

5 Alexandra Road Epsom Surrey KT17 4BH

Demolition of the existing building and redevelopment of the site to provide 8 two-bedroom and 2 three-bedroom flats in a three/four storey building with accommodation in a lower ground, ground, first and second floor arrangement, formation of a new vehicular access from Alexandra Road and the provision of 11 parking spaces. (Amended drawings received 16.08.2017)

Ward:	College
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=OQ5532GYGRZ00>

2 Summary

- 2.1 The application property comprises an inter-war period, two-storey building accommodating a chiropractic clinic on the ground floor, with the remainder in residential use. The building is located on the south side of Alexandra Road. This application seeks permission for the demolition of the building and the erection of a part three-storey/part four-storey block of 8 two-bedroom and 2 three bedroom apartments, the formation of a new vehicular access onto Alexandra Road and the provision of ancillary car parking.
- 2.2 The application is recommended for APPROVAL.

3 Site description

- 3.1 The property currently on the site is a substantial detached two storey Victorian building, part of the ground floor of which has been used as a sole-practitioner chiropractic clinic with the remainder used for residential purposes.
- 3.2 The building stands in a deep plot with a substantial rear garden. There is a Tree Preservation Order on two Horse Chestnuts located in the north east corner of the rear garden.

- 3.3 Alexandra Road forms a portion of the A2022 which at the junction of Mill Road becomes Upper High Street. The street is comprised of a variety of domestic/commercial and mixed use developments and as such the character of the street is varied.
- 3.4 1 Alexandra Road (Wadcroft Court) comprises 6 flats over three storeys. Adjacent to No.1 sits 1A, a large detached house. No 3 is a three storey block of five flats, of contemporary design, which is in the final stage of construction. No.7 is a 3-storey block of 6 flats. Opposite the site is the former Dairy Crest depot site currently the subject of a public inquiry. The variety of usage and occupation means that this southern side of Alexandra Road in particular, lacks any real sense of vernacular with no set typology dominant.
- 3.5 The site rises steeply from west to east along Alexandra Road with some 2m rise in ground floor level between the property at No. 1A to that of the application site. Existing buildings are located comfortably within spacious plots such that spaces between the buildings are significant, with views through to the rear and which form part of the overall character of the area.

4 Proposal

- 4.1 This application seeks permission for the demolition of the building and the erection of a part three-storey/part four-storey building accommodating 8 two-bedroom and 2 three-bedroom flats in a lower ground, ground, first and second floor arrangement.
- 4.2 The flats would meet national space standards, with access to both private patios/balconies and communal landscaped amenity space for the flats.
- 4.3 The building is taller towards the rear and would have an eaves height of 9.37m along the Alexandra Road front elevation, and an eaves height of 11.86m along the rear elevation. No part of the new building would project forward of the established building line within the site. The building's footprint would be approximately 13.5m wide along the frontage, and would progressively widen out along the eastern flank to around 17m in width, with an overall depth of 21.5m.
- 4.4 The flat-roofed building would have brick elevations with grey uPVC fenestration. The front and rear elevations would be further articulated by recessed/projecting balconies with metal balustrades, with the entrance/staircase element clad in wood veneer panels.
- 4.5 Parking for 11 vehicles would be provided to the front of the building (including 4 undercroft spaces). A secure cycle store would be located adjacent to the entrance, abutting the flank boundary with No 7 Alexandra Road, and bin storage within the undercroft.

5 Comments from third parties

5.1 The application was advertised by means of letters of notification to 19 neighbouring properties, a site and press notice. To date (16.08.2016) 10 letters of objection have been received regarding:

- Visual impact
- Out of keeping
- Highway safety
- Density
- Loss of light and impact on privacy to No 7 Alexandra Road

Epsom Civic Society: Insufficient parking. Lack of architectural character. Lack of adequate landscaping to the front of the property. The height and bulk of the rear part of the building is of concern and gives the impression of over-development . Recommend refusal as contrary to Policies DM9 and DM10

6 Consultations

6.1 Highways Officer: No objection. The increase in vehicular traffic from this proposed development would be minimal, especially in the peak hour, and would not lead to a severe impact on the highway network as required under NPPF for a refusal. There have been 2 accidents in this section of Alexandra Road registered by the police, both in 2010, of slight severity and caused by driver error. None have been registered since then. Conditions to be imposed on any permission granted.

