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Tuesday, 21 April 2015

To: The Members of the **Planning Applications Committee**
(Councillors: Edward Hawkins (Chairman), Glyn Carpenter (Vice Chairman), David Allen, Richard Brooks, Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, David Hamilton, David Mansfield, Ken Pedder, Audrey Roxburgh, Ian Sams, Pat Tedder, Judi Trow, Valerie White and John Winterton)

In accordance with the Substitute Protocol at Part 4 of the Constitution, Members who are unable to attend this meeting should give their apologies and arrange for one of the appointed substitutes, as listed below, to attend. Members should also inform their group leader of the arrangements made.

Substitutes: Councillors Rodney Bates, Ian Cullen, Paul Ilnicki, Lexie Kemp, Bruce Mansell and Alan Whittart

Site Visits

Members of the Planning Applications Committee may make a request for a site visit. Requests in writing, explaining the reason for the request, must be made to the Development Manager and copied to the Executive Head - Regulatory and the Democratic Services Officer by 4pm on the Monday preceding the Planning Applications Committee meeting.

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held at Council Chamber, Surrey Heath House on **Thursday, 30 April 2015 at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Karen Whelan

Chief Executive

AGENDA

	Pages
1 Apologies for Absence	
2 Minutes	3 - 6

To confirm and sign the non-exempt minutes of the meeting held on 9 April 2015.

3 Declarations of Interest

Members are invited to declare any disclosable pecuniary interests and non pecuniary interests they may have with respect to matters which are to be considered at this meeting. Members who consider they may have an interest are invited to consult the Monitoring Officer or the Democratic Services Manager prior to the meeting.

Human Rights Statement

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

Planning Applications

4	Application Number: 15/0067 - Former British Oxygen Corporation, Chertsey Road, Windlesham	7 - 34
5	Application Number: 15/0035 - 17 Queens Road, (formerly Bisley Office Furniture), Bisley, Woking, GU24 9BJ	35 - 98
6	Application Number: 11/0485/1 - Valley End Institute, Highams Lane, Chobham GU24 8TD	99 - 102
7	Supporting Documents	103 - 112

Glossary

Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House on 9 April 2015

+ Cllr Edward Hawkins (Chairman)
+ Cllr Glyn Carpenter (Vice Chairman)

+ Cllr David Allen	- Cllr Ken Pedder
+ Cllr Richard Brooks	- Cllr Audrey Roxburgh
+ Cllr Mrs Vivienne Chapman	+ Cllr Ian Sams
+ Cllr Colin Dougan	+ Cllr Pat Tedder
+ Cllr Surinder Gandhum	+ Cllr Judi Trow
- Cllr David Hamilton	+ Cllr Valerie White
+ Cllr David Mansfield	+ Cllr John Winterton

+ Present
- Apologies for absence presented

Substitutes:

In Attendance: Andrew Crawford, Duncan Carty, Jonathan Partington, Jessica Harris-Hooton and Cllr Tim Dodds

124/P Minutes

The minutes of the meeting held on 9 March 2015 were confirmed and signed by the Chairman.

125/P Application Number: 14/1041 - 21-33 York Road, Camberley, Surrey GU15 4HS - Town Ward

The application was for the Erection of 7 two/three storey houses with access and parking, following the demolition of 1 dwelling with the refurbishment of 6 two storey houses. (Amended plan rec'd 23/02/15).

Members were advised of the following updates:

*'SAMM Payment as required of £3,945 has been received.
Street scene elevations have been provided by the agent.'*

Recommendation change to: approve

Two further objections received raising these additional objections:

- *No defined ridge line for the new housing [Officer comment: The ridge lines for the new houses are shown on the submitted drawings]*
- *Overspill parking on York Road, a narrow road with parking restrictions which is used by people using the town centre [see Paragraph 7.5 of the officer report]*

- *Impact on water pressure [Officer comment: This is a matter for the water suppliers]*
- *Lack of parking on Cromwell Road [see Paragraph 7.5 of the officer report]*
- *The level of development in the local area has been reached and no further development can be accommodated [Officer comment: The site falls within the settlement area and there are no such restrictive policies in place]*
- *Loss of natural habitat between Cromwell Road and York Road [Officer comment: It is not considered that there is significant natural habitat on the application site]*

For information

The current proposal incorporates pergolas to the front, side and rear of the new dwellings.

CIL payment is approx. £150K. ‘

Resolved that application 14/1041 be approved as amended, subject to conditions as set out in the report of the Executive Head – Regulatory;

Note 1

The recommendation to approve the application as amended was proposed by Councillor Mrs Vivienne Chapman and seconded by Councillor Colin Dougan.

Note2

In accordance with Part 4 Section D paragraph 18 of the Constitution, the voting in relation to this application was as follows:

Voting in favour of the recommendation to approve the application as amended:

Councillors David Allen, Richard Brooks, Glyn Carpenter, Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, David Mansfield, Ian Sams, Pat Tedder, Judi Trow, Valerie White and John Winterton.

126/P Application Number: 14/1129 - 325 Guildford Road, Bisley, Woking, GU24 9BD - Bisley Ward

This application was for the erection of 9 dwellings (including four 2 storey (with accommodation in the roof) three bedroom, three 2 storey four bedroom and two 2 storey (with accommodation in the roof) five bedroom properties) with garages, parking, cycle stores, ancillary works, landscaping and access from Foxleigh Grange, following demolition of the existing buildings. (Amended plans rec'd 18/03/2015).

This application would have normally been considered under the Council's Scheme of Delegation for Officers but it was called in by a Local Ward Member.

Members were advised of the following updates:

'SAMM Payment as required of £6,825 has been received.'

The Committee noted a Member's concerns in relation to the SPA, traffic management, overdevelopment and the possible negative impact on the Village.

Recommendation change to: approve

One further objection received raising these additional objections:

- *When cars park on Foxleigh Grange, it is not wide enough for two cars to pass and the proposal will exacerbate this issue [see Paragraph 7.5 of the officer report]*

For information

CIL payment is approximately £180K.'

Resolved that application 14/1129 be approved as amended subject to the conditions as set out in the report of the Executive Head – Regulatory.

Note 1

The recommendation to approve the application as amended was proposed by Councillor Richard Brooks and seconded by Councillor David Allen.

Note2

In accordance with Part 4 Section D paragraph 18 of the Constitution, the voting in relation to this application was as follows:

Voting in favour of the recommendation to approve the application as amended:

Councillors David Allen, Richard Brooks, Glyn Carpenter, Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, Ian Sams, Pat Tedder, Judi Trow, Valerie White and John Winterton.

Voting against the recommendation to approve the application, as amended:

Councillor David Mansfield.

Chairman

2015/0067

Reg Date 03/02/2015

Chobham

LOCATION: FORMER BRITISH OXYGEN CORPORATION, CHERTSEY ROAD, WINDLESHAM

PROPOSAL: Hybrid planning application comprising:

a) Full application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre; plus two new buildings 1 and 2 for research and development located at the southeast corner of the site together with circular test road, gatehouse, cycle/waste storage building with new vehicular access from Highams Lane; and, monorail stations and monorail track between the existing building and proposed building 1;

Outline application with all matters reserved for extension to restaurant; enlarged test road and monorail track in the western field; and, new building 3 for research and development adjacent to the M3 motorway, monorail station adjoining building 3, and test building. (Additional plans recv'd 6/3/15) (Additional plans rec'd 30/03/15) (Amended Travel Plan recv'd 25/3/15) (Additional info rec'd 08/04/15)

TYPE: Full Planning Application

APPLICANT: Kamkorp Park Limited

OFFICER: Jonathan Partington

RECOMMENDATION: GRANT subject to conditions and referral to the Secretary of State as a Departure from the Development Plan

1.0 SUMMARY

- 1.1 The site is the former headquarters of the British Oxygen Corporation (BOC), lies in the Green Belt and comprises approximately 22 hectares. The existing buildings are located at the northern end of the site with open fields to the south. The proposal is a hybrid planning application with full planning permission sought for extensions to the existing buildings, two new buildings on the open land at the southeast corner of the site, a new access off Highams Lane, test track and monorail. Outline permission is sought for further buildings and extensions and extended test track and monorail. The existing buildings total 12,630 m² and the proposal would total 13,864 m².
- 1.2 The applicant Kamkorp is a group of companies that specialist in research and development (R&D) with Fraser-Nash specialising in electric vehicle technologies, for example London Metrocabs. The development would supplement existing facilities at Mytchett Place but also be a bespoke cluster of high technology companies. The development would be for the fit out and testing of prototype vehicles only and would not be a general or bulk vehicle assembly manufacturing site.
- 1.3 There is no objection to the proposal on highway grounds, impacts on heritage and trees, impacts on residential amenity, noise, lighting or air quality, biodiversity, and flooding. The development is not CIL liable.

- 1.4 The extensions to the existing buildings would not be disproportionate additions but the new buildings would represent inappropriate development in the Green Belt and cause significant harm to the openness of the Green Belt and its purposes. Similarly the test road and monorail would also be inappropriate and harmful Green Belt development. By association, the development would also cause harm to the existing rural, natural and undeveloped character of the area. As such it is necessary to consider whether there are any very special circumstances to outweigh the identified harm.
- 1.5 Section 8 of the report lists and details the applicant's very special circumstances. The NPPF places significant weight on the need to support economic growth. Thus, in the officer's opinion, the development's contribution to the local, regional and national economy, particularly in a growth global market, together with associated employment opportunities weighs significantly favour in support of the proposal. It is considered that the in-combination weight of the very special circumstances outweigh the harm and so this report recommends approval, subject to conditions.
- 1.6 Under the Town and Country Planning (Consultation) (England) Direction 2009 this proposal represents a departure from the Development Plan, because it is major development within the Green Belt. Under this Direction and if Members agree with the recommendation to grant, the application must therefore be referred to the Secretary of State. This gives the SoS the opportunity to either make no comments or use call-in power and make the decision on the application. The Planning Authority cannot grant permission until the expiry of 21 days from the date the SoS confirms receipt of the consultation.

2.0 SITE DESCRIPTION

- 2.1 The site comprises approximately 22 hectares and lies within the Green Belt. The site has an established Class B1 use, with its former use as the headquarters for the British Oxygen Corporation (BOC). Since 2007 the premises have remained vacant.
- 2.2 The site is located outside of but in close proximity to the Chobham Common Site of Special Scientific Interest (SSSI); the Thurley, Ash, Pirbright and Chobham Special Area of Conservation (SAC); a National Nature Reserve; and, the Thames Basin Heath Special Protection Area (SPA). These areas of designation are located on the northern side of Chertsey Road opposite and beyond the site. The site also lies outside the floodplain and is not identified as having a designated landscape of historical, cultural or archaeological importance.
- 2.3 All of the existing buildings (totalling approximately 12,630 sq metres) are located at the northern end of the site with the principal vehicular access off Chertsey Road used for visitors. There is also a secondary vehicular access to the site off Chertsey Lane (known as Shepherd's Lane) used for deliveries. Highams Lane runs parallel with the site's eastern boundary and at the northern end of Highams Lane there is a further vehicular access which was used by staff, with access to the main building's basement car park.
- 2.4 The main building (known as Higham Hall) has an oxygen molecular shape footprint with a series of wings fanning out. The building is part single and part two-storey, with the rear of the building having an attractive landscape setting which includes two linked ponds and a lake. Beyond this and to the site's southern boundary, which is adjacent to the M3 motorway, the land levels drop and comprise open fields. The M3 motorway itself is on higher land up on an embankment.
- 2.5 There are a series of smaller ancillary buildings located closer to Chertsey Road than the main building. This includes the locally listed clock tower, plus single storey garage and

plant building. These buildings are walled off from the main visitor entrance with a separate parking area. At the northwest corner of the site there is also a walled garden, which is a remnant of the original convent use of the site.

- 2.6 All site boundaries are well screened with mature trees and vegetation, although there are no statutory protected trees within the site or boundaries. Along the southern boundary rows of conifers have been planted to screen the motorway and the northern Chertsey Road boundary also includes walling. The immediate surrounding area is not densely populated with the most residential dwellings to the west of the site, on the edge of Windlesham.

3.0 RELEVANT HISTORY

- 3.1 82/0214 Demolition of existing convent buildings with exception of clock tower and associated buildings and erection of new headquarters office building, restaurant and car parking – Approved 26/7/87
- 3.2 84/0213 Details for erection of new headquarters office building, staff restaurant and car parking - Approved 26/4/84

4.0 THE PROPOSAL

- 4.1 The proposal is a hybrid planning application comprising:
- a) Full/detailed application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre building; plus two new buildings 1 and 2 for research and development located at the southeast corner of the site together with circular test road, gatehouse, cycle/waste storage building with new vehicular access from Highams Lane; and, monorail stations and monorail track between the existing building and proposed building 1; and,
 - b) Outline application with all matters reserved for extension to restaurant; enlarged test road and monorail track in the western field; and, new building 3 for research and development adjacent to the M3 motorway, monorail station adjoining building 3, and test building.
- 4.2 The applicant Kamkorp is a group of companies consisting of different specialist technologies. Frazer-Nash Ltd. is a wholly-owned subsidiary of Kamkorp and is the core operating company where the research and development of electric and range-extended electric drivetrains has been carried out. Frazer-Nash provides technology to automotive original equipment manufacturers and other specialised companies and also develops its own products through the various vehicle prototypes built and tested. This includes, for example, the development and launch of electric London Metrocabs. Frazer-Nash proposes that the application site will supplement its current facilities at Mytchett Place by providing bespoke facilities for different group operations.
- 4.3 For the purposes of a) above the following table summarises the size of each proposed building (The existing fenced plant enclosure has an area of 45 sq metres and the enlarged enclosure would have a total area of approximately 87 sq m):

	Approx. maximum length (m)	Approx. maximum width (m)	Floor area GEA (m ²)	Approx. maximum Height (m)
1st wing extension to main building	23	13.5	275	5.7
2nd wing extension to main building	23	13.5	275	5.7
Garage extension	19.1	10.1	202	4.5
Building 1 (including monorail station)	91	80	6,207	7.5 - 10.5
Building 2	84	30	2,520	9.5
Gatehouse	3.5	6	20	2.6
Cycle/waste storage building	18.3	8.3	152	3.8
Monorail station adjoining main building	7.5	9	67.5	5
TOTAL (full application)	-	-	10,014 (including Building 1's canopy covering the test track)	-

- 4.4 In respect of b) above, as all matters have been reserved only indicative details of the sizes of the buildings have been provided. However, it is envisaged that the total floor area would be 3,670 sq metres (i.e. Building 3 would be approximately 108 m in length, 30 m in width with a height of 7.5 with an area of 3,380 sq metres; the monorail would have an estimated floor area of 270 sq metres; and, the remaining floorspace of 20 sq metres would be the remote test building and restaurant extension).
- 4.5 The total floor space created by all the buildings proposed under a) and b) would be 13,684 sq metres (the existing buildings have a combined floor space of 12,630 sq metres).
- 4.6 Building 1 would be sited parallel to Higham Lane and its closest elevation would be a distance of approximately 25 metres from Higham Lane. This building would accommodate

the following uses:

- Showcase buildings/museum;
- Test garage comprising a series of bays linked to testing on the test road;
- Fabrication facility for the fitting and assembly of vehicles including a rolling road, vehicle lifts and cranes;
- Centralised storage facility for incoming and outgoing goods;
- Monorail station located between the two production areas where visitors could board and link to the main building; and,
- Workshop which would be an open area for the fabrication of vehicles including cars/lorries starting from the fabrication of the vehicle chassis through to attaching wheels, electric motors, drive train and steering mechanisms.

Building 2, sited parallel to the M3, would be the prototype workshop where finishing of the design would take place, including fabrication of the bodywork. This building would also have an area for specialist testing and accommodate specialist equipment such as laser-cutters and 3D printers. Building 3 would provide a production workshop. According to the applicant Bristol Vehicles would be finished within this building but no actual production would take place, simply the final finishing of vehicles prior to onward sale.

- 4.7 Vehicular access to buildings 1 -3 would be by a new access off Highams Lane. The gate house would be located next to this access. The site currently has 209 parking spaces. This application proposes an increase of parking to a total of 261 including 13 disabled bays. This would comprise 126 spaces in the basement car park accessed from the existing Highams Lane access; 16 spaces located south of the basement access; 42 spaces in and around the courtyard area by the Clock Tower; 17 spaces perpendicular to the existing service vehicle access at Shepherds Lane; and, 60 spaces adjacent to buildings 1 and 2.
- 4.8 A hedgerow currently divides the southern fields into two parcels and the circular test road proposed as part of the detailed application, would be confined to the eastern parcel of fields and extend northwest from building 1. At its closest point it would be approximately 25 metres away from the site's eastern boundaries. The monorail track proposed as part of the detailed application would cover a distance of approximately 270 metres from the monorail station adjoining the eastern elevation of the existing building to building 1. The extended test road (including a test straight, circular dynamic testing area and incline test area) and monorail proposed under the outline submission would extend over the western parcel of fields.
- 4.9 A series of documents have been submitted in support of the application, relevant extracts of which will be referred to in sections 7 and 8 of this report. The documents, amongst others, include the following:
- Planning Statement and further Planning Statement with Green Belt Very Special Circumstances (April 2015);
 - Design and Access Statement;
 - Transport Assessment (updated March 2015);
 - Travel Plan (final March 2015);
 - Economic Statement;

- Ecological Assessment;
- Noise Assessment;
- Lighting Report;
- Arboricultural Implications Assessment and Method Statement;
- Landscape Design Statement; and,
- Statement of Community Involvement (SCI).

4.10 Prior to the submission of the application the applicant undertook the following:

- Requested a Screening Opinion as to whether the proposal constituted Environmental Impact Assessment (EIA) development. The Planning Authority concluded this was not EIA development;
- As reported in the SCI, undertook a public exhibition event on 16th December 2014 with an advert placed in the local press and letters sent to immediate neighbours and local stakeholders. The agents also presented the proposal to Chobham Parish Council on 21st January 2015; and,
- Pre-application meetings with the Planning Authority.

5.0 CONSULTATION RESPONSES

5.1	Surrey County Highway Authority	No objection subject to conditions.
5.2	Highways Agency	No objection or comments to make.
5.3	Natural England	No objection or conditions requested.
5.4	Surrey Wildlife Trust	Comments that the ecological survey information only considers the full application and not the outline part of the site. SWT therefore recommends that the applicant should undertake all the recommended actions in section 7 of the Ecological Assessment including the biodiversity enhancements. SWT advises that a Landscape and Ecological Management Plan (LEMP) ought to be considered.
		In addition to the SWT the Surrey Bat Group, Surrey Amphibian and Reptile Group, and West Surrey Badger Group were consulted. No comments have been received from any of these groups.
5.5	Environment Agency	No objection subject to conditions for surface water drainage scheme details; a remediation strategy if contamination found; and, control over infiltration of surface water drainage into the ground.
5.6	Drainage Officer	Comments are awaited.

5.7	Thames Water	Comments that there is an inability of the existing waste water infrastructure to accommodate the needs of the application and therefore requests a drainage strategy condition. In respect of surface water drainage it is recommended that the application ensures storm flows are attenuated or regulated into the public network by on or off site storage.
5.8	Tree Officer	No objection subject to conditions.
5.10	Heritage Officer	No objection or comments to make.
5.11	Surrey Gardens Trust	No objection to the extensions to the office block and the restoration of the walled garden would be welcomed. However, objects to the impact of the three new buildings, test track and monorail changing the open character of the site.
5.12	SCC Archaeologist	No objection subject to a condition securing a Written Scheme of Investigation.
5.13	Chobham Parish Council	Objects due to the impact on the Green Belt contrary to the development plan, with no very special circumstances.
5.14	Windlesham Parish Council	Objects due to the impact on the Green Belt but if there are very special circumstances for employment for local people then the Council may take a different view on this.
5.15	Economic Development Officer	<p>This type of proposal is supported by the Council's Economic Development Strategy. The Council's aspiration is to promote apprenticeships and Science, Technology, Engineering and Maths) skills in the area and to enhance the links between employers and local schools. The applicant has already developed apprenticeships links with schools, such as Collingwood, in the Borough.</p> <p>On a sub-regional level the Enterprise M3 Local Enterprise Partnership's Strategic Economic Plan sets out a plan for the whole area to be 'the primary Sci:Tech Corridor in the UK...capitalising on our industrial strengths and world class research.'</p> <p>The new jobs would add a further large employer to the Borough with the resultant uplift in reputation for Surrey Heath as an 'Open for Business' Borough, home to smart growth and having a significant presence of high tech employers based locally. Research shows that each filled job in Surrey contributes around £51,000 to the UK economy in GVA (Gross Value Added), significantly higher than the national average of £39,000. There would also be indirect employment created.</p> <p>The local economy would be further boosted by additional staff living within the locality and using local amenities and retail.</p>
5.16	Environmental Health Officer	No objections in respect of air quality, noise and artificial lighting issues.

6.0 REPRESENTATION

The application was advertised in the local press and 30 individual letters of representation were sent out. At the time of preparation of this report 17 letters of objection have been received summarised below:

- 6.1 Proposal inappropriate and harmful in the Green Belt (no objections to refurbishment and extensions to existing buildings) [*Officer's comment: See paragraph 7.3 of this report*]
- 6.2 Proposal out of character with the area [*See paragraph 7.4*]
- 6.3 Monorail and new buildings would be visually intrusive [*See paragraph 7.4*]
- 6.4 Local network already at capacity. Increase of traffic from staff and visitors along the inadequate local road system including Highams Lane. Increase congestion and likelihood of accidents, in the vicinity of Valley End School. Highams Lane is not suitable for heavy traffic [*See paragraph 7.5*]
- 6.5 Proposal would cause noise and light pollution [*See paragraph 7.6*]
- 6.6 Proposal would be harmful to wildlife and biodiversity [*See paragraph 7.7*]
- 6.7 Economic development of this scale should not be in an unsustainable Green Belt and rural location and rather ought to be located within or adjoining a large urban centre. Proposal should be on an industrial site [*See paragraphs 7.4, 8.2 and 8.3*]
- 6.9 High quality design is a requirement for all proposals and does not constitute a benefit on a Green Belt site; an energy-efficient building is not a very special circumstance; and, screening, however effective, does not lessen the loss of openness [*See paragraph 8.5*]
- 6.10 The facilities may be unique but there is no need for them in this location. Benefits such as a museum, landscape enhancement and retention of existing buildings should attract little weight in favour of this application [*See paragraph 8.7*]
- 6.11 In respect of alternative sites the applicant has not considered and dismissed many options before turning to the application site [*See paragraph 8.4*]
- 6.12 Even minor development is resisted in the Green Belt and so permitting this proposal would set a precedent in the Green Belt and would be difficult to resist future Green Belt development [*Officer's comment: Each and every proposal has to be considered on its own merits based upon adopted policy and any other material considerations.*]
- 6.13 The proposal could lead to further potential infill development [*See paragraph 8.8*]
- 6.14 The need for the size of the buildings, the prestige and community support arguments should not weigh heavily in a decision as the site could still be used by a more intensive use in the future, if the applicant left the site. If the applicant vacates the site in the future what covenants will there be to prevent the site being used by a more obtrusive business? [*See paragraph 8.8*]

7.0 PLANNING CONSIDERATION

- 7.1 Policies in the National Planning Policy Framework (NPPF); and, Policies CP1, CP2, CP8, CP11, CP14A, DM1, DM7, DM9, DM10, DM11, DM13 and DM17 of the Surrey Heath Core

Strategy and Development Management Policies 2012 (CSDMP) are relevant. Regard will also be had to advice contained in the Planning Practice Guidance (PPG); the Council's 2020 Economic Development Strategy; and, The Enterprise M3 Local Enterprise Partnership Strategic Economic Plan 2014.

7.2 Policy DM13 of the CSDMP recognises that employment development can occur outside of the core employment centre and town centre and this policy's supporting text acknowledges that these uses can play an important role in the Borough's economy, often comprise large bespoke sites, and are not just confined to the urban area but also located in the Green Belt and countryside. Whilst the policy seeks to retain these uses, the policy restricts development on these sites to extensions or additions and promotes redevelopment where this would improve environmental and residential amenity. In principle, therefore, and given the site's established use there is no objection to the Class B1 use, subject to the merits of the proposal not causing material harm. As such, the following main issues need to be addressed in determining this application:

- Green Belt appropriateness and harm;
- Impacts on the character of the area, heritage, landscape and trees;
- Highway impacts;
- Impacts on residential amenity;
- Impacts on biodiversity;
- Other matters; and,
- Very Special Circumstances (see Section 8 of this report).

7.3 Green Belt appropriateness and harm

7.3.1 Paragraph 89 of the NPPF states that the construction of new buildings are inappropriate in the Green but lists exceptions including an extension to a building provided that it does not result in disproportionate additions over and above the size of the original building; and, limited infilling of previously developed sites which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Paragraph 90 states that certain other forms of development are also not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. This includes engineering operations.

7.3.2 In the officer's opinion the northern part of the site comprising the main building, the ancillary buildings and associated hardstanding is a previously developed site. The total size of the garage extension, wing extensions and monorail station (approximately 820 sq m) therefore represent a 6% increase in floor space when compared with the size of the existing buildings (12,630 sq m) and so can only be concluded to represent limited infilling. The location of the garage extension would also be over existing hardstanding and whilst the wings to the main building would spread development south over existing open land the size of these extensions would still not be disproportionate to the size of the main building. It is therefore considered that all these extensions, including the enlarged plant enclosure and the restaurant extension proposed under the outline submission would not be inappropriate development in the Green Belt.

- 7.3.3 Buildings 1 and 2 and the other buildings proposed to the south of the existing buildings would represent inappropriate development in the Green Belt and the applicant also accepts this. It is considered these buildings would cause significant harm to the openness of the Green Belt by virtue of their size and the spread of development on the land. This quantum of built form would also conflict with the purposes of the Green Belt by encroachment into the countryside.
- 7.3.4 However, the applicant is of the viewpoint that the engineering operations, namely the construction of the monorail and the test road would not be inappropriate development, complying with paragraph 90 of the NPPF not harming Green Belt openness (paragraph 7.11 of the Planning Statement refers). Contrary to this viewpoint, in the officer's opinion a fact and degree judgement must be made as to whether these operations preserve openness. Currently the land is open and devoid of any development. Therefore any development on this land is likely to have an urbanising effect. Whilst the test road would be at ground level and the rail track supports would be open in design, nevertheless they would not be contained at one side of the land or cover a small area but rather spread over the entire field parcels having a significant degree of hardstanding and rail track. This sprawl of development would inevitably have a permanent effect upon the open and undeveloped character that the land currently possesses. The associated movement of vehicles would further add to the impression of urbanity. It is therefore considered that these operations would not preserve openness, would conflict with the purposes of the Green Belt by failing to safeguard the countryside from encroachment and would therefore be inappropriate development.
- 7.3.5 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to state that substantial weight ought to be given to any harm to the Green Belt and that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Before considering the applicant's very special circumstances it is therefore first necessary to consider whether in addition to the significant Green Belt harm this proposal causes any other harm. This is considered below.

