

The Comrades Club The Parade Epsom Surrey KT18 5BT

Demolition of existing Comrades Club facility and erection of new four-storey building comprising a 57-bed hotel (Use Class C1) with ancillary restaurant/bar and new Comrades Club facilities. (Amended drawings received 26.05.2016)

Ward:	Town
Contact Officer:	John Robinson

1 Plans and Representations

- 1.1 The Council now holds this information electronically. Please click on the following link to access the plans and representations relating to this application via the Council's website, which is provided by way of background information to the report. Please note that the link is current at the time of publication, and will not be updated.

Link:<http://eplanning.epsom-ewell.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=O46M3HGYKP400>

2 Summary

- 2.1 This application proposes the redevelopment of the Comrades Club to provide for a 57-bed hotel and new club facility. The proposal responds to the previously dismissed appeal in relation to application 11/00353/FUL, which was dismissed by an Inspector solely on the grounds that the applicants failed to provide an appropriate, completed legal agreement to secure a financial payment towards infrastructure improvements.
- 2.2 The application is recommended for APPROVAL

3 Site description

- 3.1 The application site has an area of 0.13 hectare and is occupied by the Epsom Comrades Club. The club occupies a part 2 storey and part single storey building and has total ground floor area of 339 m² covering around 26% of the site. The club has an in and out driveway and there is car parking marked out for 17 cars at the east side of the building and informal parking for around 6 cars at the front. The first floor comprises a currently vacant flat and a club meeting room.

- 3.2 The site is adjoined to the west by the Argos store, to the east by the Town Hall and to the rear by Spread Eagle Walk which includes the former Spread Eagle Public House, a Grade II listed building. Opposite the site lies a residential flatted development at 7 Ashley Road and to the east of that the former magistrate courts site, a residential scheme of 46 flats with a medical centre. Further to the east lies the Old Pines, a Grade II listed building, now used as a clinic.
- 3.3 There are two trees at the front of the site at the western end, one of which, a Yew, is the subject of a Tree Preservation Order. There is a row of small trees along the western boundary.
- 3.4 The site is not listed nor within conservation area but it abuts the Epsom Town Centre Conservation Area along the northern and western boundary.

4 Proposal

- 4.1 This application seeks permission for the demolition of the existing building and the erection of a new four-storey building comprising a 57-bed hotel (Use Class C1) with ancillary restaurant/bar and new Comrades Club (Use Class D1).
- 4.2 The development would provide a new Comrades Club facility of around 418m² on the ground floor with independent access, refuse and back-of-house facilities. The hotel would provide for 57 rooms across four floors, with a reception, office, restaurant area and kitchen on the ground floor. A refuse store would be located on the rear elevation of the building.
- 4.3 The building would be approximately 9.55m to the eaves and would be around 13.7m to the top of the roof. Additional height would be created by a plant store at roof level, which would result in an overall height of 15.225m.
- 4.4 The new building would have a rendered ground floor storey and buff brickwork upper floors, divided into bays separated by rendered pilasters and rendered "book-ends" at each end of the building. The third floor accommodation would be accommodated within a slated pitched roof, with lead clad box dormers. On the east end of the building, a single storey, rendered wing would have a sedum roof. Metal panel cladding would be used on the proposed roof-top plant enclosures.
- 4.5 The current scheme would provide two disabled car parking spaces for the shared use of The Comrades Club and the hotel. No further on-site car parking would be provided and the principle of utilising nearby public car parking would be retained. Servicing would take place on-site within a turning and service area to the front of the building.
- 4.6 Secure cycle storage would be provided for 14 bicycles. 2 "Sheffield" cycle stands would be provided outside the front of the Comrades Club, and a further 5 cycle stands would be provided to the rear of the new hotel.

- 4.7 Indicative landscaping plans, including an Arboriculture Survey have been submitted with the application. These plans show that hard landscaped areas would include block and slab paving. Low level planting would be provided along the southern and eastern site boundaries, with additional planters directly in front of the proposed building. New Birch trees would be planted along the eastern site boundary, replacing those that are proposed for removal.

