

1 Chase Road Epsom Surrey KT19 8TL

Demolition of existing buildings on site to allow for the redevelopment of two three-storey (ground plus two-storeys) buildings accommodating a total of 14 flat units with associated car parking and additional works. (Description amended, and amended drawings received 28.08.2016)

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=documents&keyVal=O1KHZG GYKBV00>

2 Summary

- 2.1 The application property comprises a two-storey building accommodating car rental offices on the ground floor and two flat units on the first floor. To the rear of the site is a one and a half storey building accommodating a work shop/car repair associated with the rental operation. The building is located on the south side of Chase Road. This application seeks permission for the demolition of the existing buildings on site to allow for the erection of two three-storey buildings accommodating 14 self-contained flat units with associated car parking and additional works.
- 2.2 The application is recommended for APPROVAL.

3 Site description

- 3.1 The property currently on the site is an inter-war period two storey building, accommodating car rental offices on the ground floor and two flat units on the first floor. To the rear of the site is a one and a half storey building accommodating a work shop/car repair associated with the rental operation.
- 3.2 The site is located on the south side of Chase Road, and is bounded by the Epsom - Ewell West railway embankment to the east, and the rear gardens of properties fronting Chase Road and Chase End to the west and south west respectively.
- 3.3 The surrounding area is predominantly residential, the immediate area characterised by inter-war period semi-detached houses, with rendered elevations under hipped tile roofs, of similar scale and appearance.

4 Proposal

- 4.1 This application seeks permission for the demolition of the buildings and the erection of two three-storey buildings accommodating 14 self-contained flats (3 one bedroom, 8 two bedroom, 3 three bedroom) with associated car parking and additional works.
- 4.2 The buildings would be separated from each other by a landscaped courtyard/parking area, with one building fronting Chase Road, and the other to the rear, on the south eastern part of the site.
- 4.3 The flat roofed buildings would have an overall height (to parapet level) of eaves height of 9.3m. The frontage building would respect the established building line and would have a “cranked” front elevation to reflect the site’s splayed highway boundary.
- 4.4 The buildings would have rendered elevations under parapet flat roofs. They would have vertical bi-coloured rendered detailing, concrete sunshades, brick grey metal windows, with concrete cills. The elevations would be further articulated by recessed balconies with glazed balustrades.
- 4.5 The flats would meet national space standards, with access to private patios/balconies for each flat.
- 4.5 Parking for a total of 13 vehicles would be provided, 7 spaces within the undercroft of the building to the rear, 2 spaces in the central courtyard, and 4 spaces in the undercroft of the frontage building. Access to the rear of the site would be provided via the undercroft of the frontage building. A secure cycle store would be located within the frontage building, and a refuse store would be provided in the undercroft area.
- 4.6 Indicative landscaping plans have been submitted with the application. These plans show additional planting is proposed to the western, northern (internal), flank boundaries to act as a green buffer between the proposed development and the adjacent properties.

5 Comments from third parties

- 5.1 The application was advertised by means of letters of notification to 40 neighbouring properties, a site and press notice. To date (15.08.2016) 2 letters of objection have been received regarding:
 - Visual impact
 - Out of keeping
 - Highway safety
 - Loss of privacy

6 Consultations

- 6.1 Highways Officer: No objection. The existing premises on Chase Road is a car hire business with parking and workshops to the rear. Parking takes place on the front forecourt in an uncontrolled manner and there is limited turning within the site. There are regular visitors to the site and multiple trips generated during the working day to a maximum of 17 car movements per hour between 9.00 a.m. and 11.00 a.m.

The existing access is from Hook Road just before the mini roundabout at the junction of Chase Road and Hook Road. There is a short layby at the front of the property, which leads directly into Chase Road giving drivers an option to bypass the roundabout from the site. This arrangement is confusing and not beneficial to pedestrians.

A total of 5 slight accidents have occurred in the vicinity of the property since 2010. All were caused by driver error and not due to the proximity of the access to the mini roundabout. The proposed redevelopment provides 14 flats with parking in a dedicated parking area from a modified access at approximately the same location as the existing. All vehicles will be able to turn within the site and exit in a forward gear. Thirteen parking spaces are provided which is considered adequate in this area so close to the town centre /shops/station etc. It meets the Epsom Parking Standards for a town centre development -although I note this site falls just outside the Local Plan town centre boundary.

The trips generated by 14 flats will be far less than those generated by the car hire business, ranging from 5 movements per hour in the peak hours with a maximum of 7 movements taking place between 7.00 p.m. and 8.00 p.m.

