

Application No:	2018/2520	Application Type:	OL
Case Officer:	Alison Lavin	Ward:	Hersham Village Ward
Expiry Date:	30/10/2018		
Location:	Elmer Dene 95 Queens Road Hersham Walton-On-Thames Surrey KT12 5LA		
Proposal:	Outline application for a detached three-storey building containing 6 flats with ancillary parking and bin and cycle stores following demolition of existing house and garage (for access, appearance, layout and scale).		
Applicant:	Mr D Steen		
Agent:	Mr J Cox Taylor Cox Associates Churston House Portsmouth Road Esher KT10 9AD United Kingdom		
Decision Level:	If Permit – Sub Committee If Refuse – Sub Committee		
Recommendation:	Permit		

Representations: 6 objections received which are summarised as follows:

- Three storey development is inappropriate in this location;
- Car parking to the front of the building is out of keeping;
- Refuse storage may result in a lack of visibility for vehicles leaving the site;
- The bin storage would detract from the area;
- Block paving not in keeping;
- There is insufficient parking for the future occupiers, visitors and deliveries;
- Plot is too small for size of development;
- Other proposals for a block of flats in the area have been refused;

R e p o r t

Description

1. The application site is currently occupied by a detached two storey house and a detached garage. The site is situated on the northern side of Queens Road adjacent to the Queens Road roundabout. The surrounding area is comprised of a mix of property styles which vary in terms of age and design. The application site is not in a Conservation Area and is not listed.

Constraints

2. There are no relevant planning constraints.

Policy

3. 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

CS5 – Hersham

CS15 - Biodiversity

CS17 – Local Character, Density and Design
 CS19 – Housing type and size
 CS21 – Affordable Housing
 CS25 – Travel and accessibility
 CS28 – Implementation and Delivery

Development Management Plan 2015

DM1 – Presumption in favour of sustainable development
 DM2 – Design and amenity
 DM6 – Landscape and trees
 DM7 – Access and parking
 DM8 – Refuse, recycling and external plant
 DM10 – Housing

Design & Character SPD 2012

Developers Contributions SPD 2012

4. Relevant Planning History

Reference	Description	Decision
2018/0593	Variation of Condition 2 (Approved Plans) of planning permission 2017/4140 (Detached house) to add additional window at first floor side elevation.	Grant Permission
2017/4140	Detached two-storey house following demolition of existing outbuilding.	Grant Permission
2018/0593	Variation of Condition 2 (Approved Plans) of planning permission 2017/4140 (Detached house) to add additional window at first floor side elevation.	Grant Permission
2018/1024	Outline application for a detached three-storey building containing 6 flats with ancillary parking and bin and cycle stores following demolition of existing house and garage (for access, appearance, layout and scale).	Grant Permission

Proposal

5. The application seeks outline planning permission for the erection of a detached three storey building including the creation of 6 x 1 bedroom flats with associated parking to the front of the site, following the demolition of the existing house and garage. The only reserved matter is landscaping.
6. The entrance to the building would be located on the front elevation and all flats would be accessed from an internal lobby and staircase.
7. Secure cycle parking facilities would be provided to the rear of the building in the communal garden area. A refuse storage area would be provided adjacent to the car parking area close to the boundary with Surrey Lodge.
8. The scheme is identical to planning permission ref: 2018/2014. However, this application has gone through a financial viability assessment. There would now be a zero affordable housing contribution.

Consultations

9. Surrey County Council (Highways): The Highways Authority commented that the application has been assessed on safety, capacity and policy grounds and has no objections subject to suitably worded conditions and informatives.
10. Tree Officer: No comment on this application but comment on the previously approved scheme. Appropriate tree protection conditions will be applied.
11. Environmental Services (Waste): No objections.

Positive and Proactive Engagement

12. The NPPF require officers to work with the applicant in a positive and proactive manner to resolve problems before the application is submitted and to foster the delivery of sustainable development. This requirement is met within Elmbridge through the availability of pre-application advice.
13. No pre-application advice was sought for this development prior to the submission of this application.

