



Surrey Heath Borough Council
Surrey Heath House
Knoll Road
Camberley
Surrey GU15 3HD
Telephone: (01276) 707100
Facsimile: (01276) 707177
DX: 32722 Camberley
Web Site: www.surreyheath.gov.uk

Department: Democratic and Electoral Services
Division: Corporate
Please ask for: Lee Brewin
Direct Tel: 01276 707335
E-Mail: democratic.services@surreyheath.gov.uk

Tuesday, 15 August 2017

To: The Members of the **Planning Applications Committee**
(Councillors: Edward Hawkins (Chairman), Nick Chambers (Vice Chairman),
Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, Jonathan Lytle,
Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Robin Perry,
Ian Sams, Conrad Sturt, Pat Tedder, Victoria Wheeler and Valerie White)

**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 David Allen, Ruth Hutchinson, Paul Ilnicki, Rebecca Jennings-
Evans, Oliver Lewis and John Winterton

Site Visits

**Members of the Planning Applications Committee and Local Ward Members 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 Thursday
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, 24 August 2017 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 - 16

To confirm and sign the non-exempt minutes of the meeting held on 20 July 2017.

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: 16/1207 - Windlemere Golf Club, Windlesham Road, West End, Woking, GU24 9QL	17 - 56
5	Application Number: 17/0317 - Camberley Heath Golf Club, Golf Drive, Camberley GU15 1JG	57 - 86
6	Application Number: 17/0367 - Chobham Club, 50 Windsor Road, Chobham, Woking GU24 8LD	87 - 112
7	Application Number: 17/0504 - Land at former Sparks Garage, 2 London Road, Camberley GU15 3UZ	113 - 132
8	Application Number: 17/0503 - Land at former Sparks Garage, 2 London Road, Camberley GU15 3UZ	133 - 174
9	Application Number: 17/0307 - Rosebank Nurseries, Chertsey Road, Chobham GU24 8PL	175 - 198

Glossary

Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House on 20 July 2017

+ Cllr Edward Hawkins (Chairman)
+ Cllr Nick Chambers (Vice Chairman)

- Cllr Mrs Vivienne Chapman	+ Cllr Adrian Page
+ Cllr Colin Dougan	+ Cllr Robin Perry
+ Cllr Surinder Gandhum	+ Cllr Ian Sams
- Cllr Jonathan Lytle	+ Cllr Conrad Sturt
+ Cllr Katia Malcaus Cooper	+ Cllr Pat Tedder
+ Cllr David Mansfield	+ Cllr Victoria Wheeler
+ Cllr Max Nelson	+ Cllr Valerie White

+ Present

- Apologies for absence presented

Cllr Katia Malcaus Cooper in attendance from partway through minute 6/P
Cllr Nic Price in attendance up to minute 7/P
Cllr Charlotte Morley in attendance from minute 7/P
Cllr David Mansfield in attendance up to minute 7/P

Substitutes: Cllr John Winterton (In place of Cllr Jonathan Lytle)

In Attendance: Cllr David Lewis, Cllr Charlotte Morley, Cllr Nic Price, Lee Brewin, Ross Cahalane, Duncan Carty, Michelle Fielder, Gareth John, Emma Pearman and Jonathan Partington

5/P Minutes

The minutes of the meeting held on 29 June were confirmed and signed by the Chairman.

6/P Application Number: 17/0399 - 42 Kings Road and land to rear of 40-46, West End, Woking GU24 9LW

The application was for the outline application for residential development to provide 2 x one bedroom flats, 4 x two bedroom houses, 17 x three bedroom houses with access from Kings Road, following the demolition of existing dwelling and associated buildings, (access, appearance, layout and scale to be determined). (Additional information recv'd 1/6/17).

Members were advised of the following updates:

'The LLFA has confirmed that they raise no objections to the proposal, subject to additional conditions (see below).

The Surrey Wildlife Trust has raised no objections subject to the provision of ecological compensatory measures to ensure that there is no net loss in the ecological value of the site.

The Council's Drainage Engineer has raised no objections to the proposal indicating:

"Any surface water flows generated within the site, or passing through, are directed towards the main-river (southern) [wider] site boundary. The drainage proposal has allowed for surface water attenuation within the development and for any failure or overload of systems to follow various exceedance routes through additional storage areas within the development before discharging into main-river at the [wider] site boundary.

To conclude, the drainage system design that has been approved by SCC LLFA should limit flows to a value that does not exceed the original green field run-off rate. Any exceedance or failure of surface water drainage systems will follow overland flood routes through the development and will be contained before discharge. The flows within main-river downstream of the development should therefore not exceed the current flows."

Further to their previous comments, raising no objections to the proposal, the County Highway Authority has advised:

"The proposed development of 23 dwellings served from Kings Road is likely to generate approximately 12 two way traffic movements in the morning and afternoon peak hours. The 2014 application [SU/14/0532] for residential development off Rose Meadow included a full assessment of the suitability and capacity of the junction of Kings Road and Beldam Bridge Road and this was found to be adequate to serve the additional vehicular movements generated by that development. Taking into consideration the small number of additional peak hour movements generated by this proposed development and the 2016 development [SU/16/0679] for 35 dwellings, it is not considered they would materially affect the capacity or operation of this junction. It is likely that the majority of traffic from the proposed development would be likely to use the Kings Road/Beldam Bridge Road junction due to the very poor condition of the section of Kings Road between the proposed site access and the junction of Kings Road with Guildford Road. The junction of Guildford Road is considered adequate to serve the minimal peak hour traffic movements generated by the proposed development. An assessment of this junction was carried out for planning application 16/0679 and an extension to the high friction surfacing on the southbound A322 Guildford Road approach to the Kings Road junction was requested to help maintain safety. There are no records of any personal injury accidents at either junction within at least the last 5 years."

One further objection received making these further objections:

- Density appears excessively high in this semi-rural location and existing residential development in Kings Road and Rose Meadow [See Paragraph 7.5 of the officer report];*
- Proposed parking appears inadequate and not reflective of real-world scenarios due to high levels of car ownership in the village and lack of local industry [See Paragraph 7.7 of the officer report];*

- *There is no legal right for access for this development from Rose Meadow (and the management company (for this road) has no intention of allowing such legal right of way) [Officer comment: this matter relates to property law and would not be a reason to refuse this application. However, no such access is proposed with the sole access for the development to come from Kings Road]; and*
- *Further destruction of wildlife habitats [See Paragraph 7.8 of the officer report].*

CORRECTIONS

The title of the development has been amended to delete “and 1 four bedroom house”

For clarification, the proposal relates to 23 dwellings, as indicated in the officer report

Paragraph 2.2 should confirm that the application site “wholly falls within an area of low flood risk (Zone 1 as defined by the Environment Agency).”

Paragraph 6.1: Additional text for Second bullet point officer comment as italicised below:

“The proposal would be compliant with the SPA avoidance strategy and under such circumstances an appropriate assessment is not required”

Paragraph 7.7.3 – 44 car spaces to be provided (not 75)

Paragraph 7.8.4 - The SAMM contribution is £13,120

Paragraph 7.10.4 - The last part of the last sentence should indicate:

“...it has been concluded that this proposal does accord with the development plan as it would not give rise to significant harm.”

Paragraph 7.11.1 – The first line of the paragraph should confirm the requirement for 9 affordable housing units (not 14)

ADDITIONAL CONDITIONS:

9. No development shall take place 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*
- (f) hours of construction*
- (g) confirmation of no on-site burning of material during the site clearance, demolition and construction phases 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 or residential amenity, nor cause inconvenience to other highway users and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. No development shall take place until details of all of the SuDS/drainage elements and layouts, construction phasing (i.e. how drainage will be dealt with during construction works including pollution prevention), and full drainage calculations indicating all storm events up to 1 in 30 year storm event are contained within the drainage system and that the 1 in 100 year (+climate change) storm event is suitably managed on site and details of the proposed maintenance regimes for each of the SuDS elements shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the drainage system does not result in increasing the risk of flood risk on or off the site, to ensure that the drainage system is maintained throughout its lifetime and to comply with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the occupation of the approved development, a verification report carried out by a suitably qualified engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the sustainable drainage system has been constructed in accordance with the approved scheme.

Reason: To ensure that the sustainable drainage system has been constructed in accordance with Condition 10 above and to comply with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012.

AMENDED CONDITION:

6. In addition to the requirements set in the Section 106 legal agreement attached to this decision, the development hereby approved shall be implemented in accordance with the Arboricultural Impact Assessment & Method Statement by ACD Environmental dated 24/04/2017 (Ref: SH20983ala-ams) and the Ecological Impact Assessment by ACD Environmental dated July 2017 (Ref: SH20983) unless the prior written approval has been obtained from the Local Planning Authority.

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.

AMENDMENT TO RECOMMENDATION:

GRANT subject to a receipt of a satisfactory legal agreement to secure agreement for the proposed ecological compensatory measures and for the affordable housing provision and SAMM by 4 August 2017, unless otherwise agreed in writing by the Executive Head of Regulatory, and subject to the following conditions:

With a further reason for refusal if the legal agreement, as amended, is not secured under the above terms:

In the absence of the a completed legal agreement under section 106 of the Town and Country Planning Act 1990, to ecological compensatory measures, the applicant has failed to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.'

Some Members sought clarification regarding the vehicular access through to the adjoining land south of Rose Meadow development (ref 16/0554) as there were concerns that this could be opened as part of the proposal and be used as a rat run. It was confirmed that there was no legal right to access via Rose Meadow and that there was a ransom strip in place. Some Members requested that a condition be added to prevent any future opening of a vehicular access. Officers advised that a condition would be superfluous as creating this vehicular access would be a change from the approved plans and require planning permission. However, an informative would be added reminding the applicant that planning permission would be required for a vehicular access.

There had also been concerns regarding drainage issues on the site but the drainage consultant had raised no objections. It was confirmed that the roads would be privately maintained.

In addition, some Members felt that the proposal would be overdevelopment.

Some Members asked about the planting of trees and other landscaping across the end of the cul-de-sac adjacent to Rose Meadow. The Committee was informed that these matters would be dealt with separately as reserved matters.

Resolved that application 17/0399 be approved as amended subject to:

- i) the conditions as set out in the report of the Executive Head – Regulatory;**
- ii) an additional informative to verify that there was no right of access through Rose Meadow; and**
- iii) receipt of a satisfactory legal agreement to secure agreement for the proposed ecological compensatory measures and for the affordable housing provision and SAMM by 4 August 2017, unless otherwise agreed in writing by the Executive Head of Regulatory.**

In the event that a satisfactory legal agreement has not been received by the 4 August 2017 to secure affordable housing provision and a contribution towards SAMM and in the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, to ecological compensatory measures, the applicant has failed to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework, the Executive Head - Regulatory be authorised to refuse the application for the reasons as amended.

Note 1

As this application triggered the Council's Public Speaking Scheme, Mrs Margaret Willis, Mr Bain and Mrs Charlie Walters and Mr Swallow spoke in objection and Mr Mark Hendy spoke in support.

Note 2

The recommendation to approve the application as amended was proposed by Councillor Nick Chambers and seconded by Councillor Colin Dougan.

Note 3

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

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

Councillors Nick Chambers, Colin Dougan, Edward Hawkins, Surinder Gandhum, Robin Perry, Ian Sams and John Winterton.

Voting against the recommendation to approve the application as amended:

Councillors David Mansfield, Max Nelson, Adrian Page, Conrad Sturt, Pat Tedder, Victoria Wheeler and Valerie White.

The Chairman had the casting vote; the recommendation to approve the application as amended was carried.

7/P Application Number: 16/0752 - 325 Guildford Road, Bisley, GU24 9BD

The application was for erection of 12 no. three bedroom dwellings in the form of 3 no. terraced in the form of two storey houses with accommodation in the roof with parking, landscaping and access for Foxleigh Grange following the demolition of existing building. (Additional information recv'd 23/6/17)

Members were advised of the following updates:

'Surrey Wildlife Trust has raised no objections.

CORRECTIONS

*The title of the development has been amended to add the italicised text:
"Erection of 12 no. three bedroom dwellings in the form of 3 no. terraces in the form of two storey houses with accommodation in the roof with parking, landscaping and access from Foxleigh Grange following the demolition of existing building"*

Paragraph 7.7.3 - The last part of the last sentence should indicate:

"...it has been concluded that this proposal does accord with the development plan as it would not give rise to significant harm."

Clarification was sought regarding the 'fastigate' trees. Officers advised that it referred to trees which were narrow and not wide spreading.

It was noted that there had been some local concern regarding the access; however, this had been approved on a previous application on this site.

Resolved that application 16/0752 be approved subject to:

- i) the conditions as set out in the report of the Executive Head – Regulatory; and**
- ii) a satisfactory legal agreement has not been received by the 26 July 2017 to secure a contribution towards SMM**

Note 1

It was noted for the record that Councillor David Mansfield had received emails from residents from Foxleigh Grange but had not entered into further correspondence.

Note 2

The recommendation to approve the application was proposed by Councillor Adrian Page and seconded by Councillor Max Nelson.

Note 3

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

Voting in favour of the recommendation to approve the application:

Councillors Nick Chambers, Colin Dougan, Surinder Gandhum, Edward Hawkins, Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Robin Perry, Ian Sams, Conrad Sturt, Pat Tedder, Victoria Wheeler, Valerie White and John Winterton.

