerations below.

23. The proposal would provide smaller 1 and 2 bed units which has been identified within the
Council’s latest Strategic Housing Market Assessment (SHMA) 2016 as the type of units
required within the borough. The Council’s Authority Monitoring Report 2015-2016 identifies
that of the dwellings built in the monitoring period 43% had four or more bedrooms, 32% had
one bedroom and just 25% had two or three bedrooms. As such the provision of these units
would give significant weight to the planning benefits of the proposal.

Impact on the character of the area and the streetscene

24. The proposal would see the creation of a terrace of two storey buildings which would be linked
to the existing station house. The design of this terrace would, as identified within the pre-
application response, as being at odds with the existing character of the area. The siting and
position of this new terrace would however be located in a position that is largely screened
from significant outside views by either the existing Station House or the raised ground to the
east of the site. The proposed terrace would be visible from the train station platform but it is
not considered that it would harm the character or setting of this area. The main Station
building is locally listed and the Council’s Listed Building Advisor does not consider the
proposal would harm the setting of this building. It is considered on balance that whilst the
design of the proposed new terrace would be at odds with the general character of the area
due to its limited visibility from outside the site, its impact upon the character of the area would
be acceptable.

25. The proposal would see minor alterations made to the existing Station House including
demolition of an existing single storey rear extension and addition of some new window
openings on the station side of the building. The proposal would also see internal changes and
alterations to this building to allow its conversion to 1x shared dwelling and 2x flats. The area
to the front of this dwelling would be altered to allow the creation of a shared bin and cycle
store, and a shared access to both the converted units in the existing house and the new
terrace of dwellings. It is considered that the proposed changes would not have an adverse
impact upon the character of the area.

26. The proposed new terrace would be served by small external amenity spaces on the platform
side of the development, with a shared access adjoining the eastern side boundary. Whilst
there are no comparable examples of this type of development in the immediate vicinity it is
considered the associated development would have an acceptable impact upon the character
of the area.

27. It is therefore considered that whilst the proposal would introduce a new type and form of
development due to its siting and size it would not have an unacceptably harmful impact upon
the character of the area.

Impact upon the amenities of the adjoining properties and proposed occupiers

28. Any application should not lead to an unacceptable impact upon the amenities of the adjoining
neighbouring occupiers. The proposed dwellings would not infringe a horizontal 45 degree line
from the nearest principle habitable windows of the existing dwellings to the east in Albany
Crescent. These properties are over 30m from the proposed terrace, and located on land
which is raised above the level of the station platform. The 45 degree line is used as a guide to
ensure new development does not block light reaching windows which serve habitable rooms. There would be some infringement by the new terrace of a 45 degree line when measured from the first floor south facing dormer window which would serve the proposed first floor flat. This window would be obscurely glazed window to prevent unacceptable overlooking to the nearest property. It is however considered due to its south facing orientation and number of other windows which serve this room that the impact of this infringement would be acceptable.

29. It is considered the proposals physical separation and the lower site level would mean the proposed development would not have any adverse impact upon the amenities of those properties to the east in Albany Crescent in terms of light, outlook, overbearing impact or privacy. It is acknowledged that the roofs of the proposed terrace would be visible over the boundary fence, but this would not impact upon outlook by virtue of the significant physical separation. The proposed first floor balconies would adjoin the eastern site boundary but would not project above the adjoining fence, and so not lead to a loss of privacy. It was noted during a site visit that existing dormer windows allowed limited views over this boundary fence, and it is considered the proposal would not exacerbate this existing situation. It is not considered the introduction of new residential units in this location would cause harm to neighbouring amenity in regard to noise and disturbance. The site is located in an area with existing activity and whilst the proposal would see more persons living in the area it is not considered they would by virtue of the relatively limited number cause adverse impacts to local residents.