Planning Considerations

14. The main planning considerations area:
 - Principle of development
 - The design of the proposal and its impact on the street scene and the character of the area
 - The impact on the amenity of neighbouring properties
 - Provision of suitable residential accommodation
 - Highways Impact
 - Trees
 - Financial considerations

Principle of Development

15. The NPPF seeks a presumption in favour of sustainable development with emphasis on the needs to secure high-quality design and a good standard of amenity for all existing and future occupiers of different areas. The proposal is subject to considerations of the character and appearance of the development within the context of the area. As set out policy CS2 of the Council's Core Strategy (2011) this need not be unacceptable.
16. The proposal is for the development of a building accommodating 6 one-bedroom units on site, resulting in a net gain of 5 residential units following the demolition of the existing dwellinghouse. The surrounding area is residential in character and it is considered that the use of the land for additional residential units would be appropriate subject to the considerations below.
17. 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 local character. Policy CS17 of the Core Strategy promotes development that contributes to an overall housing target of 40 dwellings per hectare and achieves a minimum of 30 dwellings per hectare (dph). The site currently has a density of approximately 21 dph and the proposal would increase the density to approximately 125 dph.
18. The revised NPPF in regard to the making effective use of land, states at para. 117:

‘Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions’.
19. In regard to achieving appropriate densities, Para. 12 states

'Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site',

and this is supported by point C) of Para. 123 which states:

'local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).'

20. Para 122 in regard to achieving appropriate densities further states that:

'Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.'

21. As identified above in para. 122a development should meet the identified need for housing, which is identified with the 2016 Strategic Housing Market Assessment (SHMA) for Kingston and North Surrey. The SHMA identifies the need within Elmbridge is for smaller 1-2 bedroom units.

22. The increase in density on the development site is considered acceptable given the recognised shortage of one bedroom residential flats in the borough. The provision of 6 one bedroom units would be in accordance with Policy CS19 of the Core Strategy.

23. Policy CS21 requires on site affordable housing provision for sites of 5 or more dwellings. However, the applicant has gone through a financial viability assessment for the scheme, which concluded that it would not be financially viable for the scheme to provide on-site affordable housing or a financial affordable housing contribution. Officers agree with the independent reviewer that it would not be financially viable for the developer to provide an affordable housing contribution.

The design of the proposal and its impact on the street scene and the character of the area

24. Policy CS17 of the Elmbridge Core Strategy states that new development should deliver high quality, inclusive sustainable design which maximises the efficient use of urban land integrating sensitively with the local townscape, landscape, and heritage assets.

25. Policy DM2 of the Development Management Plan 2015 states that development should achieve high quality design which demonstrates environmental awareness and contributes to climate change mitigation and adaptation and preserves or enhances the character of the area.

26. The surrounding area is characterised by two and three storey properties including flatted developments and dwelling houses. There is a variety of property styles which differ in terms of age and design detail. Adjacent to the site on the eastern side is a three storey terrace style development of flats known as Surrey Lodge.

27. The front elevation of the proposal would set back a minimum of 11 metres from the front site boundary, would be set in 1.5 metres on the eastern boundary shared with Nos. 19 to 24 Surrey Lodge and 2.25 metres on the western elevation adjacent to the public footway. Vehicular and pedestrian access will be directly off the northern side of Queens Road and the car parking spaces will be located on a paved area in front of the building. A paved footpath

will wind around the western side of the building to the secure cycle parking storage area located to the rear of the site. The refuse area will be located on the eastern boundary, within a timber enclosure which would be 1.6 metres in height. Whilst the building would increase the coverage and density of development on the site, the separation distance to the boundaries would result in a successful site layout commensurate with the plot proportions of the neighbouring Surrey Lodge and other buildings in the local area.