By removing the layby and replacing it with a wide pedestrian footway with no informal parking places and the provision of dropped kerbs for pedestrian accessibility, the development will improve pedestrian facilities. The improvement of the central refuge in Chase Road will provide pedestrians with a crossing point allowing easier access for the residents of the new flats to walk to the shops in Chase Road or to school in Hook Road.

Taking into account the reduced number of traffic movements and the improved pedestrian facilities it is considered that the proposal will be an acceptable development in this location.

- 6.2 Tree Officer: No objection
- 6.3 Contaminated Land Officer: The site was formerly an electrical engineering works, then a motor engineering works and garage with underground fuel tanks, therefore an appropriate condition to be imposed on any permission granted.

7 Relevant planning history

Application number	Decision date	Application detail	Decision
07/00983/COU	21.11.2007	Change of use from Car Sales (Sui Generis) to Car Hire and sales (Sui Generis)	GRANTED

8 Planning Policy

National Policy Planning Framework (NPPF) 2012

Paragraph 17	Core Planning Principles
Chapter 6	Delivering a Wide Choice of Quality Homes
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 CS7	Housing Provision
Policy CS8	Broad location of housing development
Policy CS12	Developer contributions to community infrastructure
Policy CS16	Managing transport and travel

Development Management Policies Document 2015

Policy DM4	Biodiversity and new development
Policy DM5	Trees and landscape
Policy DM9	Townscape character and local distinctiveness
Policy DM10	Design requirements for new developments
Policy DM11	Housing design
Policy DM12	Housing standards
Policy DM13	Building heights
Policy DM20	Environmentally sustainable development
Policy DM21	Meeting Local Housing Need
Policy DM22	Housing mix
Policy DM35	Transport and new development
Policy DM36	Sustainable Transport for new development
Policy DM37	Parking standards

9 Planning considerations

Principle of Development

9.1 The application site is located in the built-up area of Epsom. It is previously developed land and in a sustainable location close to Epsom town centre. It is not within a conservation area and the existing building is not listed. In principle, it therefore accords with the policies contained within national and local planning policy.

Loss of Employment Land

- 9.2 Policy DM 24 of the Development Management Document (2015) outlines that outside of existing employment locations and Epsom Town Centre proposals resulting in the loss of employment floorspace need to demonstrate that the site is no longer suitable for its existing or other employment uses.
- 9.3 The applicants submit that the two buildings on site clearly retain a residential appearance and have simply been altered internally to suit the occupier's requirements. As a result, the site does not offer the type of flexible and accessible commercial floorspace that would lend itself to a continued or alternative employment use. They further submit that the site is not located within a designated employment location and is considered to be an isolated function in terms of its residential surroundings.
- 9.4 In light of the above, it is acknowledged that in its current form the commercial floorspace would not let to conventional office tenants without significant investment, which is unlikely to be forthcoming in the current financial climate. The loss of employment space is therefore, on balance, supported.
- 9.5 Visual Impact
- 9.6 The surrounding area is predominately residential, comprising inter-war period semi-detached houses with rendered elevations, under hipped roofs.
- 9.7 The Design and Access Statement sets out the applicant's neo Art Deco design approach to the proposed buildings. The three storey frontage building has been articulated in both plan and elevation, with a central entry element with subservient stepped wings which responds to the sites splayed street frontage and overall site configuration. The building would be subservient to the adjacent semi-detached house.
- 9.8 The three-storey building to the rear, would have a similar design, with south and north facing fenestration designed as projecting bays to mitigate overlooking to neighbouring properties.
- 9.9 The proposed apartment block would establish its own design character by utilising construction materials, methods and architectural design that would be reflective of the 1930s era, without resorting to pastiche.
- 9.10 The use of render and tiles has been carefully considered and detailed, and would acknowledge the traditional materials used in the surrounding area albeit in a contemporary manner. The proposed fenestration details are well chosen and well mannered, helping to further integrate the building within the site and street scene.
- 9.11 It is concluded that the proposed scheme would not have a harmful impact on the street scene or character of the wider area and would therefore accord with Policy DM9 and DM10.