5 Comments from third parties

- 5.1 The application was advertised by means of letters of notification to 123 neighbouring properties, a site and press notice. To date (10.05.2016) one letter of support and 18 letters of objection have been received regarding:

- Lack of parking
- No need for a hotel
- Overlooking of flats in The Old Courtyard
- Noise and disturbance
- Proposed sign of Premier Inn: a bright purple and yellow logo sign for Premier Inn will be out of keeping
- The east elevation [facing the town hall entrance] is not good enough. The design at present shows large area of unrelieved brickwork which will detract from the visual appearance when viewed from The Parade

Epsom Civic Society: Whilst we are still unhappy about the height, bulk and appearance of the building, it would be unrealistic to seek refusal in the light of the Inspectors comments on the previous scheme.

6 Consultations

- 6.1 Conservation Officer: Previous permission exists for demolition of the existing building and residential redevelopment of the subject site. The present scheme proposes a less intensive level of development and the new build elements are less bulky and visually intrusive than those previously permitted. When compared to the preceding scheme, the presence of the development now proposed will have considerably less impact on the neighbouring designated heritage assets and it is thus preferred in terms of Policy DM8.

6.2 Highways Officer: No objections. Many objections have been received from local residents regarding the lack of parking on the site. This issue has already been addressed at appeal by previous planning inspectors and it is not considered that circumstances have changed since the last appeal with regard to the town centre parking and the levels of sustainability of this particular location. The residents parking zone in the vicinity of The Parade has been reviewed recently and the hours of operation will be increased, the end time changing from 6.30 p.m. to 8.00 p.m. This should help residents and discourage indiscriminate parking from hotel staff and customers. As part of Plan E town centre improvements car park signage in the town centre is to be updated and will be much clearer. This should address some concerns that town centre car parks are not well signed. Deliveries to the site will be controlled by a Service Management Plan. (Around 14 deliveries a week, and no overlapping to ensure only one delivery vehicle is present on-site at any given time.

6.3 Tree Officer: No objection.

7 Relevant planning history

Application number	Decision date	Application detail	Decision
08/01453/FUL	28.07.2009	Demolition of existing Comrades Club and erection of new 82 bedroom hotel and replacement of Club facilities (As amended by drawing Nos.0809-11A, 12A and 13A)	REFUSED. Dismissed on Appeal 2010
11/00353/FUL	28.03.2012	Demolition of existing Comrades Club facility and erection of new four-storey building comprising a 77-bed hotel with bar/cafe and new Comrades Club facilities (Amended proposal 02.12.11)	REFUSED Dismissed on appeal 2013

8 Planning Policy

National Policy Planning Framework (NPPF) 2012

Paragraph 17 Core Planning Principles
Chapter 2 Ensuring the vitality of town centres
Chapter 7 Requiring Good Design

Core Strategy 2007

Policy CS1 Sustainable Development
Policy CS3 Biodiversity
Policy CS5 Built environment
Policy CS6 Sustainability in new developments
Policy CS13 Community, Cultural and Built Sports Facilities

Policy CS14	Epsom Town Centre
Policy CS16	Managing transport and travel

Development Management Policies Document 2015

Policy DM4	Biodiversity and new development
Policy DM5	Trees and landscape
Policy DM8	Heritage Assets
Policy DM9	Townscape character and local distinctiveness
Policy DM10	Design requirements for new developments
Policy DM13	Building heights
Policy DM20	Environmentally sustainable development
Policy DM25	Development of Employment Premises
Policy DM35	Transport and new development
Policy DM36	Sustainable Transport for new development
Policy DM37	Parking standards

Plan E – An Area Action Plan for Epsom Town Centre (April 2011)

Policy E7	Town Centre Building Height
Policy E17 (h)	Other Opportunity Sites: Comrades Club, The Parade

9 Planning considerations

Previous Application and Appeal Decision

9.1 A similar application (11/00353/FUL) seeking permission for the demolition of the existing Comrades Club facility and the erection of new four-storey building comprising a 77-bed hotel with bar/cafe and new Comrades Club facilities was refused by the Planning Committee in September 2011 on the following grounds:

The proposed development due to its bulk, height and mass would be out of keeping with the character and context of the surrounding area and would adversely affect the street scene. The proposal would thus be contrary to Policies BE1, BE19 and DC1 of the Epsom and Ewell District Wide Local Plan 2000, CS5 of the Core Strategy 2007 and Policy E7 of Plan E Epsom Town Centre Area Action Plan April 2011.

9.2 The application was subsequently dismissed on appeal in March 2013 (Appeal Ref: 2184103) on the grounds that the applicants failed to provide an appropriate, completed legal agreement to secure a financial payment towards infrastructure improvements.