28. The proposed three storey building would comprise a height of 8.7 metres, width of 11.6 metres, depth of 11.6 metres and incorporate a flat roof design. The façade will be constructed in part brickwork and part render with raised render detailing around the doors and windows which will be of grey uPVC design. Each of the units will benefit from a Juliet balcony with glazed balustrade which will be installed on the front elevation of the building. The design details would result in a more contemporary style of development than the surrounding buildings, however, given the assortment of building styles in the locality of the site, the proposed development would be visually acceptable.

The impact on the amenity of neighbouring properties

29. The properties with the potential to be most impacted by the development are the occupants of Nos. 19 to 24 Surrey Lodge which is to the east of the development site. Three flats within the block have windows on the western elevation facing onto the development site. However, a site visit confirmed that these windows are obscurely glazed and most likely serve bathrooms.
30. The corner of the development would be 8 metres from the edge of the nearest habitable room windows to the rear of Surrey Lodge. The development would not breach a 45 degree line taken from the edge of these windows. It is considered the proposed development would maintain a sufficient separation from the adjacent residential units to avoid a detrimental loss of daylight or increased sense of enclosure.
31. With regards to the impact on privacy, it is proposed to include 2 windows at ground, first and second floor levels in the eastern elevation which faces on to Nos. 19 – 24 Surrey Lodge. These windows serve a bathroom and living room for each of the proposed units. Given that the windows in the side of Nos. 19 to 24 are openable, it is considered appropriate to apply a condition requiring the upper floor side windows in the eastern elevation of the development to be obscurely glazed and fixed shut in order to ensure the privacy of adjacent occupiers is protected.

Provision of suitable residential accommodation

32. Each of the 6 one bedroom one person units would measure 47.8sqm which would meet the requirements of the Technical Housing Standards for this dwelling type. A floor to ceiling height of 2.4 metres would be provided. All units would benefit from a triple aspect orientation. It is considered that future occupants would have access to appropriately sized units with good levels of daylight to, and, outlook from the units.
33. The Council's Design and Character SPD does not set any minimum external amenity requirements for flats. There would be approximately 44sqm of garden space to the rear of the site that could be used by the occupiers of the 6 units, which are designed as one person flats. In addition, the site is approximately 300 metres from Brampton Gardens Square and 640 metres from Hersham Green, which provide areas of public amenity space appropriate for the occupiers.
34. The provision of refuse and recycling storage within the site at ground floor level is considered to be appropriate.

Highways Impact

35. The Highway Authority (Surrey County Council) has made an assessment relating to the impact that this development would have in terms of safety, capacity and policy grounds and recommends that there is no objection to the proposed development subject to conditions.
36. The fence along the western boundary would be 900mm in height in order to ensure good visibility for vehicles exiting the site.
37. The proposed development includes space for 6 cars to be parked in front of the building. The number of spaces meets the requirement of the Council's parking standards (1 space per one bed unit).
38. Although the development would increase the amount of hardstanding on the site, this would be in keeping with the hardstanding proportions of sites along Queens Road. Initial landscaping plans show that the site will be incorporate several areas of soft landscaping which will improve the appearance of the hardstanding.
39. The cycle parking enclosure would include Sheffield stands in the cycle parking enclosure which is now considered to be appropriate.

Trees

40. The existing street trees would screen part of the proposed development when approaching from the western side of Queens Road. For ease of development on site, it is proposed to remove two trees (Category C trees, Leyland Cypress T4 and Portugal Laurel T8) and a section of Cypress hedge to the rear of the site. The trees are not protected, and the site is not in a conservation area therefore there is no objection to their removal. The Tree Officer previously reviewed the submitted arboricultural information and confirmed that there would be no adverse impact on the retained trees on site, subject to suitable tree protection conditions. The development is considered acceptable in terms of arboricultural impact.

