

111 East Street Epsom Surrey KT17 1EJ

Demolition of bungalow and erection of a two storey building comprising 1 three bed flat and 3 two bed flats and associated parking (Description amended and amended drawings received 05.10.2017)

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=OQ1QTNGYGRE00>

2 Summary

- 2.1 This application proposes the demolition of the existing bungalow and the erection of a two-storey building (with roof accommodation) comprising 1 three bed flat and 3 two bed flats.
- 2.2 This application has been submitted to committee at the request of Councillor Neil Dallen who has raised concerns regarding the scale and massing of the proposed building, as well as the parking provision.

2.3 The application is recommended for APPROVAL

3 Site description

- 3.1 The application site is located on the north west side of East Street, close to the junction with Kiln Lane.
- 3.2 The site comprises a detached bungalow which has a 28m deep rear garden that backs onto a landscaped area of land , beyond which is a petrol filling station which forms part of a retail park.
- 3.3 The bungalow is adjoined to the west by a two-storey pair of maisonettes and to the east by a detached house. The landscaped area to the rear of the site is Council owned, and there is a short cul-de-sac road off Kiln Lane that serves the application site and the two neighbouring properties. The application property has an access off East Street, with parking for two vehicles.
- 3.4 The surrounding area comprises a mix of detached, semi-detached and terraced houses, of varied design, scale and appearance

4 Proposal

- 4.1 The application seeks permission for the demolition of the bungalow, and the erection of a two-storey building (with roof accommodation) comprising 1 three bed flat and 3 two bed flats.
- 4.2 The new building would maintain the existing East Street building line, but would project around 6m deeper (at ground floor level) and 3.7m deeper (at first floor level) than the adjacent neighbouring dwellings. Parking for 5 cars would be provided to the rear accessed off the cul-de-sac road. Refuse and bicycle storage would be located in the frontage.
- 4.3 The flats would meet national space standards, with access to a communal landscaped amenity space at the rear.
- 4.4 The building would be of “traditional” design with brick/ rendered elevations, paired two storey, tile hung front bays, under a crowned, hipped tile roof, incorporating a front dormer and rear dormer and four rooflights.

5 Comments from third parties

- 5.1 The application was advertised by means of letters of notification to 6 neighbouring properties, and a site notice. To date (18.10. 2017) 2 letters of objection have been received regarding:
 - The new building according to the plans will extend past the building lines
 - Parking provision
 - Overlooking
 - Out of keeping

6 Consultations

- 6.1 County Highway Authority: No objections. Conditions to be imposed on any permission granted.
- 6.2 Contaminated Land Officer: The property is close to the Kiln Lane landfill and adjacent to the Sainsburys’ petrol station and therefore an appropriate condition is recommended to be imposed.

7 Relevant planning history

- 7.1 10/00233/FUL: Erection of bungalow with access to Kiln Lane: REFUSED. Appeal Dismissed

8 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 DM11	Housing Density
Policy DM12	Housing Standards
Policy DM 37	Parking Standards

Supplementary Planning Guidance

Sustainable Design 2016
Parking Standards for Residential development 2015

9 Planning considerations

Density

- 9.1 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 in principle. The scheme proposes a density of 96 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.
- 9.2 The site is in a highly 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 (168 East Street) opposite the application site, which has a density of 66 units per hectare, and 97 East Street, which has a density of 180 units per hectare.
- 9.3 The new building would be visible in the street scene and whilst it would be of larger scale and massing than the bungalow it would replace, the ridge and eaves height would be lower than its adjacent neighbours.
- 9.4 It is therefore concluded that the density is appropriate for the site.

Visual Impact

- 9.5 The proposed building would be of traditional design, which would not be out of character with the surrounding area, which comprises a mix of detached, semi-detached and terraced houses, of varied design, scale and appearance.
- 9.6 The building would have an eaves height of 4.9m, which due to the sites topography would be around 1.2m lower than the adjoining neighbour's eaves heights. The ridge height would similarly be lower than the neighbouring properties.
- 9.7 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

- 9.8 The flank elevations of the building are shown to be set back around 1.2m from the respective flank boundaries, and the two storey element would not conflict with a 45 degree outlook angle subtended from the nearest rear facing windows of the affected adjoining properties.
- 9.9 Concerns have been raised regarding overlooking of the rear garden of No 113 East Street. Mutual overlooking of gardens is relatively common in residential areas and as the immediate area in front of the affected dwelling would not be overlooked, it is not considered that there would be significant harm in this respect.
- 9.10 The proposed scheme would therefore not have a materially harmful impact on neighbour amenity in terms of being overbearing, impact on outlook, or overlooking and loss of privacy, and would comply with Policy DC10

Amenity Space/Internal Space

- 9.11 Each flat would have access to the communal amenity space, whilst the 3 bed flat would have direct access to private amenity space, in compliance with Policy DM12 – Housing Standards. Internal space would comply with the Nationally Described Space Standard technical requirements.