7.4 Impacts on the character of the area, heritage, landscape and trees

- 7.4.1 The NPPF requires development to integrate into its natural, built and historic environments and Policy DM9 (ii) of the CSDMP reiterates this requiring development to respect and enhance the environment, paying particular attention to scale, materials, massing, bulk and density. Whilst the M3 motorway delineates the southern boundary of the site and the existing site buildings are commercial, the environmental character of the southern part of the site and wider area is predominantly rural, open and natural. The applicant's Landscape Design Statement describes a significant area of the site as having as an 'English Parkland' character, together with more intimate landscape areas associated with the existing buildings and areas of woodland adjacent to Highams Lane.
- 7.4.2 The development by reason of the use, size and location of the new buildings to the south being remote from the existing site buildings, together with the test track and monorail must result in a development that would fail to respect the existing rural, open and natural attributes that the area possesses, contrary to Policy DM9 (ii). Even if this conclusion is incorrect and the proposal respects its context, then in this high quality natural environment any development ought to enhance the environment and so it is difficult to argue that this would be the case. However, in the applicant's favour, the design of the new buildings to the south seek to integrate into this setting by including the sinking of the building into the landscape, natural materials and curved roofs to reflect site topography and the green roof. Whilst the scale of these buildings is significant the architecture therefore does help to

reduce the massing. This is best illustrated by the artist impressions.

- 7.4.3 Furthermore, existing views into the site are limited because of the high degree of natural boundary screening and the M3 embankment. The natural gradient changes on the site also limit views across the entire site. Given this existing context, the architecture, and given that much of the existing landscaping would be retained, the proposed buildings would not be prominent from outside the site. The creation of a new Highams Lane access would open up views but it is considered that the impact would be restricted to this point only. However, this access and its level of use would inevitably have a damaging effect upon the existing sense of rurality this road has and also impact on the experience of those who use the public bridleway which runs parallel to the southern boundary.
- 7.4.4 The applicant's proposed landscape enhancements are welcomed and, in particular, the restoration of the historic walled garden. The Council's Heritage Officer is supportive of the proposal concluding that there would be no harm to the locally listed building and given that the proposal can also be conditioned in respect of archaeology, the proposal would comply with Policy DM17. The Council's Tree Officer has also raised no objection as tree loss would be limited and that the loss of the category B and C trees would have a minor impact on the landscape character and profile of the area. Subject to suitable conditions to control tree works and a comprehensive landscape planting scheme it is considered that the proposal would provide the opportunity to provide a high quality landscaping, in compliance with Policy DM9 (iv).

7.5 Highway impacts

- 7.4.1 The applicant's Transport Assessment (TA) firstly considers the existing highway conditions i.e. the impacts of the existing lawful Class B1 use/extant permission and secondly, the proposed development against this baseline. The TA states that traffic impact has assessed on the worst case scenario. The TA's main findings are summarised below:
- Chertsey Road is an unrestricted rural road around 7.3m in width. Highams Lane is around 6.5m in width. Neither road has any footway or street lighting provision. Automatic traffic counts were carried out on Chertsey Road west of the site, Chertsey Road east of the site and Highams Lane adjacent to the M3 bridge to determine background traffic flows.
 - The proposed Highams Lane access has been designed to mitigate any impact on the existing tree line, ensure suitable visibility splays of 2.4 m x 120 m in both directions and to ensure that even the largest HGV would not obstruct the highway. All vehicles are able to enter and leave in a forward gear via the new access and track drawings have been provided.
 - The baseline assessments of the network travel flows show only single vehicles waiting to turn right into Highams Lane in the AM peak and no more than 2 vehicles waiting to exit Highams Lane in the PM peak. The TA concludes that the situation would remain unchanged with this proposal and no junction capacity issues.
 - Trip generation has been based on 90% car dependency. Existing trip distribution to the immediate road network has been calculated to represent the following proportions of traffic: Chertsey Road west of Highams Lane 66.2%; Chertsey Road east of Highams Lane 27.6%; and, Highams Lane 6.2%
 - Based upon this baseline trip distribution the TA calculates an 85 two-way increase AM (i.e. 8am – 9am) peak traffic flows (extant permission is 71 two-way flows) and 71 two-way increase PM (i.e. 5pm -6pm) peak traffic flows (extant permission is

101). This equates to:

- On Chertsey Road west of the site to less than 1 and 1 additional movement per minute, during the AM and PM peaks respectively;
 - On Chertsey Road east of the site to 1 additional movement every 2 minutes and 1 additional movement every 3 minutes, during the AM and PM peaks respectively; and,
 - On Highams Lane approximately 1 additional movement every 12 minutes in the AM peak and 1 additional movement every 15 minutes in the PM peak.
- Personal Injury Accident data was obtained from SCC from 1 January 2009 to 21 October 2014 with no accidents recorded at or near the Chertsey Road/Highams Lane junction.

7.5.3 For Class B1 developments the County's Parking Standards recommends a maximum range of 1 car space per 30m² to 1 car space per 100m² dependent on location, but this is based upon a floor area threshold of 2,500m². Therefore these standards cannot be readily applied to this proposal. Even if using these guidelines, whilst the existing site's parking for 209 vehicles equates to 1 space per 60m² this would have been based upon the historical situation when parking standards were different. It also has to be recognised that the intended use of the proposed site by a maximum of 350 staff would have a lower staff to floor space ratio than many other Class B1 uses. The provision of a total number of 261 parking spaces is therefore considered to be reasonable as this would equate to approximately 1 parking space per 100m²

7.5.4 Furthermore, reducing reliance on the use of the car and sustainable modes of travel should be encouraged, in line with the NPPF. Given that the site is not sustainably located (with Sunningdale the closest station 4km away and the closest bus stop and limited service in Windlesham approximately 1.6 km away and there are no dedicated cycle or footpath routes in the vicinity of the site) the need for alternative modes of transport should be promoted. Consequently the Travel Plan seeks to address the high dependency on the car by, for example, promoting car sharing and by the use of hybrid electric vehicles between stations and for business meetings.

7.5.4 During the course of the application, an updated and amended TA and Travel Plan were submitted by the applicant's transport consultants, following detailed discussion held with the County Highways Authority. On the basis all the evidence, the County Highways Authority raise no objection to the development subject to conditions including a Construction Transport Management Plan, parking conditions and Travel Plan condition. The Highways Agency also raise no objection. The development is therefore considered to be acceptable on highway capacity, safety and parking grounds, complying with Policies CP11 and DM11 of the CSDMP.

7.6 Impacts on residential amenity

7.6.1 Along the Highams Lane boundaries the closest residential properties include Highams Lodge, The Cottage and The Lake House. It is considered that the amenity of these neighbours would be most affected by the scheme given that the principal development works would be at the eastern end of the site. However, all of these residential properties would be some distance away from the new buildings, for example The Lake House is approximately 180 m away from the northern elevation of building 1 and so it is considered that there would not be a direct loss of residential amenity for these residents by reason of loss of privacy, overlooking, light or visual impacts. Whilst residents would be affected by the increased traffic movements using the lane, the aforementioned highway evidence suggests that the impacts would not be significantly adverse. Furthermore, Highams Lodge

is located adjacent to the existing staff access and so it is considered that there would not be a dissimilar impact for this neighbour than the existing extant situation.

- 7.6.2 Highams Lane properties would be the closest properties to the monorail track, which at its closest point would be some 25 metres away from the eastern boundary. Residents raise concerns over the elevated nature of the track (ranging between 0-5 metres in height above ground level) and the main station (approximately 5 metres in height above ground level). Despite this, in the officer's opinion the impacts from the monorail on residential amenities would not be adverse. This is because the eastern elevation of the existing main building is already raised on an embankment and the monorail station would be visually read against this. The track itself would have an open design and be effectively screened by the existing landscaping to be retained along the boundary. In addition, the elevated nature of the track would not be for the entire length of Highams Lane but drop down to be close to ground level.
- 7.6.3 There are a number of residential properties located along Chertsey Road, to the west of the site, of which the closest dwellings with curtilages adjoining the application site include Scarlett Hollies and Orchard Cottage. These two dwellings are located adjacent to the walled garden and remote from the main proposed development works and so given the proposed improvements to landscaping and restoration of the walled garden it is considered there would be no adverse impact on these neighbours' amenities. To an extent these neighbours' properties plus dwellings including, for example Gunners Meadows and Lynbrook Cottage, would also be affected by the outline development works namely the extended test road and monorail. However, given the separation distances and given the quiet electric nature of the use of these facilities it is considered there would be no adverse impact.
- 7.6.4 South of the M3 motorway the closest property is Rose Cottage, some 70+ metres away. Given this significant separation distance, the existing motorway embankment and screening it is considered that there would be no adverse impact on this neighbour's amenities.
- 7.6.5 In addition to the above conclusions, the applicant's Noise Assessment carried out baseline noise survey data at three locations around the proposed development nearest to the closest residential properties including: 1. Scarlett Hollies/Orchard Cottage; 2. Highams Lodge; and, 3. The Cottage/The Lake House. This evidence looked at the constructional and operational impacts of the development including the test road and workshop buildings. The Council's EHO sought further information relating to the monorail. The expected frequency of the monorail would be one per hour with a maximum speed of 50km/h. According to the EHO the noise generation is expected to be less than a conventional bus or HGVs that current residents are exposed to from the road use. The EHO concludes that there would be no adverse noise impacts for residential properties. This proposal would therefore be in compliance with paragraph 123 of the NPPF and the Noise Policy Statement for England (NPSE).
- 7.6.6 The applicant's Lighting Report confirms that the test road would not be illuminated at dark and where lighting is necessary this would use LED marker lights or be controlled by sensors. The Council's EHO raises no objections commenting that the report is in accordance with guidelines. It is considered reasonable to impose conditions relating to lighting so that the full details can be submitted. It is therefore considered that there would be no adverse impact of light pollution on local residents, in accordance with paragraph 125 of the NPPF. The EHO also confirms that the proposal would not cause adverse air quality issues, consistent with paragraph 124 of the NPPF.

7.6.5 As such it is considered that the proposal would not result in adverse loss of residential amenity and would comply with Policy DM9 (iii) of the CSDMP.

7.7 Impacts on biodiversity

7.7.1 Policy CP14 of the CSDMP seeks to conserve and enhance biodiversity and does not permit development that would result in harm to or loss of features of interest for biodiversity. Despite the relative proximity of the site to areas of local, national and international importance it is a material consideration that Natural England raises no objection to the impact of this proposal. It is therefore concluded that the proposal would not be harmful to the THBSPA, SAC and SSSI.

7.7.2 In respect of site specific ecology, the SWT advises that the ecological survey information only considers the full application and not the outline part of the site. SWT therefore recommends that the applicant should undertake all the recommended actions in section 7 of the Ecological Assessment, including the biodiversity enhancements. SWT advises that a Landscape and Ecological Management Plan (LEMP) also ought to be considered. In the officer's opinion it is reasonable to condition these requirements, which would be in accordance with the NPPF and Circular 06/2005.

7.8 Other matters

7.8.1 Given that the site lies outside the floodplain and given no objection raised by the EA the proposal would cause no fluvial flood risk and complies with Policy DM10 of the CSDMP. Neither does the proposal pose contamination risks. In respect of surface water drainage the Government in April 2015 changed requirements for major developments for sustainable drainage systems (SuDS). Under these requirements the Council must be satisfied during determination of the application that SuDS can be designed into a proposal, unless demonstrated to be inappropriate. Whilst the EA and Thames Water recommend conditions in respect of a drainage strategy, it is therefore recommended that such conditions are not imposed until the comments from the Council's Drainage Engineer are received. An update will be reported at the meeting.

7.8.2 The application is not CIL liable because CIL only applies to residential or retail uses. Furthermore, in line with paragraph 204 of the NPPF planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. No such requirements have been identified.

8.0 VERY SPECIAL CIRCUMSTANCES

8.1 On the basis of the Green Belt inappropriateness and significant harm to openness identified in paragraph 7.3 above; and, other harm to the character of the area identified in paragraph 7.4 it is necessary to consider whether this overall harm can be outweighed. The applicant's main very special circumstances to justify the development are summarised below, the merits of each will be considered in turn and then in combination:

- (i) Economic contribution and prestige
- (ii) Employment provision and the wider benefits including education and training

- (iii) Need for the development and lack of alternative sites
- (iv) Design quality, innovation and operational linkages
- (v) Unique facilities and building scale
- (vi) Community support and benefits including landscape enhancement and reuse of existing building.

8.2 (i) Economic contribution and prestige

8.2.1 The NPPF has a presumption in favour of sustainable development of which there are three dimensions i.e. economic, social and environmental. The economic role is *'contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.'* In order to deliver a strong and competitive economy paragraphs 18-20 of the NPPF states the following:

18. The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meet the twin challenges of global competition and of a low carbon future.

19. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight [Officer's underlining] should be placed on the need to support economic growth through the planning system.

20. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

8.2.2 In respect of having an economy fit for the 21st century the applicant makes references to a number of Government publications (e.g. Creating a Future for 2020 Vision for Science and Research - May 2014 - Department for Business, Innovation and Skills) that support research and development (R&D), high tech engineering skills, science and innovation and the importance of their contribution to future economic growth. At a regional level the Strategic Economic Plan (SEP) for Enterprise M3 Local Enterprise Partnership (LEP) emphasises the M3 motorway corridor as a growth area being the primary science and technology corridor in the UK, an economic asset of national importance and a global leader in a range of sector and activities, capitalising on industrial strengths and the world-class research, with high value added economic activities generated by academia and businesses working closely together. Finally, at a local level the Council's 2020 Economic Development Strategy recognises the importance of specialist engineering firms and aims to support their growth aspirations.

8.2.3 The applicant considers this proposal to be entirely consistent with this national, regional and local economic policy for the reasons summarised below:

- The applicant has a global brand, outreach and presence. The group welcomes high-level delegations from all over the globe including prime ministers and senior ministers from other countries. This global recognition results in significant economic influx into the region, in the region of millions of pounds annually, with Fraser Nash and associated companies' products deployed across multiple

continents.

- The applicant has a long and illustrious history dating back to the 1920s and is a world leader in R&D of sustainable electric and hybrid technologies. The group of companies and facilities provided at Kamkorp Park would be a prestigious addition to the range of companies based in Surrey Heath. The prestige of names such as Bristol Motors, Metrocab and Frazer-Nash are of international recognition and to be able to refer to such well known and historic names as based in Surrey Heath will bring tremendous economic benefit and prestige to the Borough.
- The motor industry generally, and particularly motorsport, is a growth area. The industry has not been seriously affected by the global financial crisis and subsequent recession in the UK, nor will it be affected by ongoing public sector spending cuts. The economic benefit extends beyond the district to the rest of the South East and the country as a whole. It is hugely valuable to the economy and its contribution to GDP to export performance, to jobs and to UK's international reputation as a location for innovative, technology lead businesses. Motorsport is understood to include around 4,500 firms with an annual turnover of £6bn of which £3.6bn is exported. Collectively the industry supports nearly 40,000 jobs, of which 25,000 are qualified engineers.
- The growth of Frazer-Nash will put the Borough on the map by having an industry that has agglomeration benefits, and the multiplier effect, as neighbouring and locally-based businesses, such as McLaren in Woking and TAG in Farnborough continue to grow and advance the specialist engineering footprint across the area.

8.2.4 Whilst the prestigious of the applicant's brand is understood, officers requested the applicant to provide quantification and future projection of what the economic benefit would be. For example, as an indicator baseline financial detail on what benefit the existing Mytchett business has had in the Borough; and, comparative studies of how companies such as TAG has benefited Rushmoor, or McLaren in Woking. Whilst this has not been provided by the applicant, the applicant has nevertheless provided useful further explanation as to why this business sector is so important to the economy. Even without being able to quantify the actual local benefit, the aforementioned economic policy documents supporting this type of industry and the associated applicant's evidence still weighs heavily in favour of the proposal. The applicant's R&D of electric technologies is entirely consistent with the Government's twin challenges of global competition and a low carbon future. Therefore, this proposal would undoubtedly support economic growth, and is likely to become even more important in future years, and so significant weight must be given to this in accordance with paragraphs 18-20 of the NPPF.

8.3 (ii) Employment provision and the wider benefits including education and training

8.3.1 According to the applicant the development would eventually have up to approximately 350 total employees working at the site. This direct job creation would be up to 40 newly skilled jobs immediately. Initially some staff from Mytchett Place would be relocated to help seed the site. The skills breakdown in relation to jobs created is 47% skilled (engineering); 25% semi-skilled (engineering); 7% unskilled; 18% operational; and, 3% managerial. The applicant also states that employment would be created during construction with a preference for local builders and contractors and indirect employment as a result of increased expenditure on goods and services, because of the agglomeration benefits and growth of specialist engineering in the area and the associated multiplier effects. By supporting local employment opportunities the applicant considers that the development maintains local workforce

8.3.2 Furthermore, the applicant is committed for people to live and work within the Borough and

to facilitate this by developing apprenticeships and links with schools and colleges in the Borough and region. The applicant already has existing links with Collingwood College, Imperial, Oxford and Cambridge University through sponsorship schemes, graduate recruitment, internships and apprenticeships.

8.3.3 The applicant's justification is further supported by evidence provided by the Council's Economic Development Officer. Namely, research shows that each filled job in Surrey contributes around £51,000 to the UK economy in GVA (Gross Value Added), significantly higher than the national average of £39,000. Thus, the direct employment from this proposal could amount to £17.85 million to the UK economy, of which there would inevitably be knock on benefits to the Borough and region by virtue of indirect job creation and economic growth. Policy CP8 of the CSDMP seeks to provide up to 7,500 new jobs for the period up to 2027 and the proposal would support this. It is therefore considered that the employment opportunities weigh significantly in favour of the proposal, in accordance with paragraphs 18-20 of the NPPF.

8.4 (iii) Need for the development and lack of alternative sites

8.4.1 Summarised below is the applicant reasoning for why new accommodation is needed in this location, why specialist bespoke accommodation is needed and why no other alternatives exist:

- The applicant wishes to continue the evolution of the company in the Borough and build on the growing regional economic development, such as McLaren, to work closely with its supply chains and invest in, strengthen and build up network and resources in the area;
- Given its worldwide market the applicant has a growing need for state of the art technology park and a worldwide headquarters;
- Mytchett Place is not capable of accommodating the existing requirements with the test track too small and future growth potential of the Kamkorp Group of Companies;
- The companies are inter-dependent to each other and the buildings and facilities must be linked so that R&D can be undertaken in an innovative and collaborative working environment;
- The proposed short distance between the R&D facilities and the test track is important. It is not possible to be located within the urban area within an existing industrial unit and commute to a test track such (but not limited to) e.g. Silverstone, Brands Hatch or, perhaps somewhere like Dunsfold Aerodrome (in each case restrictions may apply in relation to vehicle testing);
- A traditional business park location is unsuitable for the particular R&D business needs of Kamkorp, compounded by the need for security with products kept out of the public eye;
- There are no other available or viable sites in the Borough or close by that would deliver the applicant's needs. Fair Oaks Airport is not available and other sites reviewed included Cody Technology Park, Farnborough; Longcross Test Track; and, Minley Manor.

8.4.2 As part of building a strong and competitive economy, paragraph 21 of the NPPF encourages planning positively for the location, promotion and expansion of clusters or

networks of knowledge driven, creative or high technology industries. The applicant's need for a bespoke cluster of companies and accommodation under one umbrella site is therefore consistent with the NPPF. Splitting up the facilities would also be fundamentally at odds with the applicant's own business model to develop electric vehicles and sustainable modes of transport. In respect of alternatives it is regrettable that Fair Oaks is not available, particularly given its closer location to McLaren. Neither has the applicant explained in detail as to why these alternative locations are not available or viable. In addition, whilst the applicant has explained the essential need for the on-site test track, no explanation has been provided for the monorail. The assumption is that the monorail is equally essential to having all facilities at one location but the onus is on the applicant to justify this. Despite this, it is still preferable that the company remains within the Borough than outside. Given that the applicant is multi-national it could have easily relocated its headquarters in North America or elsewhere abroad but the applicant's commitment to remain in the Borough is welcomed. It is therefore considered that on the basis of the information submitted, the applicant's need arguments and lack of alternatives moderately weigh in favour of the proposal.

8.5 (iv) Design quality, innovation and operational linkages

- 8.5.1 The applicant states that any new building is required to be high quality in order to match with the worldwide brand. An iconic building with high quality open parkland landscaped setting is important to the company. The applicant also explains that it is essential that the facilities inspire and promote collaborative and innovative thinking, and whilst an industrial unit within a business park may meet a functional need it is typically not an inspirational location to encourage creative and original thought.
- 8.5.2 It is considered that high quality design is not limited to the desirable needs of an applicant but has wider importance for the environment and, in any event, should be a pre-requisite of any proposal, particularly a development of this size. The NPPF requires good design and that securing high design and inclusive design goes beyond aesthetic considerations and includes how new development integrates into the natural, built and historic environment.
- 8.5.3 Paragraph 63 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. Whilst the individual architecture of building 1 is of the highest quality it is considered that the design is not so exceptional, or in the type of location where it could otherwise act as a catalyst for improving design in an area more generally. The architects have sought to integrate the design into its natural environment by, for example, by being dug into the ground to reduce prominence, the use of curved roofs to assimilate the topography and a green roof to blend into the landscape. However, the integration of a building into its setting and its degree of visual prominence does not reduce the harm to openness, as whether seen or unseen the quantum of built form in the Green Belt remains. This is because the primary indicator of harm to openness is an assessment of size. Similarly an energy efficient and green building should be a pre-requisite of any development of this size and so cannot be said to outweigh Green Belt harm. Whilst, therefore, the applicant's commercial needs for an iconic building and an environment which facilitates thinking is understood it is considered that this carries only limited weight in favour of the proposal.

8.6 (v) Unique facilities and building scale

- 8.6.1 The applicant explains how the buildings would accommodate unique facilities which would be of national and worldwide significance. This would include multi-fuel hybrid test cells for engines which would be unique and already generating significant interest from around the

world. The applicant states that the importance of this test facility cannot be understated. This would complement the existing single fuel test cell at Mytchett is already used by major car companies from Europe and the US and accelerate the development of zero emission fuels such as hydrogen. Other facilities would include an Electric Magnetic Compatibility Chamber for the testing of motor vehicles which would be the only one in the South East and be beneficial to local universities and institutions who are developing innovative electrical systems and components. The dedicated test track, for electric vehicles, would also be the only one in the country.

- 8.6.2 The applicant justifies the building scale because of the space requirements for these facilities and for R&D prototype purposes a large amount of space is required for only a few vehicles to be worked on. There would also only be a low ratio of workers within the floor area with the majority of space taken up by tools, machinery and the product. Consequently the applicant explains that this requires a site that is well contained which offers the ability for new buildings to be in close association with each other to enable products to be researched, developed and tested on site. With such sites limited, the applicant states that in order to stay within the Borough it is an inevitability that an undeveloped site will be required, just like what happened at Woking with McLaren.
- 8.6.3 The uniqueness of the facilities, particularly with the worldwide major car company interest, does add to the importance of the proposal and the associated knock on effects this would have on the economy. In the officer's opinion this therefore adds weight in favour of the proposal.

8.7 (vi) Community support and benefits including landscape enhancement and reuse of existing building

- 8.7.1 According to the applicant the feedback (21 questionnaire responses) from the consultation event was that the majority of local residents were supportive of the development proposals; pleased to see the site in active use again, welcoming the idea of historic names, such as Bristol Motors being based locally, and in favour of the unique range of facilities and occupiers. The applicant explains that primarily the showcase facility and museum in building 1 is for invited visitors. However, it would also be open to members of the public and local community to visit on a limited number of days per year, reflecting comments made by local residents that they would welcome such a commitment. The applicant states that any potential opening could be controlled by condition. The applicant would also support corporate hospitality events not just for Kamkorp companies, but for other local businesses and organisations. The applicant also argues that the reuse of a redundant building back into the active use and the landscape enhancements would benefit the community.
- 8.7.2 By bringing the community and corporate activities to the site, it could be argued that the showcase and museum facility here is not a benefit at all as rather it would further urbanise the site by virtue of the increased comings and goings, and so be more damaging to the Green Belt. It is therefore considered on the basis of the information provided only limited weight ought to be given to the community benefits.
- 8.7.3 The applicant explains how a comprehensive landscape strategy would include infilling gaps in boundary landscaping; providing new landscaping to ensure the longevity of the landscape setting; screening for adjoining residents, in particular the north west corner of the site; enhance biodiversity; and, include the restoration of the walled garden with a replanting of the orchard and new planting to recreate the historic parkland. Clearly, this landscape strategy is welcomed and in particular the restoration of the walled garden which once formed part of the convent. However, landscape enhancement should be an expectation with any application of this size and so providing this cannot be said to be unique or very special. In this instance the landscape enhancement would be mostly site

contained and so benefits to the wider community for enjoyment of this landscape, for recreation or otherwise, would not be felt. It must also be noted that land is designated as green belt land irrespective of its landscape quality and so improving a landscape cannot somehow then be used as an argument to justify development. It is therefore considered that landscape enhancement carries very limited weight in support of the proposal.

- 8.7.4 The applicant states that the existing building's unique layout has meant that it has stood vacant for 7 years, unable to find an occupier. As such it has fallen into disrepair and neglect. The applicant, however, will secure the future of the building, retain its existing character and bring it up to modern standards and explains that this alone is a significant financial investment. In the officer's opinion the retention and refurbishment of the main building is desirable. However, for all of the main building's architectural merits it is not statutory or locally listed and neither is it a community asset that is essential to retain in the Borough. Furthermore, and most importantly, the future retention of the main building does not in turn justify the quantum of new proposed development in the Green Belt. Again this carries very limited weight in the support of the proposal.

