

2 Chase Road Epsom Surrey KT19 8TL

Part two-storey/part single-storey flank extension, to accommodate two affordable flat units (1 one bed flat to east of existing building and 1 three bed flat). Demolition of garage to rear, with associated parking and landscaping. (Amended drawings received 25.07.2017)

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=OIN5LBG YFGG00>

2 Update

- 2.1 This application was considered by the planning committee on 20 July 2017 and was subsequently deferred for the following reasons:
- This application is "linked" to application 16/01145/FUL and the committee noted that the suggested heads of terms in the legal agreement gave the applicant the option to elect that the council retain an affordable housing deposit of £346,198 rather than providing two affordable housing units in the linked application 16/01448/FUL if they so choose. Members' preference was that if this application was granted, two affordable housing units should be provided in the linked application 16/01448/FUL.
 - The proposed legal agreement has now been amended to ensure that the developer shall build and transfer the affordable housing units prior to the occupation of some of the Hollydene/Birchcroft flats (in the linked application 16/01145/FUL). Alternatively, the council can elect to retain the deposit in lieu of this provision and use it for affordable housing elsewhere in the borough (refer to paragraph 10.12 below).
- 2.2 The applicant has also submitted amended floorplans, which indicate a reduced footprint of the proposed side extension and more of a set back from the Hook Road highway boundary.

3 Summary

- 3.1 This application proposes the erection of a part two-storey/part single-storey extension to a two storey building, to accommodate two affordable flat units (One 1 bed and one 3 bed flat). An existing garage is proposed to be demolished in order to provide parking and amenity space.

- 3.2 This application has been submitted to committee as it is “linked” to application 16/01145/FUL, (Item 6 on the agenda). The affordable housing requirement of the aforementioned application would be met by this application.
- 3.3 The application is recommended for APPROVAL

4 Site description

- 4.1 The application site is located on the northern corner of Chase Road and Hook Road and has an area of 309m².
- 4.2 The site consists of a former semi-detached, hipped roofed house which has been converted into a retail A1 unit at ground floor level, with a 3 bedroom maisonette above, and a single garage to the rear.
- 4.3 Along the boundary with Hook Road to the east of the property, a brick wall with a high fence delineates a large area of hardstanding as a private zone for deliveries and parking. To the rear of the property, between the garage and the retail unit is another area of hardstanding for customer parking, separated from No 4 Chase Road by a wall.
- 4.4 The site falls within a predominately residential area, and Chase Road is characterised by a limited variation in architectural style, with the majority of properties being two storey with pebble dash rendered elevations, under pan tiled pitched roofs.

5 Proposal

- 5.1 This application seeks permission to erect a part two storey/part single flank extension to a two storey building, to accommodate two affordable flat units (One 1 bed and one 3 bed flat). An existing garage is proposed to be demolished in order to provide parking and amenity space.
- 5.2 The two storey element of the flank extension would have a width of 5m and a depth of 7m, with the ground floor, flat roofed, single storey element projecting a further 4m to the rear (11.3m overall depth).
- 5.3 A one bedroom flat would occupy the extension on the ground floor, whilst a three bedroom flat would occupy the existing first floor and the first floor of the new extension.
- 5.4 The extension would have rendered elevations under a subservient hipped roof, and the existing fascia board to the existing (retained) shop would be removed.
- 5.5 A new pedestrian access for the ground floor flat would be located along the east boundary, off Hook Road. Access to the first floor flat would be via a flight of stairs along the eastern flank elevation, accessed from the rear parking area.
- 5.6 The existing single garage at the north (rear) of the site would be demolished, and two (tandem) parking spaces provided for the three bed flat, and a single parking space for the one bed flat.

5.7 Deliveries to the shop would take place to the rear.

5.8 Amenity space would be provided to the rear for the one bed flat and a roof terrace for the first floor, three bed flat.

6 Comments from third parties

6.1 The application was advertised by means of letters of notification to 10 neighbouring properties, and site notice. To date (24.08.2017) no letters of objection have been received.

7 Consultations

7.1 County Highway Authority: No objections. Conditions to be imposed on any permission granted.

8 Relevant planning history

8.1 None relevant

9 Planning Policy

Core Strategy 2007

Policy CS1	General Policy
Policy CS5	Built Environment
Policy CS6	Sustainable Development
Policy CS7	Housing Provision
Policy CS8	Housing Location
Policy CS16	Highways

Development Management Policies Document 2015

Policy DM9	Townscape Character and Local Distinctiveness
Policy DM10	Design Requirements for New Developments
Policy DM12	Housing Standards

Supplementary Planning Guidance

Sustainable Design 2016
Parking Standards for Residential development 2015

10 Planning considerations

Visual Impact

10.1 The new extension would be visible in the street scene. Although the eaves level of the existing and proposed dwellings would match, the proposed building would step in on both the front and back elevations so that the ridge height would be lower and the extension would therefore be visibly subservient to the original building. The removal of the fascia board to the existing shop would be an improvement as would be the new elevation, which would be of a more domestic scale and appearance.

- 10.2 There was some concern at the last committee meeting that the extension was disproportionately large. In response to these concerns the width of the extension has been reduced and the extension is now suitably subservient for this corner plot.
- 10.3 It is therefore concluded that the proposed scheme in terms of its design, scale and massing would not have a harmful impact on the character and appearance of both the immediate and wider area and would therefore accord with Policy DM9 and DM10.