Parking/Access

- 9.12 5 parking spaces are proposed, to the rear of the building, which would comply with the Council's adopted parking standards, which require 3 bedroom flats outside of the Town Centre to have two spaces and 2 bedroom flats to have one space per unit.
- 9.13 Refuse and bicycle storage would be provide in the forecourt area, accessed off East Street.
- 9.14 The Highway Authority has no objection in principle to the development.

- 9.15 It is therefore concluded that there would be no conflict with Policy DM37, which requires developments to demonstrate an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking and local traffic conditions.

Sustainability and Renewable Energy

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

Landscaping

- 9.18 An indicative landscape plan has been submitted, which proposes the frontage area to be laid to turf, with a landscaped strip provided along the highway boundary. The submission of a detailed landscape plan will be secured by an appropriate condition.

Ecology and biodiversity

- 9.19 The scheme is supported by a Bat Roost and Breeding Survey report.
- 9.20 The report states that an initial assessment of the site was taken on the 25th April 2017 and the property was assessed as having low to negligible value for bats. Full physical searches and a dawn / dusk activity surveys were carried out between 26th April and 2nd May 2016. No signs of bat habitation were noted during physical search and dawn/dusk surveys showed no bats emerging from the building. No evidence of breeding birds was noted.
- 9.21 The report concludes that it is unlikely that bats are roosting in the build and that although the current building has little suitability for bat habitation compensation by way of bat boxes being positioned within the site and sensitive design of future buildings to attract bats is recommended.
- 9.22 It is recommended that a condition requiring the installation of bat and bird boxes, as well as the planting of native trees and shrubs be imposed, in order to enhance the value of the site for local wildlife, with a net gain for biodiversity as encouraged by Policy DM4.

Community Infrastructure Levy

- 9.23 The proposed scheme is CIL liable.

10 Conclusion

- 10.1 The proposed building would not harm the wider character of the area, nor lead to a loss of neighbouring residential amenities. In light of the above, it is recommended that planning permission is granted.

11 Recommendation

11.1 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 5 vehicles to be parked, and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning] area 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

- (8) (a) The vehicular means of access to the development hereby approved shall be from rear access road onto Kiln Lane only.**

(b) There shall be no means of vehicular access from the development hereby approved to East Street.

(c) The development hereby approved shall not be first occupied unless and until a permanent physical barrier fronting East Street has been erected to prevent the formation of unauthorised vehicular access to that road in accordance with the approved plans and thereafter that permanent physical barrier shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.

(d) The development hereby approved shall not be first occupied unless and until existing access/es from the site to East Street have been permanently closed and any kerbs, verge, footway, fully reinstated.

(e) No development shall commence on site until a pedestrian inter-visibility splay of 2m by 2m has been provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility above 0.6m 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

- (9) 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 9.15 am nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Kiln Lane or Dirdene Gardens during these times**
- 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

- (10) The windows serving bathrooms in all the dwellings hereby approved shall be glazed with obscure glass of no less than obscurity level 3.**

Reason: To safeguard privacy of the occupants of adjoining properties as required by Policy DM10 of the Development Management Policies Document 2015

- (11) Unless otherwise agreed by the Local Planning Authority, the following must be undertaken prior to any development on site, in accordance with current best practice guidance:**

- (i) a site investigation and risk assessment to determine the existence, extent and concentrations of any made ground/fill, ground gas (including volatile hydrocarbons) and contaminants with the potential to impact sensitive receptors on and off site. The scope and detail of these are subject to the approval in writing by the local planning authority. The results of the investigation and risk assessment shall be submitted to and approved by the Local Planning Authority; and**
- (ii) if ground/groundwater contamination, filled ground and/or ground gas is found to present unacceptable risks, a detailed scheme of risk management measures shall be designed and submitted to the Local Planning Authority for approval. The site shall be remediated in accordance with the approved measures and a verification report shall be submitted to and approved by the Local Planning Authority.**

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without

unacceptable risks to workers, neighbours and other offsite receptors as required by policy CS6 of the Core Strategy 2007

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

Floorplans and elevations Rev C
3404 111 EAST STREET BLOCK PLAN

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

No burning of materials obtained by site clearance shall be carried out on the application site.

- (2) 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.

- (3) 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) 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/residents/planning/planning-advice/community-infrastructure-levy-cil-guidance>

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