8.8 In combination consideration of (i) – (vi)

- 8.8.1 Of the very special circumstances presented by the applicant limited weight can be given to (iv) Design quality, innovation and operational linkages; and, (vi) Community support and benefits including landscape enhancement and reuse of existing building. Moderate weight can be given to (iii) Need for the development and lack of alternative sites; and, (v) Unique facilities and building scale. However, significant weight can be given to (i) Economic contribution and prestige; and, (ii) Employment provision and the wider benefits including education and training.
- 8.8.2 Whilst alone (i) - (vi) does not justify the development, in the officer's opinion the combined weight of these very special circumstances marginally outweigh the significant harm to the Green Belt and other harm. It is considered that the applicant's contribution to the local, regional and national economy, particularly in a growth worldwide industry that will become increasingly important in the future, tips the balance in favour of support. In coming to this difficult conclusion regard has been had to whether permitting this development would set a precedent in the Green Belt, or in the event that the applicant vacated the site result in future development that would be even more harmful.
- 8.8.3 However, it is considered that the proposal is genuinely unique and so other developments elsewhere in the Green Belt would still have to be considered on their own merits being subject to the same stringent Green Belt control. In respect of the applicant's commitment to the site, it must be borne in mind that the applicant is investing significantly into this development and so the likelihood of the applicant leaving the site in the short term is unlikely. The fact that the applicant has been at Mytchett for many years further highlights the commitment to the Borough. Even if the applicant did sell up and vacate the site then the nature of the development would only lend itself to other R&D companies of a similar business model so bringing comparable benefits to the Borough. The concerns over the site opening itself up for any kind of Class B1 use, or other development, are therefore unfounded. Whilst the use goes with the land and so it is unreasonable to impose personal consent conditions, it is nevertheless necessary and reasonable to add an element of additional control by imposing conditions restricting the use to Class B1 only and limiting the number of staff on site. As such the integrity of the Borough's Green Belt would be retained.

9.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:

- a) Provided or made available pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have negotiated and accepted amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

10.0 CONCLUSION

- 10.1 The proposal by reason of the new buildings, plus the test road and monorail, would be inappropriate development in the Green Belt and cause significant harm to the openness of the Green Belt and conflict with its purposes. By association, the development would also cause harm to the existing rural, natural and undeveloped character of the area. The development would therefore conflict with policies CP1, CP2 and DM9 of the CSDMP. However, in the officer's opinion the in-combination weight of the very special circumstances, and in particular the economic arguments, are also significant and, on balance, outweigh the harm and justify this development. Officers therefore recommend approval.

11.0 RECOMMENDATION

REFER to the Secretary of State for approval subject to:-

1. Approval of the details of the layout, scale, appearance, access and the landscaping of the site under the outline application (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development, subject to the outline permission, is commenced.
 - (a) Application for approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission.
 - (b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To prevent an accumulation of unimplemented planning permissions and to comply with Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 (2) of the Planning and the Compulsory Purchase Act 2004.

2. The development hereby permitted for the full planning application shall be begun

within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance 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.

3. The proposed development shall be built in accordance with the approved plans all as listed in the Design and Access Statement plus additional drawing nos. TP600, TP 601 and QD655_200_01 unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

4. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. For the avoidance of doubt, the development hereby permitted shall be used for Class B1 use as defined by the Town and Country Planning (Use Classes) Order 1987 as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order), and for no other use unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the Green Belt, the character of the area and residential amenities and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies and the NPPF.

6. The museum and showcase facility approved in building 1 shall only be used as ancillary to the Class B1 use hereby permitted and not be occupied independent to this use. Prior to first occupation full details shall be submitted to and approved in writing by the Planning Authority as to the number of days the museum and showcase facility will be open to the public including management of visitors and the frequency of corporate and charity events. Thereafter there shall be no amendment from these approved details unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the Green Belt, the character of the area and residential amenities and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies and the NPPF.

7. There shall be no more than 350 staff employed at the development hereby permitted unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the Green Belt and highway capacity and to comply with Policies CP1, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies and the NPPF.

8. Buildings 1 and 2 (i.e. the full planning application) 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 vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning area(s) shall be retained and maintained for their designated purpose(s).

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

9. The outline development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning area(s) shall be retained and maintained for their designated purpose(s).

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

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) vehicle routing
 - (e) measures to prevent the deposit of materials on the highway
 - (f) 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 in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

11. On first occupation of the development hereby permitted, the application Travel Plan titled "Kamkorp Park Chertsey Road Windlesham Surrey GU20 6HZ - Staff Travel Plan" version 2.4, dated 25 March 2015, by RBM Consulting shall be implemented and thereafter retained and maintained for the lifetime of the development.

Reason: In order that the development should not prejudice highway safety nor

cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and in recognition of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

12. The full application hereby permitted shall be undertaken in strict accordance with the mitigation and enhancement measures set out in Section 7 of the applicant's Ecological Assessment Report (Pell Frischmann), details of which shall be submitted to and approved in writing by the Planning Authority prior to commencement of works. This shall also include the submission of a Landscape and Ecological Management Plan. Once approved there shall be no variation from the approved details unless otherwise agreed in writing by the Planning Authority.

Reason: To comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

13. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. In all other regards the development shall proceed in accordance with the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** compliant report prepared by ACS Consulting and dated January 2015.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

14.
 1. *No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The submitted details should also include an indication of all level alterations, hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and shall build upon the aims and objectives of the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** Arboricultural Method Statement [AMS].*
 2. *All hard and soft landscaping works shall be carried out in accordance with the approved details. All hard and soft landscaping works shall be carried out in accordance with the approved details. All plant material shall conform to **BS3936:1992 Parts 1 – 5: Specification for Nursery Stock. Handling, planting and establishment of trees shall be in accordance with BS 8545:2014 Trees: from nursery to independence in the landscape***
 3. *A landscape management plan including maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority before first occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The schedule shall include details of the arrangements for its implementation. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan for a minimum period of 5 years.*

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development

Management Policies 2012.

15. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: The current and future uses of the site could involve polluting substance which may impact water quality. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

16. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To accord with paragraph 109 of the NPPF to prevent unacceptable levels of water pollution.

17. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: In the interests of heritage and to accord with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

18. Prior to commencement of development hereby permitted a comprehensive lighting scheme shall be submitted to and approved in writing by the Planning Authority. This shall include details of all external lighting including manufacturers specifications, automatic sensor controls and timers, hours of illumination and light spillage diagrams. The approved details shall be fully implemented prior to first occupation of new buildings, or with a phasing plan agreed by the Planning Authority, and thereafter there shall be no changes unless otherwise agreed.

Reason: To limit light pollution in the interests of the rural character of the area, residential amenities and nature conservation and to comply with Policies DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

19. There shall be no variation to the proposal land levels as detailed on drawing numbers TP005A, 006A, 107A, 305A, 306A and 401A unless otherwise agreed in

writing by the Planning Authority.

Reason: To retain control in the interests of the character of the area and the openness of the Green Belt and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Informative(s)

1. 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 or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
2. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
5. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. The applicant is advised that the landscaping planting scheme should not just mitigate for tree loss but also address the age class differentiation throughout the site and broaden species diversity. Any scheme will need to include semi mature trees with minimum 25-30cm girth at 1m (nominal 8.8cm diameter). Any additional removal of vegetation, not expressly indicated on the Tree Protection Plan, should be discussed with the Council's Tree Officer and replacement planting integrated into the landscaping scheme potentially by way of copse establishment within open areas.
7. The applicant is advised that in respect of foundation design vegetation related clay shrinkage subsidence has been reported in the area. Accordingly, suitable foundations should be provided (pile / pier and beam etc.) that will allow for future differential movement from potential desiccation of subsoil or indeed heave from

the removal of significant trees which predate any agreed construction.

8. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
9. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
10. The applicant is reminded of Natural England's standing advice in respect of species protection and if any protected species are found on the site that the appropriate licence be obtained.

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2015/0035

Reg Date 23/01/2015

Bisley

LOCATION: 17 QUEENS ROAD, (FORMERLY BISLEY OFFICE FURNITURE), BISLEY, WOKING, GU24 9BJ

PROPOSAL: Erection of a total of 110 dwellings (including affordable housing) with principal access off Queens Road and access serving 2 no. dwellings off Chatton Row together with internal roads, footways and car parking including garages, drainage, landscaping, open space and other associated works following demolition of the existing factory buildings and areas of hardstanding (Additional info recv'd 13/3/15).

TYPE: Full Planning Application

APPLICANT: Redrow Homes Limited

OFFICER: Michelle Fielder

RECOMMENDATION: Defer and Delegate for a legal agreement then **GRANT** subject to conditions

1.0 SUMMARY

- 1.1 Planning permission is sought for the erection of 110 dwellings. 108 of the dwellings would be served off an access from Queens Road while 2 would be served off Chatton Row. Ancillary works comprising internal roads, footways, parking, landscaping and open space are also proposed. The proposal will require the demolition of the existing factory buildings and areas of hardstanding.
- 1.2 This report concludes that the principle of the development is acceptable. The proposal would deliver much needed housing in the Borough. It would reuse previously developed land and therefore would not be inappropriate development within the Green Belt. The loss of employment use is also justified.
- 1.3 Subject to the attached conditions, the development would not result in any adverse traffic generation, highway safety implications, detrimental access arrangements or inadequate parking provision and subject to a satisfactory legal agreement the proposed development would not result in any adverse impact on the local infrastructure. It would not result in any adverse loss of residential amenities to the existing residents or future occupiers of the development, in any adverse impact on trees, biodiversity, drainage, flooding or the character of the surrounding area. The proposal is also considered to be in line with the requirements of the national and local policies in terms of the sustainable development measures to be implemented within the scheme. In addition, subject to a satisfactory legal agreement, the proposal would satisfy the local plan requirements in terms of its impact on local infrastructure, affordable housing and SAMM.
- 1.4 As such, the proposal is considered in line with the local plan and the NPPF and is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located within the village of Bisley. It extends to 4.11ha and comprises an existing light industry factory that includes a footprint of a large building with extensive areas of hardstanding. The site is an irregular 'L' shape with its northern part, including the majority of the factory building, being within the settlement boundary of the village and the

remainder of the site falling outside of the defined settlement and within the designation of the Metropolitan Green Belt.

- 2.2 The site is bounded by residential properties to its east, north and west. The properties to the east of the application site are pre-dominantly represented by detached dwellings; properties along Queens Road to the north of the factory building are semi-detached; and, the western boundary abuts Snowdrop Way, a residential estate of pre-dominantly linked-detached dwellings built in late 1970s. The northwest boundary to the corner adjacent to Chatton Row abuts the area of low density detached dwellings within the Green Belt location. The southern boundary is adjacent to the designated Site of Nature Conservation Importance known as Bisley Common.
- 2.3 The site slopes slightly down from the north to the south, however the changes in ground levels of maximum of 5m within such a large site are not considered significant. The site is bound by mature high conifer hedge to the east, south, west and part of north boundaries and close-boarded fence of various heights in places. Additional mature and semi-mature boundary trees also provide valuable screening of the factory building from the residential properties surrounding the site. A brick wall to the western part of the site borders with residential properties in Snowdrop Way. Further trees are located on a strip of land to the west of the factory building, adjacent to the existing car park.
- 2.4 The industrial use developed during its life of over 70 years and currently occupies considerable footprint of approximately 17,800sqm. It is located to the central - north and east parts of the site, with the remainder of the site being used for parking and movement of vehicles.

3.0 RELEVANT HISTORY

- 3.1 The application site has a lengthy planning history; however the only relevant application to this one is application 14/0249 which sought planning permission for the erection of 113 dwellings, three of which were to be accessed off Chatton Row while the remaining 110 were to be served from an extension to the adjacent internal access road serving Snowdrop Way. This application was presented to the Planning Applications Committee on 17 November 2014 with a conditional Recommendation for Approval subject to the completion of a legal agreement. Members rejected this recommendation and instead the application was refused for the following reasons:

1. *Snowdrop Way is a quiet residential cul-de-sac characterised by on-street parked cars; and therefore the development by reason of the proposed access off this road with the associated comings and goings of additional vehicles would result in an intensification in the movement of traffic along this road which would cause disturbance, be unneighbourly and harmful to the residential amenities of the existing Snowdrop Way residents contrary to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.*
2. *Standard reason for refusal pertaining to planning infrastructure contributions*
3. *Standard reason for refusal pertaining to affordable housing contributions*
4. *Standard reason for refusal pertaining to SANG provision / SPA mitigation*

The first reason for refusal cited above reflects Members concerns and reasons 2 to 4 reflect the absence of a completed s106 agreement. A copy of the committee report, minute and the decision notice pertaining to this application are provided as Annex A to this report.

4.0 THE PROPOSAL

- 4.1 The application seeks full planning permission for the erection of 110 dwellings. 108 are to be served off an access on Queens Road with 2 served off Chatton Row. Ancillary works comprising internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding are also proposed.
- 4.2 The proposal involves the demolition of the existing factory building and of all the associated hardstanding areas. The development would provide 110 dwellings, 44 of which would be affordable and 66 market housing units. The proposed units would be pre-dominantly detached and semi-detached dwellings. 11 residential units would be provided in the form of flats. The proposal splits the site into two character areas. The northern part that lies within the settlement area of the village would be of a higher density of approximately 27 dph and would accommodate the aforementioned flats, detached and semi-detached dwellings. The southern part that lies within the designation of the Metropolitan Green Belt would have a lower density of 14 dph and would accommodate larger detached dwellings, LEAP (Local Equipped Area of Play) and a natural play area.
- 4.3 The mix, tenure and the maximum heights of the proposed dwellings are shown in the table below:

	Affordable units	Market units	Total	Maximum proposed height (m)
1-bedroom	5	0	5	11.7 (flats provided in one 3 storey block)
2-bedroom	17	10	27	11.7 (flats) 9.2 (dwellinghouse)
3-bedroom	18	8	26	8.5
4-bedroom	4	35	40	9.0
5-bedroom	0	13	13	9.6
Total	44	66	110	

- 4.4 In addition, the proposal is supported by the following documents, which will be referred to where applicable in section 7 of this report:
- Affordable Housing Statement (by Pegasus);
 - Archaeological Desk Based Assessment (by Wessex Archaeology);
 - Archaeological Evaluation Report (by Wessex Archaeology);
 - Design and Access Statement (by Pegasus);
 - Energy Statement (by Redrow);
 - Environmental Statement (Ecology) (by Pegasus);
 - Environmental Statement Non-Technical Summary (by Pegasus);

- Environmental Statement Addendum Supplementary Environmental Information (by Pegasus);
- Flood Risk Assessment (by JNP Group);
- Framework Residential Travel Plan (by JNP Group);
- Geo-Environmental Assessment (by Merebrook Consulting);
- Landscape and Visual Impact Assessment (by Pegasus);
- Marketing Report (by Lambert Smith Hampton);
- Planning Statement (by Pegasus);
- Statement of Community Involvement (by PPS Group);
- Transport Assessment (by JNP Group);
- Tree Survey, Arboricultural Impact Assessment and draft Tree Protection Plan (by Pegasus); and
- Utilities Report (by JNP Group).

4.5 The application follows the refusal of a 113 unit scheme referred too at Section 3. The previous application was subject to wide public consultation as required by the Localism Act 2011. The current proposal seeks to overcome the primary reason for refusal, that is the means of access via Snowdrop Way, and the revised proposal is to be accessed primarily from Queens Road, as was considered appropriate by Members in the debate pertaining to the former application and the objections from concerned residents. The revised proposal was subject to pre-application discussions with officers prior to the submission of this application.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--|---|
| 5.1 | Surrey County Council
Highway Authority | No objection to the proposal, subject to conditions and informative. |
| 5.2 | Natural England | No comments yet received. |
| 5.3 | Environmental Agency | No objection subject to condition. |
| 5.4 | Bisley Parish Council | No objection to principle but raise concern in respect of the following: <ul style="list-style-type: none"> • Question need for footpath / cycle link between development and Snowdrop Way, cannot be guaranteed that natural surveillance and lighting will provide safety; • 2 dwelling served off Chatton Row should be reversed so they can be accessed via the development; • Members of the public may try and access the LEAP via Chatton Row and this will cause parking problems. |
| 5.5 | Surrey Wildlife Trust | No comments received however it is noted that no objection was raised to application 14/0249. |

5.6	SHBC Drainage Engineer	No formal comments, verbal confirmation that proposal does not give rise to any concerns subject to condition and a financial contribution towards a relocation of the existing water course to the southeast of the site.
5.7	SHBC Tree Officer	No objection to the proposal, subject to conditions.
5.8	SHBC Housing	No objections, subject to the provision of affordable housing as outlined in the Affordable Housing Statement.
5.9	Surrey County Council Heritage (Archaeology)	Raise no objections, subject to condition.
5.10	Woking Borough Council	No response received.
5.11	Guildford Borough Council	No response received.
5.12	Surrey Police (Crime Prevention)	No objection to the proposal. Enhanced security measures have been suggested.
5.13	SHBC Leisure Department	No comments.
5.14	SHBC Environmental Health Officer	No objection, subject to conditions.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 30 letters of objection, 3 letters of general support have been received. The main issues raised can be summarised as follows:
- Pedestrian / cycle link between the site and Snowdrop Way should be removed [*Officer Note : the main thrust of the objections in this regard seem to simply repeat the concerns raised by the Design against Crime Officer and which are made in isolation of a number of other planning related objectives, however see para 7.5.16*]
 - Object to two properties being accessed via Chatton Row [*Officer Note : the LPA did not raise objection to this in application 14/0249 and it would be unreasonable to do so now, moreover there is no planning related objection to support this concern*]
 - Loss of light to No.5 Snowdrop Way / impact of plot 1 on that property [*Officer Note: the proposed 4 bed dwelling would not have a materially different impact on no.5 Snowdrop Way than the 3 bed proposed under application 14/0249 which was considered acceptable, there have been no material change in circumstances to warrant a different conclusion being reached now*]
 - Difference in land level between the site and properties bordering it, coupled with trees loss will result in flooding [*Officer Note: There is no tangible evidence to support this objection and the Council's Drainage Officer, along with the EA, raise no flood based objection*].
 - What is the function of land behind Tavy at plot 90? [*Officer Note: there a number of strips of land which will be outside of residential curtilages and which will form a break in the built environment. These areas serve to visually soften the development and area either passed to the adjacent home owner in the deeds of the property or are passed to a management company to maintain. The areas are intended to be retained as open space and are a common feature in estate type developments.*]
 - Who will be responsible for boundary fencing post development? [*Officer Note : this is a land ownership matter and is not a material planning consideration*]

7.0 PLANNING CONSIDERATION

7.1 The National Planning Policy Framework; Policies CP1, CP2, CP3, CP5, CP6, CP8, CP11, CP12, CP14, DM9, DM10, DM11, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012; and, Policy NRM6 of the South East Plan are material considerations in this case. In addition, the following documents and legislation are also relevant: the Developer Contributions Supplementary Planning Document (2011); the Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2012); Interim procedural Guidance for Core Strategy & Development Management Policies DPD (Affordable Housing Policies CP5 & CP6); Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011; and, the Localism Act 2011.

7.2 In light of the reasons for refusal of 14/0249 and the development plan detailed above, the primary considerations in the determination of this application are:

- Whether the access off Queens Road will provide a safe means of access;
- Whether the layout changes made to the scheme to accommodate the revised access materially alter the Council's view that the proposal would provide a satisfactory form of development in context of :
- Impact on the openness of the Green Belt
- Character and appearance;
- Impact on amenities (in so far as the proposed layout would result in acceptable relationships with neighbouring properties and provide acceptable levels of amenity for future occupiers);

and:

- Would mitigate its impact on the Borough's infrastructure;
- Would comply with Policy CP5 and deliver affordable housing; and,
- Would result in harm to the integrity of the SPA.

7.3 This means that the following matters were considered to be acceptable in the determination of application 14/0249:

- The principle of residential development on the site, including the loss of employment use;
- Highway capacity and the level of parking provided;
- Impact on biodiversity and consideration of the submitted EIA;
- The developments impact on the provision of trees, landscaping, open space and recreation including the provision of the Local Equipped Area of Play (LEAP);
- The impact on drainage and flooding;
- The measures to be employed to achieve sustainable design and construction, archaeology, land contamination & pollution.

It is considered that 14/0249 and the proposal currently under consideration are so materially similar to one another that in the absence to any material change to the development plan it would be unreasonable to revisit these considerations. This report will not there address the bullet points directly above (but reference should be made to Annex A to this report.)

7.4 Whether the access off Queens Road will provide a safe means of access

- 7.4.1 As evidenced by the reasons for refusal pertaining to application 14/0249 the Council did not raise objection to the use of Chatton Row for the access of two of the proposed properties. It remains that there are no robust planning objections to this element of the proposal and as such no objection is again raised.
- 7.4.2 The application proposes the use of the existing Queens Road access which has been used historically to access the existing Office furniture use, it does not propose any form of access to Snowdrop Way. It is understood that the developer has been granted Commons Act consent by the County Council in relation to the use of the Queens Road access for the purposes of the proposal and that this consent is conditional upon (i) a Deed of Easement being entered into with the County Council, the terms of which have already been agreed, and (ii) the consent being exercised by the end of January 2016.
- 7.4.3 The County Highways Officer advises that from a technical perspective, the Queens Road entrance provides a suitable means of accessing the proposed development and it is noted that the proposed development will result in a reduction in the amount of traffic being generated in the morning and evening peak hours. The lawful use of the premises, if used to capacity, would generate 128 vehicles in the morning peak hour and 120 vehicles in the evening peak hour. By comparison the residential use is estimated to generate 53 vehicles (-75) in the morning peak hour and 61 vehicles (-58) vehicles in the evening peak hour. The peak period reduction in traffic flows has a reduced impact on the wider highway network when compared to the lawful use.
- 7.4.4 The Transport Assessment notes that the Guildford Road/Queens Road junction currently operates close to its limit of operation efficiency. By 2019 and due to normal background traffic growth, the junction will operate beyond its operational capacity; however the proposed development reduces the impact when compared to the potential impact of the lawful use.
- 7.4.5 In this context there is no credible evidence to suggest that the proposed development would have a negative impact on the local highway network and no objection is raised to the proposal, which is considered to comply with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy.

7.5 Whether the layout changes made to the scheme to accommodate the revised access materially alter the Council's view that the proposal would provide a satisfactory form of development

- 7.5.1 Impact on the openness of the Green Belt
- 7.5.2 The NPPF advises that the Government attaches great importance to Green Belt and that the fundamental aim of the Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of the Green Belts are their openness and their permanence (para 79.). When considering any planning application, substantial weight should be given to any harm to the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 7.5.3 In principle, redevelopment of this site is not inappropriate development in the Green Belt. Para 89 lists a number of exceptions to the inappropriate development in the Green Belt in terms of erection of new buildings. These include complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing

development. Para 80 of the NPPF lists five purposes of the Green Belt. These include: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

- 7.5.4 The south, southeast and southwest part of the site lies within the designation of the Metropolitan Green Belt. This part of the site is occupied by a permanent structure of the factory building with the associated fixed surface structures in the form of a hardstanding and therefore, in line with the NPPF, it is considered to fall within the definition of 'previously developed land' (PDL). The southern part of the existing factory building is fairly substantial and covers approximately 3,880m²; with the surrounding hardstanding expanding to approximately 15,300m².
- 7.5.5 The existing built form resulting in the greatest impact on the openness of the Green Belt is the factory building, standing at a maximum of 9.35m high.
- 7.5.6 The proposal includes 26 detached dwellings, detached garages (6 double and 1 single) with additional hardstanding areas (access roads and rear patios) within the Green Belt designation. These buildings would cumulatively create approximate volume of 20,444m³ and footprint of 3584m², which represents the overall reduction when compared with the existing volume of 29,169 (a reduction of 8,257m³ or 29%) and footprint of 3,597m² (13m² or 3.5%). Accordingly, the proposed mass represented by volume and floor area would reduce the extent of the existing factory building and therefore it is not considered that the proposed replacement buildings would be materially larger than that they replace. It is considered that the introduction of the proposed operational development that represents substantial reduction in volume and floor area when compared with the existing built form would benefit the openness of the Green Belt in general.
- 7.5.7 The application site is a previously developed, brownfield land. The proposed development would not encroach on open, undeveloped Green Belt land. The proposal is considered to assist in urban regeneration by recycling of urban land in terms of para. 80 of the NPPF.
- 7.5.8 Whilst the current redevelopment scheme it is not considered to result in any adverse harm to the openness of the Green Belt by definition or in any other harm that would justify refusal of the scheme on these grounds, any future developments to this part of the site might lead to the deterioration of the openness of the Green Belt and as such, control of any such development would be secured by condition.
- 7.5.9 In conclusion, the proposed development would reduce the impact of the existing factory building on the openness of the Green Belt and is not considered to conflict with the purpose of including land within the Green Belt. The proposal is therefore not inappropriate development and no objection is raised on these grounds.
- 7.5.10 Character and appearance
- 7.5.11 The Committee report to application 14/0249 provided a detailed assessment of the character of the surrounding area (see para 7.4.2 – 7.4.8 & 7.4.14 – 7.4.15) of that report, and in doing so noted that there was no objection to the scale and massing of the proposed dwellings and flatted block. These fundamental elements remain unchanged in the revised proposal and as such no objection is raised to these elements.
- 7.5.12 It is also noted that the detailed design of the proposal, and its design response is the same as was proposed under application 14/0249 and as such this is again considered to be acceptable. Moreover it is considered the change in location of the principle

access is beneficial and results in a visually more pleasing entrance to the scheme that will appear greener, more spacious and will contribute to the townscape in Queens Road. It is therefore considered that no objection should be raised to the proposal in terms of its impact on the character of the surrounding area.

7.5.13 Impact on amenities

7.5.14 Paragraph 7.7.3 to 7.7.16 of the committee report for 14/0249 considered the impact the proposed development would have on dwellings immediately adjacent to the site. The current proposal details a different principle site access, a pedestrian / cycle link to Snowdrop Way (at the point of the previously proposed site access) and a number of other minor changes comprising house type substitutions and orientation changes. In the main these changes do not alter the assessments previously undertaken and the patterns of overlooking (where these existed) and separation distances have not materially altered from that considered acceptable in 14/0249.

7.5.15 Concern has been raised about the safety of users of this access and the possibility the pedestrian /cycle link will result in antisocial behaviour. However it is noted that the length of this link is only 25m, it is straight, and would be directly overlooked by Plot 8, which would be set 4m back from the link with its front elevation directly facing it. As such the link would not, in itself, afford an increase in opportunity for crime to occur. Moreover, as advised by para 022 of the PPG, extract below, the connectivity of a development aids in making it successful, and against this backdrop it is not considered the provision of the link will harm residential amenity.

Paragraph: 022 Reference ID: 26-022-20140306 of the PPG

A well designed space promotes ease of movement:

'The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important. A place should have an appropriate number of routes to and through it, not too many to make it anonymous but enough to allow easy legitimate movement. How direct and understandable these are, how closely they fit with desired lines of travel, and how well they connect with each other and destinations will all influence the success of the place.'