9.3 In deciding this appeal the inspector stated that the (previous) proposal would be appropriate in terms of its bulk, height, mass and detailing and overall a marked improvement on the structure it would replace and enhance the local townscape. The settings of the nearby listed buildings would not be compromised and the Church Street Conservation Area would be too far away to be affected.

9.4 He concluded that the appeal proposal would not be unduly harmful to the character or appearance of the surrounding area or the settings of the Epsom Town Centre Conservation Area or nearby listed buildings.

- 9.5 The current application is largely identical to that of the previous (refused) scheme and the Inspector's appeal decision is therefore a material consideration in assessing and determining this application and should be afforded significant weight.

Principle of Development

- 9.6 The site is located within the Epsom Town Centre area as identified in the adopted 'Plan document, which sets out policies regarding future development. Policy E17 requires that the planning application must also address key requirements of the site and these are listed and discussed below:

- Provision for commercial hotel, office, leisure and healthcare uses;
- Retention of Comrades Club comprising a gross internal floor area of 329m²;
- Building heights not to exceed 12m;
- On-site parking provision for future occupiers and visitors to be calculated to maximum standards and appropriately adjusted to take account of accessibility to alternative transport modes;
- Provision of a Green Travel Plan to ensure users will make sustainable travel choices;
- Ensure provision of effective rear service through Capitol Square; and
- Potential surface water flood risk to the site to be fully assessed and mitigated.

- 9.7 The application site has been allocated in Plan E as a potential site for commercial, office, hotel, leisure or healthcare uses and adjoins a mix of retail, civic, leisure and residential uses. The proposed use of the site would therefore be consistent with local policy objectives for the site and the wider town centre area.

- 9.8 The redevelopment of this site provides an opportunity to retain the Comrades Club facilities. This forms part of the application proposal and is in line with retaining a community facility on the site. In support of the application, the Comrades Club Management Committee have stated that the financial costs of maintaining the building are becoming increasingly difficult to bear and that being able to remain in this location in brand new facilities is essential for the long term future of the club. It is noted that the proposed gross floor area exceeds the figure by 89m² however this increase is acceptable.

- 9.9 The overall height of the building amounts to 15.2m, including the plant store at roof-level. Plan E Policy E7 and DM13 sets out maximum heights that may be appropriate for this location. The respective policies do insist that these maximum height parameters may not be appropriate in every location and require that proposals respect the context and character of the surrounding locality and existing building heights and roofscapes. In this case, there is a minor breach of this policy in that the roof pitch exceeds 45°. However the resultant increased height (an additional 1m, compared to the previous scheme) to the roof would screen more of the plant room from view at ground level along The Parade. It is therefore considered that the building meets the objectives of the policy.
- 9.10 The proposal relies on the provision of a mix of public transport provision and public car parking availability in a number of nearby car parks. In particular the nearby short stay car parks such as Capitol Square/ Town Hall and Hope Lodge and long stay car parks such as Hook Road, the Ashley Centre, Depot Road and Upper High Street will meet the parking needs of future hotel guests. Whilst the optimised use of existing public car parking provision by town centre uses is welcomed, it is important to note that Plan E, under Policy E14, allows for a modest reduction in the number of car parking spaces in both Depot Road and Upper High Street with any future redevelopment of this wider strategic site. Whilst this is true the reduction in spaces envisaged would not prejudice the proposal. Overnight use of the Hope Lodge and Town Hall car parks is feasible for the proposed level of use identified in the applicant's occupancy surveys.
- 9.11 In addition to how parking provision will be addressed Plan E requires that proposals for the site ensure that future users make sustainable travel choices when visiting the site. It will also be necessary to secure an on-site travel plan to reduce the number of hotel and club users travelling to the site by private motor car.
- 9.12 The ability to provide servicing to the rear of the site could only effectively be secured through redevelopment of the wider area. The primary concern would be that servicing and vehicle unloading would take place on the highway network and affect access to adjoining uses. Highways Officers are satisfied that there is adequate space on-site for servicing for this type of use subject to an agreed Service Management Plan required by condition 13.
- 9.13 Sufficient information has been submitted and assessed in order to address flood risk issues.
- 9.14 To conclude, the proposal would secure a new provision for the Comrades Club and would provide a new hotel, which would meet a number of the Plan E objectives. The proposal is considered to positively contribute towards maintaining and enhancing the vitality and viability of the town centre.