6.2 Tree Officer: No objection.

7 Relevant planning history

Application number	Decision date	Application detail	Decision
00/00848/FUL	31.01.2001	Extension of existing surgery at ground floor level and removal of condition 7 of application 86/0136/0072 to allow more than one consultant to operate at any one time.	GRANTED
15/01770/FUL	16.09.2016	Demolition of existing property and redevelopment of the site to provide 9 two bedroom flats and 1 three bedroom flat in a three-storey block with accommodation in the roof space formation of a new access onto Alexandra Road and the provision of ancillary car parking. (Description amended 17.08.2016 and amended drawings received 25.08.2016)	REFUSED Appeal dismissed 08.02.2017

8 Planning Policy

National Policy Planning Framework (NPPF) 2012

Paragraph 17	Core Planning Principles
Paragraph 32	Transport
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
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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 density

Policy DM12	Housing standards
Policy DM13	Building heights
Policy DM19	Development and flood risk
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

Previous Application and Appeal Decision

- 9.1 A similar residential scheme for development (15/01770/FUL) seeking detailed planning permission for the demolition of the existing building and the redevelopment of the site to provide 9 two bedroom flats and 1 three bedroom flat in a three-storey block with accommodation in the roof space, was refused by Committee in September 2016 on inter alia the following grounds:

1. The proposed building due to its generic design, detailing, and lack of coherence fails to take the opportunities available for improving the character and quality of the local area, and does not make a positive contribution to the Borough's visual character and appearance, contrary to Policy DM9, DM10 and DM11 of the Development Management Policies Document 2015

2. The proposed building due to its design, scale height and massing would appear as a dominant and overbearing element in the streetscene, contrary to Policy DM9 and DM10 of the Development Management Policies Document 2015

3. The proposed scheme would lead to a material diminution of rear garden land, which collectively forms part of a larger swathe of green infrastructure, which contributes to the amenity of surrounding residents, contrary to Policy DM10, DM11 and DM16 of the Development Management Policies Document 2015 and Policy CS1 of the Core Strategy 2007.

4. Without an appropriate agreement to secure the provision of two affordable housing units the proposal is contrary to the provisions of Policy CS9, and CS12 of the Epsom and Ewell Core Strategy (2007)

5. The proposed scheme would not provide at least 25% of the housing units as three bedroom units and therefore would fail to meet the requirement of Policy DM22 of the Development Management Policies Document 2015

- 9.2 In his decision the Inspector noted that the Written Ministerial Statement which was made on 28 November 2014 whereby small scale development of 10 units or less and less than 1,000m² should not be subject to contributions to affordable housing, among other things, was a material consideration to be weighed in the balance. He stated that whilst information had been provided by the Council on the affordability of homes in the Borough when compared with others in Surrey, there did not appear to be a compelling reason to set aside the Statement of Government policy, so that in with regard to Policy CS9, he concluded that there was no need to provide affordable housing in this instance.
- 9.3 The Inspector also dealt with the matter of housing mix in some detail. He concluded that the facts appear to be that schemes with no 3-bedroom flats have been acceptable elsewhere in the borough and therefore the proposed housing mix of 9x2 beds and 1x3 bed was acceptable.
- 9.4 The Inspector's appeal decision is therefore a material consideration in assessing this application.
- 9.5 This application seeks to address the previous reasons for refusal in the following ways:
- The pitched roofs and the mansard style roofs have been omitted from the design and a more contemporary approach to the appearance of the building is proposed.
 - The new proposed building has been set further back into the site and it is proposed to sink the lower ground floor approximately 1.4 metres into the ground to reduce the overall impact of the building on its immediate neighbours.
 - The car parking has been removed from the rear part of the site, and relocated to the front.

Principle of Development

- 9.6 The application site is located in the built-up area of Epsom. It is previously developed land and in a sustainable location just over 300m from Epsom Town Centre. It is not within a conservation area and the character and appearance of those conservation areas located nearby would not be adversely affected by this development. Furthermore the existing building is not listed. In principle, it therefore accords with the policies contained within national and local planning policy regarding the intensification of previously developed sites.