In light of this officer's support in the inclusion of the pedestrian /cycle link. However, at the request of a local ward member officers have discussed the matter with applicant, via the agent, who has indicated that the link can be removed in the event the Members consider the objector concerns carry sufficient weight as to otherwise warrant the refusal of the proposal. It is considered that this would involve such a minor change in the scheme's layout such that it could be accommodated by an amendment to the recommendation for the completion of a legal agreement to include the submission of a revised layout plan (to remove the pedestrian / cycle link between plots 7 and 8) and associated plans prior to the decision notice being issued.

7.5.16 The proposed site access would be located approximately 3m off the side boundary of no 15 Queens Road and this would serve 108 dwellings. However, this is the location of the existing access to the existing commercial use and it is re-use for a residential scheme of this size would not, be materially more harmful than the lawful use of the site. The proposed layout also introduces a further dwelling (plot 99) aligned with this boundary and this would have an oblique relationship with No.15 Queens Road, however a separation distance of 17m would be retained. This is considered acceptable and sufficient to prevent harm arising.

7.5.17 The level of amenity to future occupiers has not materially changed to that considered acceptable under application 14/249 and officers remain of the opinion that garden areas to provided, the provision of the LEAP and natural play areas will afford an acceptable

living environment to future occupiers.

7.6 Would mitigate its impact on the Borough's infrastructure

- 7.6.1 Since 1 December 2015 development proposals are required to mitigate their impact on the infrastructure of the Borough by complying the Council's adopted Community Infrastructure Levy (CIL).
- 7.6.2 CIL is a non-negotiable charge on development and is calculated as pounds per square metre based on the net level of development proposed. In order to charge CIL the Borough Council was required to set CIL rates based on evidence of viability and produce a CIL charging schedule. This was subject to an independent examination and found to be sound by a Planning Inspector. The Council formally adopted the CIL Charging Schedule on 16 July 2014.
- 7.6.3 The CIL regulations state that the levy is only payable on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres.
- 7.6.4 The floor area of the building on site to be demolished has a floor area of circa 20,6320m² while the floor area of the proposed development is some 7,000 less at 13,039m². On this basis, and notwithstanding the fact the development proposal is for an entirely different use, the application before the LPA is not CIL liable and a contribution cannot be sought and the previous reason for refusal pertaining to the failure to provide a unilateral undertaking to secure infrastructure funding must be withdrawn.

7.7 Would the proposal comply with Policy CP5 and deliver affordable housing

- 7.7.1 The Core Strategy 2012 contains policies, namely CP5 (Affordable Housing) and CP6 (Dwelling Size and Type) that require a particular housing mix and type on larger development sites. Policy CP5 seeks a target of 40% of units on sites of more than 10 dwellings to be affordable, split evenly between social rented and intermediate.
- 7.7.2 The current SHMA, the 'North West Surrey and North East Hampshire, Strategic Housing Market Assessment, Final Report 2009' identifies the projected net shortfall of dwellings in relation to their size, which is reflected in Policy CP6 in percentage values. Policy CP6 indicates that the market housing should be of the following mix:
- 10% of 1 bed units;
 - 40% of 2 bed units;
 - 40% of 3 bed units; and
 - 10% of 4 bed units.
- The proposed development would provide 68 market units within the following approximate size ratios:
- 15% of 2 bed units (10);
 - 12% of 3 bed units (8);
 - 53% of 4 bed units (35); and
 - 20% of 5 bed units (13).
- 7.7.3 As outlined in the above paragraph, the proposed development would not provide the ratio of the market units as required by Policy CP6. However a similar mix of units was proposed in application 14/2049 (15% 2 bed, 13% 3 bed, 53% 4 bed and 19% 5 bed) with a departure from the required housing mix being acceptable on the basis the housing development as a whole help the Council meet is wider requirement to deliver housing, while making a far more efficient use of this redundant brownfield site.
- 7.7.4 The proposal would provide 44 affordable units. This represents 40% of the proposed

units, which is in line with the requirement of Policy CP5 and therefore considered acceptable. The affordable housing mix, although not exactly following the requirement of Policy CP6, has been reviewed by the Housing Manager of the SHBC and is considered satisfactory. The intermediate and social rented ratio of the affordable residential units has been suggested by the SHBC during the course of the application and shall be secured by way of a legal agreement. The applicant expressed willingness to complete a legal agreement to secure this provision. However, if a satisfactory legal agreement is not received by 14 May 2015, this must be added as a reason for refusal due to the failure to deliver a development, which would meet the housing requirement of all sectors of the community.

7.8 Impact on Thames Basin Heath Special Protection Area (TBH SPA)

- 7.8.1 The site lies approximately 800m linear distance from the nearest part of the boundary of the Thames Basin Heath Special Protection Area (SPA). The TBH SPA Avoidance Strategy SPD outlines principles for avoidance of harm to the SPAs and identifies three avoidance measures to protect the TBHs from the impacts of new residential development. These are: a 400m buffer zone around the SPA within which no net new residential development will be permitted; the provision of Suitable Alternative Natural Greenspace (SANG); and the Strategic Access Management and Monitoring (SAMM) measures, a co-ordinated visitor management across the whole of the publically accessible SPA.
- 7.8.2 Para. 5.7 of the SPD indicates that major or large new developments are expected to provide bespoke on-site SANG rather than relying on the suite of SANGs being developed by the Borough Council. Developments of more than 100 dwellings will generally be expected to provide on-site SANG. Proposals for any bespoke SANG will be considered on a case-by-case basis in consultation with Natural England. In addition to SANG, contributions towards SAMM are required by Policy CP14B that states that all new residential development shall contribute toward SAMM measures.
- 7.8.2. The applicant has actively engaged in discussions with SCC, the owner of Bisley Common, regarding the use of this land as a SANG to prevent harm to the integrity of the SPA arising. At the time of submission of the current application, the applicant was confident that Bisley Common could meet the necessary requirements set out in the TBH SPA Avoidance Strategy SPD and would provide a SANG solution immediately adjacent to the site. In the consultation response to 14/0249 NE raised objection to the proposal on the basis that there was no certainty surrounding the delivery of Bisley Common as a suitable SANG. Accordingly it fell to Local Planning Authority, as the competent authority, to assess whether the proposal either during or post its implementation, would be likely to impact on the integrity of the SPA. The Council's assessment on this matter is detailed in full at section 7.9 of the committee report to application 14/0249 attached as Annex 1 to this report.
- 7.8.3. The LPA notes that a draft management plan has been submitted with the application and that comments from NE have again been sought on this 'in principle' matter. However at the time of writing this report no comments from that consultee have been provided. It is however noted that the applicant has, and continues to, make significant efforts to resolve this issue. However, it is not considered that this precludes the determination of the application before the committee. This is because, as with application 14/0249, the use of a Grampian planning condition would prevent and development being undertaken until a SANGS solution had been secured and this in turn would allow the LPA, as the competent authority, to be satisfied that no harm to the integrity of the SPA would arise. It is therefore considered that subject to the imposition of a suitably worded condition no objection should be raised in respect of this matter.

- 7.8.4 At the time of writing it is considered that a contribution towards SAMM as required by the aforementioned SPD is required. This can be secured via a legal agreement which needs to be completed to the LPA's satisfaction by 14 May 2015.
- 7.8.5 Subject to compliance with the above the proposal would comply with the Core Strategy and Development Management Policies Document 2012; Policy NRM6 of the South East Plan; and, Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

- 8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
The applicant has entered into pre-application discussions with the officers to address the member reason for refusal. It is considered the revised access arrangements have overcome this concern.
- B) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
The agent was notified on receipt of the application of the need to provide the CIL form and once this had been submitted the application was validated.
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
During the course of the application, officers passed on concerns regarding, for instance, the pedestrian / cycle link and negotiated an alternative, as indicated earlier in this report.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.
Officers kept in touch with the agent during the course of the application on regular basis.

9.0 CONCLUSION

- 9.1 Despite the scale of the application, given the materiality of 14/0249 the main considerations in its determination are limited to whether the concerns raised by Members in refusing application 14/0249 have been overcome.
- 9.2 Those concerns are limited to whether the revised access arrangements, with the bulk of the development being served off the existing site access from Queens Road, has overcome the concerns raised regarding an intensification of use of Snowdrop Way. Clearly now that none of the properties proposed are to have a vehicular access via Snowdrop Way it can only reasonably be considered that reason for refusal 1 of 14/0249 has been overcome. Moreover, the layout and design response of the proposal is so materially similar to that considered to be acceptable by the Council in respect of the former application it would be unreasonable to the LPA to take a different view now.
- 9.3 All other reasons for refusal can either be dealt with by way of a legal agreement or have been withdrawn, with for instance, the adoption of the Council's CIL charging regime.
- 9.4 It is therefore recommended that planning permission be granted.

10.0 RECOMMENDATION

The Executive Head of Regulatory to be authorised to GRANT permission subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance 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 proposed development shall be built in accordance with the following approved plans and documents:

Site layout plan R.0325_14-1B
Housetype pack R.0325_19A
Enclosure details R.0325_20-1A and R0.325_20-2
Site access C82855-D-004
Tree Survey, AIA and protection plan

unless the prior written approval has been obtained from the Local Planning Authority.

For the avoidance of doubt Materials plans R.0325-21-1B is not approved as the LPA requires physical samples to be submitted as detailed in condition 5.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the PPG.

3. No development shall take place until written confirmation has been obtained from the LPA that the applicant has secured a SANG in perpetuity (including its management plan); and no dwelling shall be occupied before written confirmation has been obtained from the LPA that the works required to bring the land up to acceptable SANG standard have been completed.

Reason: To comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012; saved Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan; and, the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2012).

4. Prior to the commencement of development hereby approved details of the design, timetable for delivery and ongoing maintenance of works for the relocation of the watercourse from the southern end of the site onto Bisley Common shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to manage flood risk and to comply with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

5. No development shall take place until details and samples of the external materials to be used are submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the

agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No development shall start until a Method of Construction Statement, 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) phasing of the development
 - g) measures to prevent mud and spoil deposited on the highway
 - h) an undertaking that there will be no burning, whatsoever, on site.
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features and the new planting, including trees to be carried out. All hard and soft landscaping works shall be carried out in accordance with the approved details. All landscaping work and new planting shall be carried out prior to the occupation of the development or in accordance with a timetable agreed in writing with the Local Planning Authority.

The details to be submitted shall include replacement planting for T29 Oak shown on plan R.0324_04-E as being removed. The replacement planting should be undertaken within 2m of the tree to be removed and the tree to be planted should have minimum stem size of 20 - 25 cm girth [nominal diameter of 7.2cm] at 1m from ground level, of a minimum overall planted height of 4.0 – 6.0m and having a substantially straight stem and be a **Semi Mature** tree as specified in BS 3936. Replacement planting shall conform to the British Standard for Nursery Stock as set out in **BS 3936, Parts 1 to 5**. Handling, planting and establishment of trees shall be in accordance with **BS 8545:2014 Trees: from nursery to independence in the landscape**.

If any replacement planting planted in accordance to this condition die or become seriously damaged or diseased within a period of five years of the date of first occupation of the development, it shall be replaced as soon as practicable with another tree of similar size and species.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. In all other regards the development shall proceed in accordance with the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** compliant report prepared by Pegasus Planning Group Limited [Mathew Reid] and dated 17 March 2014.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. Following the completion of any Arboricultural works but before any equipment, materials or machinery are brought onto the site in connection with the development, protective fencing at least 2m high and comprising of a vertical and horizontal framework of scaffolding (well braced to resist impacts) and ground protection methods, in compliance with **BS5837:2012 – Trees in Relation to Design, Demolition and Construction**, shall be erected in accordance with the submitted and approved Arboricultural Impact Assessment and Arboricultural Method Statement and Tree Protection Plan, unless otherwise agreed in writing with the Local Planning Authority.

Such protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the borough council.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. A Landscaping and Ecological Management Plan (LEMP) shall be submitted and approved in writing by the Local Planning Authority and thereafter shall be carried out as approved, and implemented prior to first occupation. LEMP should detail how the site is to be planted, what ecological enhancements will be made and how public spaces and ecological features will be maintained and monitored following the occupation of the development.

Reason: To comply with Policies CP14A and DM10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

11. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. Prior to the commencement of any development (for the purposes of this condition

this excludes works of demolition and site clearance) details of the layout and design of the LEAP shall be submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include details of the facilities / equipment to be provided to deliver six play experiences together with and any fencing or buffers to be erected around the LEAP.

The details to be submitted shall also make provision for the works to deliver the LEAP to be completed before occupation of the 30th residential unit and for the maintenance and management, in perpetuity, of the LEAP.

Reason: In the interests of residential amenities and to accord with the objectives of Policy DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

13. Any excavations more than 0.3m in depth should be kept covered at night or provided with ramped means of escape for nocturnal foraging animals such as badgers or hedgehogs.

Reason: To comply with Policies CP14A and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

14. Before first occupation of any of the dwellings hereby approved the first floor windows serving bathrooms/en-suite shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times in accordance with details to be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of the amenities enjoyed by future occupiers of the dwellings and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no development falling within Classes A, B and E of Part 1 of Schedule 2 shall be erected without the prior approval in writing of the Local Planning Authority on Plots 40 - 64.

Reason: To enable the Local Planning Authority to retain control over the further development of the properties to prevent inappropriate development in the Green Belt and to accord with the requirements of the National Planning Policy Framework 2012.

16. Before any of the proposed dwellings are occupied the proposed modified access to Queens Road shall be provided with a new section of footway on the northern side of the access extending into the site in accordance with drawing no. C82855-D-004 and the visibility zones shall be kept permanently clear of any obstruction over 1.05 m in height.

Reason: To ensure a safe means of access to the proposed development and to accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

17. The development hereby approved shall not be first occupied unless and until an informal crossing with pram crossing points and tactile paving on both sides of Queens Road is constructed to the north of the access and provided with visibility zones in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure a safe means of access to the proposed development and to

accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Management Policies 2012 and the NPPF.

18. Before any of the proposed dwellings are occupied, the existing concrete posts located within the footway of Queens Road opposite the existing site access shall be removed and the corresponding footway shall be reinstated, all in accordance with a scheme to be first agreed with the Highway Authority.

Reason: To ensure a safe means of access to the proposed development and to accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Management Policies 2012 and the NPPF.

19. No new development shall be occupied unless and until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The turning areas shall be retained exclusively for their designated purpose.

Reason: To ensure a safe form of development and to ensure that the free flow of traffic is not impeded and to accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Management Policies 2012 and the NPPF.

20. No new development shall be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing for cycle parking to be provided to each individual unit of residential accommodation. Once agreed such provisions shall be permanently retained exclusively for its designated purpose.

Reason: To ensure sufficient cycle parking to provided and retained in the interests of delivering a sustainable form of development and to accord with the aims and objectives of Policy DM11 and CP11 of the Core Strategy and Development Management Policies 2012 and the NPPF.

21. Prior to the commencement of the development a Travel Plan in accordance with Surrey County Council's 'Travel Plan Good Practice Guide' to include a Travel Plan implementation timetable shall be submitted for the written approval of the Local Planning Authority. The approved detailed Travel Plan shall then be implemented and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To ensure a sustainable form of development and to accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Management Policies 2012 and the NPPF.

22. Prior to the commencement of development a scheme to provide vehicular and pedestrian visibility splays for the new roads, accesses and driveways within the development shall be submitted to the Local Planning Authority for its approval. Development must not commence until the scheme has been approved in writing by the LPA. Once approved the agreed visibility splays shall be provided upon the first use of the respective road, access or driveway and thereafter shall be permanently maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure a safe means of access to, and within the proposed development, and to accord with the aims and objectives of Policies DM11 and CP11 of the Surrey Heath Core Strategy and Management Policies 2012 and the

NPPF.

23. The garages to plots 46 and 47 shall be retained as garages and shall not be used for any other purpose other than for the parking of cars. In addition, notwithstanding the details shown on the approved plans a revised layout for these plots shall be submitted to, and approved by (in writing) by the LPA prior to the development hereby approved commencing. The details to be submitted shall show how vehicles can turn on site such that it is demonstrated to the LPA, that vehicles can enter leave site in a forward gear.

Reason: To ensure that the free flow of traffic along Chatton Row is not compromised and that a safe form of development is provided in accordance with Policies DM11 and CP11 of the Core Strategy and Development Management Policies.

24. 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 to 4 below 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 4 has been complied with in relation to that contamination.

1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The 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:

(a) survey of the extent, scale and nature of contamination;

(b) 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,
- ground and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(c) an appraisal of remedial options, 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'.

2. Submission of Remediation Scheme

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, and is subject to the approval in writing of the Local Planning Authority. 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.

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. 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 (referred to in PPS23 as a validation 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.

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, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

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 3.

5. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 5 years, 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*'.

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 in accordance with the aims and objectives of the NPPF.

25. No development approved by the permission shall be commenced until a scheme for the improvement of the existing sewerage system has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. No occupation of any dwellings hereby approved shall once until the scheme for the improvement of the existing sewage system has been completed.

In the alternative, if subsequent investigations reveal that there is sufficient capacity within the existing network to accommodate the development hereby approved, written details of those subsequent investigations shall be submitted to and approved in writing by the Local Planning Authority before any development commences on site.

Reason: To prevent pollution of the water environment. It is unclear if there is sufficient capacity within the existing network to accommodate the development. If the existing network cannot accommodate the development, then it may be overwhelmed leading to instances of foul sewage flooding, which in turn could hinder the water quality of nearby waterbodies, and therefore conflict with the Water Framework Directive (WFD), in addition to ensuring compliance with the aims and objectives of the NPPF.

26. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the LPA.
Reason: to ensure compliance with the aims and objectives of Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

Informative(s)

1. The applicant is advised to contact the Council's Environmental Health department for advice in connection with handling and removal of asbestos.
2. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with County Highway Authority's standards.
3. The Highway Authority has no objection to the proposed development, subject to the attached conditions but if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, it must be first demonstrated by the applicant that their adoption meets the County Council roads adoption policy. Any planning permission under the Town and Country Planning Act shall not be construed as the approval of the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980.
4. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transport Development Planning Team of Surrey County Council.
5. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
6. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Highway Service Group before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice6.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. A standard fee may be charged for input to, and future monitoring of, any Travel

Plan.

9. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. It is recommended that entry to the apartments via the communal door is controlled so as to deny unauthorised entry. This may be achieved with an electronic access control system linked to each apartment. If access to the apartments is controlled at the main communal door the secure delivery of mail must be considered. This may be provided with –
 - A robust external letterbox with fire retardation and anti-fishing attributes securely fixed to the external face of the building.
 - A letter plate located within the wall providing ‘through the wall’ delivery via a sloping chute into a secure internal letterbox with fire retardation and anti-fishing attributes for each household.
11. Entry to any communal cycle/bin store should be controlled to give only residents legitimate access.
12. Recent research by the ‘Design against Crime’ Centre suggests that cyclists should be encouraged to lock both wheels and the crossbar to a stand rather than just the crossbar. A design of cycle stand within the storage area that enables this method of locking to be used is recommended. Minimum requirements for such equipment are:
 - Galvanised steel bar construction (minimum thickness of 3mm)
 - Minimum foundation depth of 300mm with welded anchor bar
 - Further information about secure cycle parking can be found at the following resource section of the ‘Bikeoff’ website www.bikeoff.org/design_resource
13. Any external lighting scheme that is to be created should be designed in such a way that it distributes a uniformed level of light across the entire site and not light specific areas whilst throwing others into darkness. Lighting should be lit to the relevant levels as defined in BS 5489:2013. It is important that the landscape architect and lighting engineer co-ordinate their plans to avoid conflict between lighting and tree canopies.
14. Consideration for the Secured by Design Award – It is recommended the developer involved in a new project considers applying for the Secured by Design (SBD) award. The Award is a certificate given to building developments which, following consultation with local Crime Prevention Design Advisors, are built to conform to the SBD guidelines and so reduce the opportunity for crime. SBD does not guarantee that a particular development will be crime-proof but indicates that the site has been subject to a design process and improved levels of security which, in the experience of the police service and other agencies, have been shown to significantly reduce the risks and the fear of crime. Every effort will be made to assist developers achieve the award. For further information please visit the SBD website www.securedbydesign.com

15. As outlined in a consultation response from Surrey Wildlife Trust, an undertaking of a further badger survey might be required immediately prior to major works starting on site to ascertain presence of this protected species in the locality.
16. In respect of condition 26 - the applicant is advised to review the EA's full consultation response dated 16 Feb 2015 for guidance.

In the event that a satisfactory legal agreement has not been completed by 14 May 2015, the Executive Head of Regulatory be authorised to REFUSE for the following reasons:

1. The proposal fails to provide an adequate provision of affordable housing, and as such would not deliver a development, which would meet the housing requirement of all sectors of the community. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012.
2. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012; and, Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).



Surrey Heath Borough Council

Surrey Heath House
Knoll Road
Camberley
Surrey GU15 3HD
Contact Centre: (01276) 707100
DX: 32722 Camberley
Website: www.surreyheath.gov.uk

Service: Regulatory Services
Our Ref: 14/0249
Officer: Aneta Manto
Direct Tel: 01276 707222
Direct Fax: 01276 707218
Email: development.control@surreyheath.gov.uk

Mr David Hutchinson
Pegasus Planning Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester, Gloucestershire
GL7 1RT

27 November 2014

TOWN & COUNTRY PLANNING ACT 1990

Town & Country Planning (Development Management Procedure) (England)
Order 2010

Application Type: Full Planning Application

Drawing No./Date Stamped: R-0325-6-ISLP, R0325-4-IJ, R-0325-16-1A, R-0325-16-2,
R-0325-17-1A, 7-1, 7-2A, 7-3, 7-4, 7-5, 7-6, 7-7A, 7-8A, 7-9, 7-10,
7-11, 7-12, 7-13, 7-14A, 7-15, 7-16, 7-17-1B, 2A, 3A, 4A, 5A, 6B, 7B,
8, 7-18, 7-19, 7-20, 7-21A.

The Council as Local Planning Authority **REFUSES** planning permission for the following development for the reason(s) set out in the schedule below:-

Proposal: Erection of 113 dwellings with new access from Snowdrop Way and Chatton Row, internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding. (Additional information rec'd 22/09/14), (Amended plans & info rec'd 20/10/14).

Location: 17 QUEENS ROAD, (FORMERLY BISLEY OFFICE FURNITURE SITE), BISLEY, WOKING, GU24 9BJ



REASON(S) FOR REFUSAL

1. Snowdrop Way is a quiet residential cul-de-sac characterised by on-street parked cars; and therefore the development by reason of the proposed access off this road with the associated comings and goings of additional vehicles would result in an intensification in the movement of traffic along this road which would cause disturbance, be unneighbourly and harmful to the residential amenities of the existing Snowdrop Way residents contrary to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.
2. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP12 Infrastructure Delivery and Implementation of the Surrey Heath Core Strategy and Development Management Policies Document 2012 in relation to the provision of infrastructure contributions towards transport, libraries, community facilities and recycling, in accordance with the requirements of the Surrey Heath Borough Council's 'Planning Obligations and Infrastructure Provision Tariff Scheme'. The proposal would therefore contribute to unacceptable additional pressure on local infrastructure to the detriment of the locality.
3. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the proposal fails to provide an adequate provision of affordable housing, and as such would not deliver a development, which would meet the housing requirement of all sectors of the community. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012.
4. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CPI4B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012; and, Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).



Informatives:

1. In relation to reason for refusal 2, the applicant is advised that if this application had been acceptable in all other respects, the scheme would be Liable to the Community Infrastructure Levy (CIL) Schedule which comes into effect on 1st December 2014. Therefore, if this decision is appealed and subsequently granted planning permission at appeal, this scheme will be liable to pay the Council's CIL upon commencement of development.

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.

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Executive Head - Regulatory
Duly authorised in this behalf
(ATTENTION IS DRAWN TO THE NOTES ATTACHED)



NOTES TO APPLICANTS

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
 - If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice (unless your decision relates to an enforcement notice of a minor commercial development – see below).
 - If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.
 - If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.
 - If this is a decision to refuse planning permission for a minor commercial application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at www.planningportal.gov.uk/pcs.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
 - The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Further advice

- If permission to develop land is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out any development which has been or would be permitted, the owner may serve a Purchase Notice on Surrey Heath Borough Council. This Notice will require the Council to purchase his interest in the land in accordance with the provisions of Part IV of the Town and Country Planning Act 1990.
- In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 120 of the Town and Country Planning Act 1990.
- This decision notice refers only to the application made and does not convey any other consent or permission. Applicants should satisfy themselves that any other relevant consent is obtained before any work commences. For example: approval under the Building Regulations; consent under the Environment Agency byelaws; the release of any restrictive covenants on the land or permission of any landowners. Attention is drawn to Section 20 of the Surrey Act 1985 which requires that when a building is erected or extended proper provision shall be made for the fire brigade to have means of access to the building and any neighbouring building.
- This decision notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained at www.surreyheath.gov.uk. A paper copy can be obtained but there is a charge for this service.



LOCATION: 17 QUEENS ROAD, (FORMERLY BISLEY OFFICE FURNITURE SITE), BISLEY, WOKING, GU24 9BJ

PROPOSAL: Erection of 113 dwellings with new access from Snowdrop Way and Chatton Row, internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding. (Additional information rec'd 22/09/14), (Amended plans & info rec'd 20/10/14).

TYPE: Full Planning Application

APPLICANT: Redrow Homes Ltd

OFFICER: Aneta Mantio

RECOMMENDATION: Defer and Delegate for a legal agreement then GRANT subject to conditions

1.0 SUMMARY

- 1.1 Planning permission is sought for the erection of 113 dwellings with new access from Snowdrop Way and Chatton Row, internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding.
- 1.2 This report concludes that the principle of the development is acceptable. The proposal would deliver needed housing in the Borough. It would make use of the previously developed land and therefore would not be inappropriate development within the Green Belt. The loss of employment use is also justified.
- 1.3 Subject to the attached conditions, the development would not result in any adverse traffic generation, highway safety implications, detrimental access arrangements or inadequate parking provision and subject to a satisfactory legal agreement the proposed development would not result in any adverse impact on the local infrastructure. It would not result in any adverse loss of residential amenities to the existing residents or the future occupiers of the development, in any adverse impact on trees, biodiversity, drainage, flooding or character of the wider surrounding area. The proposal is also considered in line with the requirements of the national and local policies in terms of the proposed sustainable measures to be implemented within the scheme. In addition, subject to a satisfactory legal agreement, the proposal would satisfy the local plan requirements in terms of its impact on local infrastructure, affordable housing and SAMM.
- 1.4 As such, the proposal is considered in line with the local plan and the NPPF and is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located within the village of Bisley. It extends to 4.11ha and comprises of an existing light industry factory that includes a footprint of a large building with extensive areas of hardstanding. The site is of irregular 'L' shape with its northern part, including the majority of the factory building, being within the settlement boundary of the village and the remainder of the site falling outside of the defined settlement and within the designation of the Metropolitan Green Belt.
- 2.2 The site is bounded by residential properties to its east, north and west. The properties to

the east of the application site are pre-dominantly represented by detached dwellings; properties along Queens Road to the north of the factory building are semi-detached; and, the western boundary abuts Snowdrop Way, a residential estate of pre-dominantly linked-detached dwellings built in late 1970s. The northwest boundary to the corner adjacent to Chatton Row abuts the area of low density detached dwellings within the Green Belt location. The southern boundary is adjacent to the designated Site of Nature Conservation Importance known as Bisley Common.