Financial Considerations

41. Policy CS21: Affordable Housing of the Council's Core Strategy (2011) requires that development resulting in the net gain of 6-14 residential units should provide 30% of the gross number of dwellings on the site as affordable units. It is acknowledged that a revised (July 2018) National Planning Policy Framework has been published and is a material consideration in the determination of all relevant planning applications. However, as set out in Section 38(6) of Planning and Compulsory Purchase Act 2004, the starting point for any decision is the Development Plan unless material consideration(s) indicate otherwise. As set out in paragraph 2 of the NPPF, this approach is required by planning law. It is therefore for the decision-maker to determine the weight to be applied.
42. Paragraph 63 of the NPPF states that 'provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer)'. Elmbridge Borough is not a designated rural area and major development sites are defined in the NPPF as development of 10 or more homes, or the site has an area of 0.5 hectares or more. Nevertheless, as set out in paragraph 3 of the NPPF, the Framework should be read as a whole (including its footnotes and annexes). In this context the following NPPF policies are also relevant in regard to the Council's continuation to apply policy CS21.
43. Paragraph 59 of the NPPF state that within the context of significantly boosting the supply of homes '... that the needs of groups with specific housing requirements are addressed'. Paragraph 61 states '... the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing...' Finally, paragraph 62 states:

'Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be on-site unless:

a) off-site provision or an appropriate financial contribution in lieu can be robustly justified...'

44. Paragraph 63 of the NPPF is a clear continuation of the approach to developer contributions on small sites as set out in Government's Written Ministerial Statement (WMS) (28 November 2014) and subsequent changes to Planning Practice Guidance (PPG) dated 19 May 2016. In response to this policy change, the Council set out in its Statement on the WMS (Update – February 2017), that its position was to continue to consider on a case by case basis whether local circumstances with regard to affordable housing and the nature of the development sites in the Borough were sufficient to warrant the application of policy CS21, or whether greater weight should be attached to the WMS and changes to PPG.
45. The Council's approach has been repeatedly upheld by Appeal Inspectors recognising that policy CS21 was consistent with other policies of the NPPF (paragraphs 47 and 50 (NPPF, 2012)) which required 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. Furthermore, several Appeal Inspectors noted that whilst the WMS was a material consideration of considerable importance and weight, 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. Appeal Inspectors have continuously addressed the Council's Statement on the WMS (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.
46. Appeal Inspectors have also stated that there has been no substantive evidence to demonstrate that the requirements of policy CS21 are placing an unreasonable or disproportionate burden on developers. As a consequence, it has been found that whilst the WMS carried considerable weight, Inspectors do not consider it to outweigh the development plan given the acute and substantial need for affordable housing in the Borough (as evidenced by the Kingston & North-East Surrey Strategic Housing Market Assessment (SHMA)) (2016) and the importance of delivery through small sites towards this.
47. On the basis of the above and the evidence in relation to local housing need, affordability and housing land supply (as summarised in the Council's Statement (Update – February 2017)), the Council will continue with its approach to apply Policy CS21 in the decision-making process where relevant. The Council has provided clear evidence of the acute need for affordable housing whereas, little evidence has been submitted by applicants suggesting that policy CS21 is having a disproportionate effect on small schemes. Where evidence is submitted to the contrary, the Council will, in accordance with policy CS21 and the Development Contributions Supplementary Planning Document (SPD) (2012), allow flexibility.
48. As stated above, the applicant provided a financial viability statement which was reviewed by the Council's independent viability assessor. It was concluded following an assessment of the submitted details that this scheme based on current day costs and values assumptions as described within the review based on the current scheme as submitted could not provide an on-site affordable housing unit or a financial affordable housing contribution.

Matters raised in Representations

49. The relevant planning matters have been addressed in the planning considerations above.

Conclusion

50. 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.