Density

- 9.7 Policy DM11 - Housing Density states that in principle, proposals for new housing that make the most efficient use of sites within the borough's urban area will be supported. The scheme proposes a density of 77 units per hectare and whilst policy DM11 states that the density of new housing developments in most cases should not exceed 40 dwellings per hectare, exceptions will be considered if the site enjoys good access to services, facilities and amenities via existing public transport, walking and cycling networks and the surrounding townscape has sufficient capacity to accommodate developments of higher density.
- 9.8 The site is in a sustainable location, in proximity to a bus stop, a cycle route, as well as within walking distance of Epsom railway station. The surrounding area is characterised by a mixture of building types, including residential buildings with densities in excess of 40 units per hectare, including a flatted scheme (No 3 Alexandra Road) adjoining the application site to the west, which has a density of 57 units per hectare. The size, bulk and massing of the building does not over dominate the site and its neighbours and there are no adverse amenity impacts. In these circumstances therefore a higher density on such a site is entirely appropriate and no objection is raised.
- 9.9 It is therefore concluded that the density is appropriate for the site.

Layout, Design and Scale

- 9.10 The borough's recently adopted Policies DM9 and DM10 encourage high quality development and indeed planning permission will be granted for proposals, which make a positive contribution to the borough's visual character and appearance.
- 9.11 The surrounding area is architecturally diverse and whilst pitched roofs are widely used, their shape and form vary considerably and a number of nearby buildings have flat roofs, including the recently completed neighbouring building (No 3).
- 9.12 The Design and Access Statement sets out the applicant's (revised) design approach to the proposed building. A more contemporary approach to the appearance of the building has been taken, comprising a flat-roofed, part three- storey/part four-storey building. Whilst it would establish its own distinctive design character with the use of brickwork, contrasting "timber" cladding panels, large window openings, and articulation in both plan and elevation, it would reference the new development at 3 Alexandra Road, in terms of its bulk, mass and scale. In referring to No 3, the Inspector considered that the introduction of contemporary proportions and use of materials should now be regarded as a prominent part of the street-scene and one that will appear interesting and attractive. Officers are of the opinion that this is relevant to the application site also.

- 9.13 The use of contemporary materials has been carefully considered and detailed, and would acknowledge the traditional materials used in the surrounding area albeit in a contemporary manner. The principle of this type of design approach has been accepted next door and it is considered that the current scheme would make a positive contribution to the borough's visual character and appearance in accordance with Policy DM9 and DM10.
- 9.14 The removal of the mansard style roofs as was previously proposed significantly reduces the scale, height and massing of the building. The Inspector commented on the previous scheme "that...the proposed forward placement on the plot relative to the angled and set-back position of the neighbouring flats would result in the appearance of greater bulk".
- 9.15 The new proposed building has also been set further back into the site so that the front of the building would be in the same relative location as the neighbouring block of flats at No 7.
- 9.16 The applicants submit that by relocating the building in this way, the flanks of the proposed development would largely not be visible from any plot along Alexandra Road, as these views would be effectively blocked by No 3 and No 7. They further submit that Number 3 Alexandra Road would now be set considerably forward of the proposed building, thus further reducing the visual impact of the proposed building.
- 9.17 The proposal is for a four-storey building and concerns were raised over this element of the building in the refused scheme. In the current proposal, it is proposed to sink the lower ground floor approximately 1.4m into the ground to reduce the impact of this part of the building. This would result in the four-storey element of the building being only approximately 900mm higher than the front three-storey part of the building.
- 9.18 The ground floor level of the proposed scheme would be approximately 1m above the ground floor level of No 3 Alexandra Road. This level would also be approximately 1m below the ground floor level of No 7, to the east. The proposed building when viewed from Alexandra Road would therefore appear as a three-storey block in keeping with the two adjoining properties and of a similar size and scale to the recently completed building at number 3.
- 9.19 As a result, officers are of the opinion that the building would not dominate its neighbours or give an undesirable impression of over-development to the detriment of the character and appearance of the area.
- 9.20 In order to address reason for refusal no.3 parking is provided at the front of the site accessed via a central driveway off Alexandra Road. The Inspector commented on the refused application: "the use of land to the rear for parking would cause harm to the character and appearance of the area and the perception of open green space." The application site is considerably wider than the adjoining plots and the proposed arrangement is acceptable in street scene terms subject to an acceptable landscaping scheme. It is also noted that No 7 has a substantial block of garages to the rear.