Neighbour Amenity

- 9.12 The new building has been designed, and detailed, such that the impact on neighbouring properties would be minimised.
- 9.13 The frontage building would be subservient to the adjacent semi-detached house and would not conflict with a 45-degree outlook angle taken from the nearest rear window of the affected property.
- 9.14 The rear building would be set on the southern and northern boundaries at ground floor level. The upper floors would be set back 2.5m from these respective boundaries, with the roof to the ground floor undercroft parking serving as a green patio, with a linear pleached Barbury hedge, around the perimeter.
- 9.15 A section of the roof/patio would be enclosed with a 1.7m high obscurely glazed screen which would prevent overlooking of the rear gardens of 1 and 2 Chase End.
- 9.16 The windows in the southern and northern elevations have been designed as projecting bays with outlook only to either flank, to prevent direct views and overlooking of the rear gardens of 5 -11 Chase Road and 1-3 Chase End.
- 9.17 The flank elevations of the rear building would face the rear elevations of the affected Chase Road dwellings at a distance of some 23m and around 19m from the rear elevations of the properties in Chase End, which is acceptable.
- 9.18 The application is supported by a Daylight and Sunlight Assessment which concludes that the scheme would be in accordance with the Building Research Establishments Report 209, Site Layout Planning for Daylight and Sunlight: A guide to good practice (second edition, 2011).
- 9.19 It is therefore concluded that the proposed scheme would not have a materially harmful impact on neighbour amenity in terms of overlooking, loss of privacy, daylight or being overbearing in their outlook.

Amenity Space

- 9.20 Access to private amenity space for the ground floor flats would be provided. The remaining units on the upper floors would all have access to private balconies. Overall, this would be adequate in terms of both size and quality to suit the needs of small family accommodation, and would comply with the requirements of Policy DM12 requirement for amenity space for flatted developments.

Parking and Access

- 9.21 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".

- 9.22 The submitted entrance details indicate the removal of the existing lay-by, and the footway to the front of the property which currently has a row of bollards marking its forecourt, would be reinstated with the footway increased in line with the new building line.
- 9.23 13 parking spaces are proposed. Our adopted parking standards require 1 and 2 bedroom flats outside of the Town Centre to have 1 space per unit, and 3 bedroom flats to have 1.5 spaces. Whilst the proposed scheme would fall short of the requirement by 3 spaces, the site is in a highly sustainable location, within 10 minutes of Epsom Town Centre, and therefore the parking provision is acceptable.
- 9.24 The County Highways Authority has no objection to the proposal subject to the imposition of highway conditions regarding the provision of the parking spaces. Cycle spaces are provided within a purpose-built storage area which accords with the requirements of local guidance.

Refuse

- 9.25 A bin store would be provided for the scheme in the undercroft area of the frontage building.

Landscaping

- 9.26 Indicative landscaping plans have been submitted with the application. These plans show additional planting is proposed to the flank boundaries to act as a green buffer between the proposed development and the adjacent properties.
- 9.27 Hard landscaping materials such as interlocking brick paviours are proposed to create pathways and areas of hardstanding within the site.
- 9.28 A detailed landscaping scheme, including details of the foundation design and construction methods will be secured via appropriate planning conditions.

Sustainable Drainage System (SuDS)

- 9.29 SuDS became a material planning consideration on 6th April 2015 whereby details of proposed SuDS must be considered as part of the planning process and it must be demonstrated that the development would have no adverse impact on flood risk. This approach is supported by Policy CS6 which states that new development should avoid increasing the risk of flooding and Policy DM19 which requires development to reduce the volume and rate of surface water run off through the incorporation of appropriately designed SuDS.

- 9.30 The applicant has submitted information with regard to the provision of SuDS as part of their application. The Lead Local Flood Authority (Surrey County Council) is 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, that suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Sustainability

- 9.31 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. It is proposed to provide solar thermal systems for each apartment to generate domestic hot water. A condition is recommended to secure compliance with the Council's sustainability policy.

Ecology/Biodiversity

- 9.32 Whilst the proposed scheme, due to the proposed layout would allow limited opportunities to secure a net benefit to the Borough's biodiversity, the provision of a green roof to the rear undercroft parking is welcomed and the provision of additional trees/landscaping is noted.
- 9.33 The application is supported by a Bat Survey which indicates that Evidence of potential bat roosting was noted within the internal roof space of one of the buildings on site and therefore recommends that a Bat Emergence/Re-entry and Activity Survey is undertaken to confirm the nature of the potential roost.
- 9.34 However, it states that due to the small number of droppings present, if found to be in active use, it is likely that the building is used as a summer day roost and any impacts could be avoided through strategic timing of site works (i.e. demolition during winter). It is recommended that a condition requiring bat boxes to be incorporated into the new building be imposed on any permission granted.
- 9.35 Overall the biodiversity improvement to the scheme is acceptable, in accordance with to Policy DM4.

Affordable Housing

- 9.36 Policy CS9 seeks 20% affordable housing to be provided on developments of between 5 - 15 dwellings. The proposal for 14 dwellings therefore generates a requirement for 2.8 dwellings to be provided on-site as affordable housing units.
- 9.37 Policy DM21 requires that 25% of proposals for four or more units, be comprised of three bedroom or more units. The applicant proposes to provide 3 three-bedroom flats, which on balance, is acceptable.