Recommendation: Grant Outline Permission

The proposed development does require a CIL payment

Conditions/Reasons

- 1 **OUTLINE (RESERVED MATTERS)**
PLANS AND PARTICULARS OF THE LANDSCAPING OF THE SITE (HEREINAFTER CALLED "THE RESERVED MATTERS") SHALL BE SUBMITTED TO AND APPROVED IN WRITING BY THE BOROUGH COUNCIL BEFORE ANY WORK ON THE SITE IS COMMENCED AND SHALL THEREAFTER BE CARRIED OUT AS APPROVED.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990.
- 2 **OUTLINE (RESERVED MATTERS - SUBMISSION IN 3 YEARS)**
Application for the approval of all Reserved Matters referred to in Condition 1 above shall be made to the Borough Council before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990.
- 3 **OUTLINE (DURATION)**
The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the Reserved Matters to be approved.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.
- 4 **LIST OF APPROVED PLANS**
The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:

1236/13 Revision B; 1236/11A; 1236/12 received on 15th August 2018;
Design and Access Statement received 15th August 2018;
Arboricultural Report received on 15th August 2018;
Tree Protection Plan TPP/APA/AP/2018/059 received on 15th August 2018.

Reason: To ensure that the development is carried out in a satisfactory manner.
- 5 **MATERIALS SAMPLES**
NO ABOVE GROUND WORKS 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.
- 6 **OBSCURE GLAZING**
Prior to the first occupation of the development hereby permitted the first and second floor windows on the eastern elevation of the development hereby permitted shall be glazed with obscure glass that accords with level three obscurity as shown on the Pilkington textured glass privacy levels (other glass suppliers are available) and only openable above a height of 1.7m above the internal floor level of the room to which it serves. The window shall be permanently retained in that condition thereafter.

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

7 NEW ACCESS

The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Queens Road has been constructed and provided with visibility zones in accordance with the approved plans.

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 Policy DM7 of the Elmbridge Development Management Plan 2015.

8 VISIBILITY SPLAYS

The development hereby approved shall not be first occupied unless and until the visibility zone within the site between the car parking area and the west boundary shown on drawing 1236/11A has been created and thereafter this shall be kept permanently clear of any obstruction over 900mm high.

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 Policy DM7 of the Elmbridge Development Management Plan 2015.

9 EXISTING ACCESS

The development hereby approved shall not be first occupied unless and until any existing accesses from the site to Queens Road have been permanently closed and any kerbs, verge or footway fully reinstated.

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 Policy DM7 of the Elmbridge Development Management Plan 2015.

10 PROPOSED PARKING PROVISION

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purposes.

Reason: To ensure the provision of satisfactory on-site parking provision and to guarantee its retention in accordance with Policy DM7 of the Elmbridge Development Management Plan 2015.

11 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) provision of boundary hoarding behind any visibility zones
- e) measures to prevent the deposit of materials on the highway

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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 Policy DM7 of the Elmbridge Development Management Plan 2015. It is considered necessary for this to be a pre-commencement condition because the demolition and construction works could have implications on highway safety and amenity and should be agreed before any works begin.

12 CYCLE PARKING

The development hereby approved shall not be first occupied unless and until facilities have been provided in accordance with the approved plans for the secure parking of bicycles within the development site and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the provision of satisfactory on-site parking provision and to guarantee its retention in accordance with Policy DM7 of the Elmbridge Development Management Plan 2015.

13 TREE PROTECTION AND PRE-COMMENCEMENT INSPECTION

BEFORE DEVELOPMENT TAKES PLACE TREE PROTECTION MEASURES SHALL BE INSTALLED AND ANY FURTHER INFORMATION PROVIDED IN ACCORDANCE WITH THE SUBMITTED ARBORICULTURAL INFORMATION. THE APPLICANT SHALL ARRANGE A PRE-COMMENCEMENT MEETING AFTER THE INSTALLATION OF THE TREE PROTECTION BETWEEN THE BOROUGH COUNCIL AND THE APPLICANT'S PROJECT ARBORICULTURIST TO ALLOW INSPECTION AND VERIFICATION OF THE PROTECTION MEASURES.

Reason: This permission is granted on the basis that the trees would remain on site to mitigate the impact of the development and to preserve and enhance the visual amenities of the locality in accordance with Policy DM6 of the Elmbridge Development Management Plan 2015. It is considered necessary for this to be a pre-commencement condition because the demolition and construction works could have implications for the future health and amenity of retained trees within the site.

14 TREE PROTECTION

In this condition "retained tree" means an existing tree, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the first occupation of the development.