8/P Application Number: 17/0286 - Land to the East of Bellew Road, Deepcut

The application was for the application for outline planning permission, access to be considered (appearance, landscape, layout and scale reserved) for up to 12 residential dwellings. (Additional information recv'd 12/6/17). (Additional & amended information recv'd 23/6/17). (Additional information rec'd 03/07/2017).

Members were advised of the following updates:

'Representations and petition

Since the Committee report was written, a petition has been received with 60 signatures from the Deepcut Neighbourhood Forum. In summary, the reasons for objection listed on the petition are as follows:

- *Application undermines and conflicts with Deepcut SPD which seeks to maintain gaps between Deepcut and Frimley Green, and Deepcut and Heatherside*
- *Will destroy many trees which adds to rural aspect of Deepcut and is home to wildlife, and has amenity value*
- *Proposed access on a bend is not appropriate*
- *Contradicts the traffic proposals for Bellew Road being closed, but applicant's plans are at odds with this and throw future configuration of the road into confusion*
- *Development would result in a loss of privacy and amenity for residents of neighbouring properties*

Officers consider that these issues have been addressed within the Committee report.

Note from applicant

Officers are aware that the applicant has circulated a note to Members. This note does not change the recommendation and with regard to the 'substantial deficit' in housing land supply mentioned, the current supply is around 3.9 years as stated in paragraph 7.3.1 of the Officer's Report. It is also noted that the applicant states that two of the dwellings are proposed to be affordable. This is different from their planning statement which suggests up to four would be affordable. Two affordable dwellings would not comply with policy, which requires 35% of dwellings in Deepcut to be affordable.

Ecology

Since the Committee report was written, the applicant has provided further information in respect of ecology, which has included amending their Phase 1 Ecology Report, a response from the applicant to the points raised by Surrey Wildlife Trust, a badger survey and a bat emergence survey. West Surrey Badger Group have been to the site and have now removed their objection, provided that the methodology for works as set out in the badger survey is followed should permission be granted. Surrey Wildlife Trust have also removed their objection, and recommended a condition for a detailed Landscape and Ecology Management Plan, should permission be granted. As such it is considered that the ecology refusal reason should be removed.

Trees

Officers wish to point out that the visibility splays on the proposed access seem to conflict with the applicant's tree retention plan and as such it seems that more trees will have to be removed along the front than is currently proposed. The Tree Officer has commented that he expects more would be removed than is currently proposed, and has not objected, however does state that a significant increase in the numbers to be removed would not be appropriate. Landscaping is a reserved matter however and would be considered further at that stage.

Recommendation

The recommendation is still to REFUSE, but the second (ecological) reason for refusal should be removed, as discussed above.'

It was noted that the communication from the applicant should read four units and not two as mentioned in the update above.

Members were concerned about the loss of trees and suggested an informative to prevent the applicant from felling these trees. Officers referred Members back to paragraph 7.4.3 of the report and the Council's Tree Officers conclusions on the trees. Officers further advised that there were currently no Tree Preservation Orders (TPO) on the woodland. Any further loss of trees on the site would be reserved matters. Members were advised that the Arboricultural Officer would consider TPOs for the remainder of the trees on the site.

It was clarified that the site was classified as the countryside and not Green Belt.

Resolved that application 17/0286 be refused as amended for the reasons (excluding the second ecological reason) as set out on the report of the Executive Head – Regulatory.

Note 1

As this application triggered the Council's Public Speaking Scheme, Mr Peter Bowden spoke in objection and Mr James Armitage-Hobbs spoke in support.

Note 2

The recommendation to approve the application was proposed by Councillor Colin Dougan and seconded by Councillor Valerie White.

Note 3

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

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

Councillors Nick Chambers, Colin Dougan, Surinder Gandhum, Edward Hawkins, Katia Malcaus Cooper, Max Nelson, Adrian Page, Robin Perry, Ian Sams, Conrad Sturt, Pat Tedder, Victoria Wheeler, Valerie White and John Winterton.

9/P Application Number: 16/0877 - Garages, Greenlands Road, Camberley

The application was for the erection of a pair of semi detached three bedroom dwelling houses with associated parking and access following demolition of existing garages. (Additional Plan Rec'd 11/10/2016). (Amended Info - Rec'd 21/03/2017). (Amended plans recv'd 13/6/17).

This application would normally have been determined under the Council's Scheme of Delegation for Officers, however, it had been reported to the Planning Applications Committee at the request of Cllr Lewis.

A site visit took place at the site.

Members were advised of the following updates:

'Report correction

The site contains 19 and not 20 garages. The proposal requires these to be demolished to facilitate the development.

Point of clarification

The submitted block plan retains a footpath / access to the side of No.36 Greenlands Road such that access to the side of this property and to the rear of its neighbour's is retained.'

There was local concern regarding a loss of parking and the loss of an area for turning at the location of the garages. Large vehicles and emergency vehicles would have to reverse back down the road if the proposal was approved.

The Committee was advised that of the 19 garages on the site, which were now in disrepair, only two were being rented. In addition the site was private land and was not currently a public car parking area. On questioning the applicant confirmed that land could be fenced off the land to prevent public access.

Some Members were concerned about parking and safety issues and the loss of amenity ground. There were currently serious issues with parking in the area and the loss of the garage area would exacerbate this problem.

Although some Members questioned whether the applicant's parking report had been verified, officers reminded Members that there had been no objection from the County Highways Authority. However, it was noted that during the site visit Members had witnessed the parking issues around the site.

The committee was advised that when considering the application they would have to balance the limited parking area against the need for social housing.

Resolved that application 16/0877 be approved subject to the conditions as set out in the report of the Executive Head – Regulatory.

Note 1

As this application triggered the Council's Public Speaking Scheme, Mrs Pamela Hickman spoke in objection and Mr Richard Summers spoke in support. Mr Easterling, was unable to attend but his objections were read to the committee by Cllr Nick Chambers.

Note 2

It was noted for the record that Councillor Colin Dougan declared that he had been a councillor representative on the Accent Board.

Note 3

The recommendation to approve the application was proposed by Councillor Nick Chambers and seconded by Councillor Colin Dougan.

Note 4

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

Voting in favour of the recommendation to approve the application:

Councillors Nick Chambers, Colin Dougan, Surinder Gandhum, Edward Hawkins, Max Nelson, Adrian Page, Robin Perry, Ian Sams, Conrad Sturt, Pat Tedder,

Voting against the recommendation to approve the application:

Councillors Katia Malcaus Cooper, Victoria Wheeler, Valerie White and John Winterton.

10/P Application Number: 17/0167 - 41 Bosman Drive, Windlesham GU20 6JN

The application was for the division of existing 4 bedroom dwelling to form 2 two bedroom dwellings with associated parking and garden space.

This application would normally have been determined under the Council's Scheme of Delegation for Officers; however, it was reported to the Planning Applications Committee at the request of the Executive Head – Regulatory and not Councillor Conrad Sturt as reported in the agenda.

Resolved that application 17/0167 be approved subject to:

- i) conditions as set out in the report of the Executive Head – Regulatory; and**
- ii) a SANGs and SAMM liability being secured.**

Note 1

It was noted for the record that Councillor Conrad Sturt declared that he had received communication from residents in relation to the application and Councillor Victoria Wheeler declared that she had a close friend in Bosman Drive.

Note 2

The recommendation to approve the application was proposed by Councillor Colin Dougan and seconded by Councillor Nick Chambers.

Note 3

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

Voting in favour of the recommendation to approve the application:

Councillors Nick Chambers, Colin Dougan, Surinder Gandhum, Edward Hawkins, Max Nelson, Adrian Page, Robin Perry, Ian Sams, Pat Tedder, Victoria Wheeler John Winterton.

Voting against the recommendation to approve the application:

Councillors Katia Malcaus Cooper, Conrad Sturt and Valerie White.

11/P Application Number: 17/0293 - Magnolia House, Westwood Road, Windlesham, GU20 6LP

The application was for a detached two storey dwelling with associated landscaping following demolition of existing dwelling and annexe building. (Additional information recv'd 19/5/17) (Additional information recv'd 1/6/17).

The application would normally have been determined under the Council's Scheme of Delegation for Officers, however, it had been reported to the Planning Applications Committee at the request of Cllr Conrad Sturt.

A site visit took place at the site.

Members were advised of the following updates:

Three additional letters of support have been received, commenting that the proposal would be in keeping with the surroundings, would enhance the site and would be more compact than the existing dwelling.

An additional letter with photos and indicative streetscene plan was sent from the applicant to the case officer and committee members.

An additional email has been sent from the applicant to the case officer advising that should the committee decided to grant planning permission, the applicant would accept a planning condition that would withdraw any unimplemented permitted development rights i.e not applicable to the part-implemented lawful garage or leisure buildings and rear and side dwelling extensions.

The officer response is as follows:

The quoted figures for the lawful part-implemented extensions 13/0520 and 0555 have been double checked and there is indeed an error in the given figure in Section 7.2.4 of the Committee Report, which has been corrected as highlighted overleaf:

Floorspace

Existing	16/1046 approved dwelling	Lawful extensions (13/0520 + 0555)	Current proposed dwelling
333 sq. m	527 sq. m (+ 58.3%)	527 sq. m (+ 58.3%)	685 sq. m (+ 105.7%)

Footprint

Existing	16/1046 approved dwelling	Lawful extensions (13/0520 + 0555)	Current proposed dwelling
237 sq. m	293 sq. m	400 sq. m	407 sq. m

	(+ 23.6%)	(+ 68.8%)	(+71.7%)
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Although the footprint of the current proposed dwelling would only be 7 sq m greater than the permitted development fallback afforded by the part-implemented 13/0520 + 0555 extensions to the existing dwelling, as outlined in Para 7.2.5 the proposed dwelling would have an approx. 47% greater floorspace than the existing dwelling and part-implemented extensions and would also involve an approx. 0.5m maximum height increase. The proposed dwelling by reason of its additional bulk arising from the floorspace, volume and height increase would remain significantly larger than the existing dwelling and these part-implemented extensions. Furthermore, the proposal would nullify the consolidated built form benefits which contributed to very special circumstances to allow approval of the 16/1046 replacement dwelling.

This overall additional bulk and spread of development would constitute inappropriate development in the Green Belt that has a significantly greater impact upon the openness of the Green Belt than the existing buildings. The restricted view from Westwood Road does not remove this unacceptable harm upon Green Belt openness as there will still be a significant additional presence of buildings.

As outlined in Section 7.8 any design or other merits of the proposal would not outweigh the inappropriateness and harm of the development in the Green Belt. The removal of permitted development rights for the proposed dwelling, if approved, is not considered to outweigh the harm to the Green Belt arising from its increased bulk. Additionally, it is noted that the 16/1046 replacement dwelling was approved on the basis that permitted development rights would be removed and therefore, future control of further development in the Green Belt would still be achieved should this be implemented.

The Ecology Appraisal was exhibited on the Council's website upon receipt under the 'General Correspondence' tab.'

It was clarified that the outbuildings which included the pool and gym etc, would remain on the site. The application was for a larger replacement dwelling with a 47% floorspace increase from the extant building planning permission.

Some Members felt that the proposal was in keeping with the street scene, was a large plot, not harmful to visual amenities and residents had not objected. However, officers advised the committee that these reasons did not constitute very special circumstances to outweigh the identified inappropriateness and harm to the Green Belt.

Resolved that application 17/0293 be refused for the reasons as set out in the report of the Executive Head – Regulatory.

Note 1

It was noted for the record that the Chairman declared that Members had received correspondence from the applicant.

Note 2

The recommendation to refuse the application was proposed by Councillor Colin Dougan and seconded by Councillor Victoria Wheeler.

Note 3

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

Voting in favour of the recommendation to refuse the application:

Councillors Colin Dougan, Edward Hawkins, Ian Sams, Pat Tedder, Victoria Wheeler, Valerie White and John Winterton.

Voting against the recommendation to refuse the application:

Councillors Nick Chambers, Surinder Gandhum, Katia Malcaus Cooper, Max Nelson, Adrian Page, Robin Perry and Colin Sturt.

The Chairman had the casting vote; the recommendation to refuse the application was carried.

12/P Application Number: 16/0942 - Land adjacent to 1 Whitmoor Road, Bagshot , GU19 5DQ

This application was withdrawn at the request of the applicant.

Chairman

2016/1207

Reg Date 11/01/2017

West End

LOCATION: WINDLEMERE GOLF CLUB, WINDLESHAM ROAD,
WEST END, WOKING, GU24 9QL

PROPOSAL: Three detached two storey dwellings with detached double garages, entrance gates and associated accesses and landscaping following demolition of golf club and driving range buildings and use of remainder of land as suitable alternative natural greenspace (SANGS). (Additional info recv'd 25/1/17). (Additional information rec'd 09/02/2017). (Amended and Additional Information Rec'd 31/03/2017) (Amended plans and information, and additional information recv'd 21/7/17).