- 9.36 Due to the significant Existing Use Value of the application site, the applicant instructed its affordable housing viability consultant to undertake an affordable housing viability appraisal to establish if the scheme could afford to make a contribution to affordable housing.
- 9.37 The affordable housing viability appraisal submitted alongside this planning application demonstrates that the scheme cannot afford to make either on-site provision or an offsite financial contribution in lieu of on-site provision.
- 9.38 The Council's consultant has assessed the Viability Report and considers that a potentially understated scheme proposal Gross Development Value(GDV) and Residual Land Value (RLV) has been arrived at, and used in a comparison with a potentially over-placed site value benchmark. These would appear to be having the effect of understating the viability position; individually and even more so when the two are put back together. Our consultant's alternative assumptions indicate scope for quite a considerable swing in the outcome that would result in a revised and potentially positive relationship between an adjusted RLV and adjusted benchmark.
- 9.39 The Borough's consultant concludes that a positive relationship of circa £223,000 is shown, in comparison with the Viability Report submission starting point of a circa £600,000 deficit.
- 9.40 The applicant has not submitted evidence to rebut our consultant's conclusion.

Community Infrastructure Levy

- 9.40 The scheme is CIL liable

10 Conclusion

- 10.1 The proposed building would sit well in its context. The design of the scheme is of acceptable quality, both in the concept as well as in the details, and therefore would make a positive contribution to the Borough's visual character and appearance. The scheme is therefore recommended for APPROVAL.

11 Recommendation

Part A:

- 11.1 Subject to a legal agreement being completed and signed by 15 December 2015 to secure the following heads of terms:**

A commuted sum of £223,000

- 11.2 The Committee authorise the Head of Place Development to grant planning permission 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 2005.

- (2) Prior to the commencement of development, 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. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To enable the local planning authority to exercise control over the type and colour of the materials so as to secure a satisfactory appearance in the interests of the visual amenities and character of the locality as required by Policy CS5 of the Core Strategy 2007 and Policy DM10 - Design Requirements for New Developments.

- (3) No development shall take place until full details, of both hard and soft landscape proposals, including a schedule of landscape maintenance for a minimum period of 5 years, have been submitted to and approved in writing by the local planning authority. 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 Document 2015.

- (4) No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for a maximum of 13 cars and a minimum of 14 bicycles to be parked. The parking area shall be used and retained exclusively for its designated use.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the provisions of policy CS16 of the Core Strategy 2007.

- (5) 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) HGV deliveries and hours of operation
- f) measures to prevent the deposit of materials on the highway
- g) 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the provisions of Policy CS16 of the Core Strategy 2007.

- (6) Prior to the commencement of the development details of sustainability measures shall be submitted to and approved in writing by the local planning authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials and shall include means of providing the energy requirements of the development from renewable technologies. Thereafter, the development shall be carried out in strict accordance with the approved details.

Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development and to comply with policy CS6 of the Core Strategy 2007.

- (7) Prior to occupation of the new building, bat and bird boxes shall be installed in accordance with details submitted to and approved by the local planning authority. The boxes shall be retained thereafter.

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

- (8) Prior to the commencement of development, a 1:20 scale vertical section through the front and flank elevations including details of windows (including head, sill and window reveal details), balcony balustrade, rainwater goods, as well as a 1:50 scale typical elevation, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of the character and appearance of the conservation and wider area in accordance with Policy CS5 of the Core Strategy (2007) and Policies DM9 and DM10 of the Development Management Policies Document 2015.

- (9) The residential units hereby approved shall not be occupied until they have achieved a water efficiency standard using not more than 110 litres per person per day maximum indoor water consumption.

Reason: To ensure that the development is sustainable and makes efficient use of water to comply with Policy DM12 of the Development Management Policies 2015.

- (10) Before the commencement of construction, the applicant needs to supply evidence that their design is permitted to connect into the surface water sewer and agreement of the discharge rate into the surface water system. This shall be submitted to and approved by the Local Planning Authority.

Reason: to ensure the drainage design meets the national SuDS technical standards.

- (11) Prior to construction of the development the applicant needs to supply specific details of discharge rate control device and approved by the local planning authority.

Reason: To ensure the drainage design meets the national SuDS technical standards

- (12) Prior to construction of the development hereby approved the following drawings need to be supplied to and approved by the local planning authority:

- a drainage layout detailing the exact location of SUDs elements, pipes, control devices impervious areas and drainage sub-catchments (if applicable)
- details of all SuDS elements and other drainage features, including long and cross sections, pipe diameters and respective levels

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

- (13) Before the commencement of the construction of the development hereby approved, 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.