- a) no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Borough Council. Any pruning shall be carried out in accordance with British Standard 3998 (tree work) and in accordance with any supplied arboricultural method statement.
- b) if any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Borough Council.
- c) tree protection shall be maintained in-situ and not moved or removed until all construction has finished and equipment, materials, or machinery are removed from site.
- d) any arboricultural protection information and plans submitted as part of the application, and listed in the approved plans condition, or submitted to meet a condition of consent shall be implemented and adhered to at all times during the construction process unless otherwise agreed in writing with the Borough Council. This shall include any requirement for arboricultural supervision and site monitoring. This condition may only fully be discharged on completion of the development subject to satisfactory written evidence of contemporaneous supervision and monitoring of tree protection throughout construction by the appointed arboriculturist.

Reason: This permission is only granted on the basis that the trees would remain on site to mitigate the impact of the development and 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. 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 DRAINAGE CHANNEL/CULVERT OR WATER COURSE

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/flooding-advice

3 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 County 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 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. The notice is available at www.planningportal.co.uk/cil

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.

Statement also states that details regarding sustainable modes of transport such as walking and bus routes to and from the development would be available on the website and they would also direct customers to nearby public car parks, two of which are within 300m of the site and car clubs. A condition would be imposed requiring 5% of the 18 car parking spaces to include provision for electrical charging points. Given the promotion of more sustainable modes of transport, it is considered that the shortfall in the parking provision would be considered acceptable in this instance.

38. In terms of cycle parking, a total of 6 cycle parking spaces would be provided for use by staff and Surrey County Council are satisfied with the cycle parking provision. A condition has been recommended requiring details of showers and changing facilities for cyclists to utilise.
39. In terms of deliveries and servicing, this would take place adjacent to the existing delivery entrance for the supermarket. Doors would be inserted at ground floor level to provide access to the refuse and linen store for servicing. A swept path diagram has been included in the Transport Statement which demonstrates that delivery vehicles can enter and exit the site in a forward gear.

Matters raised in Representations

40. Objections have been received regarding the amendments no addressing the objections raised. This is noted.
41. All the other matters raised have been addressed in the report above.

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.

The proposed development does not require a CIL payment

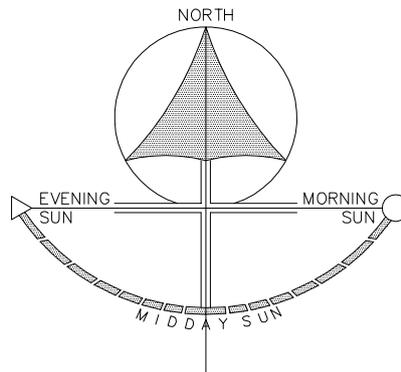
Recommendation: Grant Permission

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.

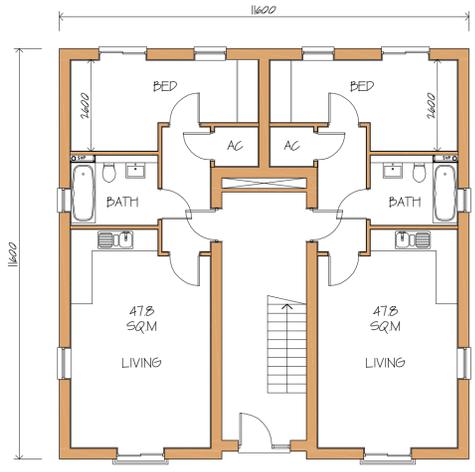
Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.
- 2 LIST OF APPROVED PLANS
The development hereby permitted shall be carried out in strict accordance with the following list of approved plans: 17687 GA-(00)-00-010 Rev. 2, 17687 GA-(00)-00-001 Rev 5, 17687 TP-(10)-00-104 Rev 6, 17687 TP-(10)-01-105 Rev 6, 17687 TP-(10)-03-107 Rev 6, 17687 TP-(10)-B1-103 Rev 2, 17687 TP-(12)-XX-110 Rev 3, 17687 TP-(12)-XX-111 Rev 3 received on 14 September 2018 and 17687 TP-(10)-02-106 Rev 8 received on 22 October 2018 and 17687 TP-(11)-XX-108 Rev P10, 17687 TP-(11)-XX-109 Rev P12 received on 09 November 2018