TYPE: Full Planning Application

APPLICANT: Mr Smith

OFFICER: Ross Cahalane

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

1.0 SUMMARY

- 1.1 This application seeks planning permission for three detached two storey dwellings with detached double garages, entrance gates and associated accesses and landscaping following demolition of the golf club and driving range buildings, and use of the remainder of the golf club land as Suitable Alternative Natural Greenspace (SANGS).
- 1.2 Subject to a number of planning conditions, no objections are raised on highway, character, tree, flood risk, drainage or ecology grounds and it is considered the proposal would not be harmful to residential amenity.
- 1.3 The application includes the creation of 15ha of SANG utilising the existing golf course and driving range grounds. The proposed SANG land and associated works are considered to not be inappropriate development in the Green Belt as it would not conflict with the openness of the Green Belt and the purposes of including land in the Green Belt. Subject to conditions, the completion of a legal agreement to secure Strategic Access Management and Monitoring (SAMM) and the delivery of the bespoke SANGS solution in accordance with the SANG Management Plan, the proposed dwellings would not impact on the integrity of the Thames Basin Heaths Special Protection Area (SPA).
- 1.4 However, owing to the substantially greater footprint, floor area and height increase arising from the additional presence of buildings at two storey level across the site, the proposed three dwellings would represent inappropriate development in the Green Belt and cause significant harm to the openness of the Green Belt and its purposes. By association, this 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 7.13 of the report details the case of very special circumstances submitted by the applicant. The NPPF places significant weight on the need to support the supply of housing and associated economic growth, along with any social and environmental benefits that accrue from development. Therefore, it is considered that the combined economic, social and environment benefits arising from the provision of the proposed SANG land, as a public recreation facility and as an SPA avoidance measure to allow for additional housing to meet the needs of Bagshot and its environs, clearly outweigh the identified harm to the Green Belt to justify the additional spread of development above and beyond that of the existing built form on site. As such, 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, in addition to the completion of the legal agreement to secure Strategic Access Management and Monitoring (SAMM) and the delivery of the bespoke SANG solution in accordance with the SANG Management Plan.

2.0 SITE DESCRIPTION

- 2.1 The 16.26ha application site is on the western side of Windlesham Road that extends up to Blackstroud Lane East to the north and consists of a 9-hole pay-per-play golf course, single storey club house, driving range, storage buildings and parking and hard standing areas. The existing vehicular access is off Windlesham Road between the clubhouse and driving range. The driving range includes 7.6m high netting fences at each side and to the rear with illumination from floodlights attached to the roof of the driving range complex. The golf club grounds have been vacant since late 2016.
- 2.2 The site is within the Green Belt detached from the nearest settlement area of West End and to the east of the settlement area of Lightwater. The surrounding area is rural in character but comprises a number of residential properties of varying age, size and architectural style along Windlesham Road and Blackstroud Lane East, including the Grade II Listed Buildings of The Barn and Brooklands Farm to the north. The sports grounds of Gordons School run along the southern site boundary. The site partially borders the A322 Guildford Road to the west.

3.0 RELEVANT PLANNING HISTORY

3.1 75/0835 Construction of golf course.

Decision: Granted (implemented)

3.2 04/0924 Erection of single storey equipment shed following the demolition of four buildings.

Decision: Granted (implemented)

4.0 THE PROPOSAL

4.1 Planning permission is sought for the erection of three detached two storey dwellings with detached double garages, entrance gates and associated accesses and landscaping following demolition of golf club and driving range buildings and use of the remainder of the golf club land as Suitable Alternative Natural Greenspace (SANG).

4.2 The proposed dwellings would each have varying footprints, heights and designs but would have common traditional features such as hipped pitched roofs, varying eaves levels, tile hung front gables, bay windows and decorative brick and finial detailing.

4.3 The proposed dwelling 'Plot 1' would have a maximum side elevation depth of approx. 10.8m, maximum width of approx. 16.3m, maximum eaves height of approx. 5.1m and maximum ridge height of approx. 7.7m. The proposed dwelling 'Plot 2' would have a maximum side elevation depth of approx. 12.8m, maximum width of approx. 14.8m, maximum eaves height of approx. 5.5m and maximum height of approx. 8.3m. The proposed dwelling 'Plot 3' would have a maximum elevation depth of approx. 10.1m, maximum width of approx. 17.8m, maximum eaves height of approx. 5.5m and maximum ridge height of approx. 8.5m.

4.4 The proposed double garage for each dwelling would have a width of approx. 6.2m, depth of approx. 6.3m, eaves height of approx. 2.7m and maximum height of approx. 4.8m. The existing vehicular access to the golf club will be retained as part of a modified access drive to each dwelling. 1.2m high post and rail fencing is proposed along the front dwelling boundaries, with each dwelling being served by 1.4m high post and rail access gates.

4.5 The application also seeks to provide publically accessible SANG land of 15ha utilising the existing golf course and driving range grounds. Amended plans were received to seek to retain the existing storage buildings and adjacent hard standing to the south of the site, to be used for equipment storage for the future maintenance of the proposed SANG land. The following works are to be undertaken to the proposed SANGS land in order that it is of suitable standard:

- The creation of a grassed circular walk measuring at least 2.3km;
- An additional vehicular access off Blackstroud Lane East to the north to serve a public car park of approx. 16 spaces for the SANG land;

- Dog-proof fencing around the perimeter of the site, comprising wooden post and wire fencing to a height of approximately 1.2m;
- Dog waste bins and litter bins; and,
- The erection of visitor information board and directional signs.

4.6 The application is supported by the following documents and regard will be had to these as appropriate in the assessments made in this report.

- Planning, Design, Access and Sustainability Statement
- SANG Management Plan (amended to include a walkway with minimum distance of 2.3km including direct access from car park and retention of storage buildings)
- Tree Survey (BS compliant)
- Phase 1 Ecological Appraisal and subsequent Technical Briefing Note - Clarification of Great Crested Newt Mitigation Strategy
- Archaeological Desktop Assessment
- Transport Statement
- Flood Risk Assessment
- Affordable Housing Statement.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--|--|
| 5.1 | County Highways Authority | No objections or comments to make. |
| 5.2 | Surrey County Council Lead Local Flood Authority | No objection, subject to conditions. |
| 5.3 | Surrey County Council Archaeology Officer | No objection, subject to condition. |
| 5.4 | Surrey Wildlife Trust | No objection, subject to compliance with safeguarding measures outlined in the Great Crested Newt Mitigation Strategy. |
| 5.5 | West End Parish Council | No objection to three dwellings. However, the Parish Council objects to the location of the car park due to narrow road width, limited sight lines intrusive effect on neighbouring properties and possible nocturnal anti-social behaviour. |

- 5.6 Natural England No objection, subject to confirmation that the Council will manage the SANG land in perpetuity with the capital works and management costs and funding route agreed by the Council.
- 5.7 Council Heritage and Conservation Officer No objection, subject to appropriate informal materials used for the proposed SANG access and car park surface.
- 5.8 Council Arboricultural Officer No objection, subject to condition.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, one letter of support and objections from 19 properties have been received. Additionally, a petition with 52 signatures has been received requesting that the proposed SANG land includes provision of a bridleway.
- 6.2 The following concerns have been raised:

Green Belt

- Green Belt restricts development of new buildings
- Propose volume appears to be approx. 4 times greater than existing
- Discrepancy with footprint figures provided
- Object to loss of local golf and social facilities

[See Sections 7.3 - 7.4]

Character

- Object to location of SANG parking area –opposite two Listed residences and causing nuisance and noise and could attract anti-social behaviour
- Listed Buildings not shown on detailed SANG car park plan
- Unpleasant and unnatural addition to a country road

[See Section 7.5]

Amenity

- Overlooking from car park and walk path into garden and rooms
- Increased noise from vehicles
- Proposed seating areas not on plans
- SANG will bring more people to visit area which is not wanted
- No mention of closing times for SANG land and its car park

- Increase in anti-social behaviour especially at night

[See Section 7.6]

Highway safety

- Windlesham Road and Blackstroud Lane East cannot handle current flow of traffic – it is a small quiet single track country lane – vehicles have become stuck and have had to be towed
- Car park location is on narrowest part of Blackstroud Lane East and limited vision to enter or exit – should be relocated to Windlesham Road
- Site line calculations within Highway Statement inaccurate
- Slope towards highway would cause difficulty for entry and exit and would increase water run-off onto road
- Safety hazard to other road users
- Trees opposite 'The Barn' would need to be felled

[See Section 7.7]

Ecology

- Impact on local wildlife
- Pond on the club has newts, bats in the trees and other wildlife that needs to be protected

[See Section 7.9]

Drainage/flood risk

- Access to car park will be across a drainage ditch - Blackstroud Lane East is subject to heavy flooding throughout the year
- Pond supplying water to golf course overflows and needs a drainage overflow system

[See Section 7.10]

Proposed SANG land

- SANG land does not meet Natural England guidance
- Proposed SANG is opposite sewage treatment plant where unpleasant smells occur on a regular basis
- Land crossed by electricity cables which are bad for people's health
- How is the safety of dogs going to be secured? Existing fence is inadequate

[See Section 7.12]

Other matters

- Plan of proposed SANG car park is not clear
- Will set precedent for additional building works in the area
- Existing golf club access could be used instead

[Officer comment: Each application must be considered on its own planning merits]

- Council should commit to a covenant to prevent future development

[Officer comment: A planning condition will be imposed removing permitted development rights for the proposed dwellings. Any additional planning application has to be considered on its own planning merits.]

- No public site notice

[Officer comment: All neighbours adjoining the application site have been consulted, in accordance with the statutory requirement. A public site notice was also erected on 07 February.]

7.0 PLANNING CONSIDERATION

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), and in this case the relevant policies are Policies CP1, CP2, CP5, CP6, CP8, CP12, CP13, CP14, DM9, DM10, DM11, DM14 and DM17. The National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG) are also material considerations to the determination of this application.

7.2 The main issues to be considered are:

- Principle of development;
- Green Belt appropriateness and harm;
- Impact on character of the surrounding area;
- Impact on residential amenity;
- Impact on trees;
- Impact on access, parking and highway safety;
- Impact on ecology;
- Impact on flood risk;
- Impact on infrastructure;

- Impact on the Thames Basin Heaths SPA;
- Other matters; and,
- Very Special Circumstances.

7.3 Principle of development

7.3.1 Policy CP3 of the CSDMP promotes housing development within previously developed land. Paragraph 74 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

Policy DM15 of the CSDMP states that existing formal recreational facilities will be protected unless it can be demonstrated that such facilities are to be co-located in dual use facilities, are to be provided within appropriate replacement facilities or are surplus to requirements and there is no demand for any other recreational purpose. Policy CP13 of the CSDMP supports the provision of a network of accessible and integrated green infrastructure across the Borough and includes the provision of SANGs. Policy DM16 of the CSDMP also supports the provision of new green infrastructure to provide recreational facilities.

7.3.2 The proposed development comprising new housing and SANG provision in the Green Belt following loss of the existing 9-hole golf club is therefore acceptable in principle, subject to an assessment of the additional Green Belt impact in Section 7.4 below and the loss of the golf club facility covered in Section 7.13 below.

7.4 Green Belt appropriateness and harm

Proposed dwellings

7.4.1 The Government attaches great importance to Green Belts, stating that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that the essential characteristics of Green Belts are their openness and their permanence (Paragraph 79 of the NPPF refers). Paragraph 89 of the NPPF also states that the local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, but lists exceptions to this. Of the exceptions listed, only the redevelopment of previously developed land (PDL) could be said to apply to the development proposal as outlined below:

limited infilling or the partial or 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.

7.4.2 'Previously developed land' is defined in the NPPF as:

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

In light of the above definition, it is considered that the application site comprising of the golf club, driving range building and its land enclosed by high netted fencing and the surrounding parking and hardstanding areas constitutes PDL.

7.4.3 The primary indicator of openness is size of built form and so the following table provides a comparative assessment of the size of the existing and the proposed development, which can be summarised in the table below:

	Floorspace	Footprint	Volume	Hardstanding	Height
Existing	539 sq. m	523 sq. m	2115 cu. m	3194 sq. m	7.7m – 8.4m
Proposed	888 sq. m (+64.7%)	584 sq. m (+11.7%)	3165 cu. m (+49.6%)	2132 sq. m (- 33.2%)	3.2m

7.4.4 As demonstrated in the table above, the proposed dwellings would have a significantly greater impact upon the openness of the Green Belt than the existing development in terms of additional floorspace, footprint, volume and height. The above figures take account of the storage buildings and adjacent hardstanding that is now proposed for retention.

7.4.5 Although the proposed hardstanding coverage would be reduced, the frontage of overall development envelope parallel to the highway boundary would remain similar. However, in addition to the increases in size and height the proposal would spread buildings to the northwest towards Blackstroud Lane East and so this spread in development would cause further harm to openness. In the officer's opinion the reduction in hardstanding, and the fact that these dwellings would be located where the existing golf netting fences are sited, would not offset the significant harm to openness.

Proposed SANG land

7.4.6 The proposed use of the golf club land as a SANG would allow public access to the site for use as a shared recreational facility, with the provision of a 2.3km walkway and parking facilities. The proposed SANG land would not involve any new buildings and would maintain the openness of the Green Belt as well as continuing to offer recreational opportunities for the public. The storage buildings now proposed for retention would be used for maintenance of the proposed SANG land

which is considered to not be inappropriate in the Green Belt. The retention of these buildings is considered to be a sustainable solution in this regard, utilising existing buildings and allowing for less transportation of machinery/tools across the Borough.