Need

- 9.15 The retention of the Comrades Club and provision of a hotel on this specific site is endorsed by Plan E Policy E17h and therefore the principle of this use on this site is established and regardless of the fairly recent provision of a similar establishment (Station Travelodge), there is no basis in planning terms to question the merits or need for an additional hotel. In this case the market is the primary determinant.

Visual Impact

- 9.16 The proposed hotel footprint and site layout remains similar to the previous (refused) scheme. The building would be set back off the edge of the highway by between 4.6m to 14m, in response to the angled plot boundaries. This would achieve a transition between the corner of the Argos building and the Old Town Hall, without any further projection towards the street.
- 9.17 The footprint of the proposed development would be broadly rectangular with an angled flank wall facing the Old Town Hall, responding to the plot layout along this side boundary, and would be set back 1.5m from the actual line of the boundary, and some 10m from the flank wall of the old Town Hall. This setback would ensure that the east flank elevation would not overwhelm or dominate the Town Hall.
- 9.18 To the rear, the building would be set on the rear boundary for a distance of 18m, with the bulk of the new hotel set off the rear boundary by 2.5m.
- 9.19 The north side of The Parade comprises buildings of between two and four storeys with pitched roofs above. The eaves height of the proposed building would remain comparable to buildings further along the street. A variety of dormer windows can also be seen on surrounding buildings.
- 9.20 The design of the current proposal would reflect the local context with the ground floor being in rusticated render with the upper floors being in brick, surmounted by a slate roof. Rendered pilasters would add visual interest to the elevation. The third storey would be set within a 50 degree pitched slate roof, which would accommodate a series of 1.6m wide, lead-clad dormer windows. The lift overrun structure and plant equipment would be housed on the flat roof in a separate enclosure. The enclosure would be set back from the front elevation which would reduce its prominence in views along The Parade at ground level.
- 9.21 These materials form part of the local character and would ensure that the building would be integrated within the local urban environment and would also provide a building which would be sympathetic to the neighbouring conservation area.
- 9.22 It is concluded that the proposed scheme would not have a harmful impact on the setting, appearance and character of the adjoining listed buildings, or on the street scene and wider area, and would therefore accord with Policy DM8, DM9 and DM10.

Neighbour Amenity

- 9.23 The front of the hotel would face the windows of the flats at 'Chelsea Court', set directly opposite the application site, at a distance of in excess of 17m. Due to the intervening public highway, it is judged that the occupants of the flats would suffer no undue loss of residential amenity in terms of overlooking, or loss of light. A degree of evening activity is expected in a town centre location, and the neighbouring residential properties would not suffer undue noise and disturbance.
- 9.24 There are no other residential properties which would be affected by the proposal in amenity terms.

Highways Parking and Access

- 9.25 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe".
- 9.26 The Comrades Club currently benefits from an area of unmarked parking able to accommodate approximately 20 vehicles. Under the development proposals this parking area would be removed and two spaces would be re-provided within the site as disabled car parking bays. It is proposed that these spaces would be shared between the club and the hotel. The proposed development would be reliant of the use and availability of other public car parks in the vicinity of the development, of which there are 6 in and around the town centre.
- 9.27 The Transport Assessment submitted in support of the application reiterates that given the highly accessible town centre location and the availability of numerous public car parks it is considered that a significantly reduced level of on-site car parking would be appropriate. The provision of zero on-site car parking has been previously accepted as part of the previous application history, as well as by previous appeal decisions.
- 9.28 The Transport Statement demonstrates that the proposed trip generation would not represent a significant impact on the local network to and from the local public car parks.
- 9.29 A Delivery and Service Management Plan has been submitted in support of the application which concludes that the proposed servicing arrangements are appropriate for the development and could be carried out safely within the site.