Reason: To ensure that the development is carried out in a satisfactory manner.
- 3 MATERIALS - APPROVED

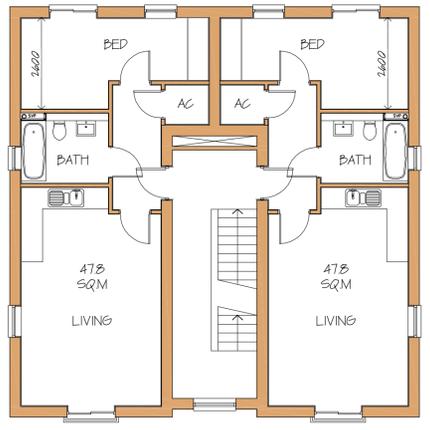


Client: BIRCHWOOD HOMES LTD		 Taylor Cox Associates ARCHITECTURE & DESIGN	Churston House Portsmouth Road Esher Surrey KT10 9AD Tel : 01372 466443 info@tcalimited.com	
Site Address: 95 QUEENS ROAD, HERSHAM, WALTON ON THAMES, SURREY, KT12 5LA	Status: PLANNING		Date: MAR '18	Scale: 1:1250@A4
Description: SITE LOCATION PLAN	Drawn: JC		Checked: JC	Revision: -
	Drawing Number: 1236 / 10			

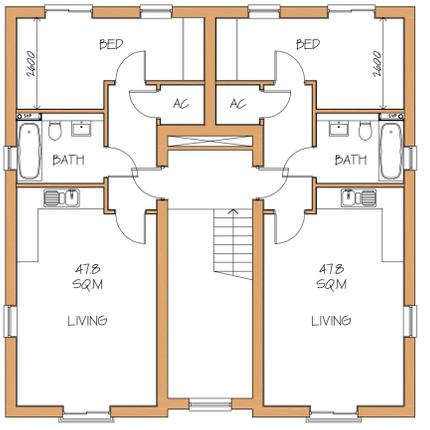
PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONS. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DRAWINGS, CONSTRUCTION NOTES AND/OR PROJECT SPECIFICATION. ALL DISCREPANCIES SHOULD BE REPORTED IMMEDIATELY.



GROUND FLOOR PLAN
0 5M



FIRST FLOOR PLAN
0 5M

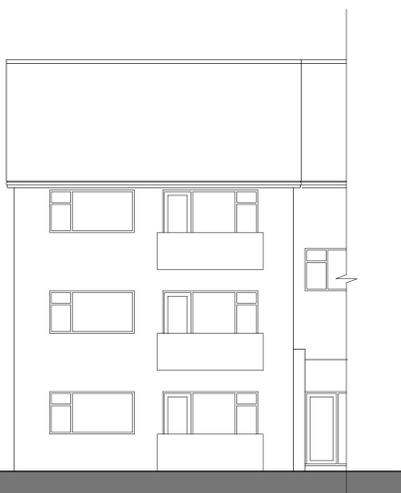


SECOND FLOOR PLAN
0 5M

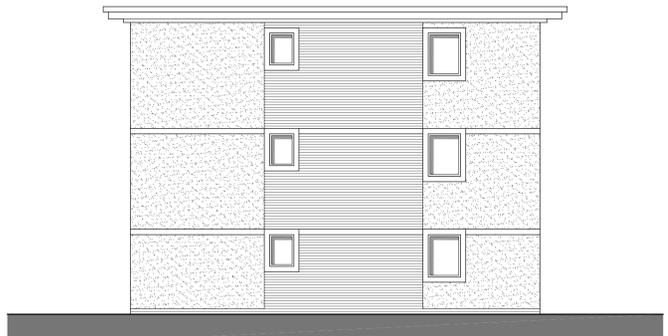
PROPOSED FFL TO BE THE SAME AS THE EXISTING FFL