- 9.21 The proposed building would project approximately 2.5m in total beyond the rear of the No 3 Alexandra Road, allowing for the retention of a significant proportion of the rear garden so that the site continues to form part of a larger swathe of green infrastructure. The proposed scheme would therefore accord with Policy DM4.

Neighbour Amenity

- 9.22 The new building has been designed, and detailed, such that the impact on neighbouring properties would be minimised.
- 9.23 Concerns have been raised regarding loss of privacy, as well as loss of light to the occupants of No 7 Alexandra Road. There are three windows in the flank elevation to number 7, which serve non-habitable rooms.
- 9.24 On the flank elevation of the proposed development that would face onto No 7, there are windows to the first and second floor landing/stairwells. A condition requiring all of these windows to be glazed with obscure glass could be imposed. This would ensure no loss of privacy.
- 9.25 The proposed windows to the bedrooms and living rooms in flats 7 and 10 would not face the affected building and would therefore not impinge on the privacy of the affected occupants.
- 9.26 At its nearest point, the eastern flank wall of the new building would face the flank elevation of No 7 at a distance of around 5m and loss of daylight, to the affected south orientated property would not be significant at this distance.
- 9.27 The new building would not conflict with a 45 degree outlook angle taken from the inner reveal of the nearest rear window of the affected properties at No 3 and No 7 respectively.
- 9.28 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.

Parking and Access

- 9.29 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”.
- 9.30 11 parking spaces are proposed which would comply with the council’s adopted parking standards, which require 1 and 2 bedroom flats outside of the town centre to have 1 space per unit (a total of 8 spaces for these flats is required), and 3 bedroom flats to have 1.5 spaces (a total of 3 spaces for these flats is required).
- 9.31 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

- 9.32 A bin store would be provided in the undercroft area. The store would have the requisite capacity for bins in compliance with the council’s guidance on refuse storage.

Landscaping

- 9.33 Indicative landscaping plans, including an Arboricultural Survey have been submitted with the application. These plans show additional planting is proposed to the eastern flank boundary, and along the highway boundary.
- 9.34 Hard landscaping materials such as brick paviours are proposed to create pathways and areas of hardstanding within the site.
- 9.35 A detailed landscaping scheme, including details of the foundation design and construction methods will be secured via appropriate planning conditions.

Sustainable Drainage System (SuDS)

- 9.36 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.

- 9.37 The applicant has submitted information with regard to the provision of SuDS as part of their application. 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, that suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Sustainability

- 9.38 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. The applicants submit that the proposed development would be built to the “highest specifications” with enhanced insulation levels and sustainable construction technologies and eco-friendly systems incorporated into the building design. If approved a condition is recommended to secure compliance with the Council’s sustainability policy.

Ecology/Biodiversity

- 9.39 The previous intrusion to the rear of the site, (as a result of the access drive and rear parking area) has now been addressed. The revised scheme would allow for the retention of the open land to the rear, which collectively forms part of the larger swathe of green infrastructure.
- 9.40 The applicants submit that it is proposed to landscape this area with a variety of trees and shrubs, which would enhance the appearance of the area and improve the bio-diversity of the land, in accordance with contrary Policy DM4 which requires that every opportunity should be taken to secure net benefit to the Borough’s biodiversity.

Affordable Housing

- 9.41 Policy CS9 seeks 20% affordable housing to be provided on developments of between 5-15 dwellings. The proposal for 10 dwellings therefore generates a requirement for two dwellings to be provided on-site as affordable housing units.
- 9.42 Notwithstanding the above requirement, in view of the recent appeal decision (refer to paragraph 9.2 above), the Council will not be seeking the provision of affordable housing units in this instance.
- 9.43 Policy DM21 requires that 25% of proposals for four or more units, be comprised of three bedroom or more units. The scheme would provide two three-bedroom flats, which would be equivalent to a provision of 20%. However in view of the Inspectors acceptance of a shortfall of one 3-bed unit in the previous scheme, this shortfall is acceptable.