- 9.30 The site would allow for a 12m rigid deliveries vehicle to enter and exit the site in a forward gear. The existing vehicle crossover to the East of the site would be maintained whilst the western cross over would be removed. In order to ease delivery vehicle access and turning a new bellmouth radius of 3 metres would be formed and the existing on street parking bays would be relocated by approximately 2 metres to the west. It is proposed that all loading and unloading would take place within the site. This would ensure that there would be no material impact on traffic congestion in accordance with Development Management Policy DM38.
- 9.31 Highways Officers are satisfied that there is adequate space on the forecourt for off street servicing to take place in the form proposed without inconvenience to other road users but require a Service Management Plan (condition 13) to control the timing of deliveries to the site.
- 9.32 The problem of congestion in The Parade is a serious concern for residents. There is a current well-advanced proposal to extend the existing residents parking CPZ timings from 6pm to 8pm, which is likely to be implemented in the near future. As such, it is considered that this would largely address residents' concerns regarding potential hotel guest parking on The Parade, particularly since the majority of guests would have checked in and parked within local car parks prior to 8pm. (Any further review of the on-street parking situation would need to coincide with the two yearly review process (i.e. 2017 and 2019) which would fall outside of the timescales and remit associated with this application)
- 9.33 All hotel guests would be directed to park within the local car parks, as detailed and assessed within the submitted Transport Statement. The current expectation is that all hotel guests accessing Epsom by car would park within these car parks and be required to pay the overnight parking fee (currently set at £1.50 from 4pm to 9am). The applicants submit that closer to the opening of new Premier Inn sites, it is common for the hotel operator's operations team to discuss parking with local car park operators/Council's potential parking dispensations for overnight guest parking.
- 9.34 The County Highways Authority has no objection to the proposal subject to the imposition of appropriate highway conditions.

Refuse

- 9.35 A covered bin storage for the new Comrades Club and the hotel would be located to the rear of the building, and would need to be brought round the side of the hotel to the front of the site for collection.

Landscaping

- 9.36 There is sparse landscaping on site at present. A low level hedge exists on the frontage adjoining The Parade and there are two mature trees in the south west corner of the site including an Irish Yew, the subject of a Tree Preservation Order (TPO).

- 9.37 Indicative hard and soft landscaping plans, including an Arboriculture Survey have been submitted with the application. The Yew tree would be retained. Several semi-mature trees would be planted along the site's boundaries in order to soften and integrate the new building. Condition 3 is required to ensure that a suitable hard and soft landscaping scheme be implemented at the site

Sustainable Drainage System (SuDS)

- 9.38 The Borough's Strategic Flood Risk Assessment (SFRA) identifies the eastern portion of the site to lie within a Critical Drainage Area which could be prone to surface water flooding. The applicant has submitted an assessment and outlined mitigation measures such as floor levels to be set above ground. In addition Sustainable Urban Drainage System (SUDS) measures are proposed to restrict surface water runoff from the site.
- 9.39 The Lead Local Flood Authority at Surrey County are satisfied that the proposed drainage scheme would meet the requirements set out in paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance (PPG) for Flood Risk and Coastal Change. They recommend that should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Sustainability

- 9.40 Policy CS6 requires development to reduce or have a neutral impact on pollution and climate change. It also requires proposals to demonstrate how sustainable design and construction can be incorporated to improve energy efficiency. A Sustainable Energy Strategy has been submitted to demonstrate how the proposal will secure an energy efficient design and minimise its environmental impact. The Strategy confirms best practice for air tightness and U-values (in relation to loss of heat through areas of glazing), high levels of insulation and features such as low energy lighting will provide a reduction in the demand for energy before the inclusion of renewables. The applicant proposes to use air source heat pumps to provide at least 10% of the energy requirements from renewable resources on site.
- 9.41 This strategy is therefore considered to be in accordance with Part L of the Building Regulations and Policy CS6.

Ecology and Biodiversity

- 9.42 There is little landscaping on site at present. A low level hedge exists on the frontage adjoining The Parade and there are mature trees alongside an Irish Yew subject to a TPO. New planting would improve biodiversity and enhance the local landscape. The inclusion of a sedum roof to the hotel restaurant would enhance the site for bats.

- 9.43 A site visit was undertaken by the applicant's specialist to assess the potential of the building to support roosting bats. Recommendations were made for further survey for bats, and mitigation measures for swifts. The submitted Biodiversity Statement states that it was considered very unlikely that any rare or protected species (apart from bats and nesting birds) would be present at the site. Although some trees at the site were ivy covered, they were considered to be of negligible bat roost potential due to their lack of maturity. The statement concluded that provided precautionary and mitigation measures are carried out for birds, further surveys for bats are undertaken between May and August and any further necessary mitigation is undertaken with regards to bats, it is considered that the development could go ahead without significant impact upon any rare or protected species.
- 9.44 A further bat emergence and return to roost survey of the buildings at the application site was subsequently undertaken between 4 -17 May 2016. No bats were recorded roosting at the site during the surveys and due to the lack of good quality habitat within the site, the proposals are considered unlikely to significantly impact bats within the local area.