- 7.4.7 The provision of the proposed SANG land will involve limited management of existing trees and would include planting of new trees of native species, oversowing of grassland with native seed mix to establish wildflower grassland the proposed walkway will be grassed with the requirement for any additional surfacing assessed only if the footpath condition becomes substantially degraded. The proposed loss of the golf club and provision of SANG land would therefore be acceptable in principle, as the loss of the golf club as a public recreational facility would be offset by the provision of the proposed public SANG land and walkway.
- 7.4.8 The proposed operational development to facilitate the SANG land will be limited to the creation of the SANG car park/access (included in the above hardstanding figures and considered further in Section 7.13 below) and the installation of 1.2m high wooden post and wire dog-proof fencing as required by the submitted SANG Management Plan intended to be secured by a Section 106 Agreement. It is therefore considered that the provision of the proposed SANG land would preserve the openness of the Green Belt and would not conflict with its purposes.

Conclusion

- 7.4.9 In light of all the above, it is considered that the proposed dwellings would have a demonstrably greater impact upon the openness of the Green Belt and the purposes of including land within it than the existing development. Very Special Circumstances would therefore be required to outweigh the harm, which are considered under Section 7.13 below. However, it is first necessary to establish whether any other harm, in addition to the identified Green Belt harm exists, and sections 7.5 - 7.12 of this report consider this.

7.5 Impact on character of the surrounding area

- 7.5.1 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 A322 dual carriageway forms part of the western side boundary of the site and the existing site contains buildings and hard standing areas at the southeast corner, the environmental character of the wider site and surrounding area is predominantly rural, open and natural.
- 7.5.2 It is accepted that the proposed dwellings would be of traditional appearance as they each include hipped pitched roofs, varying eaves levels, tile hung front gables, bay windows and decorative brick and finial detailing, which would add interest and reflect the rural character of the surrounding dwellings. The proposed double garages and post and rail boundary enclosures would be modest in scale and also of an appropriate traditional appearance. However, the proposed development would spread buildings further to the northwest and by virtue of its residential nature and scale, would lead to an increased urbanised appearance that, in addition to the Green Belt harm and by association would fail to respect the existing rural, open and natural attributes that the area possesses, contrary to Policy DM9 (ii).

- 7.5.3 However, the dwellings and associated garages and post and rail gates and fencing would be set back from the highway and with significant separation distances between them, with the existing mature shrubbery boundary treatments along the highway boundary to be retained. This would reduce their visibility from the streetscene and would somewhat limit the urbanising effect upon the wider streetscene. The precise external elevation material and landscaping details could be secured by means of planning conditions to be complied with before commencement of the dwellings, to ensure that the external materials and hard and soft landscaping specifications are typical of a traditional rural setting.
- 7.5.4 Policy DM17 of the CSDMP states that development which affects any Heritage Asset should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting. The proposed SANG car park would be located off Blackstroud Lane East near to the Grade II Listed Buildings of The Barn and Brooklands Farm to the northeast. The Council's Conservation Officer was therefore consulted and has stated that subject to the use of sympathetic informal surface materials such as a 'hoggin' (compactable groundcover that is composed of a mixture of clay, gravel, and sand) and not tarmac, the proposed access and car park area will not be harmful to the setting of the adjacent Listed buildings or the rural character of the surrounding area. The Conservation Officer has accepted that some transition will be needed between the hoggin and the highway, but has objected to the use of tarmac or road markings as it would lead to an unacceptable urbanisation of the lane and dilution of the setting of the Listed Buildings.
- 7.5.5 The submitted SANG Management Plan intended to be secured by a Section 106 Agreement requires the proposed access and car park surface areas to be informal, such as rolled or bound gravel. It is considered that the use of gravel with appropriate transition to the main highway without the use of tarmac or formal road markings would be sufficient to ensure that all proposed surface materials are appropriate for the setting of the nearby Listed Buildings and the rural character of the surrounding area, in compliance with Policy DM17 of the CSDMP.
- 7.5.6 In summary, it is considered that the proposed dwellings would be contrary to Policy DM9 (ii) as they would lead to an increased urbanised appearance across the site that would fail to respect the existing rural, open and natural attributes that the area possesses.

7.6 Impact on residential amenity

- 7.6.1 Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 requires that the amenities of the occupiers of the neighbouring properties and uses are respected. The thrust of one of the core planning principles within the NPPF is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 7.6.2 The nearest proposed front elevation would be sited approximately 52m from the boundary of the detached dwelling 'Hookwater' to the northeast with the existing mature highway boundary shrubbery in between, which is considered sufficient to avoid adverse harm in terms of loss of light, outlook, privacy or overbearing impact. Given the significant distance to the elevations and primary amenity areas of the other surrounding neighbours, it is considered that the proposal as a whole would

not give rise to adverse harm to the amenity of other surrounding neighbours in terms of loss of light, outlook, privacy or overbearing impact.

- 7.6.3 The proposed first floor side elevations of each dwelling would have windows serving bathrooms, save for one window of Plot 2 serving a bedroom sited approximately 22m from the side elevation of Plot 1 which is considered to be sufficient distance to avoid adverse loss of privacy. A planning condition can be imposed to ensure that the proposed first floor side bathroom windows are obscure-glazed with high-level openings to avoid loss of privacy.
- 7.6.4 It is considered that sufficient outlook, natural light and private amenity areas would be provided for future occupiers of the proposed dwellings. No objections are therefore raised on these grounds.
- 7.6.5 Turning to the proposed SANG land, access and car park (with approximately 16 informal car park spaces), concern has been raised in respect of overlooking, increased noise and disturbance from vehicles and land users and possibility of anti-social behaviour, especially at night. The proposed car park access would be opposite the pedestrian side gate entrance to the dwelling of Brooklands Farm. The proposed car park area would be sited between Brooklands Farm and The Barn, approximately 1.7m higher than the grounds of Brooklands Farm sited up to approximately 13m from its nearest garden area. However, this dwelling benefits from a significant amount of shrubbery along the highway boundary. The proposed car park would be up to approximately 2.8m higher than the grounds of The Barn, sited up to approximately 17m from its nearest garden area. However, the nearest side elevation of The Barn contains no side elevation windows and would restrict views to its eastern amenity area, along with dense shrubbery present along all parts of the dwelling's highway boundary. The above built form and boundary relationships are considered sufficient to avoid adverse harm to residential amenity in terms of loss of privacy.
- 7.6.6 It is noted that no access gates or other restrictions are proposed for the car park. However, subject to the Council acquiring the SANG land, as the landowner it would have the power to install gates and vehicle height restrictors in order to restrict night time access or anti-social behaviour when deemed necessary. However, following the Conservation Officer's comments it is considered necessary and reasonable to impose a planning condition requiring the submission of details of the proposed enclosure scheme to ensure that it is of an appropriate design and scale for its rural setting near to the Listed Buildings. On this basis, it is considered that no adverse harm upon neighbouring dwellings would arise in terms of noise and disturbance.
- 7.6.7 The SANG Management Plan refers to an option to provide seating to enhance the largest pond within the west of the golf course providing as a focal point with views over the water. Although no indicative plan details of the proposed seating locations have been provided, this lake would be sited approximately 25m at its nearest part from the nearest residential boundary of No. 3 Outfall Cottages, with mature shrubbery to be retained and Blackstroud Lane West sited in between. This relationship is considered sufficient to avoid adverse harm to current and future occupiers in terms of loss of privacy and general noise and disturbance.
- 7.6.8 It is therefore considered that the proposal as a whole complies with the amenity requirements of Policy DM9 of the CSDMP.

7.7 Impact on access, parking and highway safety

- 7.7.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.7.2 All proposed dwellings would have a detached double garage and space at the front for additional parking and turning. The application also includes an additional vehicular access off Blackstroud Lane East serving the proposed SANG car park with approx. 16 informal car park spaces. A Transport Statement has been provided to estimate the expected trip rates arising from the dwellings and SANG land against those of the golf club. The Transport Statement concludes that it is estimated that the traffic activity associated with the proposed developments would be significantly lower than that associated with the existing golf club. It also states that although Blackstroud Lane East is subject of the 60mph national speed limit, based on site visits speeds of vehicles along this section are much lower and are generally expected to be between 25-30mph. The proposed SANG car park access seeks to provide visibility splays of at least 2.4m x 60m in each direction in line with the DCLG Manual for Streets (2007).
- 7.7.3 Although the County Highway Authority (CHA) has commented that the proposed access to the SANG car park proposes visibility splays are less than the standard for the speed of the road, it has accepted that Windlesham Road/Blackstroud Lane East is a narrow winding country lane and as a result vehicle speeds tend to be considerably lower than the posted national speed limit of 60 mph. The CHA also states that a check on the accident records for this road shows there have been no personal injury accidents recorded for at least 5 years. Therefore the CHA has raised no objections on safety, capacity or policy grounds.
- 7.7.4 Concerns have been raised in representation regarding the proposed visibility splays requiring removal of third party trees. The Manual for Streets advises that the impact of street trees should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety. The CHA has recommended a pre-occupation condition requiring the provision of visibility zones to the proposed new vehicular access to Blackstroud Lane East and modified vehicular access to Windlesham Road (as shown on the site plans appended to the Transport Statement), and to be kept permanently clear of any obstruction over 1.05 m high. The LPA considers that although the sight lines of the proposed access would cross the canopies of several trees, they would be at sufficient height from ground level to comply with the purposes of this condition.
- 7.7.5 The CHA also recommends a pre-occupation condition requiring provision of space within the site for parking and satisfactory manoeuvring and a pre-commencement planning condition requiring the submission of a Construction Management Plan to be approved in writing by the Local Planning Authority.
- 7.7.6 It is therefore considered that subject to the above conditions, it is not envisaged that the proposed development would prejudice highway safety or capacity. An

advisory informative will be added to remind the applicant/owner to seek separate permission from the County Highway Authority as the landowner of the highway verge to clear the shrubbery required to provide the visibility splays. The proposed developed development is therefore compliant with Policy DM11 of the CSDMP.

7.8 Impact on trees

- 7.8.1 Policy DM9 (iv) of the CSDMP states that development will be acceptable if, inter alia, it would protect trees and other vegetation worthy of retention.
- 7.8.2 Separate arboricultural surveys, impact assessments and tree protection plans have been provided for the proposed demolition of buildings and SANG car park and access. These reports outline that the proposed SANG access would require the removal of one moderate quality (Category B) oak tree and some planted Leyland cypress. The oak to be removed forms part of a belt of trees adjacent to the highway and is approx. 9m into the site. In addition there are three false acacias adjacent to the highway which have been graded in the unsuitable for retention (Code U) category. Due to their location and condition, they are recommended for removal in any event.
- 7.8.3 The proposed demolition of the driving range would involve removal of a small low quality laburnum (Category C) and three trees unsuitable for retention. Tree protection measures are proposed for all mature trees to be retained near the development as a whole and the reports outline that no incursion into the RPA of any retained trees would occur.
- 7.8.4 A SANG Management Plan report has also been provided and states that to provide additional interest within the SANG area and create new habitat opportunities for wildlife, it is proposed to provide some new tree and shrub planting and areas of wildflower grassland, as shown on the on the SANG Management Plan. A line of trees is shown within the proposed development area on the SANG Management Plan forming the side boundary of the driving range. A site visit revealed that most of these have been removed and replaced by netting to protect the main golf course. However, these trees were not subject to any statutory control and it is considered that the proposed planting comprising native species of local provenance and characteristic of the local area would offset the loss of these trees.
- 7.8.5 The Council's Arboricultural Officer has been consulted and has raised no objection to the proposed works as a whole, subject to a condition requiring that the development is carried out wholly in accordance with the submitted Arboricultural Reports and that and digital photos provided demonstrating all tree and ground protection measures erected in accordance with the Tree Protection Plan. and are acceptable. On this basis, it is not considered that the proposal would result in harm to surrounding mature trees.

7.9 Impact on ecology

- 7.9.1 The application site itself is not subject to any statutory or non-statutory nature conservation designation. However, most of the proposed SANG land is within the Thames Basin Heaths Special Protection Area (SPA) 400m buffer zone

surrounding the Colony Bog and Bagshot Heath Site of Special Scientific Interest (SSSI), a collection of heathland areas designated for internationally significant breeding populations of Dartford Warbler, Nightjar and Woodlark.

- 7.9.2 The SANG Management Plan states that to provide additional interest within the SANG area and create new habitat opportunities for wildlife, it is proposed that some new tree and shrub planting and areas of wildflower grassland. A circular footpath of a minimum distance of 2.3km will be created within the SANG area and will primarily be formed by maintaining a 2m wide strip along the footpath route at a short sward height (less than 5cm) through regular mowing. The requirement for additional surfacing will be assessed only if the footpath condition becomes substantially degraded.
- 7.9.3 A Phase 1 ecology survey has also been provided, which concluded that the short-mown grassland, buildings and hardstanding within the site is of negligible to low ecological value. A number of mitigation and enhancement measures are nonetheless recommended to minimise the risk of harm to protected species. Surrey Wildlife Trust was consulted and raised no objection, subject to compliance with the recommended mitigation and enhancement measures.
- 7.9.4 Following concern raised in respect of potential great crested newts within the site, a technical briefing note outlining a great crested newt mitigation strategy was subsequently provided. Surrey Wildlife Trust has been re-consulted and has raised no objection, subject to compliance with actions recommended within the ecology survey and great crested newt mitigation strategy. On this basis, it is not envisaged that the proposed development would lead to harm or loss of protected species or other features of interest for biodiversity, in compliance with Policy CP14 of the CSDMP.