FRONT ELEVATION (STREET SCENE)
0 5M



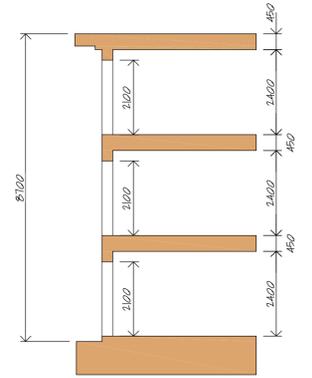
SURREY LODGE



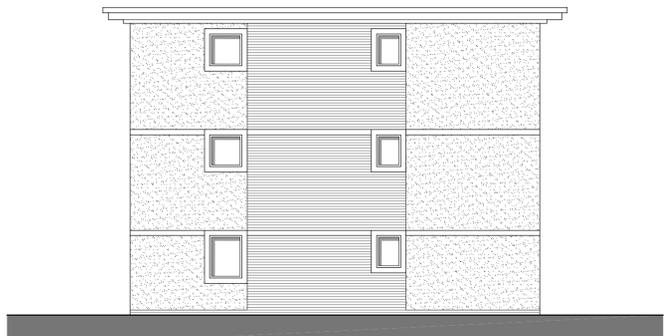
LEFT SIDE ELEVATION
0 5M



REAR ELEVATION
0 5M



PROPOSED SECTION



RIGHT SIDE ELEVATION
0 5M

Rev	Date	Details	Drawn
Client:			

BIRCHWOOD HOMES LTD

Site Address:
95 QUEENS ROAD, HERSHAM,
WALTON ON THAMES, SURREY, KT12 5LA

Description:
PROPOSED FLOOR PLANS AND ELEVATIONS

Status:	PLANNING		
Date:	MARCH '18	Scale:	1:100@A1
Drawn:	JK	Checked:	TCA
Job Number:	1236 / 12	Drawing Number:	Revision:



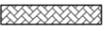
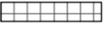
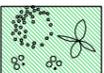
Taylor Cox Associates
ARCHITECTURE & DESIGN

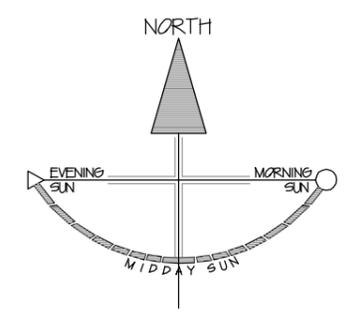
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LEGEND

-  DRIVEWAY - MARSHALLS TEGULA ORIGINAL PENNANT GREY.
-  PATHS - INDIAN SANDSTONE.
ENTRANCE PATHS TO BE FORMED FROM 600x600mm SLABS
-  REAR GARDEN AREA - LAWN
NEW LAWN TO BE TURFED WITH HIGH QUALITY TURF SUCH AS TURFLAND SPORTSMAN OR SIMILAR APPROVED.
-  SOFT LANDSCAPING AREAS
-  1.8M CLOSE BOARDED FENCE
-  REAR ACCESS
-  FRONT ACCESS
-  12L WATER BUTT
-  EXISTING TREES
-  EXISTING TREES TO BE REMOVED



REV A 08.05.18
 PIN STORE AMENDED FOLLOWING CONSULTATION RESPONSE FROM ENVIRONMENTAL SERVICES. CYCLE STORE & EXTENT OF 900MM BOUNDARY FENCE AMENDED FOLLOWING CONSULTATION FROM SURREY HIGHWAYS.

BIRCHWOOD HOMES LTD

95 QUEENS ROAD, HERSHAM, WALTON ON THAMES, SURREY, KT12 5LA

BLOCK PLAN

MARCH '18 1:200 @ A3

DWG.NO. 1236 / II A



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