30. Turning to the impact on the amenities of proposed occupiers, it is considered that all the proposed units would provide an acceptable level of residential amenity. The 7 No. 1 bed units would be classed as 1 bed, 2 person 2 storey dwellings and as such the National Technical Housing Standard would require a minimum internal floor area of 58m². 6 of the 7 units would have a floor area of 55m² and 1 a floor area of 51m². These proposed units would therefore not meet the identified standard. Policy DM10 however identifies that where schemes come forward with purpose built, innovation and unique accommodation to address a specific need the Council will consider such proposals of their merits. It is considered in this instance the slight shortfall to be acceptable, having regard to the fact that the proposal will meet the identified need for the provision of 1 bed units and that its innovative design makes more efficient use of this parcel of land in a sustainable local centre location.

31. The proposed terrace dwellings would provide only very limited external amenity areas but having regard to the sites sustainable local centre location and proximity to open space it is considered this provision to be acceptable in this location. The Council’s Design and Character SPD on this matter states that ‘Higher density urban locations may benefit from individual design solutions to the provision of amenity space, such as providing balconies, courtyards or communal space, rather than a garden of specified depth’. It is considered the proposal makes use of balconies and a communal area to provide amenity space. It is acknowledged the proposed units would be impacted by their proximity to the adjoining railway line. It is however considered the internal layout would steer internal main habitable areas to the Albany Crescent side of the site that the impacts on proposed occupiers would be acceptable. It is not uncommon to find development in close proximity to railways lines and clearly any potential occupiers would be aware of this impact. The proposed shared house and flats to be located in the converted dwelling would not have an amenity space but by virtue of the sites location this provision is considered acceptable.

Impact on highway safety and parking

32. The County Highway Authority was consulted on the application and raised no objections on highway safety grounds subject to the imposition of a condition in relation to a construction management plan being submitted prior to commencement to ensure during development highway safety for pedestrians and vehicles is not compromised.

33. The proposal would provide no on-site parking, but would provide cycle storage facilities. It is considered having regard to the sites local centre location and being directly adjacent to the railway station that zero on-site parking provision in this instance is acceptable. Policy DM7 in regard to parking states that parking provision should be appropriate to the development and...
not result in an increase in on-street parking stress that would be detrimental to the amenities of local residents. It is considered that as there is car parking available within the local vicinity (both the station car park or the Elmbridge car park located off Hare Lane) that the development would not lead to an increase in on-street parking stress that would be detrimental to the amenities of local residents. There are controlled parking bays within The Parade to control parking, and yellow lines to prevent dangerous parking. There are also parking controls within the roads in the immediate vicinity to control parking due to its proximity to the railway station. On this basis it is considered there is sufficient control of on-street parking to ensure the proposal would not lead to an increase in parking stress so significantly beyond the existing situation.

34. It is therefore considered the proposed parking provision to be acceptable and in accordance with the Councils adopted standard. Cycle parking has been indicated on the submitted plans and would be acceptable.

Impact on trees

35. The Councils Tree Officer was consulted on the proposal and raised no objections. He considered that due to a lack of important trees in the locality of the proposed development activities there was no need to recommend use of arboricultural planning conditions. Existing on-site trees would be removed but it is not considered they are of sufficient arboricultural merit to warrant retaining. Due to the limited space around the proposed buildings it is not considered reasonable to attach a condition to secure new tree planting.

Impact of pollution

36. The site is classified as an area which has the potential to be contaminated, due to its historic use as a railway line and possible use as a goods yard. The Council’s environmental health department have been consulted and raised no objections to the proposal subject to the imposition of a condition to secure site investigation prior to commencement to assess the land in respect to contamination. If any contamination is found the recommended condition is able to secure appropriate remediation. On this basis it is considered the impact of potential pollution would be acceptable.

Impact on flooding

37. The site is located within Flood Zone 1, the lowest risk area of fluvial flooding. The railway line to the west of the site is classified as an area of surface water flood risk but none of the application site itself falls within this area. Subject to the site complying with relevant Building Control standards on drainage of surface water it is considered the proposal would not add to the surface water flood risk.

Financial Considerations

New Homes Bonus Scheme Grant Determination

38. 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.

39. 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. The Council’s New Homes Bonus Scheme Grant Determination for 2018/19 is £1.1m (approx.).

39. 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 Scheme Grant Determination 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 Scheme Grant Determination would be payable for the net increase in dwellings from this development.