7.10 Impact on flood risk

- 7.10.1 The application site is not located within Flood Zone 2 or 3. However, parts of the application site are located within areas of medium-high risk from surface water flooding based on Environment Agency data, mainly concentrated upon a ditch network to the northwest of the driving range where the 'Plot 2' dwelling will be located and along an un-named stream bisecting the golf course towards the northeast. In order for 'Major' planning applications such as this to comply with the Planning Practice Guidance, surface water drainage systems must be designed with sustainability in mind and therefore should consider Sustainable Drainage Systems (SuDS).
- 7.10.2 A Flood Risk Assessment has been provided, which correctly identifies that some of the site is at risk of surface water flooding. River, sewer, groundwater and reservoir failure flood sources have also been assessed and none of these were found to pose any risk. The report concludes that the flood risk profile of the site is 'Low', with the exception of the surface water flooding in an extreme storm event, and that the proposed residential development will not increase the flood risk, either on this site or to neighbouring properties.

This proposed drainage strategy proposes all external hardstanding areas to be of permeable materials, the use of soakaways or infiltration areas in the residential gardens and the re-grading of Plot 2 so that it becomes a very wide V-shaped channel with a maximum depth of at least 300mm, so that its capacity is more than doubled.

- 7.10.3 Following the submission of additional information regarding the proposed surface water strategy, Surrey County Council as the Lead Local Flood Authority has raised no objection, subject to a planning condition providing details and finalised plans of the surface water drainage scheme that should evidence effective management of the storm events as detailed in the Flood Risk Assessment and how the proposed SuDS would deal with exceedance or system failure events and would be protected during construction, along with a management and maintenance plan that details maintenance regimes and responsibilities. A second condition is proposed requiring no development to be occupied until a verification report carried out by a qualified drainage engineer demonstrating that the SuDS has been constructed as per the agreed scheme is submitted to and approved in writing by the LPA.
- 7.10.4 The proposed SANG car park is not located within an area of known surface water flood risk and the proposed provision of the SANG land itself would involve minimal ground disturbance and shrubbery maintenance. Although the proposed access would decline towards Blackstroud Lane East, as required by the SANG Management Plan intended to be secured by S106 Agreement the proposed car park/access hard standing will be of informal porous material which is considered sufficient to avoid surface run-off to the highway.
- 7.10.5 On the basis of all the above and subject to compliance with the above mitigation measures and proposed conditions, it is considered that the proposed development would be SuDS compliant and would not lead to an increase in flood risk either within or around the site, in compliance with Policy DM10 of the CSDMP.

7.11 Impact on infrastructure

- 7.11.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential developments involving one or more new dwellings through new build. As the proposal includes new Class C3 dwellings, the development would be CIL liable. However, CIL is a land charge that is only payable at commencement of works should full permission be granted. An advisory informative would be added accordingly.

7.12 Impact on the Thames Basin Heaths SPA

- 7.12.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule.
- 7.12.2 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a

significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the SHCS states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).

- 7.12.3 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. A 400m buffer zone crosses the application site. However, proposed rear garden boundaries have been drawn to run alongside this boundary outside the buffer zone.
- 7.12.4 All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development and a financial contribution towards SANG provided, which is now collected as part of CIL. As outlined further in Section 7.13 below, there is currently no SANG capacity available for the proposed dwellings, as it is located within a much larger tract of land surrounding Bagshot and its environs, between the existing SANG catchment areas covering the Camberley and Chobham/West End areas.
- 7.12.5 The application therefore proposes an area of 15ha for SANG provision comprising the existing golf course, as outlined in the SANG Management Plan. Concern has been raised in respect of the unsuitable specification and location of the proposed SANG land. However, following submission of amended plans to confirm the provision of a minimum 2.3km walkway with direct access from the proposed car park, Natural England have raised no objection subject to transfer of the proposed SANG land from the applicant to the Council to implement as SANG and maintain in perpetuity. It is intended that delivery of the SANG will be secured through a Section 106 agreement with the applicant.
- 7.12.6 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance a payment of £2,919 would be needed. In order to comply with Policy CP14B and Policy NRM6 and the Thames Basin Heaths SPD, this would have to be paid by the applicant before full planning permission can be granted, if the scheme is considered acceptable regarding all other relevant planning merits. It is intended that this be secured in a Section 106 agreement between the applicant and the Council.

7.13 Other matters

- 7.13.1 Any development proposal for new residential development attracting New Homes Bonus payments as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) is a local financial

consideration which must be taken into account, as far as they are material to an application, in reaching a decision. Whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.

- 7.13.2 An Archaeological desk based assessment has been provided. Surrey County Council's Archaeological Section has been consulted and has raised no objection, subject to a planning condition requiring a programme of archaeological work (including trial trenches and mitigation measures, if necessary) to cover the proposed dwellings and SANG car park/access sites only, as limited ground disturbance is required in relation to the provision of the SANG land in itself.
- 7.13.3 Policy CP5 of the CSDMP states that the Council will negotiate a 20% affordable housing equivalent financial contribution on sites of 3-4 net residential units. However, regard must be given to the Court of Appeal's decision in favour of the Government's Written Ministerial Statement (WMS) and the subsequently amended PPG to advise that contributions should not be sought from developments of 10-units or less. Whilst the approach set out within the WMS/PPG is not a mandatory requirement (as established through the Court of Appeal case), the Council now has a duty under s70(2) of the Town and Country Planning Act 1990 to have regard to the WMS and PPG as a material planning consideration in the decision making process. As a material planning consideration, the Council will need to determine how much weight should be given to the WMS in the determination of each relevant planning application, particularly given that the guidance contained within the WMS/PPG conflicts with that contained within Policy CP5 of the CSDMP.
- 7.13.4 Regard must be given to the fact that if the application is approved, the SANG land will be provided and maintained by the Council as an SPA avoidance measure to allow for a significant amount of housing provision to become available (outlined in further detail in Section 7.13 below). The proposed SANG land would therefore enable future on-site and financial contribution to affordable housing provision. In light of this along with the WMS and PPG, no objections are raised on grounds of lack of affordable housing contribution.

7.14 Very Special Circumstances

- 7.14.1 Paragraph 88 of the NPPF states that:

“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘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.”

- 7.14.2 Therefore, notwithstanding the Green Belt inappropriateness and significant harm to openness identified in Section 7.3 above and other harm to the character of the area identified in Section 7.4, it is still necessary to consider whether this overall harm can be outweighed by other considerations. In support of the application, the applicant has presented the following main arguments in the Planning Design and Access Statement, which will be expanded upon and assessed in turn below.

i) The proposed SANG land will be accessible to the general public and significantly improve the recreational opportunities and enjoyment for a large number of people and will be a positive asset to the area;

ii) There is a limited availability of Council-provided SANGs in the Borough which has major implications for the delivery of housing;

iii) The existing golf club site is surplus to requirements and there is no demand for any other recreation purpose;

iv) The proposal would be Previously Developed Land and would be no more harmful to the Green Belt;

v) The proposal is an opportunity to enhance the biodiversity and landscape of the area;

vi) The proposal forms a sustainable design of dwellings.

i) Provision of accessible SANG land

7.14.3 There would be clear social environmental benefits supported under the NPPF, arising from the proposed provision of the SANG land as a public recreation facility as already outlined in Section 7.3 above. Significant weight can be attached to this in favour of the proposal.

ii) Delivery of housing through SANG land

7.14.4 The LPA estimates that the proposed SANG land would provide sufficient SPA avoidance measures for approx. 800 dwellings, with this capacity expected to be used within a period of 3-5 years. A SANG of this size would have a catchment area of 4km. This would provide avoidance measures to provide mitigation for the impact of residential development on the TBHSPA in an area of the Borough previously without SANG coverage. This includes Bagshot and part of Windlesham.

7.14.5 Although the catchment would cover other areas outside of the 400m buffer zone currently covered under existing SANG catchment areas (West End, areas of east Camberley and Chobham), over 50% of all these SANG catchment areas have already been used, with the remaining capacity estimated to be 308 dwellings for the Chobham/West End area and 221 dwellings for the Camberley/western urban area. For example, the Chobham Meadows SANG is expected to reach capacity in April 2019 if the identified and approved sites are delivered. This is of particular importance as the current proposed SANG could also provide capacity for smaller developments of less than 10 dwellings anywhere in the Borough, which means it may be used for these smaller schemes if the existing SANG areas run out of capacity.

7.14.6 It also must be noted that as determined by the Inspector in the recent Heathpark Wood appeal (15/0590), Surrey Heath currently only has a housing land supply of 3.4 years. The proposed SANG land would therefore clearly form a significant enabler for the delivery of housing.

There would be clear social and economic benefits arising from this as supported under the NPPF, including the provision of affordable housing, and significant weight can be attached to this in favour of the proposal.

iii) Lack of demand for existing or alternative uses

7.14.7 The golf club grounds have been vacant since late 2016. Windlemere Golf Club operated as a pay-per-play nine-hole golf course. The planning statement advises that since Windlemere Golf Course was first opened in 1978, trading has been satisfactory until 1992 when the Pine Ridge public golf course was opened (approx. four miles away, near Deepcut), with very refined facilities for the modern family wishing to participate in golf. Gradually from this date, Windlemere has been under pressure to maintain its satisfactory commercial viability. The national recession which commenced in 2007/8 coincided with the decline in golf participation since this date. This reduction in the popularity of golf has been experienced throughout the country with a majority of golf clubs experiencing financial difficulties. In addition, there has been a disproportionate demise of 9 hole 'pay as you play' facilities. Windlemere has been no exception in this respect with the playing numbers declining considerably since 2012. This has meant that annual financial injections have had to be made as the course declined into a loss making operation. In order to attempt to reverse this decline, significant further investment has been made since 2012. Attempts have been made to encourage newer golfers as well as to improve facilities. However, the worst trading period in the history of the course was experienced in Summer 2016 and resulted in the conclusion that the losses of revenue were unsustainable.

7.14.8 The applicant contends that there is no demand for any other recreation purposes for this site, but has not provided any evidence to support this. In any event, moderate weight can still be attached to the failure of the 9-hole pay-per-play model at this site and its replacement with an open Council-maintained SANG land and its associated social and ecological benefits.

iv) Use of Previously Developed Land with no greater impact on Green Belt openness

7.14.9 Only limited weight can be attached to the removal of the high netted fences and driving range floodlights covering the enclosed area where the proposed Plot 3 and most of Plot 2 would be located, as the proposed dwellings would lead to a clearly more significant floorspace and overall height and bulk increase across the site (as already outlined in Section 7.4). Similarly, only limited weight can only also be attached to the proposed overall reduction in hard standing coverage of approx. 33.2%.

v) Enhancement of biodiversity and landscape

7.14.10 Policy CP14A of the CSDMP requires development to conserve and enhance biodiversity within Surrey Heath and therefore, the ecological benefits as outlined in Section 7.8 above are also prerequisite requirements for development to be policy-compliant and thus cannot reasonably amount to VSC.

vi) Sustainable design of dwellings

7.14.11 The relevant provisions of the CSDMP and the NPPF require new development to be sustainable in order to be acceptable and therefore, the design merits of the proposal cannot be considered to amount to VSC.

Conclusion of consideration of (i) – (vi)

7.14.12 It is considered that the combined economic, social and environment benefits arising from the provision of the proposed SANG land, as a public recreation facility and as an SPA avoidance measure to allow for additional housing to meet the needs of Bagshot and its environs, amount to VSC to outweigh the identified harm to the Green Belt. The removal of permitted development rights for extensions and outbuildings to each dwelling would ensure control of further development within the Green Belt.

8.0 CONCLUSION

8.1 The proposed dwellings, by reason of the substantially greater footprint, floor area and height increase arising from the additional presence of buildings at two storey level across the site, would be more harmful to the openness of the Green Belt and the purpose of including land within it than the existing development. The proposal would therefore 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 increase presence and spread of 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, it is considered that the social benefits arising from the provision of the proposed SANG land, as a public recreation facility and as an SPA avoidance measure, to allow for additional housing to meet the needs of Bagshot and its environs in particular, outweigh the harm to justify this development. The proposal is therefore recommended for approval.

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

9.1 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;
- 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 RECOMMENDATION

The Executive Head of Regulatory to be authorised to GRANT permission subject to referral to the Secretary of State and a legal agreement to secure the following:

- The transfer of the freehold of the SANGS Land from the Applicant to the Council with full title guarantee and vacant possession;
- Payment by the Applicant to the Council of the SAMM Contribution on or
- The Council to undertake the works on the SANG land as set out in the

and 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:

Proposed floor plans, elevations and streetscene (Drawing Nos. 13 - P933 - 103; 13 - P933 - 104; 13 - P933 - 105; 13 - P933 - 106; 13 - P933 - 106) - all received on 23 December 2016;

Proposed SANG car park plan (Drawing No. 13 - P933 - 112 Rev A) - received on 31 March 2017;

Proposed site layouts (Drawing Nos. 13 - P933 - 101 Rev B; 13 - P933 - 102 Rev B); Proposed SANG Management Plan (Aspect Ecology - dated July 2017); - all received on 21 July 2017,

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.

3. No development of the dwellings and associated works outside of the SANG land hereby approved shall take place until details and samples of the external elevation 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 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.