- 2.3 The site slopes slightly down from the north to the south, however the changes in ground levels of maximum of 5m within such a large site are not considered significant. It is bound by mature high conifer hedge to the east, south, west and part of north boundaries and close-boarded fence of various heights in places. Additional mature and semi-mature boundary trees also provide valuable screening of the factory building from the residential properties surrounding the site at present. A brick wall to the western part of the site borders with residential properties in Snowdrop Way. Further trees are located on a strip of land to the west of the factory building, adjacent to the existing car park.
- 2.4 The industrial use developed during its life of over 70 years and currently occupies considerable footprint of approximately 17,800sqm. It is located to the central - north and east parts of the site, with the remainder of the site being used for parking and movement of vehicles.

3.0 RELEVANT HISTORY

- 3.1 The application site has a lengthy planning history; however none of the applications are relevant to the current proposal. The applicant entered into pre-application discussions with the Council prior to the submission of the current application.

4.0 THE PROPOSAL

- 4.1 The application seeks full planning permission for the erection of 113 dwellings with new access from Snowdrop Way and Chatton Row, internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding.
- 4.2 The proposal involves demolition of the existing factory building and of all the associated hardstanding areas. The development would provide 113 dwellings, 45 of which would be affordable and 68 market housing units. The proposed units would be pre-dominantly detached and semi-detached dwellings. 12 residential units would be provided in the form of flats. The proposal splits the site into two character areas. The northern part that lies within the settlement area of the village would be of a higher density of 27.5 dph and would accommodate the aforementioned flats, detached and semi-detached dwellings. The southern part that lies within the designation of the Metropolitan Green Belt would have a lower density of 14 dph and would accommodate larger detached dwellings, LEAP (Local Equipped Area of Play) and a natural play area.
- 4.3 Two of the market units would have an access from Chatton Row, with the remainder being accessed from Snowdrop Way. The existing vehicular access from Queens Road would be closed off. The proposal includes implementation of internal roads, footways, car parking areas & garaging, landscaping, drainage works (including the relocation of the existing watercourse to the southeast part of the application site) with further associated works.
- 4.4 The mix, tenure and the maximum heights of the proposed dwellings are shown in the table below:

	Affordable units	Market units	Total	Maximum proposed height (m)

1-bedroom	6	0	6		11.7
2-bedroom	17	10	27		11.7 (flats) 9 (Evesham house type)
3-bedroom	18	9	27		8.4
4-bedroom	4	36	40		8.7
5-bedroom	0	13	13		9.45
Total	45	68	113		

4.5 In addition, the proposal is supported by the following documents, which will be referred to where applicable in section 7 of this report:

- Affordable Housing Statement (by Pegasus);
- Archaeological Desk Based Assessment (by Wessex Archaeology);
- Archaeological Evaluation Report (by Wessex Archaeology);
- Design and Access Statement (by Pegasus);
- Energy Statement (by Redrow);
- Environmental Statement (Ecology) (by Pegasus);
- Environmental Statement Non-Technical Summary (by Pegasus);
- Environmental Statement Addendum Supplementary Environmental Information (by Pegasus);
- Flood Risk Assessment (by JNP Group);
- Framework Residential Travel Plan (by JNP Group);
- Geo-Environmental Assessment (by Merebrook Consulting);
- Landscape and Visual Impact Assessment (by Pegasus);
- Marketing Report (by Lambert Smith Hampton);
- Planning Statement (by Pegasus);
- Statement of Community Involvement (by PPS Group);
- Transport Assessment (by JNP Group);
- Tree Survey, Arboricultural Impact Assessment and draft Tree Protection Plan (by Pegasus); and
- Utilities Report (by JNP Group).

4.6 In accordance with the requirement of the Localism Act 2011, the applicant carried out a public consultation and submitted a 'Statement of Community Involvement' advising on the method of consultation used; who was consulted and the level of involvement; and, how the matters raised in the consultation were addressed by the applicant. The public exhibitions took place on 31/01/2014 and 07/02/2014 with 225 people in attendance, 122 of which provided feedback via the available forms. Along with the feedback received, the residents highlighted importance of protection of and enhancement of the site's boundary with Bisley Common and design of new homes followed by the importance of meeting housing need in the borough and the opening up routes across the site to Bisley Common. However,

concerns in terms of the access to the new development and particularly its impact on Snowdrop Way and a preference of utilising the existing access from Queens Road, as well as the impact of development on community facilities were also raised.

5.0 CONSULTATION RESPONSES

- | | | |
|------|---|--|
| 5.1 | Surrey County Council
Highway Authority | No objection to the proposal, subject to conditions and informative. |
| 5.2 | Natural England | Raise objection. Further clarification and comments are outlined in planning considerations below. |
| 5.3 | Environmental Agency | No objection with regards to ground water quality. |
| 5.4 | Bisley Parish Council | Raise objection based on the following issues: <ul style="list-style-type: none"> • Does not deliver sustainable development; • Contrary to Policies CP1, CP2, CP11, CP12, DM9, DM10, DM11; • Loss of Green Belt land & employment. |
| 5.5 | Surrey Wildlife Trust | <ul style="list-style-type: none"> • No objection to the proposal in principal. Issues of mitigation for the likely impact on Thames Basin Heath SPA and biodiversity enhancements were raised. • No objections were raised to the Addendum to the ES, however suggest compliance with the recommendations of that document. |
| 5.6 | SHBC Drainage Engineer | No objection to the proposal, subject to conditions and provision of financial contribution towards a relocation of the existing water course to the southeast of the site. |
| 5.7 | SHBC Tree Officer | No objection to the proposal, subject to conditions. |
| 5.8 | SHBC Housing | No objections, subject to the provision of affordable housing as outlined in the Affordable Housing Statement. |
| 5.9 | Surrey County Council
Heritage (Archaeology) | Raise no objections, subject to condition. |
| 5.10 | Woking Borough Council | No response received. |
| 5.11 | Guildford Borough Council | No response received. |
| 5.12 | Surrey Police (Crime
Prevention) | No objection to the proposal. Enhanced security measures have been suggested. |
| 5.13 | SHBC Leisure Department | No comments. |
| 5.14 | SHBC Environmental
Health Officer | No objection, subject to conditions. |

6.0 REPRESENTATION

- 6.1 Consultation with local residents, consultees and other third parties was carried out extensively during the course of the application over the period of several months since April 2014 until the determination date. Individual letters were sent to 184 households, 16

statutory and non-statutory consultees, 6 site notices were displayed adjacent to the application site at different times, public notices in the local press were published and the Secretary of State was advised.

6.2 At the time of preparation of this report 141 letters of objection, 2 letters of general support and 1 petition against the proposal have been received. The main issues raised can be summarised as follows:

- Consultation period inadequate [see para 6.1];
- Green Belt should be reinstated [see para 7.3.8, 7.3.9 & 7.5.3];
- Design of the proposed houses does not match any dwellings in a wider area [see para 7.4.7];
- Proposal does not include provision of smaller homes, such as bungalows for elderly population [see para 7.6.5];
- Loss of amenities to existing neighbours of the site due to the proposed layout of new dwellings and the block of flats [see section 7.7];
- Loss of trees on east boundary resulting in overlooking [see para 7.7.13 – 7.7.17];
- Safety hazard in terms of the increased traffic (Snowdrop Way area) [see para 7.8.3 – 7.8.4];
- Access via Snowdrop Way is inadequate – the existing access from Queens Road should be used instead [see para 7.8.3 - 7.8.5];
- Access to 2 new dwellings from Chatton Row is inadequate (building works relating to these dwellings should be carried out from the application site to avoid traffic implications in Chatton Row) [see para 7.8.6];
- Submitted Documents commissioned by the applicant are not credible [see para 7.8.7];
- Disturbance during demolition and construction [see para 7.8.10].
- Parking provision on site [see para 7.8.11];
- Disturbance to wildlife and trees [see section 7.10];
- Inadequate boundary treatment at border with Bisley Common [see section 7.11];
- Conifers to northern boundary should be replaced (maintenance issues) [see para 7.11.7];
- Pressure on local infrastructure (GPs, schools, transport) [see para 7.13.3];
- Drainage/electricity supply issues [see para 7.14.2];
- Pollution (car fumes, light, noise) [see para 7.14.5];
- Adverse social impact on Snowdrop Way community & increase in anti-social behaviour [see para 7.14.6];
- Duty to protect and promote play opportunities for children and young people under article 31 of the UN Convention of the Rights of the Child

[Officers comment: In this respect the planning system including the NPPF automatically takes into account human rights. The Committee is reminded of the European Convention on Human Rights including Article 8, the right to respect private and family life and the home and Article 1 of the First Protocol the right to peaceful enjoyment of possessions. There is considered to be no interference with

these rights].

7.0 PLANNING CONSIDERATION

7.1 The National Planning Policy Framework; Policies CP1, CP2, CP3, CP5, CP6, CP8, CP11, CP12, CP14, DM9, DM10, DM11, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012; and, Policy NRM6 of the South East Plan are material considerations in this case. In addition, the following documents and legislation are also relevant: the Developer Contributions Supplementary Planning Document (2011); the Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2012); Interim procedural Guidance for Core Strategy & Development Management Policies DPD (Affordable Housing Policies CP5 & CP6); Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011; and, the Localism Act 2011.

7.2 It is considered that the main issues to be addressed in determining of this application are:

- Principles of residential development including loss of employment use, provision of residential development and appropriateness in the Green Belt;
- Impact on the character of the area;
- Impact on the Green Belt;
- Housing mix and affordable housing;
- Impact on residential amenities;
- Whether the development is acceptable in terms of parking & highway safety;
- Impact on Thames Basin Heaths Special Protection Area;
- Impact on biodiversity and consideration of EIA;
- Trees, landscaping, open space and recreation including the Local Equipped Area of Play (LEAP);
- Drainage and risk of flooding;
- Impact on Infrastructure; and
- Other matters including sustainable design and construction, archaeology, land contamination & pollution; and designing out crime.

7.3 Principles of residential development including loss of employment use, provision of residential development and appropriateness in the Green Belt

Loss of Employment Use

7.3.1 The application site is currently in employment use as 'Bisley Office Furniture' factory in B1/B2/B8 Class Uses. The site has been in industrial/manufacturing use since 1941. The facility is being relocated to Wales into a more modern functional industrial accommodation and the site has being vacated since summer 2013. Only a few office employees remain on site to date and the property is surplus to requirements.

7.3.2 The 'Employment Land Review for Surrey Heath, Hart & Rushmoor' (November 2009) document identifies the application site as comprising general industrial and distribution uses, fully developed with no potential for further expansion. Access to the strategic road network is poor. The site adjoins residential properties to the north, east and west, which could potentially limit some uses. The site is isolated from other business uses. Overall, the site was considered a lower quality employment site and was ranked as 19th from 20

employment sites in Surrey Heath.

- 7.3.3 The applicant submitted a statement of 'Prospects For Continuing Industrial Use', prepared by Lambert Smith Hampton. The statement agrees with the findings of the above document and adds further restriction for a potential use in terms of hours of operation imposed by the 1989 Section 52 agreement between the SHBC and FC Brown (application SU/88/0609) and poor circulation around the site. In conclusion, there are no realistic prospects of achieving a sale of the site for continuing industrial/warehouse use and as a result an alternative use was recommended.
- 7.3.4 Paragraph 22 of the NPPF 2012 seeks that long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for the allocated employment use should be avoided and applications for alternative uses of land of buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 7.3.5 The application site is not designated as a Core Employment Area, as shown on the Proposal's Map of the Surrey Heath Core Strategy and Development Management Policies 2012. Policy CP8 (Employment) of the Surrey Heath Core Strategy and Development Management Policies 2012 promotes economic growth and states that loss of employment land on sites outside of Core Employment Areas will only be permitted where wider benefits to the community can be shown.
- 7.3.6 Based on the evidence provided by the applicant and findings of the Employment Land Review for Surrey Heath, Hart & Rushmoor (2009) document, there is no realistic prospect of the site being used for industrial/warehouse use. Following advice in the NPPF and the Surrey Heath Core Strategy and Development Management Policies 2012, an alternative use of the site, such as residential, is considered acceptable.

Provision of residential development

- 7.3.7 The majority of the application site falls within the settlement area where housing is generally acceptable, subject to other material planning considerations. In the light of the above comments in connection with the potential retention of the employment use, the Council considers that the residential redevelopment is appropriate within the site.

Appropriateness in the Green Belt

- 7.3.8 The NPPF advises that the Government attaches great importance to Green Belt and that the fundamental aim of the Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of the Green Belts are their openness and their permanence (para 79.). When considering any planning application, substantial weight should be given to any harm to the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 7.3.9 In principle, redevelopment of this site is not inappropriate development in the Green Belt. This is because para 89 lists a number of exceptions to inappropriate development in the Green Belt in terms of erection of new buildings. These include complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Para 80 of the NPPF lists five purposes of the Green Belt. These include: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. A full impact assessment of the proposed development on the openness of the Green Belt and of its purposes, please see section 7.5 below.

7.4 Impact on the character of the area

7.4.1 The NPPF seeks a presumption in favour of sustainable development and to secure high quality design, as well as taking account of the character of different areas. It also states that the planning policies and decisions should aim that developments are visually attractive as a result of good architecture and appropriate landscaping (para 58). Para. 59 advises that the local planning authorities should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Policy CP1 (Spatial Strategy) of the Surrey Heath Core Strategy and Development Management Policies 2012 states that new development will be directed in accordance with the spatial strategy which provides the most sustainable approach to accommodating growth making the best use of infrastructure and services whilst respecting the character of the Borough. Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies 2012 continues to promote high quality design that respects and enhances the local environment.

Appraisal of the application site and of surrounding areas

7.4.2 Before assessing the impact of the proposal on the character of the area (including its layout, access, scale, massing and height) it is necessary to understand the existing site context. The following paragraphs will appraise the character of the area.

7.4.3 The applicant states the existing building (approximate gross internal area of 20,000sqm) comprises an amalgamation of interconnecting structures mostly of steel, brick and asbestos. The height of the property varies and stands a maximum of 9.35m high. Part of the building to the southwest of the site is of two storeys brick built with steel roof. Substantial expanse of hardstanding to the south and west of the building is used for parking.

7.4.4 The application site is located to the south end of the village, on the border of the settlement and the rural area. The ground levels of the site, as confirmed by the applicant, vary slightly at approximately +50 AOD (above ordnance datum) with the land being lower to the south at Bisley Common. The surrounding area is gently undulating, between +40m and +55m AOD. The topography contributes to the landscape character of the area. Soft landscaping on the application site is limited to the boundary trees and hedges that provide screening of the factory building from the neighbouring properties.

7.4.5 The site is bounded by curtilages of residential properties to the east, north and west; and by Bisley Common to the south. The surroundings of the site contain three distinctive residential character areas: the Guildford Road environs to the east; the Queens Road/Snowdrop Way environs to the north and west; and, the Chatton Row environs, also to the west.

7.4.6 Properties within Guildford Road environs are detached dwellings, single or two-storey in height; that are situated on larger, predominantly longer than wider plots. The majority of the properties to the Queens Road/Snowdrop Way environs are semi-detached or linked detached residential properties of two-storeys in height. The Chatton Row environs comprise of detached, single or two-storey dwellings of various design styles, set within large plots. Chatton Row incorporates substantial amount of vegetation to its both sides and has a verdant, low density built form feel. There is not an established front building line and the existing built form is informed by the landscape features.

7.4.7 It is considered that the redevelopment of the existing industrial site for a residential use that is bounded by residential properties to the majority of its boundary would improve and enhance the overall appearance of the area. The surrounding three character areas, as identified above, include a substantial variety of types of dwellings in terms of their appearance and form. In connection with the raised objection to the proposed design, based on the above assessment, the officers do not consider that in respect of materials and architectural design the proposed buildings would be harmful to the local area in terms of their appearance.

7.4.8 The proposed development would include not only individual dwellings, but also would

introduce a block of flats. This form of residential development is not unusual in the village and an example of this could be the two blocks of flats to the east side of Guildford Road at No. 331. As the proposed block of flats would be contained within the envelope of the site, and as this form of residential development is not an alien form in the area, the implementation of a block of flats within the application site is not considered inappropriate in principle.

Proposed layout and access

- 7.4.9 The applicant submits that the proposed site layout incorporates a movement hierarchy that combines the function of the street as a movement corridor alongside its place function, resulting in a high level of legibility of the development. Streets are defined by the proposed building layout. The internal roads structure represented by a principal vehicular route with several secondary cul-de-sacs is simple to navigate. A pedestrian route along the principal vehicular route is connected to the existing pedestrian route in Snowdrop Way. Officers consider that the proposed street patterns would be easy to navigate through.
- 7.4.10 The access to the development is created by a row of three detached dwellings to each side with a landmark building at the focal point. All road bends within the development would be occupied by a focal building/dwelling, which would provide a point of interest for the viewer. The proposed affordable housing courts however would not benefit from such a view on entrance. Although those focal points would not be represented by a building, there would be a green hedge screening to all courts on the boundary of the site with the already established neighbouring residential dwellings. It is considered this would aid legibility of the development.
- 7.4.11 The applicant confirms that the application site is currently accessed via a right of way over third party land directly from Queens Road. The proposed access is to be provided from Snowdrop Way, which is a residential cul-de-sac with a turning head to its east end and footways on either side. The proposal includes two dwellings that would be accessed via Chatton Row, which is a single lane with no footways. At the junction of Snowdrop Way with Queens Road, there are dropped kerbs enabling pedestrians to access the footway on the northern side of this road. Formalising of this crossing is part of the development proposals. Highway impacts assessment is outlined in section 7.8 below.
- 7.4.12 Natural play area and an open space would be provided on site to meet the recreational needs of the existing community in the locality and of the future community created by the development. It would be located to the southwest corner of the site, adjacent to Bisley Common, enabling the residents to make most of the already existing informal recreational area at Bisley Common. The natural play area would be easily accessible and within a maximum of 400m walking distance from any dwelling on the application site. In addition, all dwellings, apart from the flats, have rear garden amenity areas, which are in principle considered sufficient to the scale of the proposed dwellings.
- 7.4.13 There is a distinctive difference between the north/settlement and the south/Green Belt parts of the site. The settlement part is more urban in character that would comprise of a higher density development with larger quantum of development when compared with the more open, Green Belt part. The north side involves smaller dwellings, flats and includes all the proposed affordable housing. The southern part accommodates larger dwellings set on larger plots reflecting spaciousness with allowance for further landscaping, when compared with the north part. This contrast is considered acceptable in principle due to the environmental constraints of the whole, in excess of 4ha size application site.

Proposed scale, massing and height

- 7.4.14 The existing factory building accommodates a footprint of approximately 17,800m² and a volume of approximately 121,930m³. This is a substantial scale compared with the neighbouring residential dwellings and is the reflection of its current industrial use. The existing building represents a large mass of built form that is not comparable with any other existing built form in the surrounding area. The redevelopment of the application

site is therefore an opportunity to create a development that would reflect the character of the surrounding area in terms of its scale and massing. The proposed development would substantially reduce the level of the hardstanding, footprint and volume within the site by approximately 46%, 52% and 53% respectively, which would effectively improve the overall appearance of the site in the context of the village.

- 7.4.15 In terms of its height, the existing factory stands at a maximum of 9.35m. The proposed height of dwellings would vary from a minimum of 7.9m (Marlow house type) to a maximum reaching 9.45m (Sandringham house type). The maximum height of the proposed block of flats (Snowdon) would be 11.7m. The proposed development would spread throughout the site, apart from the southwest corner of the site, while the existing building does not reach as far as the southern or western boundaries, where a large expanse of hardstanding/parking areas are currently laid out. Whilst the additional height is proposed throughout the site, the proposed height variation is not unusual within the residential areas elsewhere in the village. The proposed block of flats would be located centrally within the northern part of the site, bound by other proposed dwellings to its north, west and south. Whilst it would be of a maximum height of 11.7m, its visual impact would be contained within the envelope of the application site and therefore not considered harmful to the character features of the wider surrounding area.

Proposed density

- 7.4.16 The NPPF advises that to boost significantly the supply of housing, local planning authorities should set out their own approach to housing density to reflect local circumstances. Although density is not considered a reliable indicator as to whether a scheme is acceptable in terms of the proposed built form, it helps to inform the appropriateness of the development in comparison with the other indicators outlined above, including access, layout, scale, massing and height, and as stated in para. 59 of the NPPF.
- 7.4.17 Indicative densities in the surrounding area of the application site reflect the three distinctive character areas as outlined above. The overall density of the built form within the Guildford Road environs is approximately 15 dph. The Queens Road/Snowdrop Way environs have the approximate density of 26 dph; and the Chatton Row environs a much lower density of approximately 7 dph.
- 7.4.18 The average density of the proposed development would be 27.5 dph. There would be two character areas within the application site itself, balancing the environmental constraints of the site. Medium density areas (approximately 38.7 dph) would be located within the core area of the development, reflecting the existing residential context of the village. Towards the southern portion of the application site, situated within the Green Belt designation and adjacent to rural Bisley Common, density reduces to approximately 14 dph in order to incorporate a more appropriate, landscape dominated character. The site, due to its size in excess of 4ha, would in effect create its own, two distinctive character areas, which would be in terms of density similar to the neighbouring; albeit not identical. In the light of the above considerations in terms of layout, access, scale, massing and height, the proposed density as an additional indicator, would be considered in keeping with the character of the wider surrounding area. In conclusion, the proposed development is not considered to result in any detrimental impact within the surrounding area in terms of the amount of the built form reflected in the proposed layout, access, scale, massing height and density.
- 7.4.19 In conclusion, based on the above considerations, the proposed layout, access, scale, massing, height and density are considered to respect and integrate into the established character of the area. In addition, in terms of the proposed scale, massing and overall design, the proposed development is considered to enhance the local character.

7.5 Impact on the Green Belt

- 7.5.1 The south, southeast and southwest part of the site lies within the designation of the Metropolitan Green Belt. This part of the site is occupied by a permanent structure of the

factory building with the associated fixed surface structures in the form of a hardstanding and therefore, in line with the NPPF, it is considered to fall within the definition of 'previously developed land' (PDL). The southern part of the existing factory building is fairly substantial and covers approximately 3,880m²; with the surrounding hardstanding expanding to approximately 15,300m². Its approximate volume is 29,169m³ and the approximate floor area 7,760m².

7.5.2 The existing built form resulting in the greatest impact on the openness of the Green Belt is the factory building, standing at a maximum of 9.35m high. The impact on the openness in connection with the hardstanding that carries no height dimension is considered negligible.

7.5.3 The proposal includes 26 detached dwellings, detached garages (6 double and 1 single) with additional hardstanding areas (access roads and rear patios) within the Green Belt designation. These buildings would cumulatively create approximate volume of 21,165m³ and approximate floor area of 6,350m², which represents the overall reduction when compared with the existing by approximately 27% and 18% respectively (see table below).

Green Belt part of the site	Floor Area (m ²)	Volume (m ³)
Existing	7,760	29,169
Proposed	6,350	21,165
Difference	- 18%	- 27%

As such, the proposed mass represented by volume and floor area would reduce the extent of the existing factory building and therefore it is not considered that the proposed replacement buildings would be materially larger than that they replace. It is considered that the introduction of the proposed operational development that represents substantial reduction in volume and floor area when compared with the existing built form would benefit the openness of the Green Belt in general.

7.5.4 The application site is a previously developed, brownfield land. The proposed development would not encroach on open, undeveloped Green Belt land. The proposal is considered to assist in urban regeneration by recycling of urban land in terms of para. 80 of the NPPF.

7.5.5 Whilst the current redevelopment scheme it is not considered to result in any adverse harm to the openness of the Green Belt by definition or in any other harm that would justify refusal of the scheme on these grounds, any future developments to this part of the site might lead to the deterioration of the openness of the Green Belt and as such, control of any such development would be secured by condition.

7.5.6 In conclusion, the proposed development would reduce the impact of the existing factory building on the openness of the Green Belt and is not considered to conflict with the purpose of including land within the Green Belt. The proposal is therefore not inappropriate development and no objection is raised on these grounds.

7.6 Housing mix and affordable housing

7.6.1 The Core Strategy 2012 contains policies, namely CP5 (Affordable Housing) and CP6 (Dwelling Size and Type) that require a particular housing mix and type on larger development sites. Policy CP5 seeks a target of 35% of all net additional housing as affordable, split evenly between social rented and intermediate. This is to be achieved by affordable housing being provided on all schemes proposing 3 and more net additional

units in the form of a financial or on site provision. The proposed development, as it is for more than 15 units (net), is required to provide 40% on site affordable housing provision. Policy CP6 will encourage market housing and unless evidence of housing need or viability suggests otherwise, generally expects intermediate affordable and social rented units to be provided in accordance with the Strategic Housing Market Assessment (SHMA) or other subsequent assessments.

7.6.2 The current SHMA, the 'North West Surrey and North East Hampshire, Strategic Housing Market Assessment, Final Report 2009' identifies the projected net shortfall of dwellings in relation to their size, which is reflected in Policy CP6 in percentage values. Policy CP6 indicates that the market housing should be of the following mix:

- 10% of 1 bed units;
- 40% of 2 bed units;
- 40% of 3 bed units; and
- 10% of 4 bed units.

The proposed development would provide 68 market units within the following approximate size ratios:

- 15% of 2 bed units (10);
- 13% of 3 bed units (9);
- 53% of 4 bed units (36); and
- 19% of 5 bed units (13).

7.6.3 As outlined in the above paragraph, the proposed development would not provide the ratio of the market units as required by Policy CP6. During the pre-application stage, the officers negotiated a number of 2 bed units to be included within the scheme as at that time, no such units were to be provided. The application currently includes ten 2 bed market units. Whilst the proposed market housing mix is not in accordance with the policy, having regard to the requirement for housing development, officers consider that this requirement warrants a departure from this housing policy and is therefore acceptable.