Affordable Housing

40. The Council's approach to the provision of Affordable Housing is set out in Policy CS21 of the Core Strategy (July 2011) and the Developer Contributions Supplementary Planning Document (SPD) (April 2012), which states that development resulting in the gain of 6-14 residential units should provide 30% of the gross number of dwellings as on site units. In this instance as part of the existing dwelling is being converted the proposal would see the creation of 9 additional units, which equates to the provision of 2 No. on-site affordable units and a financial contribution.

33. Following a Court of Appeal decision which found in favour of the Government, paragraphs 012-023 of the National Planning Policy Guidance on planning obligations have been reintroduced. These paragraphs and the Ministerial Statement are now a material consideration, alongside local planning policy, against which the Council must consider all planning applications. However, given that the local plan remains the primary consideration against which decisions must be made, the Council is continuing to apply policy CS21 Affordable Housing as set out in the Core Strategy. Following receipt of legal advice, the Council has produced a statement, and update to this (February 2017) to set out local evidence in support of continuing to apply policy CS21 to this application in light of the revised PPG. This is available to view on the Planning Services webpages.

34. A relatively recent appeal decision (APP/K3605/W/16/3146699) in Elmbridge found in favour of the Council's approach. The Inspector considered the approach in Policy CS21 to be consistent with Paragraphs 47 and 50 of the NPPF, which require local planning authorities to meet the full, objectively assessed needs for market and affordable housing and where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified.

35. The Inspector added that the application should be determined in accordance with the development plan unless there are material considerations which indicate otherwise, noting the WMS as a material consideration of considerable importance and weight. The Inspector notes that the intention of the WMS is to ensure that financial contributions do not become a disproportionate burden for small scale developers and thus frustrate housing supply, and that there is a conflict between the national threshold relating to the provision of affordable housing in the WMS and the PPG and the local thresholds set out in Policy CS21 of the CS, which he found to be consistent with the Framework. He states:

*The effect of the national policy in the WMS is that it would normally be inappropriate to require any affordable housing below the thresholds stated. Nevertheless, whilst there is a presumption that a policy such as a WMS should be followed, especially as it postdates the CS, it is also important to acknowledge that a policy that is relevant to the matter in hand should not be applied rigidly or exclusively when material considerations may indicate an exception may be necessary. I therefore share the view of the Council that it is for the decision taker to weigh any conflict between relevant policies in light of material considerations, including local circumstances.*

36. The Inspector also addressed the Council's Statement on the Written Ministerial Statement (referenced above) and the significant difficulty in the delivery of affordable housing in the least affordable authority in England outside of London, noting that small sites make a significant contribution towards the delivery of affordable housing in the Borough. He also noted that there was no substantive evidence to demonstrate that the requirements of Policy CS21 are placing an unreasonable or disproportionate burden on developers. As a consequence, whilst the WMS carries considerable weight, the Inspector did not consider it to
outweigh the development plan given the acute and substantial need for affordable housing in the Borough and the importance of delivery through small sites towards this. He concluded:

Consequently, on the basis of the evidence before me, it appears that the need for the contribution sought by the Council arises from the development and satisfies the 3 tests in Regulation 122(2) of the Community Infrastructure Regulations 2010. Accordingly, the proposal should be determined in line with the development plan.

37. There have been further appeal decisions which have supported the Council’s position on this matter with the following most recent appeal references; APP/K3605/W/17/3170775, 3169210 and 3170220 (as well as numerous earlier examples).

38. Based on the above, the appropriate level of both on-site provision and financial was calculated. The applicant following consultation with the Council’s Housing Section agreed to provide a legal agreement to secure the provision of 2 No. on-site affordable rent units and a financial contribution of £77,343.14 to secure a policy compliant development. At the time of writing a completed legal agreement had not been received but the applicant has indicated a willingness to provide this in time for the committee meeting. Subject to receipt of this the proposal would comply with the requirements of CS21, and members will be updated during the meeting on this matter.

Community Infrastructure Levy (CIL)

39. The proposed development is liable for CIL. The applicant has provided the relevant liability forms required to pay the chargeable amount required by the Council’s adopted Charging Schedule in accordance with the relevant regulations.