4. No development of the SANG car park and access hereby approved shall take place until details of an access gate and vehicle height restrictor are submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual and residential amenities of the area and the setting of the nearby Listed Buildings to accord with Policy DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. Before first occupation of the dwellings hereby approved the bathroom windows in each first floor side elevation of each dwelling 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. No additional openings shall be created in this elevation without the prior approval in writing of the Local Planning Authority.

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

6. The dwellings hereby approved shall not be first occupied unless and until the proposed modified vehicular access to Windlesham Road has been constructed and provided with visibility zones in accordance with Drawing No. 64033-TS-001 (within the Transport Statement dated October 2016 and received on 09 February 2017) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m high.

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

7. The SANG land hereby approved shall not be first used unless and until the proposed vehicular access to Blackstroud Lane East has been constructed

and provided with visibility zones in accordance with Drawing No. 64033-TS-002 (within the Transport Statement dated October 2016 and received on 09 February 2017) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

8. The dwellings 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 to be parked and for vehicles to turn so they may enter and leave the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purposes.

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

9. No development of the dwellings and associated works outside of the SANG land hereby approved 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) measures to prevent the deposit of materials on the highway

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

10. The development of the dwellings and associated works outside of the SANG land hereby approved shall be carried out wholly in accordance with the submitted arboricultural details that have been approved in writing by the local planning authority. No development shall commence until photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer; these should record all aspects of tree and ground protection measures having been

implemented in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby

permitted, unless otherwise agreed in writing with the LPA.

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.

12. No development of the dwellings and associated works outside of the SANG land hereby approved 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 Tree Report. All hard and soft landscaping works shall be carried out in accordance with the approved details. All plant material shall conform to BS3936:1992: 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.

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.

13. The proposed development as a whole shall be undertaken in accordance with the recommended actions in Section 6 of the Ecological Appraisal Report undertaken by Ascot Ecology dated November 2016 and received on 23 December 2016, and the safeguarding measures detailed in Section 3.4 of the Technical Briefing Note 2: Clarification of Great Crested Newt Mitigation Strategy document undertaken by Ascot Ecology dated 11 April 2017 and received on 25 April 2017.

Reason: To ensure the protection of protected species in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. The dwellings and associated works outside of the SANG land hereby approved shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:

- a) A design that satisfies the SuDS Hierarchy
- b) A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS
- c) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+Climate change allowance) for storm events, during all stages of the development (Pre, Post and during) as detailed in "Flood Risk Assessment Windlemere Golf Course, Windlesham Road West End GU24

9QL”

d) Details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite,

e) Details of how the Sustainable Drainage System will be protected and maintained during the construction of the development, to include details on how the existing soakaways will be protected

f) Finalised drawings read for construction to include: a finalised drainage layout detailing the location of SUDs elements, pipe diameters and their respective levels and long and cross sections of each SuDS Element including soakaway volume details

e) A management and maintenance plan that details maintenance regimes and responsibilities

Reason: To ensure that the drainage design meets the technical standards 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 first occupation of the dwellings and associated works outside of the SANG land hereby approved, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the drainage design meets the technical standards 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.

16. i) No development of the SANG car park and access hereby approved shall take place until implementation has been secured for a programme of archaeological work in accordance with a Written Scheme of Investigation to be submitted and approved in writing by the Local Planning Authority.

ii) No development of the dwellings and associated works outside of the SANG land hereby approved shall take place until implementation has been secured for a programme of archaeological work in accordance with a Written Scheme of Investigation to be submitted and approved in writing by the Local Planning Authority.

Reason: To comply with the archaeological requirements of Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no further extensions to the dwellings and garages hereby approved or additions to their roofs shall be erected under Schedule 2, Part 1, Class A or Class B of that Order; and no buildings, enclosures, pools or containers incidental to the enjoyment of a dwelling house shall be

erected under Schedule 2, Part 1, Class E of that order; without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement or other alterations to the development in the interests of visual and residential amenity and to preserve the openness of the Green Belt, to accord with Policies CP1, DM1 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

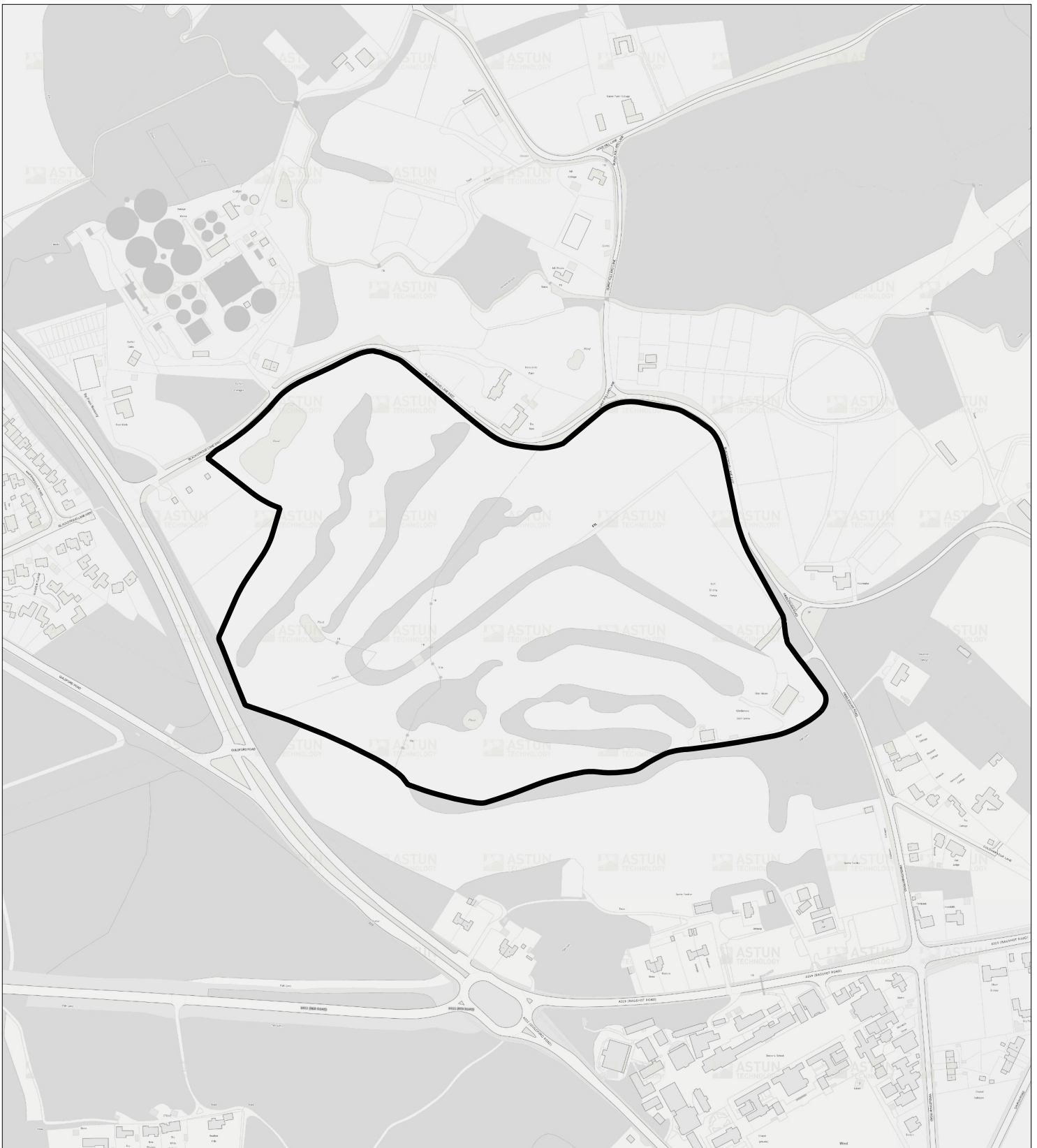
1. CIL Liable CIL1
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs.

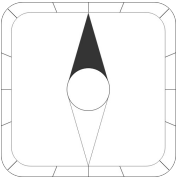

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
4. 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).
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.

In the event that a satisfactory legal agreement has not been completed by

21 September 2017, the Executive Head of Regulatory be authorised to REFUSE for the following reasons:

1. The proposal fails to provide a satisfactory legal agreement to secure the bespoke SANGS (Suitable Alternative Natural Green Space) solution. The proposed dwellings, by reason of their substantially greater footprint, floor area and height increase arising from the additional presence of buildings at two storey level across the site, would represent an inappropriate form of development within the Green Belt, as it would result in larger buildings and an additional spread of development across the site, leading to a materially greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. There are no known very special circumstances, outlined by the applicant or otherwise, which either alone, or in combination, clearly outweigh the harm to the openness of the Green Belt which would arise. The application is therefore recommended for refusal.
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 and in addition, failing to provide a bespoke SANGS (Suitable Alternative Natural Green Space) solution, 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).

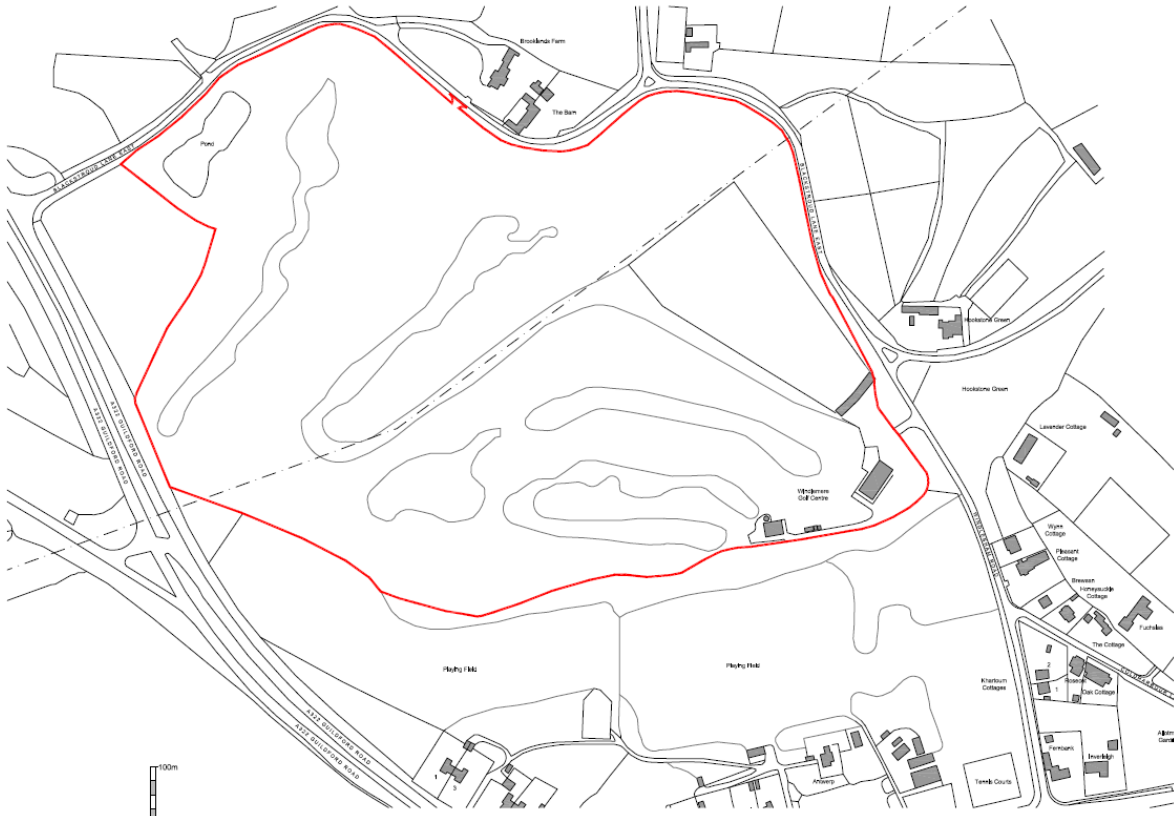


Title	Planning Applications		
Application number	16/1207	 010000 m 	Scale @ A4 1:5,000
Address	WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING, GU24 9QL		Date 07 Aug 2017
Proposal	Erection of 3No. detached dwellings following demolition of existing building and hard surfacing. Use of remainder of the land as suitable alternative natural green space (SANG).		
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Version 3	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017	Author: DMD	