7.6.4 The proposal would provide 45 affordable units. This represents 40% of the proposed units, which is in line with the requirement of Policy CP5 and therefore considered acceptable. The affordable housing mix, although not exactly following the requirement of Policy CP6, has been reviewed by the Housing Manager of the SHBC and is considered satisfactory. The intermediate and social rented ratio of the affordable residential units has been suggested by the SHBC during the course of the application and shall be secured by way of a legal agreement. The applicant expressed willingness to complete a legal agreement to secure this provision. However, if a satisfactory legal agreement is not received by 26th November 2014, this must be added as a reason for refusal due to the failure to deliver a development, which would meet the housing requirement of all sectors of the community.

7.6.5 A representation that the proposal does not include provision of smaller homes, such as bungalows for elderly population was received. However, the development includes a number of single and double bedroom units on site in the form of flats and small two-storey dwellings.

7.7 Impact on residential amenities

7.7.1 The NPPF seeks a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies 2012 ensures that the amenities of the occupiers of

the neighbouring properties and uses are respected.

- 7.7.2 It is considered that the neighbours adjacent to the boundaries of the application site would be most affected by the proposed development and therefore the impact on these residents would be assessed at a greater length in the following paragraphs.

Impact on dwellings to the west (including odd No's. 1 – 27 & 42 Snowdrop Way)

- 7.7.3 Impact of Plots 101 (Cambridge) and 1 (Leamington): These two Plots would be located to the northeast, adjacent to No's. 3 & 5 Snowdrop Way. Both Plots have first floor side non-habitable room windows, which could be obscurely glazed. No's. 3 & 5 Snowdrop Way have their side elevations facing the application site. Due to their internal layout, separation distances to the existing neighbours and their orientation to the northeast, it is not considered that the proposed Plots 101 and 1 would result in any adverse overlooking, loss of privacy or light.
- 7.7.4 Separation distances of approximately 16m from Plot 2 (Cambridge); 12m from Plots 3 (Worcester) & 4 (Oxford); 10m at its minimum from Plot 11 (Marlow) and the average 12.5m from Plot 12 (Worcester) to the west boundary of the application site with the neighbouring dwellings No's. 5, 17, 27 and 42 Snowdrop Way ensures that no adverse loss of amenities would result.
- 7.7.5 Plots 5 and 8 (both Shrewsbury) located parallel to No's 27 and 42 Snowdrop Way in the area of the proposed site access have no first floor side windows. Their relationship would be similar to that of with their existing neighbours, No's 25 and 40 respectively. However No. 42 has a first floor side bedroom window facing the application site. The rear wall of the proposed dwelling on Plot 8 would be approximately in line with that bedroom window. Due to its orientation to the east with a separation of 2.5m, the proposed Plot 8 is not considered to adversely affect the amenities of the occupiers of No. 42. Due to the forward projection of Plot 5 and the separation of 9m to the main dwelling of No. 27, no detrimental effect on amenities of the occupiers of No. 27 is considered to result.

Impact on dwellings to the north (including even No's. 28 – 42 Snowdrop Way)

- 7.7.6 The strip of land to the north of Plots 26 and 27 (both Dart) located adjacent to the rear boundaries of No's. 30-42 Snowdrop Way would be managed by a management company and is proposed to be created by a hedge. Due to the separation distances between the proposed and the existing dwellings, their orientation and a minimum 5.5m wide strip of land in between, the proposed development is not considered to result in any adverse loss of amenities to the above existing neighbours.
- 7.7.7 Rear elevations of Plots 38 & 39 (both Tweed) would be located a minimum of 12.5m from their north boundaries with No. 28 Snowdrop Way. Due to the separation distances, no adverse effect on residential amenities of the above neighbour would occur.

Impact on dwellings to the north & west (including dwellings in Chatton Row)

- 7.7.8 Plots 40 (Sandringham) and 47 (Balmoral) would be located to the south of No. 11 Chatton Row with approximately 3.2m wide strip of land between the boundaries of the application site and of No. 11. No. 11 is a single storey dwelling with a deep garden amenity space. Plot 47 would be set directly to the south of the bungalow, maintaining a separation distance of 9m between the side walls. Although Plot 47 is a two-storey dwelling and would be located next to a bungalow, such a relationship could be found elsewhere in Chatton Row at present. Due to the substantial separation distance, Plot 47 is not considered to result in overbearing impact on No. 11.
- 7.7.9 Layout of both Plots would be parallel with No. 11. Plot 47 has no first floor side windows and therefore no adverse overlooking would result. Plot 40 would have a first floor bathroom window within the north elevation, facing the rear amenity area of No. 11. This could be obscurely glazed to prevent any overlooking and loss of privacy and secured by condition.

- 7.7.10 Relationship between Plots 47, 45 (Marlborough) and 46 (Blenheim) with No's. 10, 12 and 14 Chatton Row would be front-to-front or front-to-side with the separation distances between 23 - 43m. These are considered ample in terms of the potential impact of the proposed dwellings on residential amenities of the above existing dwellings.

Impact on dwellings to the east & south (including dwellings No's. 300 – 340 Guildford Road)

- 7.7.11 No. 340 Guildford Road would share its rear and side boundaries with Plots 56 (Sandringham), 60 (Richmond), 61 (Marlborough), 62 (Richmond) and 63 (Marlborough). All the proposed Plots would be set sufficiently back from these boundaries, as not to result in any adverse loss of amenities. Plot 56, however, would have a first floor side facing bathroom window, which could be obscurely glazed to prevent any overlooking and loss of privacy to No. 340 and secured by condition.
- 7.7.12 Plot 64 (Sandringham) would be adjacent to the rear boundary of No. 330 Guildford Road. A minimum separation distance of approximately 14.5m would be maintained between the side wall of Plot 64 and the rear wall of No. 330. Plot 64 would be built along approximately 12m of the 48m long rear boundary of No. 330. It is not considered that Plot 64 would result in any adverse loss of amenities, subject to the first floor side bathroom window being obscurely glazed.
- 7.7.13 Plots 65 – 70 (Cambridge x2, Harrogate x2 and Leamington) would maintain separation distances to the east boundary of the application site in excess of 10.5m. The existing and the approved (ref. SU/13/0416) dwellings to Guildford Road, which would abut the proposed Plots, would be a minimum of 9.9m set back from the boundary and therefore it is not considered that any adverse loss of residential amenities would occur.
- 7.7.14 Plots 74 – 77 (all Dart) would face the approved scheme for two new dwellings to the rear of No. 320 Guildford Road (ref. SU/13/0416) and with the separations to the boundary between 10.2 and 13m, no adverse overlooking is considered to result. In addition, due to their orientation to the north of the approved development, no detrimental loss of light would occur.
- 7.7.15 Side walls of Plots 77 (Dart), 78 (Tavy), 90 (Dart) and 91 (Tavy) would be located to the west of the east boundary of the application site with a minimum 5m wide strip of land in between. Properties in Guildford Road, set within deep plots would be located in ample distance from the east boundary of the application site and therefore not affected by the proposal in terms of residential amenities. In addition, Dart and Tavy housing types have no side windows and therefore no loss of privacy would occur. The building comprising of 12 flats (Snowdon) would maintain a separation distance of approximately 25m to the east boundary. Although this would be a three-storey property, due to this separation, it is not considered that it would result in any adverse loss of amenities to the existing occupiers of dwellings in Guildford Road.

Impact on dwellings to the north (including odd No's. 1 - 19 Queens Road)

- 7.7.16 Plots adjacent to the north boundary of the application site No's. 91 - 99 (Tavy x4, Dart x2, Evesham x2 & Leamington) are considered to maintain sufficient separation distances in excess of 25m to the dwellings to the south side of Queens Road and are not considered to result in any detrimental loss of amenities to the existing occupiers.

Wider impacts on residential amenities

- 7.7.17 New dwellings within the application site were designed as such that no adverse overlooking or loss of privacy to the future occupiers of the development would occur. This is subject to the first floor side facing windows being obscurely glazed, which could be secured via condition. The scale of the rear amenity areas varies throughout the development with larger gardens being provided to the lower density development to the south side of the site, reflecting a more rural character.

- 7.7.18 The layout of rear amenity areas of a number of Plots (1, 16, 35, 46, 47, 54, 55, 65, 66, 67, 68, 69, 70, 99 and 101) would be affected by siting of the proposed garages. The majority of these detached garages project substantially to the rear of the walls of the new dwellings and in some cases create a courtyard type of rear garden area. Although this is not ideal, it is not considered that these layout deficiencies would be to such a detriment to the amenities of the future occupiers as to warrant refusal of the scheme.
- 7.7.19 In terms of residential amenities of the wider surrounding area, the properties located further away from the application site are considered too far to be adversely affected by the proposed development. It was brought to the attention of the officers that the current proposal would have an adverse impact on the community in Snowdrop Way, due to the proposed access. Although the proposal would result in substantially larger amount of traffic through the existing cul-de-sac, the SCC Highway Authority raised no objections in terms of highway safety, as the existing road system is considered sufficient to accommodate the proposed residential development. It is also considered that the quality of the surrounding environment would improve considerably, as the existing factory building and the related traffic on the application site and in the locality would be removed. The proposal would create a new neighbourhood community that would have the potential to provide safe and attractive environment also for the existing community in Snowdrop Way. In addition, the natural play area and the Local Equipped Area of Play (LEAP) would be provided not only for the future occupiers of the proposed development but also for the existing families in the locality.
- 7.7.20 In conclusion, the proposed development is not considered to result in any detrimental loss of residential amenities to the existing residents or the future occupiers of the development.

7.8 Whether the development is acceptable in terms of parking and highway safety

- 7.8.1 Para. 32 of the NPPF indicates that plans and decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Policy CP11 (Movement) of the Surrey Heath Core Strategy and Development Management Policies 2012 supports proposals to improve public transport in the Borough. New development that will generate a high number of trips will be directed toward previously developed land in sustainable locations or will be required to demonstrate that it can be made sustainable to reduce the need to travel and promote travel by sustainable modes of transport. All new development should be appropriately located in relation to public transport and the highway network and comply with the Council's car parking standards. Policy DM11 (Traffic Management and Highway Safety) of the Surrey Heath Core Strategy and Development Management Policies 2012 seeks all development to ensure that no adverse impact on the safe and efficient flow of traffic movement on the highway network results.
- 7.8.2 Following the submission of the Surrey County Council Highway Authority (CHA) initial consultation response in connection with the highway related matters Bisley residents requested a meeting with the Authority to further clarify these issues and justify their conclusions. This meeting was arranged and the residents met the representatives of CHA. Following their discussions, the CHA produced an amended consultation response and provided further comments from Surrey Fire Services.

Proposed access

- 7.8.3 Although the existing factory site has an access off Queens Road, the majority of the proposed development (111 residential units) would use a single access from Snowdrop Way. Snowdrop Way is a residential cul-de-sac currently serving 30 dwellings and as such all traffic generated by the proposal would be a new traffic. As a result, the existing cul-de-sac would serve 141 dwellings. The CHA comments that the Surrey Design Guide

Technical Appendix notes that *'a residential cul-de-sac measuring 5.5m wide is an appropriate width to serve up to 300 dwellings and acceptable for a road with on street parking. It is also adequate to allow two HGV's to pass one another.'*

- 7.8.4 The Surrey Fire Services, having been consulted on the proposal by the CHA raised no objection in terms of impediment on the emergency vehicles access via Snowdrop Way or the fact that the proposed development would be accessed via only one access route. Although the CHA considers that a secondary point of access would be advantageous, no objection to a single access was raised, as such an objection would not be justified. Therefore the CHA concludes that *'for all these reasons and whilst the residents' concerns are recognised, the Highway Authority are unable to raise any objection due to the impact of additional traffic movements in Snowdrop Way.'*
- 7.8.5 In the Statement of Community Involvement, the applicant states that in response to the particular concerns raised about the access, further meetings with the CHA to explore alternative options were sought. As stated in conclusions of the above document: *'In response to the clearly stated preference of Showdrop Way residents for using the existing access off Queens Road, Redrow Homes requested further meetings with the relevant highways authority, Surrey County Council. At these, it was made clear that the County Council viewed this as the most viable access for the site; Redrow Homes considers that it has done all that can be considered reasonably possible in this account to explore alternative options for access.'*
- 7.8.6 Two of the proposed dwellings would be accessed via Chatton Row. In the acknowledgement that this road is a narrow lane, the proposal incorporates a new turning head for all road users, which is considered by the CHA to provide *'sufficient mitigation for the very low level of additional traffic that will be introduced to Chatton Row.'* A suggestion from the residents of Chatton Row was made that due to the narrow nature of the lane, the construction traffic should be navigated through the application site only. This could be secured by condition.

Traffic generation and impact

- 7.8.7 The CHA is satisfied with the conclusions of the Transport Assessment and that it provides *'a reliable estimation of the likely impact of the development.'* Matter raised by the residents in terms of the submitted documents, particularly the Transport Statement, commissioned by Redrow being not credible has not been supported by any evidence showing contrary. As such, the submitted details are considered adequate for the purposes of determination of this application.
- 7.8.8 A comparison of the likely traffic generation between the existing commercial and the proposed residential use was made. The existing use, if fully operational, would typically generate 128 vehicles in the morning peak hour and 120 in the evening. The estimated traffic generation of the proposed residential use is 53 in the morning and 61 vehicles in the evening peak hour, which would result in overall reduction in the amount of traffic by 75 and 58 vehicles respectively.
- 7.8.9 As outlined in the Transport Assessment, the Guildford Road/Queens Road junction currently operates close to its limit of operation efficiency; and by 2019 it would operate beyond its operational capacity, due to the normal background traffic growth. However, as outlined above, the proposed development would result in reduction of traffic when compared with the fully operational existing use and therefore would not impact on the existing/predicted operational efficiency of the above junction. The applicant states that *'with regard to the junction of Snowdrop Way with Queens Road, the Transport Assessment confirms that the increased flows can be accommodated.'*
- 7.8.10 While concerns of the local residents in terms of the disruption and traffic implications that may be caused by the construction works are noted, it is not the planning system's role to obstruct development on this basis. Inevitably, any construction works may lead to some temporary disruption. Ordinarily, the requirements of Environmental Health legislation will seek to limit any harm so far as reasonably practicable. An informative

could be added to the decision notice to draw this matter to the attention of the applicant. However, a suggestion for building works relating to the dwellings with access from Chatton Row being carried out from the application site to avoid traffic implications in Chatton Row were put forward. This could be arranged via a Method of Construction Statement condition, including submission of the proposed phasing of the development.

Parking provision

- 7.8.11 'Vehicular and Cycle Parking Guidance' published by the Surrey County Council in January 2012 informs the level of parking requirements for various developments within the County. All parking levels in terms of residential use relate to the size of dwellings and their location and are recommended as a maximum unless otherwise stated. The application site lies within the suburban edge/village/rural location, as identified by the Guidance. The required parking provision is as follows:

'1 & 2 bed flats – 1 space per unit;

1 & 2 bed houses – 1.5 + spaces per unit (note 1);

3 bed houses – 2+ spaces per unit (note 1); and

4+ bed houses – 2+ spaces per unit (note 1).

Note 1: Where space permits, it may be appropriate to consider increased provision.' (see Figure 1 – Recommended Guidance for Residential Parking on page 9)

In terms of the above figures, the parking provision on the application site at average allocation of 2.5 spaces per dwelling exceeds the maximum required by the Guidance. As such, it is not considered that the parking provision on site would be inadequate.

Emergency services

- 7.8.12 Emergency services were consulted on a request of CHA. In their response, the Surrey Fire Service advised of minimum dimensions requirements to enable the emergency vehicles to access and manoeuvre within the application site. In their conclusion it was confirmed that there was no concern on this aspect from a Fire Service or emergency access perspective. However, following concerns raised by residents of Snowdrop Way in connection with the emergency vehicles being denied access due to irresponsible parking, the Surrey Fire Service recommends that parking enforcement is introduced.

Sustainable transport modes

- 7.8.13 The County Highways Authority comments that *'providing new residents with an alternative choice of travel to the car will help encourage and promote the use of sustainable transport. With this in mind, access to the following has been considered as part of the development proposals:*

- Access to existing bus services on Guildford Road*
- Access to the Basingstoke Canal tow path for leisure purposes and access to Woking Town Centre*
- Access to Brookwood Rail Station for train access to London and the Southwest.*
- Access to local cycle infrastructure.*

A number of improvements will be provided by the development to support these aims and will be provided using the Planning Infrastructure Contribution.'

- 7.8.14 In conclusion, the Local Planning Authority is satisfied that the proposed development, subject to conditions suggested by the CHA and the provision of financial contribution towards transport, would not result in any adverse traffic generation, highway safety

implications, detrimental access arrangements or inadequate parking provision in compliance with Policy DM11.

7.9 Impact on Thames Basin Heath Special Protection Area (TBH SPA)

- 7.9.1 The site lies approximately 800m linear distance from the nearest part of the boundary of the Thames Basin Heath Special Protection Area (SPA). The TBH SPA Avoidance Strategy SPD outlines principles for avoidance of harm to the SPAs and identifies three avoidance measures to protect the TBHs from the impacts of new residential development. These are: a 400m buffer zone around the SPA within which no net new residential development will be permitted; the provision of Suitable Alternative Natural Greenspace (SANG); and the Strategic Access Management and Monitoring (SAMM) measures, a co-ordinated visitor management across the whole of the publically accessible SPA.
- 7.9.2 Para. 5.7 of the SPD indicates that major or large new developments are expected to provide bespoke on-site SANG rather than relying on the suite of SANGs being developed by the Borough Council. Developments of more than 100 dwellings will generally be expected to provide on-site SANG. Proposals for any bespoke SANG will be considered on a case-by-case basis in consultation with Natural England. In addition to SANG, contributions towards SAMM are required by Policy CP14B that states that all new residential development shall contribute toward SAMM measures. In addition, it states that the effective avoidance of any identified adverse effects must be demonstrated and secured prior to approval of the development.
- 7.9.3 The applicant has actively engaged in discussions with SCC, the owner of Bisley Common, regarding the use of this land as a SANG. At the time of submission of the current application, the applicant was confident that Bisley Common could meet the necessary requirements set out in the TBH SPA Avoidance Strategy SPD and would provide a SANG solution immediately adjacent to the site (see Planning Statement, para. 6.42). The proposed development requires a 2.2ha site as a SANG. The ongoing discussions between SCC, the developer and Natural England have so far led to the agreement that Bisley Common might be an acceptable SANG solution for the proposed development.
- 7.9.4 Bisley Common, a Site of Nature Conservation Importance and a Green Belt, is land of approximately 20ha located immediately to the south of the application site. Approximately 12ha of this land is laid to a heathland, which is currently maintained by Surrey Wildlife Trust. Further 2ha of Bisley Common is used for grazing by cattle and horses.
- 7.9.5 Part of Bisley Common, in the form of a west-east corridor, has been indicated in the Surrey Heath Local Plan 2000 and on the Proposal's Map of the Surrey Heath Core Strategy and Development Management Policies 2012 as an area to be safeguarded for a major highway proposal 'A322 (Bisley) Southern Extension'. Whilst there has been some favour in abandoning this scheme, following a recent confirmation from SCC Highway Authority, the identified area is to remain safeguarded for this purpose at present. Removal of this designation would be possible only by way of a review of the local plan.
- 7.9.6 In addition, a further discount has to be applied due to the original outline planning permission ref. SU/05/1155 (application for the erection of 14 three bedroom terraced and semi-detached dwellings and 8 two bedroom flatted units in two separate blocks and 33 car parking spaces following demolition of the existing car sale garage).
- 7.9.7 In the light of the above, all the areas of Bisley Common used as heathland, for grazing; designated for the major highway proposal; and, allocated to the already implemented scheme at No. 331 Guildford Road have to be discounted and effectively excluded from the potential SANG. Design and management plans of the proposed SANG have to take into consideration the above constraints. Some of the essential criteria to be met in terms of design of a potential SANG include:

- inclusion of a 2.3-2.5km circular walk within the SANG and links to longer footpaths outside the SANG;
- adequate and easily accessible car parking (if SANG is more than 400m from the proposed development);
- safe and appropriate footpath access from the proposed development/car park;
- a selection of safe, well maintained and easily used walking routes including unsurfaced paths;
- a naturalistic feel with a range of habitat types;
- free from unpleasant intrusions such as noise and unpleasant odours;
- gently undulating topography and focal point; and
- space for exercising dogs off-lead.

7.9.8 Natural England, having reviewed the information submitted by the applicant advises that the proposals for avoidance and mitigation measures offered are not considered to be appropriate because insufficient information has been provided on the proposed Bisley Common SANG, such there is no certainty around its viability or security in respect of available capacity, the available area and long term management. Consequently, it is Natural England's view that the planning authority will not be able to ascertain that the proposed development would not adversely affect the integrity of the SPA. In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat on which the birds depend and increased disturbance to the bird species for which the SPA is classified, by reason of increased access to the heath including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the test of Regulation 62 of the Conservation of Habitats and Species Regulations 2010.

7.9.9 The Local Planning Authority, as the competent authority, has to assess whether the proposal either during or post its implementation, would be likely to impact on the integrity of the SPA. Post development concerns are whether the proposal would facilitate a greater footfall of walkers on the SPA. The officers have undertaken a Habitats Regulations Assessment in connection with the current proposal that concludes that *'it cannot be ascertained that the project as proposed would not adversely affect the integrity of the site. As there are no imperative reasons of overriding public interest why the proposal should be carried out, the proposal does not survive the test of Regulation 49. Therefore pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 48(5) of the Conservation (Natural Habitats & c.) Regulations (1994), as amended by The Conservation (Natural Habitats &c) (Amendment) Regulations 2007, permission must not be granted.'*

7.9.10 Whilst all efforts have been made to secure Bisley Common as a SANG solution by the applicant that was also enabled by a number of extensions of time for determination of the current application by the Local Planning Authority the Council recognise that more time is required to resolve this 'in principle' matter.

7.9.11 An appeal decision at Land at Foreman Road, Ash, Surrey in December 2013 (ref. APP/Y3615/A/13/2198634) is relevant to the SANG provision in connection with a large housing development in the neighbouring Guildford Borough. The Inspector states in this appeal decision that *'I accept that there is no certainty that a suitable SANG will become available within the lifetime of a planning permission if the appeal were to succeed. However, following the Judgement in Merritt v SSETR & Mendip DC, and the subsequent advice from the Chief Planning Officers from the ODPM dated 25 November 2002 [following Merritt v SSETR & Mendip DC] it would be wrong of me to refuse to impose a Grampian, or pre-condition, solely because there is no reasonable prospect of the action*

in question being performed within the time limit of the permission. Rather, so long as the condition would prevent any development until it was satisfied, refusal should only follow if there would be adverse planning implications from granting a permission which was not subsequently implemented.'

- 7.9.12 The SANG solution is sufficiently advanced to ascertain that there is a reasonable prospect of achieving SANG mitigation during the lifetime of the permission. The officers sought a legal opinion, if the use of Grampian condition would be lawful, which confirmed this. As such, officers are of the opinion that imposition of such a pre-condition would not allow the permitted development to commence, unless this condition is satisfied. No harm to the SPA would arise, as no development would be allowed to commence, unless the SANG mitigation is provided. A relevant condition would be therefore imposed.
- 7.9.13 The applicant expressed willingness to complete a legal agreement to secure the required SANG contribution (£75,731). However, if a satisfactory legal agreement is not received by 26th November 2014, this must be added as a reason for refusal due to its failure to comply with the requirements of the Policy CP14B of the Surrey Heath Core Strategy and Development Management Policies Document 2012; Policy NRM6 of the South East Plan; and, Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 in relation to the provision of contribution towards strategic access management and monitoring (SANG) measures.

7.10 Impact on biodiversity and consideration of EIA

- 7.10.1 Paragraph 109 of the NPPF requires the planning system to aim to conserve and enhance the natural and local environments by minimising impacts on biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around development should be encouraged. Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 seeks to conserve and enhance biodiversity within Surrey Heath.
- 7.10.2 Surrey Wildlife Trust advised that the site has the potential for restoration or enhancement of biodiversity. Para 8.11 of the Appendix A of the Environmental Statement indicates a number of opportunities for enhancements. Subject to their implementation, it is not considered that a reduction in the ecological interest of the site is likely to arise. Inclusion of the suggested measures could be secured by a condition.
- 7.10.3 The application includes an Environmental Statement (ES), which considers the impact upon ecology. This was submitted voluntarily by the applicant. Prior to the submission of the application, the Council issued a Screening Opinion for the proposed development concluding that the proposed development was not EIA development. However, where an applicant submits an ES voluntarily, under Regulation 4, the development becomes EIA development. The ES assesses the potential impacts of the development on environment and identifies those areas where mitigation is to be required. The submitted ES concludes that subject to satisfactory drainage strategy, construction management measures and SANGs, there are no overriding environmental constraints, which would preclude the proposed development.
- 7.10.4 Further details in the form of an Addendum to the Environmental Statement featuring a Phase II Bat Survey Report has been submitted by the applicant during the course of the application. In line with the EIA Regulations, further notifications to the third parties, relevant consultees and a Secretary of State have been carried out. Surrey Wildlife Trust is satisfied that the addendum provides sufficient information for the officers to be able to assess the potential status of protected and important species (bats) on the proposed development site and the likely effect of the development on them. Requirement to undertake all the recommendations in section 5 of the addendum, particularly in reference to the applicant obtaining a European Protected Species (EPS) licence from Natural England was made as well as other recommendations in terms of suggested enhancements to the local biodiversity.
- 7.10.5 Following the additional notification in connection with the Addendum to the ES, a

number of objections from the local residents were received. These relate to the fact that trees present on the boundary of the application site are used/have potential for roosting bats and the other species, such as owls and impact of the additional light on these species. The Addendum relates to bats only and addresses both raised issues in paragraphs 5.5 and 5.6.3 respectively.