Community Infrastructure Levy

9.44 The scheme is CIL liable.

10 Conclusion

10.1 The current scheme, in officer opinion, has addressed the previous grounds for refusal. The proposed building would sit well in its context. The design of the scheme is of sufficient quality, both in the concept as well as in the details, to make a positive contribution to the borough's visual character and appearance and there is no adverse impact on neighbour amenity. The scheme is therefore recommended for APPROVAL.

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 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 development, details and samples of the external materials to be used for the development 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: 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) No development shall take place until full details, of both hard and soft landscape proposals, including details of the foundation design and construction methods, as well as 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 landscaping shall incorporate the planting of native species of trees and shrubs. 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 hereby approved shall not be commenced unless and until the proposed vehicular access to Alexandra 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.

- (5) 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: 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) 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 11 vehicles / 10 cycles 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: 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.

- (7) 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

(g) vehicle routing

(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 8.00 and 9.00 am and 5.00 and 6.00 p.m. nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Upper High Street, Church Road, Mill Road, Bridge Road 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: 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.

- (8) All new photovoltaic panels or tiles shall be fitted flush with the adjoining roof surface and shall not project beyond the plane of the roof.**

Reason: To safeguard the visual amenities of the area and to ensure a satisfactory appearance to the buildings in accordance with policy 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) Prior to the commencement of any development works, including ground preparation and demolition, the tree protection measures as set out in the Tree Protection Plan dated 1 September 2016 produced by Harper Tree Consulting shall be implemented/erected and shall remain in place for the duration of the construction works. The protection barriers shall only be removed on the completion of all construction activity and with the written agreement of the local planning authority. All works shall be carried out in strict accordance with the approved details.**

Reason: To protect the trees on site which are to be retained 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

- (11) 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 including means of providing the energy requirements of the development from renewable technologies. The development shall be carried out in strict accordance with the approved details prior to the first**

occupation of the building, shall be maintained as such thereafter and no change shall take place without the prior written consent of the local planning authority.

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 in accordance with Policy CS6 of the Core Strategy (2007).

- (12) The first and second floor windows serving the stairwell/landings in the eastern flank elevation of the development hereby permitted shall be glazed with obscure glass of no less than obscurity level 3, and shall thereafter be permanently retained as such.

Reason: To safeguard the privacy of the occupants of adjoining properties in accordance with Policy DM10 of the Development Management Policies Document 2015

- (13) Prior to the commencement of development, a 1:20 scale vertical section through the front, rear and flank elevations including details of windows (including head, sill and window reveal details), balcony balustrade, position of rainwater goods, as well as a 1:50 scale front 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

- (14) Prior to construction of the development hereby approved, plans and information relating to the following:
- A drainage layout detailing the exact location of SUDs elements, pipes. 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

shall be submitted to and approved by the local planning authority. The development will proceed only in complete accordance with the approved details.

Reason: To ensure the design fully meets the national SuDS technical standards.

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

- (16) 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.

- (17) 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.

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

15-176-P-009D; 15-176-P-003D; 15-176-P-001D; 15-176-P-002;

15-176-P-004; 15-176-P-005; 15-176-P-011C

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).

Informative(s):

- (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 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.**
- (3) This form of development is considered liable for the Community Infrastructure Levy (CIL). CIL is a non-negotiable charge on new**

developments which involve the creation of 100 square metres or more of gross internal floorspace or involve the creation of a new dwelling, even when this is below 100 square metres. The levy is a standardised, non-negotiable charge expressed as pounds per square metre, and are charged on the net additional floorspace generated by a development.

You will receive more information regarding the CIL in due course.

More information and the charging schedule are available online:

<http://www.epsom-ewell.gov.uk/NR/exeres/74864EB7-F2ED-4928-AF5A-72188CBA0E14,frameless.htm?NRMODE=Published>

- (4) No construction work shall be carried out in such a manner as to be audible at the site boundary before 07:30 hours or after 18:30 hours Monday to Friday; no construction work shall be audible at the site boundary before 08:00 or after 13:00 hours on Saturdays and no construction work of any nature shall be carried out on Sundays or Bank/Public Holidays.**