Community Infrastructure Levy

- 9.45 The development is not CIL liable.

10 Conclusion

- 10.1 This proposal, largely identical to that of planning application reference 11/00353/FUL, offers a valuable opportunity for the introduction of a new economic use which will benefit the local economy and town centre together with securing the provision of a new purpose built facility for the Comrades Club.
- 10.2 It should be noted that the Inspector was satisfied with the appeal scheme's lack of parking provision. He also considered that the design scale and massing was appropriate. These are material considerations and a decision which was taken recently. Refusal on these grounds would be highly discouraged.

11 Recommendation

- 11.1 Planning permission is GRANTED subject to the following conditions:

Conditions:

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

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004

- (2) **Prior to the commencement of any works excluding site preparation works, archaeological investigations, site investigation works**

(including environmental investigations), works of demolition, ground remediation works and foundation work, details and samples of the materials to be used for the external surfaces of the development shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the render/plaster, bricks, timber sash windows to the hotel and windows and doors to the Club, entrance and delivery doors to the hotel, lead details of the dormer windows, guttering details, slate roof. The development shall be carried out in accordance with the approved details.

Reason: To secure a satisfactory appearance in the interests of the visual amenities and character of the locality in accordance with Policy CS5 of the Core Strategy (2007) and Policies DM9 and DM10 of the Development Management Policies 2015.

- (3) Prior to the commencement of any works excluding site preparation works, archaeological investigations, site investigation works (including environmental investigations) works of demolition, ground remediation works and foundation work full details, of both hard and soft landscape proposals, including a schedule of landscape maintenance for a minimum period of 5 years, shall be submitted to and approved in writing by the local planning authority. These details shall include areas of paving, SUDS (sustainable urban drainage system), means of enclosure along boundary, parking bay demarcation, external lighting and cycle storage racks, plant stock sizes and species (indigenous) and numbers. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and thereafter retained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality in accordance with Policy CS5 of the Core Strategy (2007) and Policies DM5 and DM9 of the Development Management Policies 2015.

- (4) The development shall not be occupied until details, sections and plans of the roof-level plant enclosure have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To secure a satisfactory appearance in the interests of the visual amenities and character of the locality in accordance with Policy CS5 of the Core Strategy (2007) and Policies DM9 and DM10 of the Development Management Policies 2015.

- (5) A report is to be submitted to the Local Planning Authority, within 6 months of the commencement of any use of any part of the building, to demonstrate that the renewable technologies (as detailed in the submitted Sustainability Statement) hereby approved have been fully implemented and are functioning.

Reason: In order to promote sustainable construction in accordance with Policy CS6 of the Epsom and Ewell Local Development Framework Core Strategy 2007.

- (6) The development hereby approved shall not be first opened for trading unless and until the proposed vehicular modified access to The Parade has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction measured from 0.6m above the road surface.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy (2007)

- (7) A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy (2007)

- (8) The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for vehicles / cycles to be parked and for the loading and unloading of 1 vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy (2007)

- (9) The development hereby approved shall not be first opened for trading unless and until existing redundant westernmost access from the site to The Parade has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy (2007)

- (10) 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) HGV deliveries and hours of operation**
- (h) measures to prevent the deposit of materials on the highway**
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused**
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in The Parade, Laburnum Road Heathcote Road, Hereford Close during these times**
- (k) 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 as required by Policy CS16 of the Core Strategy (2007)

- (11) On first occupation of the development the applicant shall:**

Implement the approved travel plan on first occupation and for each subsequent occupation of the development, thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason: To minimise reliance on the use of the private motor car in accordance with and Plan E and Policy CS16 of the Core Strategy (2007)

- (12) Prior to the commencement of any works excluding above ground site preparation works, above ground site investigation works (including environmental investigations) and above ground works of demolition, the applicant will secure the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which is to be submitted by the applicant and approved by the Planning Authority.**

Reason: The site is of high archaeological potential and it is important that the archaeological information should be preserved as a record

before it is destroyed by the development as required by Policy DM8 of the Development Management Policies Document 2015.