Matters raised in Representations

40. The material planning considerations have been referred in the above report. In regard to refuse collection the applicant provided amended plans to overcome the concerns of the refuse team who now raise no objections to the proposal. Boundary disputes are a civil matter. In regard to structural integrity of the adjoining earth bank it is considered this matter would be controlled by other legislation i.e. Building Regulations. The submitted plans represent the site and proposed development. It is not considered that potential disruption during construction would constitute a material consideration that would justify refusal in this instance, in addition to this a recommended condition to secure a Construction Transport Management Plan has been recommended by the Highway Authority.

Conclusion

41. 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 subject to the receipt of a completed Unilateral Undertaking to secure the required affordable housing provision and contribution.

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: 200, 203, 206, 207, 208A, 9294/01A received on 27.12.2017. 204A received on 16.02.2018.

Reason: To ensure that the development is carried out in a satisfactory manner.

3 MATERIALS SAMPLES
NO DEVELOPMENT SHALL TAKE PLACE UNTIL SAMPLES OF THE MATERIALS TO BE USED ON THE EXTERNAL FACES AND ROOF OF THE BUILDING 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 Policy DM2 of the Elmbridge Development Management Plan 2015. It is considered necessary for this to be a pre-commencement condition because the use of satisfactory external materials goes to the heart of the planning permission.

4 OBSCURE GLAZING
Those windows indicated to be obscurely glazed on the approved plans of the development hereby permitted shall be glazed with obscure glass; and non-openable unless above 1.7m over the finished floor level of the room it serves to. Such glass shall be sufficiently obscure to prevent loss of privacy. The affixing of an obscure film will not be sufficient.

Reason: To preserve the reasonable privacy of neighbouring residents in accordance with Policy DM2 of the Elmbridge Development Management Plan 2015.

5 CONSTRUCTION TRANSPORT MANAGEMENT PLAN
No development shall commence until a Construction Transport Management Plan, to include details of:
(a) parking for vehicles of site personnel, operatives and visitors
(b) loading and unloading of plant and materials
(c) storage of plant and materials
(d) programme of works (including measures for traffic management)
(e) provision of boundary hoarding behind any visibility zones
(f) vehicle routing
(g) measures to prevent the deposit of materials on the highway
(h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
(i) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy DM7 of the Elmbridge Development Management Plan 2015 and the National Planning Policy Framework 2012.

6 POTENTIAL LAND CONTAMINATION
To ensure the potential for contamination has been investigated and the necessary action taken to make the development site suitable for its proposed use, the following steps must be completed to the satisfaction of the Council. No demolition or construction shall be commenced until step (a) has been completed by a competent person and approved. If part (a) identifies the need for step (b) then this shall also be completed and approved before any demolition or construction commences. Furthermore there shall be no occupation of any part of the site by any end user prior to meeting the terms of this condition in full.
a) Preliminary Investigation of the Site
A preliminary investigation shall be carried out by a competent person prior to any site clearance or demolition, to assess the condition of the land to be re-developed, in respect of contamination. The preliminary investigation must, as a minimum, include a desk-based evaluation, site walkover and Conceptual Site Model and may include intrusive investigation. A written report of the investigation shall be submitted to the Council for written approval.

If the Council are satisfied that there is a significant possibility that the site could pose a significant risk to future occupiers under its proposed redevelopment use as a result of contamination, then the following additional steps shall also be carried out.

b) Site Investigation, Method Statement and Remediation
   (i) A written site specific investigation plan using the information obtained from the preliminary investigation, providing details of the investigation for soil, gas and controlled waters where appropriate, shall be submitted to, and approved by, the Council.
   (ii) The site investigation shall be undertaken in accordance with the scheme agreed by the Borough Council. The results of the site investigation, a refined conceptual model and a risk assessment of any contamination found shall be submitted in writing to, and approved by, the Council.
   (iii) A written Method Statement detailing any remediation requirements shall be submitted to, and approved by, the Council.