Residential Amenity

- 10.4 The application proposes a first floor roof terrace to serve the new (extended) flat on the upper floor. To prevent overlooking of the adjoining property No.4 Chase Road a privacy screen is proposed along the flank wall of the terrace. The terrace would face (directly) the nearest residential property to the north, No.41 Hook Road, at a distance of around 35m, which would not result in a loss of privacy and is therefore acceptable. The intervening road between the application site and No.22 to the east would provide sufficient mitigation for any overlooking.
- 10.5 The proposed scheme would therefore accord with Policy DM10

Amenity Space

- 10.6 Private amenity space (15m²) would be provided to the rear of the ground floor flat, and a roof terrace (16m²) for the first floor flat in compliance with policy DM12's requirement for amenity space for new dwellings. Internal space would meet the requirements of the Technical Housing Standards – Nationally Described Space Standard.

Parking/Access

- 10.7 The ground floor flat would be provided with one parking space and the upper floor three bed flat with two parking spaces. This would comply with the Council's adopted parking standards. Deliveries to the retained retail unit would take place to the rear of the site, accessed via a driveway off Hook Road. Refuse provision would be provided in the rear service area. A condition (No 11) requiring details of the refuse store/enclosure is imposed.
- 10.8 The Highway Authority has no objection in principle to the development.

Sustainability and Renewable Energy

- 10.9 Core Strategy Policy CS6 requires proposals to demonstrate how sustainable construction and design can be incorporated to improve the energy efficiency of development.
- 10.10 An appropriate planning condition is recommended to secure their inclusion.

Landscaping

10.11 The large area of tarmac and crazy paving surrounding the property is proposed to be landscaped. Whilst parking is to be provided to the rear, grass would be introduced on the site along the perimeter of the ground floor flat. Details of hard and soft landscaping are secured by an appropriate condition.

Affordable Housing

10.12 The proposed scheme would provide two affordable flat units. An application for 13 flats on a site in Court Lane, Epsom (reference 16/01145/FUL) is under consideration elsewhere on this agenda. This scheme would be required to provide 2.6 affordable units and officers have agreed to off-set this provision against the units provided in this application. The "off-site" provision of the two units would be secured by a suitable legal agreement. The legal agreement requires the commuted sum and an affordable housing deposit to be paid to EEBC prior to commencement of development at Hollydene/Birchcroft or Chase Road, whichever is the earliest, and it provides that the developer must build and transfer the affordable housing units prior to the occupation of some of the Hollydene/Birchcroft flats. Alternatively, the Council can elect to retain the deposit in lieu of this provision and use it for affordable housing elsewhere in the borough.

Community Infrastructure Levy

10.13 The proposed scheme is CIL liable.

11 Conclusion

11.1 The extended building would not harm the wider character of the area, nor lead to a loss of neighbouring residential amenities. It would also provide much-needed affordable flat units in the Borough. In light of the above it is recommended that planning permission is granted.

12 Recommendation

Part A

12.1 Subject to a legal agreement being completed and signed to secure the following heads of terms:

(a) A commuted sum of £79,892.00

(b) The provision of 1 one-bedroom and 1 three-bedroom affordable rental units.

(c) An affordable housing deposit of £346,198

12.2 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 of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- (2) The development hereby permitted shall be constructed entirely of the materials as detailed on the schedule of materials on the planning application form**

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 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 2015.

- (4) 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).

- (5) 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.

- (6) No development shall take place until details and location of the installation of bat and bird boxes to enhance the biodiversity interest of the site have been submitted to and agreed in writing by the local**

planning authority. The scheme shall be implemented in full prior to the occupation of the development hereby approved and thereafter maintained.

Reason: To enhance biodiversity and nature habitats in accordance with Policy CS3 of the Core Strategy (2007) and Policy DM4 of the Development Management Policies 2015.

- (7) 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 3 vehicles to be parked. Thereafter the parking area shall be retained and maintained for their designated purpose.**

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) The development hereby approved shall not be first occupied unless and until the proposed widened vehicular access to Hook Road has been constructed in accordance with the approved plans.**

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

- (9) 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

- (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**
 - (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 8.30 and 9.15 am nor shall the contractor permit any HGVs associated with the development at the site to be laid up and waiting, in Chase Road Hook Road or other nearby residential roads, during these times

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

- (11) No development shall take place until details of the design, external appearance and decorative finish of all fences, gates, walls, refuse store and any other means of enclosure have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details prior to the development first being occupied and shall thereafter be retained.**

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.

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

1761-08G; 1761-09C; 1761-10B; 1761-11C; 1761-12C

Reason: For the avoidance of doubt and in the interests of proper planning as required by 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 property is situated close to a former saw mill. In the event that contamination is found at any time when carrying out the approved development, works should be suspended and it must be reported in writing immediately to the Local Planning Authority. In that event, an investigation and risk assessment must be undertaken and remediation**

carried out as is necessary, subject to the approval in writing of the Local Planning Authority.

- (3) No burning of materials obtained by site clearance shall be carried out on the application site.
- (4) The water efficiency standard required under condition 5 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.

- (5) 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>

Part B

- 12.3 In the event that the section 106 Agreement referred to in Part A is not completed by 16 October 2017, the Head of Place Development be authorised to refuse the application for the following reason:
- 12.4 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 affordable housing units, and a commuted sum in lieu of the on-site provision of affordable housing units.