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Location plan



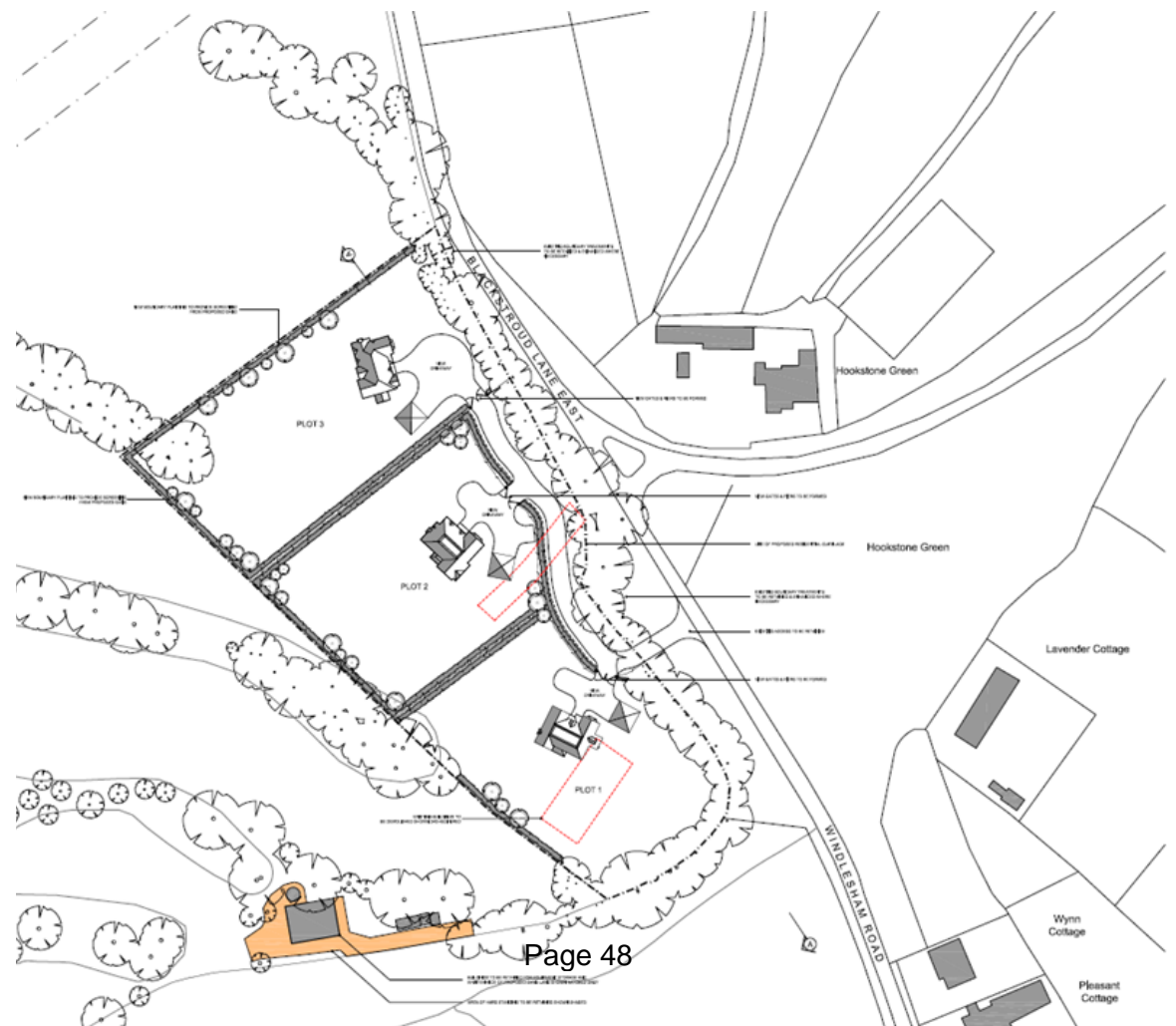
Proposed site layout



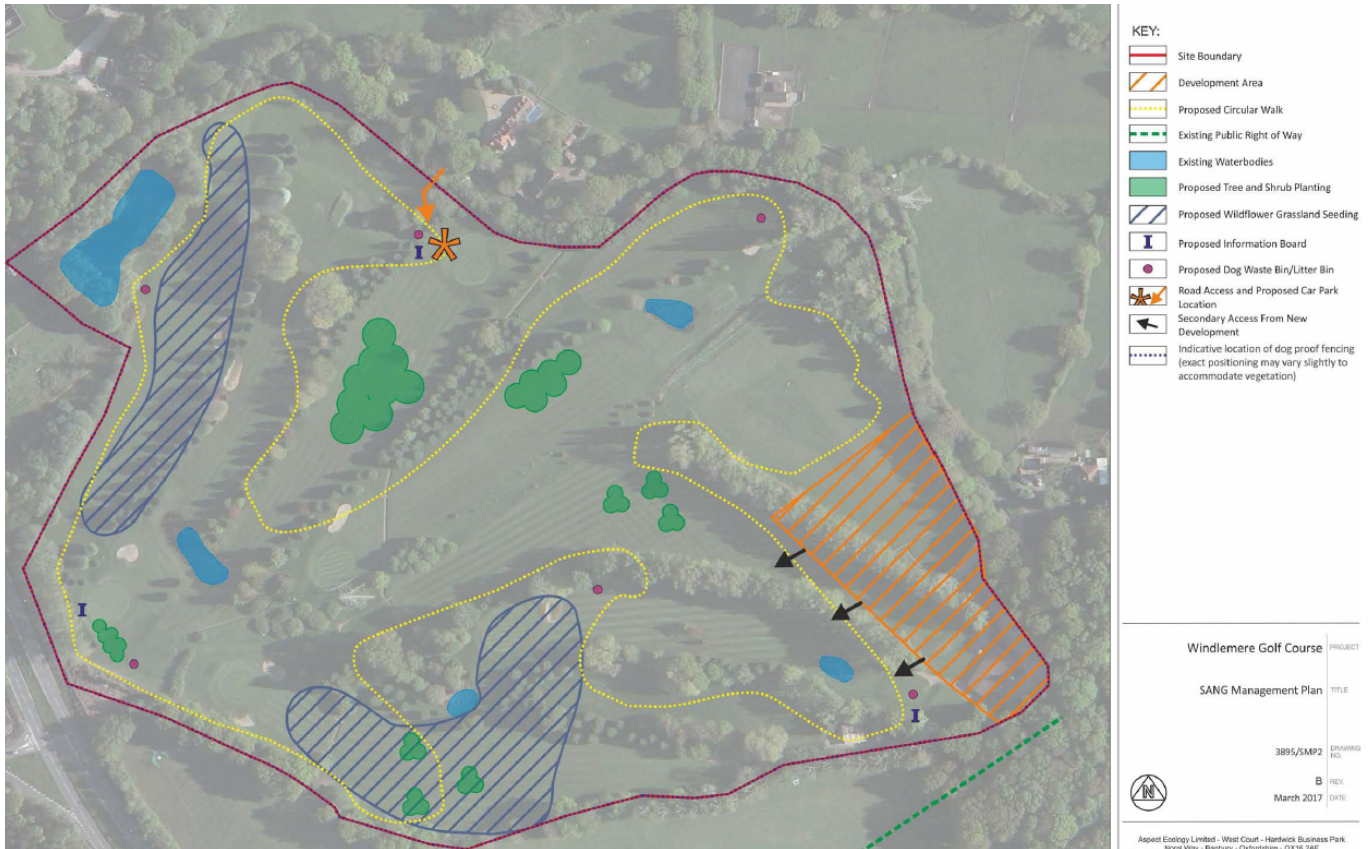
Existing buildings and hardstanding



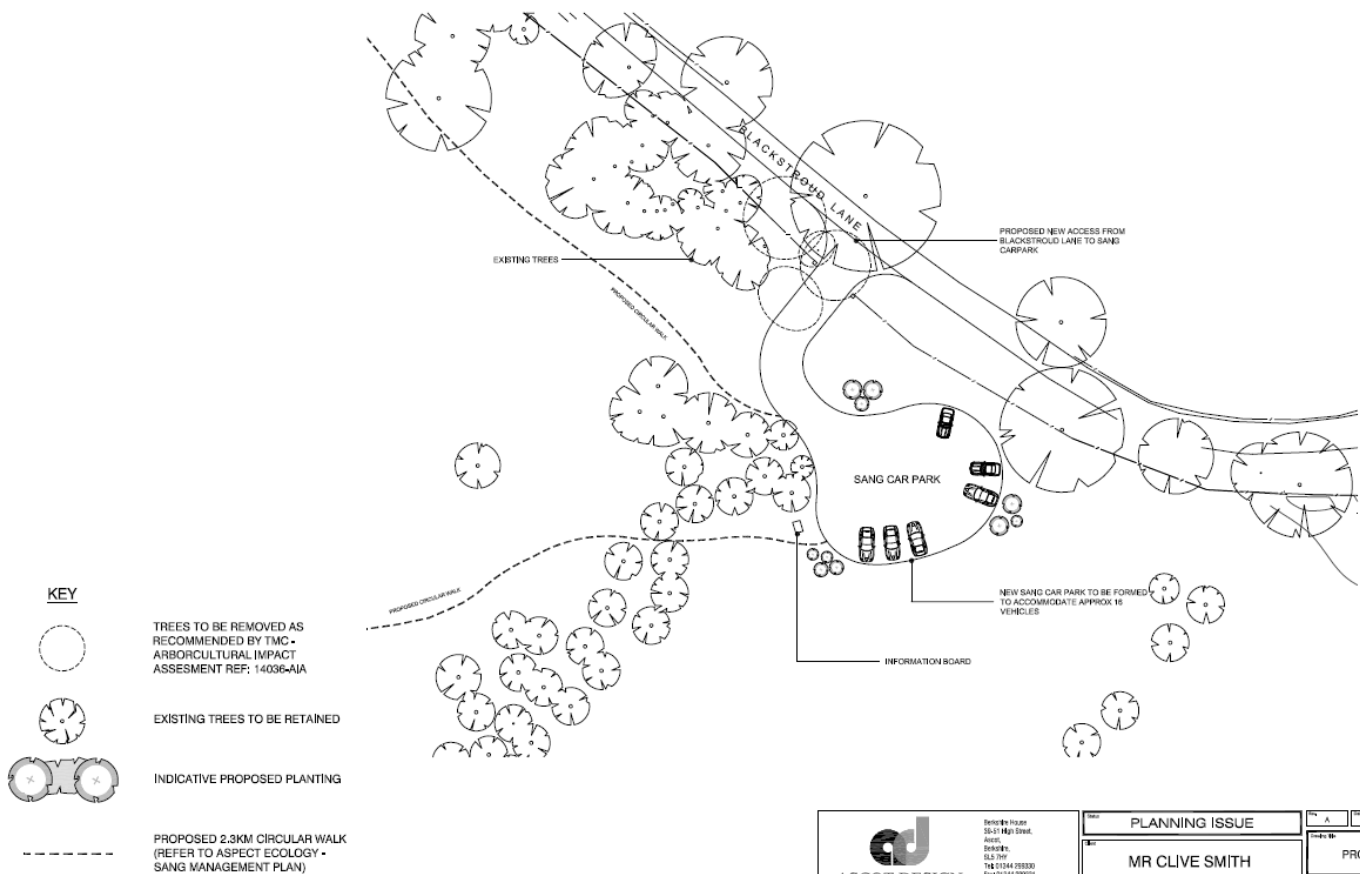
Proposed dwellings site plan



Proposed SANG Management Plan

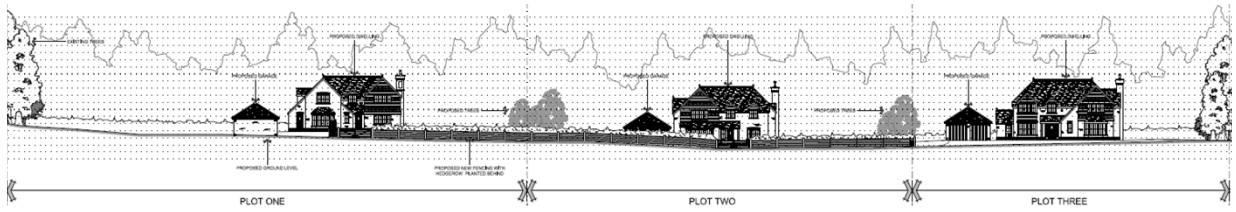


Proposed SANG car park



16/1207 – WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING,
GU24 9QL

Proposed streetscene



Proposed floorplans and elevations – Plot 1



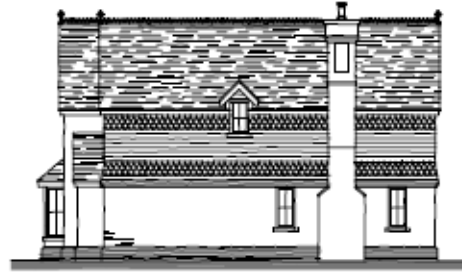
FRONT ELEVATION



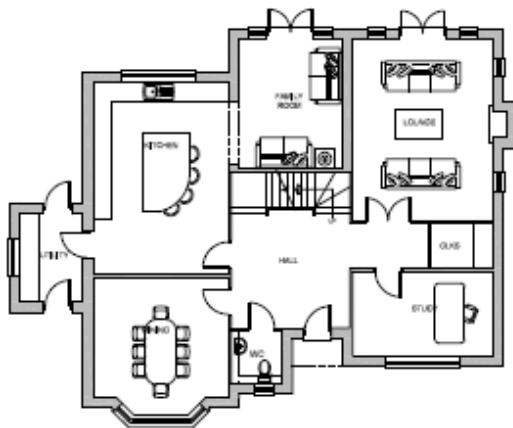
SIDE ELEVATION



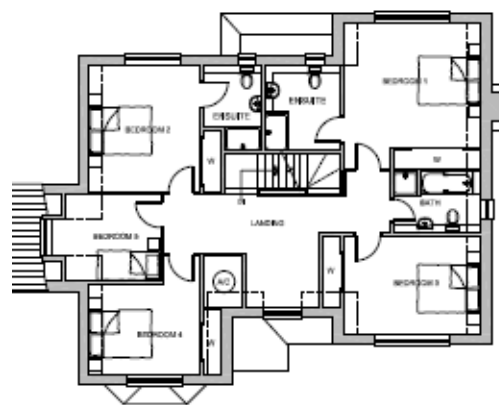
REAR ELEVATION



SIDE ELEVATION

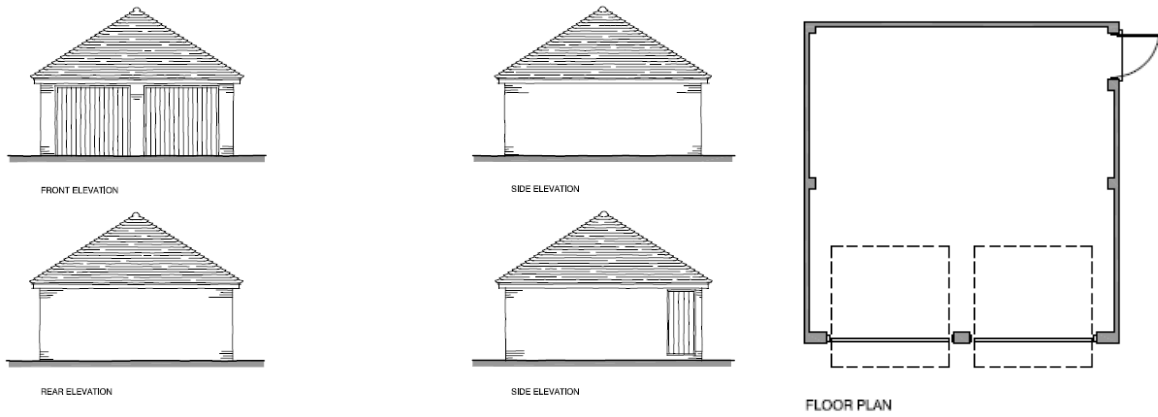


GROUND FLOOR
GVA • 151 sqm (1687 sq ft)