c) Development in accordance with the Method Statement
The development of the site shall be carried out in accordance with the approved Method Statement, and any addenda submitted by the developer, and agreed in writing by the Borough Council. Any post remediation monitoring identified in the Method statement, shall be installed by the developer within the timescales identified in the Method Statement and maintained and operated for as long as identified by the Method Statement.

d) Unsuspected Contamination
If, during development, contamination not previously identified, is found to be present at the site then no further development shall be carried out until the developer has submitted, and had approved by the Council, a written addendum to the Method Statement detailing how the unsuspected contamination shall be dealt with.

e) Piling
Development approved by this permission shall not commence unless the method for piling foundations (if piling is to be used on site) has been submitted to, and agreed in writing, by the Borough Council. The piling shall be undertaken only in accordance with the approved method.

f) Imported material
Clean, uncontaminated rock, soil, brick rubble, crushed concrete or ceramic only shall be permitted as infill material. The developer shall not import any material until a sampling program, including appropriate import criteria for the proposed end use and frequency of sampling, has been submitted in writing, and approved by, the Council. The Developer shall carry out the approved sampling program to check that all imported material conforms to the agreed criteria. Where the permitted end use is residential, the sampling program shall also include samples taken from the imported material after final placement. Written confirmation of the suitability of all imported materials shall be provided to the Council as part of step (g). This shall include both the results of the sampling program and also details of the origin, transport, final deposition and any temporary stockpiling of the imported materials.

g) Completion of Remediation and Verification Report
Verification by an independent, competent person must be carried out prior to occupation of any part of the site by any end user.
Upon completion of the remediation detailed in the Method Statement, and before occupation of any part of the site by any end user, a written Verification Report shall be submitted to, and agreed in writing by, the Council providing verification that the required works regarding decontamination and installation of post remediation monitoring, have been carried out in accordance with the agreed Method Statement and any addenda thereto. The verification shall be carried out and reported by an independent, competent person, stating that remediation was carried out in accordance with the approved remediation scheme and that the site is suitable for the permitted end use.

Reason: To avoid adverse effects from pollution on the environment, harm to human health or general amenity, in accordance with Policy DM5 of the Elmbridge Development Management Plan 2015 and the National Planning Policy Framework 2012.

7 SECURED BY DESIGN
No development shall take place until a full and detailed application for the Secured by Design award scheme, indicating how the principles and practices of that scheme are to be incorporated shall have been submitted to and approved in writing by the Local Planning Authority. The development shall not be constructed or maintained otherwise than in accordance with the agreed scheme.

Reason: To ensure the proposed development is secure from crime in accordance with Policy DM2 of the Elmbridge Development Management Plan 2015 and the National Planning Policy Framework 2012.

8 STORAGE OF WASTE
Adequate provision must be made for the storage and collection of waste so that no odour is detectable at or beyond the boundary of the nearest premises.

Reason: To ensure compliance is met with DM8 of the Development Management Plan 2015.

9 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 Borough Council and these works shall be carried out as approved. This scheme shall include indications of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out, and details of the measures to be taken to protect existing features during the construction of the development.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM6 of the Elmbridge Development Management Plan 2015.

10 LANDSCAPING - IMPLEMENTATION
All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development, otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the Borough Council. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased, shall be replaced as soon as practicable with others of similar size and species, following consultation with the Borough Council, unless the Borough Council gives written consent to any variation.
Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM6 of the Elmbridge Development Management Plan 2015.

Informatives

1 HIGHWAY AUTHORITY
The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

2 MATERIAL DEPOSITS
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 ADVICE TO DEVELOPERS REGARDING CONTAMINATION ASSESSMENTS
Before carrying out any contamination investigation or remediation of a site, the developer is strongly recommended to contact the Environmental Health & Licensing Team for guidance on the requirements for such investigations or remediation. Investigations, in particular, which do not adequately fulfil these recommendations, may result in additional work having to be carried out.