- (13) Before any part of the Hotel is used a Service Management Plan shall be submitted to and agreed in writing by the Local Planning Authority and shall include proposals for all deliveries to take place after 07:00 and before 18:00. The development shall be carried out in accordance with the approved details.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy (2007)

- (14) No demolition, site clearance or building operations shall commence until tree protection measures, including ground protection, for the Irish Yew have been installed in accordance with details submitted to and approved by the Local Planning Authority. No trenches, pipe runs for services and drains shall be sited within 4.5m of the trunk of any tree retained on site. Such protective measures shall be maintained during the course of development.

Reason: To enable the Local Planning Authority to ensure the retention of trees on the site protected from damage in the interests of visual amenity as required by Policy CS5 of the Core Strategy (2007) and Policies DM5 and DM9 of the Development Management Policies 2015.

- (15) No construction work shall be carried out in such a manner as to be audible at the site boundary before 07.30 hours on Monday to Friday or after 18.30 hours on Monday to Friday; no construction work shall be audible at the site boundary before 08.00 and after 13.00 hours on Saturdays and no construction work of any nature shall be carried out on Sundays or Bank Holidays or Public Holidays.

Reason: To ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties as required by Policy DM10 of the Development Management Policies Document 2015.

- (16) Prior to the commencement of any works excluding above ground site preparation works, above ground site investigation works (including environmental investigations) and above ground works of demolition the following drawings need to be supplied to and approved by the local planning authority:

- Detailed development layout at an identified scale.
- A drainage layout detailing the exact location of SUDs elements, including finished floor levels
- Details of all SuDS elements and other drainage features, including long and cross sections of attenuation tanks, pipe diameters including the details of the methods of flow control

and respective levels and how these relate to submitted calculations.

Reason: To ensure that the design fully meets the requirements of the national SuDS technical standards

- (17) Prior to the commencement of any works excluding above ground site preparation works, above ground site investigation works (including environmental investigations) and above ground works of demolition, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason: To ensure that the proposal has fully considered system failure.

- (18) Prior to the commencement of any works excluding above ground site preparation works, above ground site investigation works (including environmental investigations) and above ground works of demolition, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.

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

- (19) Prior to the commencement of any works excluding above ground site preparation works, above ground site investigation works (including environmental investigations) and above ground works of demolition, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the local planning authority

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

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

Reason: To ensure the Sustainable Drainage System has been constructed as agreed.

- (21) Prior to the commencement of any works excluding site preparation works, archaeological investigations, site investigation works (including environmental investigations), works of demolition, ground remediation works and foundation work details of "swift" bricks" shall be submitted to and approved by the Local Planning Authority. The bricks shall be installed in accordance with the approved details.

Reason: To conserve and enhance biodiversity as required by Policy CS3 of the Core Strategy 2007.

- (22) The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan (Ref: 3640-OS-001);

Proposed Ground Floorplan (Ref: 3640-P-101 Rev D);

Proposed First Floorplan (Ref: 3640-P-102 Rev D);

Proposed Second Floorplan (Ref: 3640-P-103 Rev C);

Proposed Third Floorplan (Ref: 3640-P-104 Rev C);

Proposed Fourth Floorplan (Ref: 3640-P-105 Rev D);

Proposed Roof plan (Ref: 3640-P-106 Rev C);

Proposed Roof Plan in Context (Ref: 3640-P-107 Rev B);

Proposed South Elevation (Ref 3640-P-110 Rev G);

Proposed North Elevation (Ref: 3640-P-111 Rev C);

Proposed East Elevation (Ref 3640-P-112 Rev F)

Proposed West Elevation (Ref: 3640-P-113 Rev C);

Cross Section A (Ref: 3640-P-120 Rev B);

Cross Section B (Ref: 3640-P-121 Rev B);

Long Section C (Ref: 3640-P-122 Rev B);

South Elevation in Context (3640-P-126 Rev A)

Proposed Access Arrangement 2015/2503/001 Rev E

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans to comply with Policy CS5 of the Core Strategy (2007).

Informatives:

- (1) The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
- (2) 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 to install dropped kerbs.

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-droppedkerbs

- (3) The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan the Developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey must conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
- (4) A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via

www.thameswater.co.uk/wastewaterquality.”