7.11 Trees, landscaping, open space and recreation including the Local Equipped Area of Play (LEAP)

Trees and Landscaping

- 7.11.1 The NPPF requires appropriate landscaping resulting in visually attractive developments (para 58). Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies 2012 states that the development would be acceptable where it achieves protection of trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate, as one of the design principles.
- 7.11.2 Tree matters have been considered in the planning of this scheme. An Arboricultural Report comprises a Tree Survey and Arboricultural Impact Assessment. It is BS5837:2012 compliant and includes a Tree Protection Plan for both the demolition and construction phases. There are no extant Statutory Controls in relation to the development site itself but TPO 07/99 is present to the west as Groups within the Snowdrop Ride residential development and has been noted within the Report.
- 7.11.3 There are a number of large linear groups of boundary Cypress trees on all boundaries of the site. These comprise primarily Leyland Cypress and Western Red Cedar. Originally planted to provide screening and shelter between the commercial property, adjacent residential dwellings and Bisley Common to the south. This vegetation has succeeded in the aim. However, continued retention of some areas of these trees especially to the south and west of the site, are no longer an option. Accordingly, the entire removal of Groups G2 and G3 would be advisable subject to provision of adequate replacement planting that would be sympathetic and complimentary to the landscape profile and character to the areas beyond the site boundary, particularly to the south.
- 7.11.4 Minor, unclassified and insignificant vegetation as detailed within the schedule would be removed to facilitate development. None are outstanding and the loss of these would have no significant impact on the landscape character of the area. Replacement/landscape planting will more than offset the loss. This could be secured by condition.
- 7.11.5 Landscaping includes the soft and hard landscaping. The hard landscaping includes different features, such as walls, fences and areas of hardstanding. The proposed boundary treatments include 1.8m high brick walls topped with brick coping, 1.8m close boarded fence and 1m high timber posts at 5m intervals to the south adjacent to Bisley Common and the west boundary abutting Chatton Row. Brick walls appear in a few places, where these would be harsh against the road and their appearance is not currently softened with any green planting. Plots affected are No's. 7, 10, 20, 32, 35, 51, 53, 57, 58, 73 and 82. Although not everywhere, some additional green screening could be provided in these places. The additional screening could be secured by condition. The close boarded fences are usually located between gardens and do not appear adversely obvious within the street scenes of the development. The proposed boundary treatment to the southern boundary with Bisley Common is considered acceptable, as it allows for a free access onto the Common.
- 7.11.6 Parking areas represent a further form of hard landscaping. The majority of Plots benefit from 2 off-street parking spaces in addition to a garage. These parking areas would dominate the street scenes, unless their harsh appearance is mitigated with soft landscaping. The applicant proposed minor changes to the originally submitted landscaping scheme indicating further planting provision to Garden Avenue, which was previously affected by dominance of the proposed parking areas. As such, it is

considered that the proposed planting would provide sufficient green areas to soften the otherwise harsh appearance of the proposed parking areas within this part of the development. This planting could be secured by condition.

- 7.11.7 Soft landscaping includes all planting. There is currently only a limited area consisting of several trees to the west of the existing factory building; with some existing boundary planting, which would be retained. All the other planting within the envelope of the site would be new planting. The majority of this would be situated within the rear gardens and frontages of the proposed dwellings. Satisfactory selection and implementation of appropriate species could be secured by condition.

Open Space and Recreation

- 7.11.8 Para 58 of the NPPF seeks that planning policies and decisions ensure that development optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses including incorporation of green and other public space as part of the development. Policy DM16 (Provision of Open Space and Recreation Facilities) of the Surrey Heath Core Strategy and Development Management Policies 2012 indicates that new residential development will be expected to provide or contribute towards open space, equipped playspaces including teen facilities and outdoor sports facilities. Financial contribution towards the maintenance of facilities is required and will be secured via a legal agreement.
- 7.11.9 The proposal includes provision of a LEAP (Local Equipped Area of Play) and of a natural play area to the southwest corner of the application site, adjacent to Chatton Row and Bisley Common. Their future management, including its maintenance, would be secured via condition. In addition, the requirement for a financial contribution towards the provision of equipped playspace – MUGA [teen age group facilities – Multi Use Game Areas], an open space within urban areas and indoor sports is included in the Planning Infrastructure Contribution by way of a legal agreement. As such and subject to a legal agreement, it is considered that the proposed development complies with the requirements of Policy DM16 and of the NPPF.

7.12 Drainage and Risk of Flooding

- 7.12.1 Para 94 of the NPPF advises that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. Para 103 continues that local planning authorities should ensure flood risk is not increased elsewhere. Policy DM10 (Development & Flood Risk) of the Surrey Heath Core Strategy and Development Management Policies 2012 expects development to reduce the volume and rate of surface water run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at a level appropriate to the scale and type of development.
- 7.12.2 The application site lies within Flood Zone 1, however as it is over 1 ha in size, a Flood Risk Assessment was submitted with the application. The Environment Agency (EA) reviewed the assessment's details and raised no objection with regards to groundwater quality. The soil has a relatively low permeability and therefore no surface water discharge to ground is proposed. The EA advises that the surface run-off should be provided by SuDS; an allowance for climate change is incorporated; and the residual risk of flooding is addressed.
- 7.12.3 An existing watercourse runs through the southern part of the application site. To enable the development to this part of the site, the watercourse has to be relocated to a location outside of the application site. The Council is seeking to ascertain this by imposition of a Grampian condition. Para 009 ID: 21a-009-20140306 of the Planning Practice Guidance advises that conditions requiring works on land that is not controlled by the applicant could be *'worded in a negative form (a Grampian condition) – i.e. prohibiting development authorised by the planning permission or other aspects linked to the planning permission (e.g. occupation of premises) until a specified action has been taken (such as the provision of supporting infrastructure). Such conditions should not be used*

where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission.' The officers consider that the relocation of the watercourse could be secured by a Grampian condition. Additional pre-commencement conditions in terms of provision of SuDS on site could be imposed to ensure a satisfactory management of any potential flooding implications. Subject to these conditions, the SHBC drainage engineer raised no objections.

7.13 Impact on Infrastructure

- 7.13.1 In October 2011 the Council formally adopted the Developer Contributions Supplementary Planning Document, which provides further policy context for the contributions. Contributions are required for any net additional dwellings. Level of contributions has been drawn from work carried out by the Surrey Collaboration Project and the amount payable will be dependent on the size and the location of the units.
- 7.13.2 In this instance the development requires a contribution of £771,951.38 (plus a monitoring fee at 5% of £38,597.57) which will be put towards primary education (£372,043.00), transport (£251,737.05), libraries (18,318.45), equipped playspace – MUGA [teen age group facilities – multi use game areas] (£10,498.98), open space (£25,305.90), indoor sports (£62,320.50), community facilities (£28,327.50) and waste and recycling (£3,400.00) and will ensure the infrastructure impact of the development is mitigated. The applicant expressed willingness to complete a legal agreement to secure this contribution. However, if a satisfactory legal agreement is not received by 26th November 2014, this must be added as a reason for refusal due to the adverse impact of the proposed development on the local infrastructure.
- 7.13.3 Objections were raised due to the additional pressure on local infrastructure in terms of available GPs, schools and transport. As such an additional pressure is expected, the applicant is obliged to provide a financial contribution towards the infrastructure, which includes contribution towards transport, schools and community facilities. It is the duty of the Council to provide such facilities using this financial contribution in the area of the Borough affected by the proposed development. As such, it is considered that any such pressure would be mitigated for.
- 7.13.4 The Community Infrastructure Levy (CIL) is the way local authorities raise funds towards infrastructure from developments in their area. This in the majority of cases replace the existing system of using planning obligations (Section 106 agreements) to secure funds, which is used to fund infrastructure that supports development. The Surrey Heath Borough Council's CIL Charging Schedule was adopted by Full Council on the 16th July 2014 and will come into effect on the 1st December 2014. All applications for residential use (Use Class C3) or retail/business uses (Use Classes A1 - A5) determined by the Surrey Heath Borough Council or the Planning Inspectorate/Secretary of State on 1st December 2014 or after may be CIL liable.

7.14 Other Matters

- 7.14.1 Para 96 of the NPPF advise that the local planning authorities should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 requires the development to be sustainable and incorporates design. The Energy Statement document submitted with the application estimates to deliver a 25.12% reduction in CO₂ emission. This is considered in line with the requirements of the NPPF as well as Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.
- 7.14.2 Objections were raised due to the pressure on utilities supplies. The energy and the other supplies to the development would be subject to agreements between the developer and the statutory undertakers. As stated in the conclusion section of the 'Utilities Report' submitted with the application, all the main services for gas, electric, water, sewage and telecoms exist within the vicinity of the proposed development.

- 7.14.3 Para 128 of the NPPF seeks that where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. Policy DM17 (Heritage) of the Surrey Heath Core Strategy and Development Management Policies 2012 requires the applicants for any major development site of 0.4ha or greater, to undertake prior assessment of the possible archaeological significance of the site and the implications of their proposals, and may be required to submit, as a minimum, a desk-based assessment to accompany the application. The 'Archaeological Desk-Based Assessment' and the 'Archaeological Evaluation Report' were submitted by the applicant. Subject to conditions, the SCC Heritage (Archaeology) Officer raised no objections to the proposed development.
- 7.14.4 The applicant submitted the Geo-Environmental Assessment that provides the assessment of any geotechnical or contaminative issues associated with the existing land use. The Council's Environmental Health Officer reviewed the methodology of the submitted document and subject to conditions raised no objections to the proposal.
- 7.14.5 Objections relating to pollution were raised by the residents. It is considered that the proposed residential use of the site is unlikely to create significantly higher levels of pollution (car fumes, light and noise) than the potential levels of the existing use. As such, no objection is raised on these grounds.
- 7.14.6 Surrey Police (Crime Prevention Department) raised no objections in terms of security and crime levels, although enhanced security measures throughout the development were suggested. Therefore it is not considered that the existing crime levels would increase as a result of the proposed development.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

- 8.1 *In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:*

a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

The applicant has entered into pre-application discussions with the officers. Two meetings, prior to the submission of the application took place, whereby officers outlined the 'in principle' matters that had to be addressed to achieve support of the scheme, as well as the validation requirements of the future planning application.

b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

The agent was notified on receipt of the application of inaccuracies within the number of submitted documents. Once the required amended details were submitted, the application was validated.

c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

During the course of the application, the officers negotiated a number of non-material amendments to improve the proposed site layout to enable sustainable development.

d) *Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.*

Officers kept in touch with the agent during the course of the application on regular basis. This was to advise on progress of the application, particularly to monitor the development of the SANG matter, site visit arrangements, communication with the consultees and their feedback. Primarily to allow more time to resolve the SANG issue, officers suggested extension of time for the determination of the application on three occasions.

9.0 CONCLUSION

- 9.1 This report concludes that the principle of the development is acceptable. The proposal would deliver needed housing in the Borough. It would make use of the previously developed land and therefore would not be inappropriate development within the Green Belt. The loss of employment use is also justified.
- 9.2 Subject to the attached conditions, the development would not result in any adverse traffic generation, highway safety implications, detrimental access arrangements or inadequate parking provision and subject to a satisfactory legal agreement the proposed development would not result in any adverse impact on the local infrastructure. It would not result in any adverse loss of residential amenities to the existing residents or the future occupiers of the development, in any adverse impact on trees, biodiversity, drainage, flooding or character of the wider surrounding area. The proposal is also considered in line with the requirements of the national and local policies in terms of the proposed sustainable measures to be implemented within the scheme. In addition, subject to a satisfactory legal agreement, the proposal would satisfy the local plan requirements in terms of its impact on local infrastructure, affordable housing and SAMM. In conclusion, the proposed development accords with the adopted development plan and the NPPF.

10.0 RECOMMENDATION

The Executive Head of Regulatory to be authorised to GRANT permission subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance 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 proposed development shall be built in accordance with the following approved plans and documents: series R.0325_6-1, 7-1, 7-2A, 7-3, 7-4, 7-5, 7-6, 7-7A, 7-8A, 7-9, 7-10, 7-11, 7-12, 7-13, 7-14A, 7-15, 7-16, 7-17-1B, 7-17-2A, 7-17-3A, 7-17-4A, 7-17-5A, 7-17-6B, 7-17-7B, 7-17-8, 7-18, 7-19, 7-20, 7-21A and 16-2, all received on 14/04/2014; and amended plans series R.0325_4-1J, 16-1A, 17-1A and Tree Survey, Arboricultural Implications Assessment and Protection Plan including the following plans: R.0324_03-A, 04-A, Tree Protection Plan – Demolition Phase and Tree Protection Plan – Construction Phase, all received on 20/10/2014, unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the PPG.

3. No development shall take place until written confirmation has been obtained from the LPA that the applicant has secured a SANG in perpetuity (including its management plan); and no dwelling shall be occupied before written confirmation has been obtained from the LPA that the works required to bring the land up to acceptable SANG standard have been completed.

Reason: To comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012; saved Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan; and, the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2012).

4. No development works shall commence until the applicant has secured and undertaken relocation of the watercourse from the southern end of the site onto Bisley Common; with full details of the proposed design of the watercourse, timetable for delivery and maintenance agreement submitted to and approved in writing by the Local Planning Authority.

Reason: In order to manage flood risk and to comply with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

5. No development shall take place until details and samples of the external materials to be used are submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No development shall start until a Method of Construction Statement, 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) phasing of the development
- g) matters relating to compliance with conditions numbered 16, 20 and 21

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not

prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features and the new planting, including trees to be carried out. All hard and soft landscaping works shall be carried out in accordance with the approved details. All landscaping work and new planting shall be carried out prior to the occupation of the development or in accordance with a timetable agreed in writing with the Local Planning Authority. Any plants, which within a period of five years of commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. In all other regards the development shall proceed in accordance with the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** compliant report prepared by Pegasus Planning Group Limited [Mathew Reid] and dated 17 March 2014.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. a) Detailed inspection of the oak tree T29, as identified on plan R.0324_03-A received on 20/10/2014, using either Resistograph or Picus decay detection systems shall be carried out and the results submitted to the Local Planning Authority prior to commencement of works.

b) Should the Oak T29 be structurally compromised, as agreed by the Local Planning Authority, plant 1no of Quercus robur tree shall be planted within 2m of the tree to be removed to the satisfaction of the Local Planning Authority prior to the first occupation of the development. The tree shall have minimum stem size of 20 - 25 cm girth [nominal diameter of 7.2cm] at 1m from ground level, of a

minimum overall planted height of 4.0 – 6.0m and having a substantially straight stem and **Semi Mature** tree as specified in BS 3936. Replacement planting shall conform to the British Standard for Nursery Stock as set out in **BS 3936, Parts 1 to 5**. Handling, planting and establishment of trees shall be in accordance with **BS 8545:2014 Trees: from nursery to independence in the landscape**. If any replacement planting planted in accordance to this condition die or become seriously damaged or diseased within a period of five years of the date of first occupation of the development, it shall be replaced as soon as practicable with another tree of similar size and species.

Reasons: To maintain the landscape character and profile of the area and to establish a tree which, in time, will replace the loss of amenity which was afforded by the tree, which is to be removed and to maintain the landscape character of the area to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. Following the completion of any Arboricultural works but before any equipment, materials or machinery are brought onto the site in connection with the development, protective fencing at least 2m high and comprising of a vertical and horizontal framework of scaffolding (well braced to resist impacts) and ground protection methods, in compliance with **BS5837:2012 – Trees in Relation to Design, Demolition and Construction**, shall be erected in accordance with the submitted and approved Arboricultural Impact Assessment and Arboricultural Method Statement and Tree Protection Plan, unless otherwise agreed in writing with the Local Planning Authority.

Such protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the borough council.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

11. A Landscaping and Ecological Management Plan (LEMP) shall be submitted and approved in writing by the Local Planning Authority and thereafter shall be carried out as approved, and implemented prior to first occupation. LEMP should detail how the site is to be planted, what ecological enhancements will be made and how public spaces and ecological features will be maintained and monitored following the occupation of the development.

Reason: To comply with Policies CP14A and DM10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

12. Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, wheel washing facilities shall be provided as must first be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

13. Prior to the commencement of development a scheme to provide vehicular and pedestrian visibility splays for the new roads, accesses and driveways within the development shall be submitted to the Local Planning Authority for its approval. Once approved the agreed visibility splays shall be provided upon the first use of the respective road, access or driveway and thereafter shall be permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

14. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

15. Prior to the commencement of any development (for the purposes of this condition this excludes works of demolition and site clearance) details of the layout and design of the LEAP shall be submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include details of the facilities / equipment to be provided to deliver six play experiences together with and any fencing or buffers to be erected around the LEAP. The details to be submitted shall also make provision for the works to deliver the LEAP to be completed before occupation of the 30th residential unit and for the maintenance, in perpetuity, of the LEAP.

Reason: In the interests of residential amenities and to accord with the objectives of Policy DM16 of the Surrey Heath Core Strategy and Development Management

Policies 2012 and the National Planning Policy Framework.

16. The proposed access from Snowdrop Way or Chatton Row shall not be used for construction related vehicle access to the site. All construction traffic including that associated with the delivery of plant, materials, access by site operatives, visitor parking and staff parking and any other related traffic shall all use the existing access from Queens Road, unless agreed otherwise by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

17. Any excavations more than 0.3m in depth should be kept covered at night or provided with ramped means of escape for nocturnal foraging animals such as badgers or hedgehogs.

Reason: To comply with Policies CP14A and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

18. Before any of the proposed dwellings are occupied the proposed vehicular access to Snowdrop Way shall be designed and constructed and provided with visibility zones, in accordance with details to be submitted to and approved in writing by the Local Planning Authority, once constructed the access shall be permanently retained to the satisfaction of the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction between a height of 0.6m and 2.0m.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

19. Before any of the proposed dwellings are occupied, a new section of footway shall be provided within the new access onto Snowdrop Way and shall include pram crossing points and tactile paving to join new pram crossing points and tactile paving on the opposite footways of the existing turning head in Snowdrop Way. All of which shall be constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and

the National Planning Policy Framework 2012.

20. No development shall be occupied until at least 20 metres of the new access road, including its junction with Snowdrop Way has been constructed in accordance with the approved plans and in compliance with conditions numbered 18 and 19 above. The proposed access to Snowdrop Way may be brought into use during construction, but shall only be used for the purposes of providing access to new residential traffic.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

21. Once the use of the existing access has ceased for the purposes of construction traffic, the existing access from the site to Queens Road shall be closed to vehicular traffic unless agreed otherwise by the Local Planning Authority. The existing concrete access shall be removed and the land encompassed by the redundant access shall be reinstated as a grass verge in a manner to be agreed in writing with the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

22. Before any of the proposed dwellings are occupied, the existing junction of Snowdrop Way with Queens road shall be provided with
- (i) pram crossing points and tactile paving on either side of the existing junction radii.
 - (ii) new pram crossing points and tactile paving on both sides of Queens Road immediately to the north of its junction with Snowdrop Way.
 - (iii) new and replacement give way markings and any associated signage required.

All of which shall be constructed in accordance with a scheme to be first agreed with the Highway Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

23. Before any of the proposed dwellings are occupied, the existing concrete posts located within the footway of Queens Road opposite the existing site access shall

be removed and the corresponding footway shall be reinstated, all in accordance with a scheme to be first agreed with the Highway Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

24. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The turning areas shall be retained exclusively for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

25. No new development shall be occupied until space has been laid out within the site in accordance details to be submitted to and approved in writing for cycle parking to be provided, such provisions shall
- a) In the case of single dwellings, be integral to each dwelling building and be separately accessible from any garage, or
 - b) In the case of flats, be integral to each building and be secured, lit and easily accessible.

Once agreed such provisions shall be permanently retained exclusively for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

26. A pedestrian/cycle access shall be provided between the site and Bridleway number 147 in accordance with details and timescales for implementation to be first submitted to and approved in writing by the Local Planning Authority. The access shall be provided prior to the occupation of the 100th dwelling and shall thereafter be permanently maintained for the uninterrupted use of all users.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

27. The proposed vehicular access to plots 46 and 47 in Chatton Row including the associated new turning head shall all be designed and constructed and provided with visibility zones in accordance with the approved plans and details to be submitted to and approved in writing by the Local Planning Authority. Once agreed the access and turning head shall be constructed in accordance with the agreed details prior to the first occupation of plots 46 and 47. The turning head shall be maintained for permanent uninterrupted use by users of Chatton Row, all to the satisfaction of the Local Planning Authority. Any agreed visibility zones shall be kept permanently clear of any obstruction.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

28. Prior to the occupation of the development waiting restrictions shall be provided on Snowdrop Way for approximately the first 20 metres back from the junction of its junction with Queens road, subject to consultation and to the satisfaction of the Local Highway Authority.

Reason: To help improve smooth the traffic flow within Snowdrop Way and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2012.

29. Before first occupation of the dwellings (Plots 1 - 101) hereby approved the first floor windows serving bathrooms/en-suite shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times in accordance with details to be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of the amenities enjoyed by future occupiers of the dwellings and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

30. Before first occupation of the flats (Snowdon – Plots 102 - 113) hereby approved windows serving bathrooms shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times in accordance with details to be submitted to and approved by the Local Planning Authority in writing.

Reason: In the interests of the amenities enjoyed by future occupiers of the flats and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

31. Notwithstanding the provisions of the Town and Country Planning (General

Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no development falling within Classes A, B and E of Part 1 of Schedule 2 shall be erected without the prior approval in writing of the Local Planning Authority on Plots 40 - 64.

Reason: To enable the Local Planning Authority to retain control over the further development of the properties to prevent inappropriate development in the Green Belt and to accord with the requirements of the National Planning Policy Framework 2012.

Informative(s)

1. The applicant is advised to contact the Council's Environmental Health department for advice in connection with handling and removal of asbestos.
2. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
3. The Highway Authority has no objection to the proposed development, subject to the attached conditions but if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, it must be first demonstrated by the applicant that their adoption meets the County Council roads adoption policy. Any planning permission under the Town and Country Planning Act shall not be construed as the approval of the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980.
4. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transport Development Planning Team of Surrey County Council.
5. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
6. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Highway Service Group before any works are carried out

on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice6. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highway Service Group will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense. (Note: It is preferable where possible to arrange for the adjacent highway to be included in the area edged red on the application when PPG provides that conditions may be suitable to control this).

7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. When access is required to be 'completed' before any other operations, the Highway Authority will normally agree that wearing course material and in some cases edge restraint may be deferred until construction of the development is virtually complete, provided all reasonable care is taken to protect public safety.
9. A standard fee may be charged for input to, and future monitoring of, any Travel Plan.
10. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
11. It is recommended that the use of raised rumble strips across the site that helps to define where public space ends and where private space begins and gives the residents ownership of these areas. These would be especially welcomed at the entrances to cul-de-sacs and the communal parking courts.
12. It is recommend that the individual parking spaces within the areas are given their own identity by paving them with a different material and displaying the plot number that they belong to. By designing in ownership of areas residents are much more likely to take care of them and defend them from any unwanted behaviour.
13. It is recommended that entry to the apartments via the communal door is controlled so as to deny unauthorised entry. This may be achieved with an electronic access

control system linked to each apartment. If access to the apartments is controlled at the main communal door the secure delivery of mail must be considered. This may be provided with –

- A robust external letterbox with fire retardation and anti-fishing attributes securely fixed to the external face of the building.
- A letter plate located within the wall providing ‘through the wall’ delivery via a sloping chute into a secure internal letterbox with fire retardation and anti-fishing attributes for each household.

14. Entry to the communal cycle/bin store should be controlled to give only residents legitimate access.
15. Recent research by the ‘Design against Crime’ Centre suggests that cyclists should be encouraged to lock both wheels and the crossbar to a stand rather than just the crossbar. A design of cycle stand within the storage area that enables this method of locking to be used is recommended. Minimum requirements for such equipment are:
 - Galvanised steel bar construction (minimum thickness of 3mm)
 - Minimum foundation depth of 300mm with welded anchor bar
 - Further information about secure cycle parking can be found at the following resource section of the ‘Bikeoff’ website
www.bikeoff.org/design_resource
16. Any external lighting scheme that is to be created should be designed in such a way that it distributes a uniformed level of light across the entire site and not light specific areas whilst throwing others into darkness. Lighting should be lit to the relevant levels as defined in BS 5489:2013. It is important that the landscape architect and lighting engineer co-ordinate their plans to avoid conflict between lighting and tree canopies.
17. Consideration for the Secured by Design Award – It is recommended the developer involved in a new project considers applying for the Secured by Design (SBD) award. The Award is a certificate given to building developments which, following consultation with local Crime Prevention Design Advisors, are built to conform to the SBD guidelines and so reduce the opportunity for crime. SBD does not guarantee that a particular development will be crime-proof but indicates that the site has been subject to a design process and improved levels of security which, in the experience of the police service and other agencies, have been shown to significantly reduce the risks and the fear of crime. Every effort will be made to assist developers achieve the award. For further information please visit the SBD website www.securedbydesign.com
18. As outlined in a consultation response from Surrey Wildlife Trust, an undertaking of a further badger survey might be required immediately prior to major works

starting on site to ascertain presence of this protected species in the locality.

In the event that a satisfactory legal agreement has not been completed by the 26th November 2014, the Executive Head of Regulatory be authorised to REFUSE for the following reasons:

1. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP12 Infrastructure Delivery and Implementation of the Surrey Heath Core Strategy and Development Management Policies Document 2012 in relation to the provision of infrastructure contributions towards transport, libraries, community facilities and recycling, in accordance with the requirements of the Surrey Heath Borough Council's 'Planning Obligations and Infrastructure Provision Tariff Scheme. The proposal would therefore contribute to unacceptable additional pressure on local infrastructure to the detriment of the locality.
 2. The proposal fails to provide an adequate provision of affordable housing, and as such would not deliver a development, which would meet the housing requirement of all sectors of the community. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012.
 3. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012; and, Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).
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MINUTE LIST OF COMMITTEE
17 November 2014

APP. NO	WARD	LOCATION & PROPOSAL	TYPE	DECISION
2014/0249	BIS	17 QUEENS ROAD, (FORMERLY BISLEY OFFICE FURNITURE SITE), BISLEY, WOKING, GU24 9BJ	<u>FFU</u>	RF
ANM		Erection of 113 dwellings with new access from Snowdrop Way and Chatton Row, internal roads, footways, parking, landscaping, open space with other associated works following demolition of the existing factory buildings and areas of hardstanding. (Additional information rec'd 22/09/14), (Amended plans & info rec'd 20/10/14).		
ACTION				
REFUSED (MEMBER OVERTURN)				
REASON FOR REFUSAL TO BE CONFIRMED				

2011/0485/1

Reg Date 10/03/2015

Windlesham

LOCATION: VALLEY END INSTITUTE, HIGHAMS LANE, CHOBHAM, WOKING, GU24 8TD

PROPOSAL: Application for a Non Material Amendment following the grant of planning reference 11/0485 for the moving of a ground floor door, enlargement of one ground floor window and insertion of two new ground floor windows.

TYPE: Non Material Amendment

APPLICANT: Ms Violet Tedder

OFFICER: Mr N Praine

RECOMMENDATION: GRANT**1.0 SUMMARY**

- 1.1 Retrospective permission is sought for a Non Material Amendment following the grant of planning reference SU/11/0485 (Erection of a single storey side extension, conversion of roof space into habitable accommodation and insertion of two roof lights) for the moving of a ground floor door, omission of three windows, enlargement of one ground floor window and insertion of two new ground floor windows.
- 1.2 This application would usually be determined by the Executive Head of Regulatory under the Council's Scheme of Delegation. However, as the applicant is a serving councillor the application has been referred to the Planning Applications Committee for determination.
- 1.3 The report concludes that the proposal does not significantly alter what has been approved and as such this proposed change is not considered material as to require a fresh planning application.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises of a single storey village hall of brick and tile construction with a car park to the west side of the building. The site is screened by mature trees to the north, east and west boundaries.
- 2.2 The village hall is located within the rural Green Belt of Windlesham and is accessed via Highams Lane.