4 ASBESTOS CONTAINING MATERIALS(ACMS)
Please be aware that buildings constructed before 2000 may contain asbestos and we would recommend a suitable asbestos survey is undertaken before any redevelopment commences. Where a site has been subject to historical redevelopment, it is possible that asbestos containing materials are also present within the ground at the site.
If materials containing asbestos are present on the site, a written Plan for either removal of the ACMs from the building or management of the ACMs within the building is required by the Health and Safety Executive. This is to ensure that the material is not broken up and left on site and does not pose a health risk to site workers or neighbouring residents. Asbestos advice is available at http://www.hse.gov.uk/asbestos/

5 COMMENTS AND CONDITIONS TO BE OBSERVED IN CONNECTION WITH NEW DEVELOPMENT ADJACENT TO NETWORK RAIL LAND/ASSETS:
1. The developer must contact SE asset protection team and sign up asset protection agreement before proceeding with any design or construction works alongside NR infrastructure. SAPE will specify further safety and engineering conditions as necessary.
2. It may be necessary to enhance or renew Network rail (NR) existing boundary fencing as a result of the development in order to reduce the risk of trespass and possible vandalism. New screening purposes fence must be independent of NR fencing and allow room for maintenance of both fences.
3. Party Wall etc Act 1996. Where works are proposed adjacent to the railway it may be necessary to serve the appropriate notices on NR and their Tenants under the Party Wall etc
Act 1996. Developers should consult with NR at an early stage of the preparation of details of their development on Party Wall matter.

4. NR accepts no liability in respect of noise and vibration. Developer should undertake his own investigations to establish any level of noise and vibration likely to originate from the operational of the railway, and design their mitigation measures accordingly.

5. All works, both temporary and permanent, should be designed and constructed so that they will have no influence on the stability of NR's structures and adjoining land.

6. Vibro-compaction will not be permitted, especially in the vicinity of structures, embankments or cutting slopes.

7. NR advise that the use of bored, cast in-situ reinforced concrete piles are recommended. Normally these have no detrimental vibration effects during construction.

8. All structures should be situated at a minimum distance of two metres from NR's boundary fence and at a sufficient distance to enable construction to proceed without, in the NR Engineer's opinion, the risk of affecting the normal and safe running of the railway. This clearance will also enable construction and maintenance to proceed without the need to enter on to NR's property. Please note that unless previous safety protection has been arranged, access on to NR property will not be permitted for any activity associated with any works.

9. All new construction should be sufficiently clear to the boundary, and all foundations should be designed such that they do not impose any surcharge on railway cutting slopes or structures. In addition, it should be borne in mind that cutting slopes could be subject to erosion through the effects of weathering, and all new construction should be at a sufficient distance from the slope to take this into account. At no time should an embankment supporting the railway be cut into or built upon.

10. NR reserves the right to request the screening of any light, including vehicular lights and light reflected by building cladding, which may interfere with the sighting of signalling apparatus and / or train drivers' vision on approaching trains. Large areas of Red or Green cladding or painted structure that face on to the railway could affect the sighting of track signals. Large areas of reflective cladding or mirror type glazing could affect the sighting of track signals in the vicinity of the Railway.

11. Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles over-sail or fall onto the railway. Black protective netting around the scaffold may need to be installed. A Method Statement for constructing and dismantling the scaffold will need to be provided for acceptance. Scaffolding may need to be erected under a track closure (possession) of the railway because of the dangers to trains and from the electrified conductor rail. A minimum of sixteen weeks notice is required for shared possessions and thirty two weeks for sole possessions to arrange any possessions of the track.

12. Any cranes or other plant to be used on site must be positioned and operate in such a way that, in the event of mishandling or failure of any part of the equipment or subsidence of the ground supporting the equipment, they will not move or fall within three metres of the nearest rail. Their loads or jibs should not under any circumstances over-sail NR's property.

13. Full details of any tower cranes to be used on site should be submitted for approval, together with a plan showing the relevant jib radii. The cranes (and any other plant) must be positioned in such a way that in the event of mishandling or failure of any part of the equipment or subsidence of the ground supporting the equipment, they will not move or fall within three metres of the nearest rail. Their loads or jibs should not under any circumstances over-sail NR's property. A Method Statement must be prepared for NR's approval, it may be necessary to down-rate the crane capacity by 25% to reduce the risk of failure.
14. All costs incurred by NR in connection with the Works should be reimbursed by the Developer. NR will require the Developer to enter into an Asset Protection Agreement with NR and either place a purchase order or make payment before work commences if called upon to do so.