- (14) Prior to construction of the development hereby approved, 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.

- (15) 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.

- (16) Prior to occupation of the new development, a scheme of public highway improvements as shown on the application drawings including:

i) the alteration of the refuge island in Chase Road to make a crossing point for pedestrians

ii) the removal of the layby to the front of the application site and replacement with a footway

iii) the provision of pedestrian dropped kerbs for accessibility

shall be designed in detail, approved by the Highway Authority and constructed by the developer under an appropriate agreement with the Highway Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the provisions of Policy CS16 of the Core Strategy 2007.

- (17) The development hereby approved shall not be first occupied unless and until the proposed vehicular modified access to Chase Road 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the provisions of Policy CS16 of the Core Strategy 2007.

- (18) Unless otherwise agreed by the local planning authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1.1 to 1.5 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until condition 1.4 has been complied with in relation to that contamination.

1.1 Site Characterisation

An intrusive ground investigation and risk assessment must be undertaken by competent persons and a written report of the findings

must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination including any ground gas and volatile vapours;**
- (ii) an assessment of the potential risks to:**
 - human health;**
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;**
 - adjoining land;**
 - groundwaters and surface waters;**
 - ecological systems;**
 - archaeological sites and ancient monuments;**
- (iii) an appraisal of remedial options (if remediation is deemed necessary), and proposal of the preferred option(s).**

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

1.2 Submission of Remediation Scheme - if deemed necessary

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared if deemed necessary based on the findings of the site characterisation and risk assessment. This is subject to the approval in writing of the Local Planning Authority (see EEBC Planning Advice note on the assessment and remediation of contaminated land). The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

1.3 Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority (see EEBC Planning Advice note on the assessment and remediation of contaminated land). The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the

effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

1.4 Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 1.1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1.2, which is subject to the approval in writing of the Local Planning Authority (see EEBC Planning Advice note on the assessment and remediation of contaminated land).

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 1.3.

1.5 Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

1.6 Certificate of Completion

A certificate of completion, shall be provided to the Local Planning Authority by an appropriate person, before occupation of any part of the site by any end user, stating that remediation has been carried out in accordance with the approved remediation scheme and 'that the site is suitable for the permitted end use.

Reason: In order to demonstrate that the developed site will be suitable for the proposed use without risk from contaminants to people buildings, services or the environment in accordance with policy DM17

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

- **A2000 Proposed Location Plan H**
- **A2001 Proposed Site plan H**
- **A2100 Proposed Ground Floor Plan H**
- **A2101 Proposed Level 1 Floor plan J**
- **A2102 Proposed Level 2 Floor plan H**
- **A2103 Proposed Roof Plan J**
- **A3001 Proposed North Elevation Building 1 J**
- **A3002 Proposed South Elevation Building 1 J**
- **A3003 Proposed East Elevation Building 1 H**
- **A3004 Proposed West Elevation Building 1 H**
- **A3005 Proposed North Elevation Building 2 J**
- **A3006 Proposed South Elevation Building 2**
- **A3007 Proposed East Elevation Building 2 H**
- **A3008 Proposed West Elevation Building 2 H**
- **A3101 Proposed Cross Section AA' E**
- **A3102 Proposed Cross Section BB' E**
- **A4101 Proposed Landscaping Ground Floor Plan H**
- **A4102 Proposed Landscaping Levels 1 Floor plan H**
- **A5102 Proposed Accommodation Schedule H**

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) No burning of materials obtained by site clearance shall be carried out on the application site.**
- (3) The water efficiency standard required under condition 9 has been adopted by the local planning authority through the Development Management Policies 2015. This standard is the 'optional requirement' detailed in Building Regulations 2010, Part G Approved Document (AD) Buildings Regulations (2015), at Appendix A paragraph A1.**

The applicant is advised that this standard can be achieved through either:

- a) using the 'fittings approach' where water fittings are installed as per the table at 2.1 in the AD or**

b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.

- (4) 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

Part B:

- 11.3 In the event that the section 106 Agreement referred to in Part A is not completed by 4 November 2016, the Head of Place Development be authorised to refuse the application for the following reasons:

In the absence of a completed legal obligation under section 106 of the Town and Country Planning Act 1990 (as amended), the applicant has failed to comply with CS9 (Affordable Housing) and CS12 (Developer Contributions) of the 2007 Core Strategy in relation to the provision of a commuted sum in lieu of the on – site provision of affordable housing units.