3.0 RELEVANT HISTORY

- 3.1 SU/94/0877 - Erection of single storey building to be used as meeting hall following demolition of existing, together with new vehicular access. Approved - 08/02/1995.
- 3.2 SU/11/0485 - Erection of a single storey side extension, conversion of roofspace into habitable accommodation and insertion of two roof lights – Approved – 21/09/11 and at the time of visiting the site (10/04/15) was under construction.

4.0 THE PROPOSAL

- 4.1 Permission was granted for a single storey side extension, conversion of roof space into habitable accommodation and insertion of two roof lights in 2011 and this work has been progressing. The applicant wishes to move a ground floor door, enlarge one ground floor window, omit three windows and insert two new ground floor windows. All other aspects of the proposal remain as approved.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Council No objections
Highway Authority
- 5.2 Windlesham Parish No response (consultation period expired)
Council

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no representations have been received.

7.0 PLANNING CONSIDERATION

- 7.1 The National Planning Policy Framework (NPPF); Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) are relevant.
- 7.2 The proposal does not increase the amount, scale, size or floor area over that as already approved. The nearest neighbour is also sited in excess of 17m from the closest elements of the amendments which relate to ground floor fenestration. It is therefore considered the proposed changes would not significantly alter what has been approved and as such this proposed change is not considered material as to require a fresh planning application.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

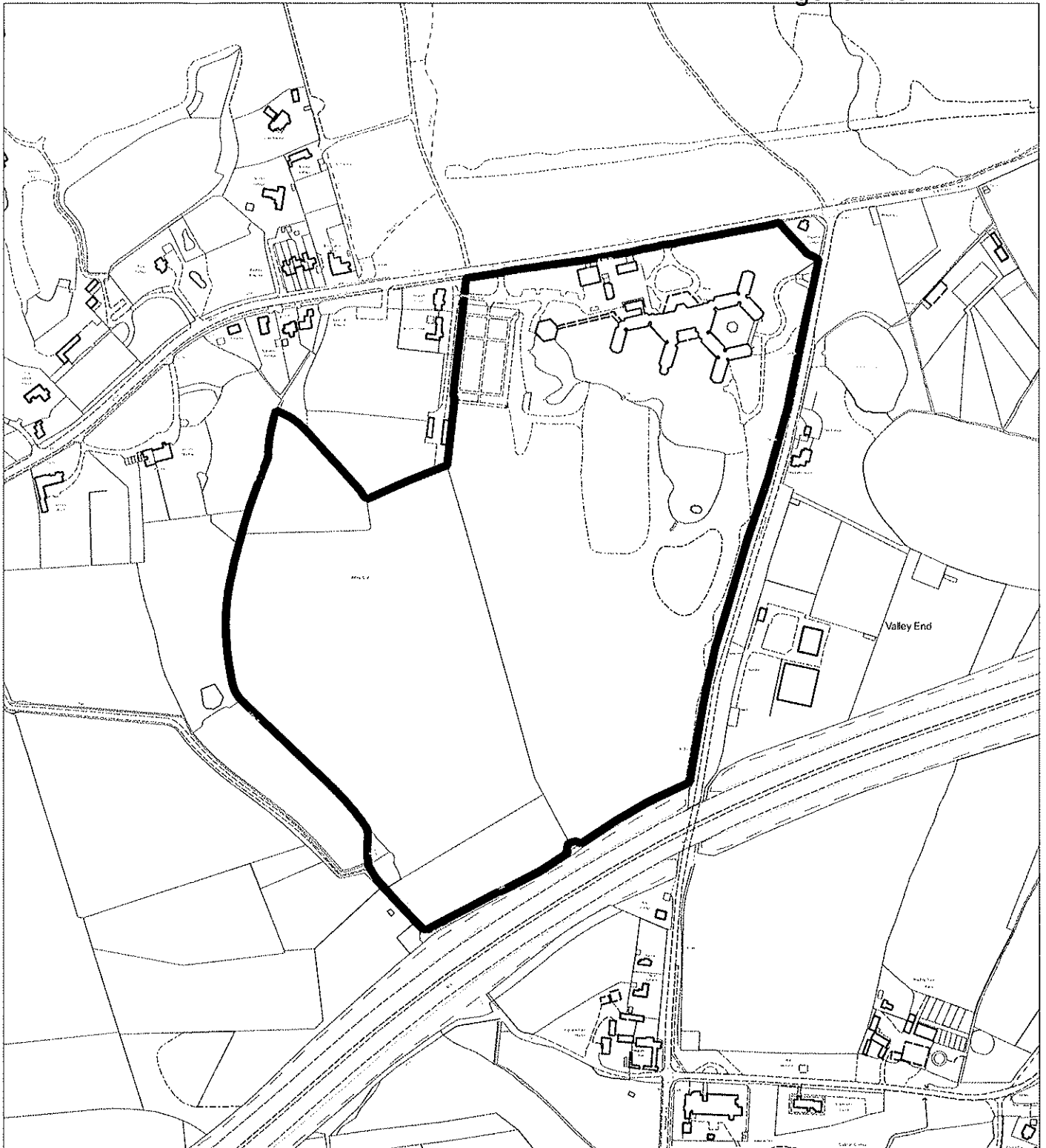
9.0 CONCLUSION


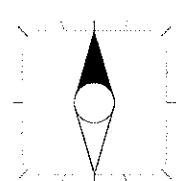
9.1 The report concludes that the proposal does not significantly alter what has been approved and as such this proposed change is not considered material as to require a fresh planning application.

10.0 RECOMMENDATION

APPROVE

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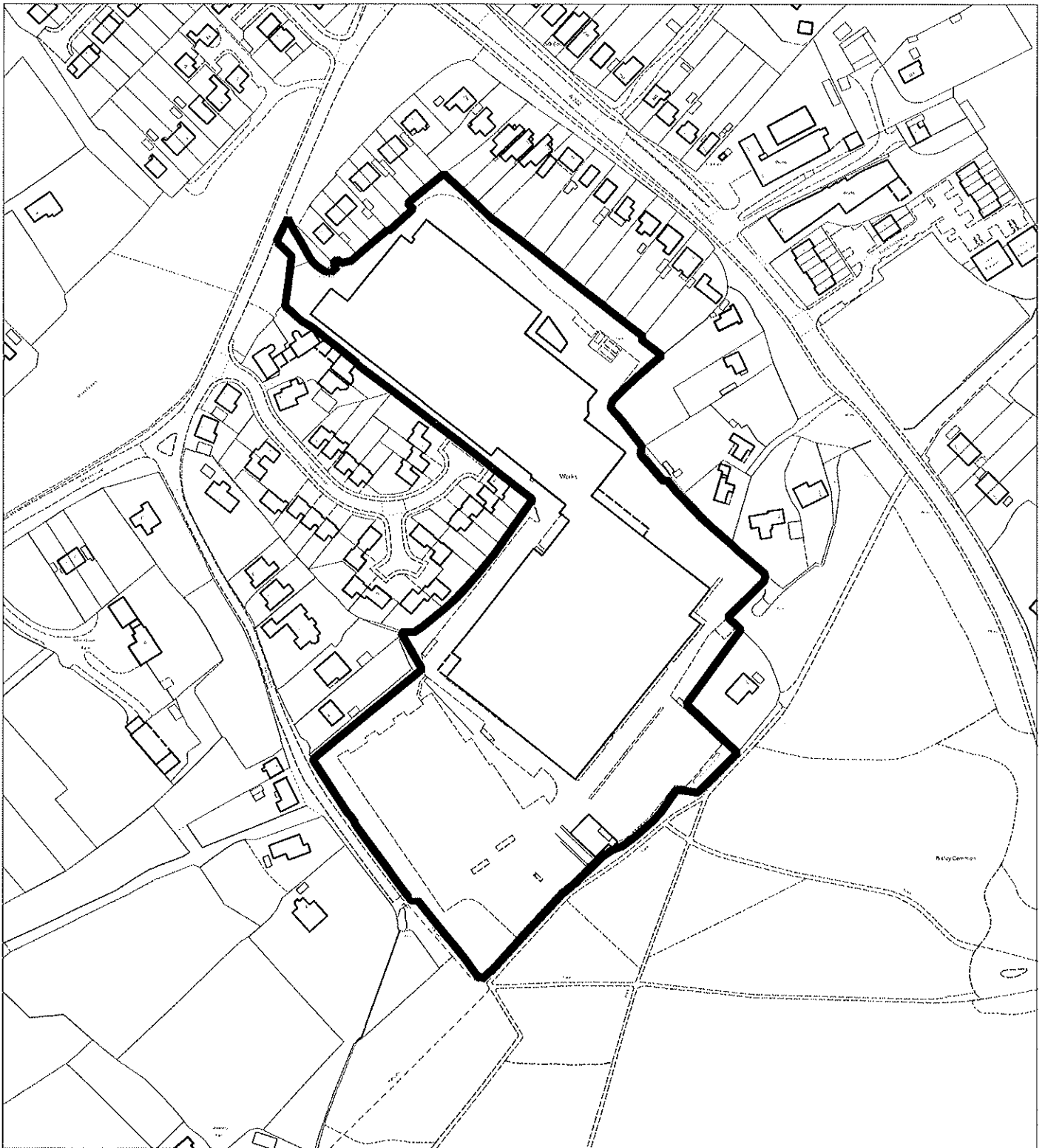
Title	Planning Applications		Page	1 of 3
Application number	15/0067		Scale @ A4	1:5,000
Address	FORMER BRITISH OXYGEN CORPORATION, CHERTSEY ROAD, WINDLESHAM		Date	13 Apr 2015
Proposal	Hybrid planning application comprising: Full application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre. [See application for more details]			
				


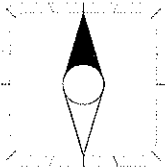
SU/15/0067 – FORMER BRITISH OXYGEN CORPORATION, CHERTSEY ROAD,
WINDLESHAM



Highams Lane

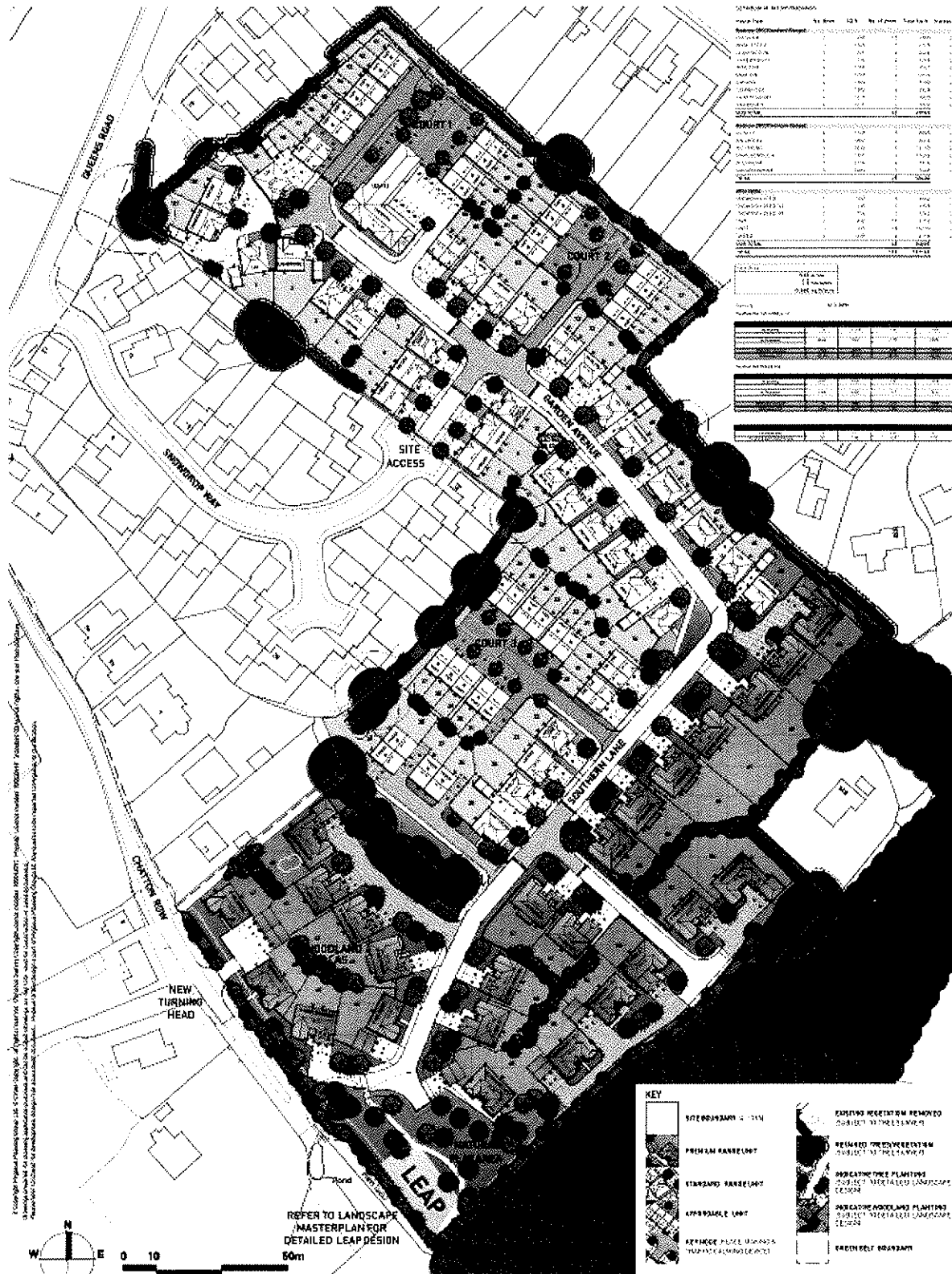




Title	Planning Applications		Page	2 of 3
Application number	15/0035		Scale @ A4	1:2,500
Address	17 QUEENS ROAD, (FORMERLY BISLEY OFFICE FURNITURE), BISLEY, WOKING, GU24 9BJ		Date	13 Apr 2015
Proposal	Erection of a total of 110 dwellings (including affordable housing) with principal access off Queens Road and access serving 2 no. dwellings off Chatton Row together with internal roads, footways and car parking... [See application for mroe details]			
				

SU15/0035 – 17 QUEENS ROAD, (FORMER BISLEY OFFICE FURNITURE)

Refused layout – 14/2049



SCHEDULE OF MATERIALS

Item No.	Qty	Unit	Total Qty	Notes
Concrete				
1.0	100	m ²	100	
2.0	100	m ²	100	
3.0	100	m ²	100	
4.0	100	m ²	100	
5.0	100	m ²	100	
6.0	100	m ²	100	
7.0	100	m ²	100	
8.0	100	m ²	100	
9.0	100	m ²	100	
10.0	100	m ²	100	
11.0	100	m ²	100	
12.0	100	m ²	100	
13.0	100	m ²	100	
14.0	100	m ²	100	
15.0	100	m ²	100	
16.0	100	m ²	100	
17.0	100	m ²	100	
18.0	100	m ²	100	
19.0	100	m ²	100	
20.0	100	m ²	100	
21.0	100	m ²	100	
22.0	100	m ²	100	
23.0	100	m ²	100	
24.0	100	m ²	100	
25.0	100	m ²	100	
26.0	100	m ²	100	
27.0	100	m ²	100	
28.0	100	m ²	100	
29.0	100	m ²	100	
30.0	100	m ²	100	
31.0	100	m ²	100	
32.0	100	m ²	100	
33.0	100	m ²	100	
34.0	100	m ²	100	
35.0	100	m ²	100	
36.0	100	m ²	100	
37.0	100	m ²	100	
38.0	100	m ²	100	
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40.0	100	m ²	100	
41.0	100	m ²	100	
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45.0	100	m ²	100	
46.0	100	m ²	100	
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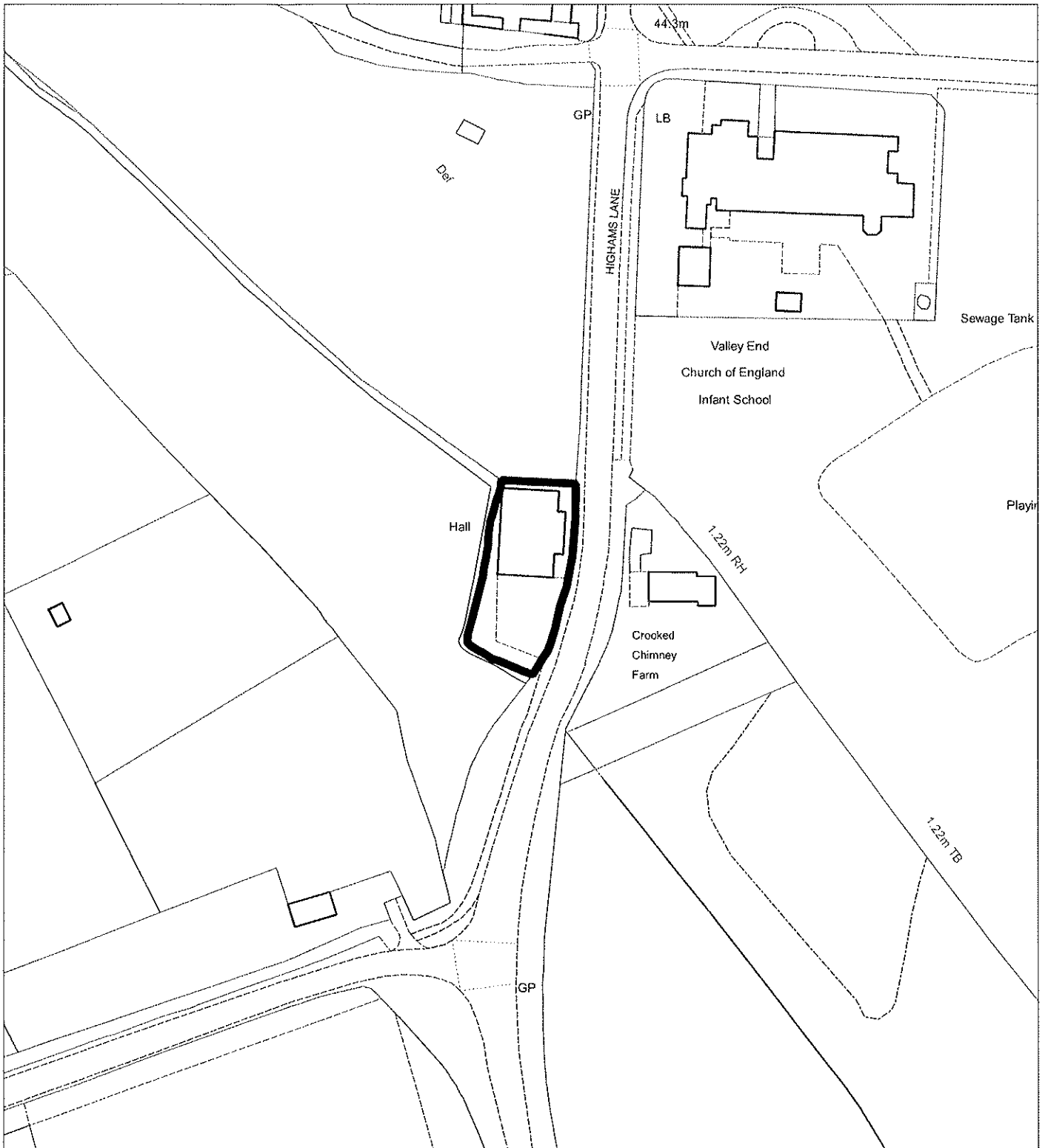
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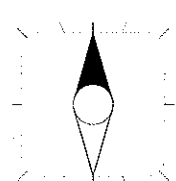
LAND AT FORMER BISLEY OFFICE FURNITURE SITE, BISLEY - SITE LAYOUT

T: 01280 647717 | F: 01280 642388 | www.pegasusag.co.uk | Team: MCO/SLE | September 2014 | Scale: 1:200 MAX | Draw: R.D325-5-11 | Client: Redrow Homes Ltd |



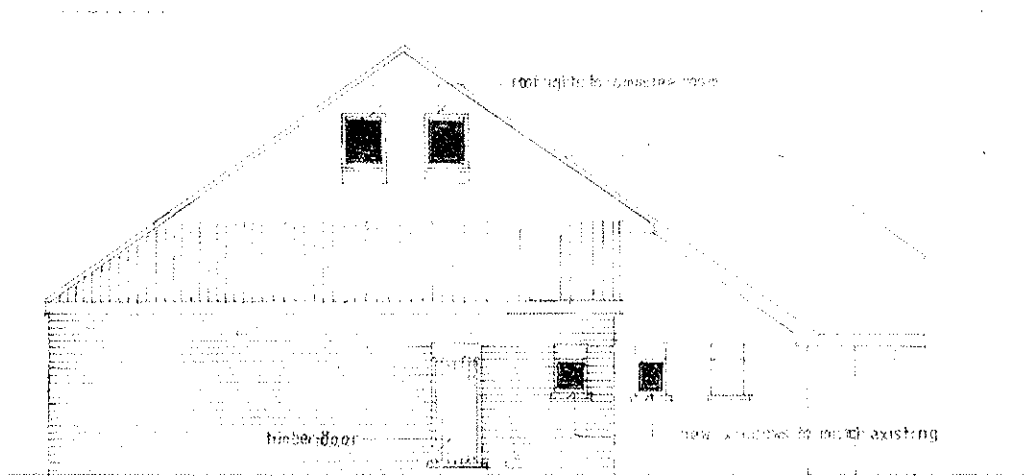




Title	Planning Applications		Page	3 of 3
Application number	11/0485/1		Scale @ A4	1:1,250
Address	VALLEY END INSTITUTE, HIGHAMS LANE, CHOBHAM, WOKING, GU24 8TD		Date	13 Apr 2015
Proposal	Application for a Non Material Amendment following the grant of planning reference 11/0485 for the moving of a ground floor door, enlargement of one ground floor window and insertion of two new ground floor windows.			
				

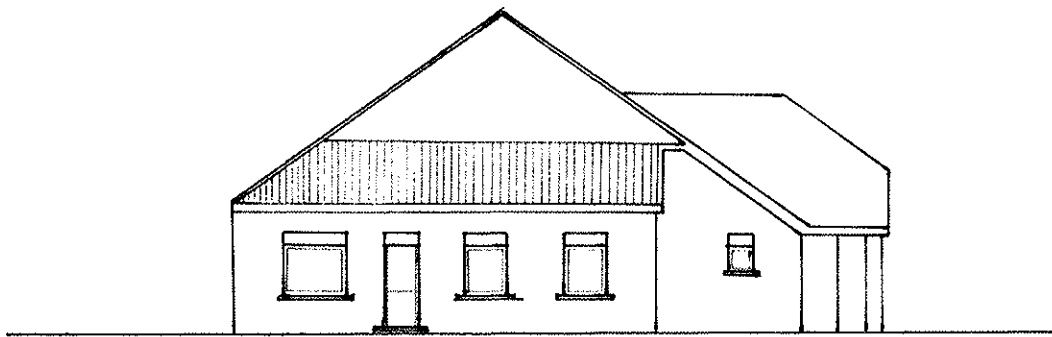
SU/11/0485 – VALLEY END INSTITUTE, HIGHAMS LANE, CHOBHAM,
WOKING, GU24 8TD

Previously Approved



WEST 1:100

Amended Proposal



WEST 1:100

SU/11/0485 – VALLEY END INSTITUTE, HIGHAMS LANE, CHOBHAM,
WOKING, GU24 8TD



**APPLICATIONS FOR PLANNING PERMISSION & RELATED APPLICATIONS FOR
CONSIDERATION BY THE PLANNING APPLICATIONS COMMITTEE**

NOTES

Officers Report

Officers have prepared a report for each planning or related application on the Planning Committee Index which details:-

- Site Description
- Relevant Planning History
- The Proposal
- Consultation Responses/Representations
- Planning Considerations
- Conclusion

Each report also includes a recommendation to either approve or refuse the application. Recommended reason(s) for refusal or condition(s) of approval and reason(s) including informatives are set out in full in the report.

How the Committee makes a decision:

The Planning Applications Committee's decision on an application can be based only on planning issues. These include:

- Legislation, including national planning policy guidance and statements.
- Policies in the adopted Surrey Heath Local Plan and emerging Local Development Framework, including Supplementary Planning Documents.
- Sustainability issues.
- Layout and design issues, including the effect on the street or area (but not loss of private views).
- Impacts on countryside openness.
- Effect on residential amenities, through loss of light, overlooking or noise disturbance.
- Road safety and traffic issues.
- Impacts on historic buildings.
- Public opinion, where it raises relevant planning issues.

The Committee cannot base decisions on:

- Matters controlled through other legislation, such as Building Regulations e.g. structural stability, fire precautions.
- Loss of property value.
- Loss of views across adjoining land.
- Disturbance from construction work.
- Competition e.g. from a similar retailer or business.
- Moral issues.
- Need for development or perceived lack of a need (unless specified in the report).
- Private issues between neighbours i.e. boundary disputes, private rights of way. The issue of covenants has no role in the decision to be made on planning applications.

Reports will often refer to specific use classes. The Town & Country Planning (Use Classes) Order 1995 (as amended) is summarised for information below:

A1. Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors.
A2. Financial & professional Services	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.
A3. Restaurants and Cafes	For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes.
A4. Drinking Establishments	Public houses, wine bars or other drinking establishments (but not nightclubs).
A5. Hot Food Takeaways	For the sale of hot food consumption off the premises.
B1. Business	Offices, research and development, light industry appropriate to a residential area.
B2. General Industrial	Use for the carrying on of an industrial process other than one falling within class B1 above.
B8. Storage or Distribution	Use for the storage or as a distribution centre including open air storage.
C1. Hotels	Hotels, board and guest houses where, in each case no significant element of care is provided.
C2. Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A. Secure Residential Institutions	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3. Dwelling houses	Family houses or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.
C4. Houses in Multiple Occupation	Small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
D1. Non-residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, school, art galleries, museums, libraries, halls, places of worship, church halls, law courts. Non-residential education and training areas.
D2. Assembly & Leisure	Cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).
Sui Generis	Theatres, houses in multiple paying occupation, hostels providing no significant element of care, scrap yards, garden centres, petrol filling stations and shops selling and/or displaying motor vehicles, retail warehouse clubs, nightclubs, laundrettes, dry cleaners, taxi businesses, amusement centres and casinos.