15. NR requires to be advised of the geotechnical information regarding the site and be assured that whatever construction method is used is suitable. Written confirmation is required stating that the integrity of the railway formation or structures will not be impaired by excavation, piling or other construction methods.

16. Details of excavations for foundations, etc., within 15 metres of NR boundary are to be submitted to SAPE for prior approval. Excavations are not to affect the structural integrity of Network Rail's formation or structures. Stability calculations will be required to prove this where necessary. Calculations to be supported by independent design check certification and supporting geological information.

17. There is to be no dewatering adjacent to or under NR property or structures unless it is unavoidable, in which case the following is required:-
   a. Settlement and stability calculations for the railway corridor for all stages of construction/dewatering.
   b. Calculations to be supported by independent design check certification.
   c. Monitoring of ground and track levels is to be carried out regularly while dewatering is taking place and for at least 2 weeks after it ceases.

6 FURTHER NETWORK RAIL COMMENTS

1. As the proposed application site is adjacent to Network Rail's operational railway infrastructure, Network Rail requires the developer to sign asset protection agreement with Network Rail (NR)- Asset Protection(ASPRO) team prior to commencement of any design and construction works on site.

2. If there are any covenants on Outside Party (OP) land in favour of NR, The proposed development works should be designed and constructed in line with the said covenants. Network Rail ASPRO acceptance is required.

3. OP to assess the requirement of party wall to Network Rail and serve party wall notice accordingly.

4. OP to assess the risk of glare to train driver and nearby signal, carry out preliminary glare assessment and ensure NR that there are no effects due to glare.

5. Train operating company (TOC) should be consulted for traffic and pedestrian management plan during construction, TOC acceptance should be in place.

6. OP to carry out traffic incursion and trespass passing risk assessment, propose mitigation measures and submit for NR ASPRO acceptance.

7. OP consultant and contractor should submit for NR acceptance design forms and method statements for any permanent and temporary works which may impact on NR assets and railway operation, NR written acceptance should be in place prior to commencement of the work on the site.

8. OP to submit drainage strategy for NR acceptance and submit relevant RAMS for NR ASPRO acceptance.

9 THE DEVELOPER MUST ENSURE THAT THEIR PROPOSAL, BOTH DURING CONSTRUCTION AND AFTER COMPLETION OF WORKS ON SITE, DOES NOT:

   " encroach onto Network Rail land
   " affect the safety, operation or integrity of the company's railway and its infrastructure
   " undermine its support zone
   " damage the company's infrastructure
   " place additional load on cuttings
   " adversely affect any railway land or structure
   " over-sail or encroach upon the air-space of any Network Rail land
   " cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future
The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance
The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams’ ability to maintain our boundary fencing and boundary treatments.

Drainage
Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials
All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding
Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling
Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.
Fencing
In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting
Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration
The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion
Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts AssetProtectionsWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.
RETENTION OF EXISTING PROPERTY (original house plan 1875)  EXISTING HOUSE CONVERTED TO 6 ROOM HOUSE SHARE
remodelled to provide 1 x 1 bed flat & 1 x 2 bed flat
existing ground floor remodelled to provide secure access
to 7 x 1 bedroom houses

EXISTING HOUSE CONVERTED TO 6 ROOM HOUSE SHARE
1 No. 2 BED APARTMENT
78.50 M2
1 No. 1 BED 2P APARTMENT
55.0 M2 (ground floor wheelchair accessible)
1 No. 1 BED 2P APARTMENTS
51 M2

GROUND FLOOR PLANS
PROPOSED 7 No. 1 bedroom HOUSES

STATION MASTER’S HOUSE
THE PARADE, CLAYGATE, SURREY KT10 0PS
REDEVELOPMENT PROPOSALS: PLANS
FEB 2017 SCALE 1:100 DWG. 204 REV. A

GROUNDS TO HOUSES IN ALBANY CRESCENT
DISTANCE TO HOUSES 29.4 METRES FROM BOUNDARY