FIRST FLOOR
GVA • 138 sqm (1489 sq ft)

Proposed garages for each plot

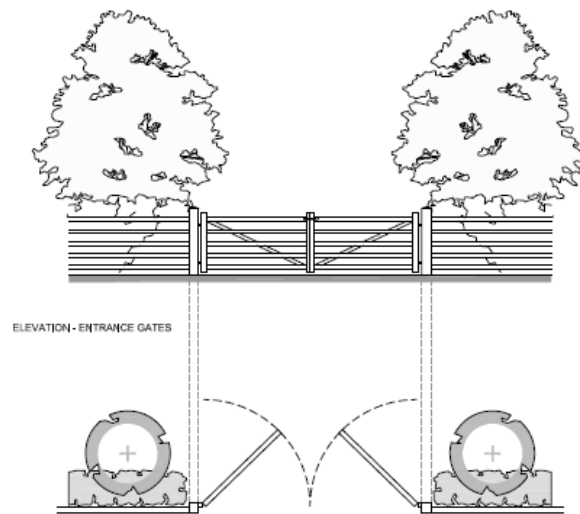


Proposed floorplans and elevations – Plot 2



16/1207 – WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING, GU24 9QL

Proposed gates for each dwelling



Proposed floorplans and elevations – Plot 3



FRONT ELEVATION



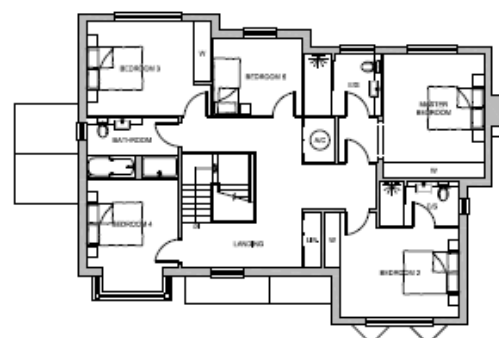
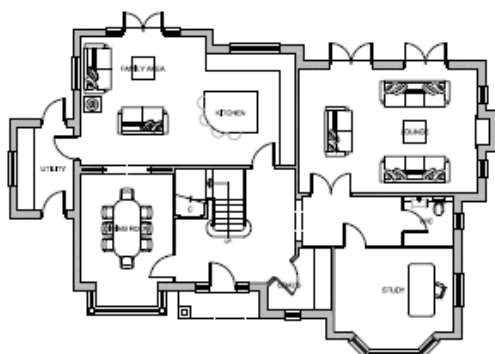
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



16/1207 – WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING, GU24 9QL

Site photos - Existing golf club



Existing driving range



16/1207 – WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING,
GU24 9QL

Golf club/driving range grounds



Existing storage building



16/1207 – WINDLEMERE GOLF CLUB, WINDLESHAM ROAD, WEST END, WOKING,
GU24 9QL

Blackstroud Lane East at proposed SANG car park access



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2017/0317

Reg Date 19/04/2017

Parkside

LOCATION: CAMBERLEY HEATH GOLF CLUB, GOLF DRIVE,
CAMBERLEY, GU15 1JG

PROPOSAL: Erection of split-level 2/3 storey building comprising 12 apartments including rooms in roofspace following demolition of bungalow including additional residential and golf club parking, cycle store, bin store, entrance gates and associated landscaping. (Additional plan recv'd 5/6/17). (Additional Information recv'd 30/06/17 & 03/07/2017) (Additional plans recv'd 27/7/17).

TYPE: Full Planning Application

APPLICANT: Mr Richard Barter
Millgate

OFFICER: Ross Cahalane

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks planning permission for the erection of a split-level 2/3 storey building comprising 12 apartments including rooms in roofspace following demolition of bungalow including additional residential and golf club parking, cycle store, bin store, entrance gates and associated landscaping.
- 1.2 The proposed apartment building would be partly located within previously developed land comprising an existing bungalow and gravelled parking area and partly located within a defined green space comprising a steep grassed area separate from the golf course grounds which has no specific function as a golf club facility. It is considered that the social benefits arising from the financial securement of the golf club to allow it to continue to develop as a community recreational facility would outweigh the harm arising from the proposed encroachment into a designated green space within the settlement area, along with the lack of affordable housing contribution.
- 1.3 No ecological objections are raised subject to the submission of a satisfactory Ecological Masterplan that as a minimum offsets the impact on the Site of Nature Conservation Importance (SNCI) through replacement lowland dry heath and lowland dry acid grassland. Subject to a number of other planning conditions, no objections are raised on highway, character, tree, flood risk, drainage or flood risk grounds and it is considered the proposal would not be harmful to residential amenity.

2.0 SITE DESCRIPTION

- 2.1 This application relates to part of the Camberley Heath Golf Club course, a designated green space within the settlement of Camberley, within an area with a “Wooded Hills” character as defined in the Western Urban Area Character Supplementary Planning Document 2012. The golf course, of about 48 hectares, is also a Site of Nature Conservation Importance (SNCI).
- 2.2 The application site is approx. 0.94ha and includes a groundsman’s bungalow to the north west of the golf course, the access point off Golf Drive and the golf club car park. The ground level increases significantly towards the clubhouse and parking area and then decreases noticeably to the
- 2.3 The surrounding area is residential in character, as Golf Drive leading to the golf club entrance consists of a private residential road containing a number of detached dwellings including the cul-de-sacs of Merrywood Park and Heathlands Drive.

3.0 RELEVANT PLANNING HISTORY

- 3.1 SU/13/0100 Erection of four detached five bedroom two storey dwellinghouses with detached double garage block and associated access and installation of two water tanks, pumphouse and extensions to car park and extension to a machine store following the demolition of existing buildings and compound.

Decision: Granted – residential development implemented (Heathlands Drive) but not all the golf club car park extension has been implemented.

4.0 THE PROPOSAL

- 4.1 Planning permission is sought for the erection of a split-level 2/3 storey building comprising 12 apartments (10x2 bed and 2x3 bed) including rooms in roofspace following demolition of bungalow including additional residential and golf club parking, cycle store, bin store, entrance gates and associated landscaping.
- 4.2 The proposed apartment building would have a maximum side elevation depth of approx. 16.3m, maximum width of approx. 31.7m, front eaves height of approx. 6.4m (increasing to approx. 9.5m at the rear to accommodate the lower ground floor accommodation utilising the existing land level decline) and maximum front elevation height of approx. 10.5m (increasing to approx. 13.7m at the rear). The proposed design includes a crown roof form hipped at each side, external balconies and Juliet balconies, with the dormer windows containing a mixture of flat roofs and hipped pitched roofs. External elevations would be mainly red brick with some upper floor rendering. More traditional design features include a slate roof, front gable ends with bay windows, catslide roofs, large eaves overhangs and stone detailing.

- 4.3 A new vehicular access gate at the golf club entrance from Golf Drive is proposed with maximum height of approx. 2.1m, along with another access gate within the site to the proposed apartment building with maximum height of approx. 1.6m. The proposal also includes 24 parking spaces, cycle store and bin store for the apartments, which will be clearly defined and enclosed by new gates, railings and hedging.
- 4.4 A total of 33 existing parking spaces serving the golf club would be lost due to the development. However these will be replaced elsewhere in a number of locations within or immediately adjacent to the existing golf club parking areas, along with 8 additional parking spaces previously approved under planning permission ref 13/0100 but which have not yet been laid out.
- 4.5 A Planning Statement, Viability Appraisal Report, Ecological Report and Transport Statement have been submitted in support of the application. Relevant extracts from these documents will be relied upon in section 7 of this report. In addition, site plans outlining proposed works along Golf Drive have been submitted.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--|---|
| 5.1 | County Highways Authority | No objections raised on safety, capacity or policy grounds. Condition recommended. |
| 5.2 | Surrey Wildlife Trust | No objection, subject to compliance with actions and enhancements recommended within the submitted ecological details and provision of an Ecological Management Plan. |
| 5.3 | Natural England | No objection, subject to satisfactory mitigation against effects on Thames Basin Heaths SPA. |
| 5.4 | Surrey County Council Lead Local Flood Authority | No objection, subject to condition. |
| 5.5 | Council Arboricultural Officer | No objection, subject to conditions. |
| 5.6 | Council Viability Consultant | No objection to assumptions and methodology of the applicant's Viability Appraisal Report. |

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, letters of support from 165 properties and objections from 18 properties have been received. The letters of support include the following comments:
- Will eliminate debt and secure future of golf club

- Key local community asset for all age groups
- Loss of high-quality golf club will be to Camberley's detriment.

6.2 The objections raise the following concerns:

Principle of development

- Golf club has already been developed enough – permission for four houses recently built and increase in annual number of non-golf related social and business events
- Golf club is a business and if business model is not working alternatives should be explored
- Existing debt is actually manageable
- Financial problems could be used as an excuse again for more development

[See Sections 7.3 and 7.13.]

Character

- Object to gated development
- Will ruin setting of 18th hole

[See Section 7.4.]

Highway impact

- Extra traffic generation
- Disturbance caused from proposed gate in terms of waiting traffic, headlights, service vehicles and mechanical gate noise
- Loss of parking to golf club members
- Traffic calming measures on Golf Drive are needed
- Undertaking needed from golf club regarding how they intend to operate gates and maintain Golf Drive
- Damage to highway from construction vehicles as per the recent four home development
- Right of way should be changed to vehicles existing club give way to traffic from the right
- Exit traffic from golf club is already a traffic hazard and further use would be even more dangerous

[See Section 7.7]

Drainage/flood risk

- Proposed development should have its own waste service to avoid more overflowing of manhole covers

[See Section 7.9]

Other matters

- Some neighbours have not been informed

[Officer comment: All neighbours adjoining the application site have been consulted, in accordance with the statutory requirement.]

7.0 PLANNING CONSIDERATION

7.1 The application proposal is located within a designated green space in the settlement of Camberley. As such, Policies CP1, CP2, CP5, CP6, CP8, CP11, DM9, DM11 and DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 and advice in the Western Urban Area Character Supplementary Planning Document (SPD) 2012, Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 and the Developer Contributions SPD 2011 are relevant. The National Planning Policy Framework (NPPF) is also a material consideration to the determination of this application.

7.2 The main issues to be considered are:

- Impact on the designated green space;
- Impact on character of the surrounding area;
- Impact on residential amenity;
- Impact on trees;
- Impact on access, parking and highway safety;
- Impact on biodiversity and the Site of Nature Conservation Interest;
- Impact on flood risk;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths SPA;
- Affordable housing; and
- Other matters;

7.3 Impact on the designated green space

7.3.1 Policy DM15 of the CSDMP states that green spaces in settlement areas as identified on the Proposals Map will be protected by restricting development to appropriate informal recreation uses or recreation facilities that are of a scale commensurate with the size of the space. Policy DM15 also states that existing

formal recreational facilities will be protected unless it can be demonstrated that such facilities are to be co-located in dual use facilities, are to be provided within appropriate replacement facilities or are surplus to requirements and there is no demand for any other recreational purpose.

- 7.3.2 Paragraph 74 of the NPPF indicates that open space, sports and recreational building and land should not be built on unless it has been clearly demonstrated that the land is surplus to requirements or the loss would be replaced by equivalent or better provision or the development is for sports or recreational provision.
- 7.3.3 The proposed development would be located within a defined green space. However, some of the apartment building would be located on land currently containing a bungalow to be demolished, with the proposed front elevation covering existing car parking spaces to be replaced elsewhere within the existing parking areas. The proposal would therefore partially be contained within previously developed land (PDL), with the demolition of the bungalow further offsetting the encroachment into the green space to a degree. However, the proposal would still encroach into an undeveloped part of designated open green space, which is considered contrary to Policy DM15.
- 7.3.4 The Planning Statement (PS) advises that the main justification for treating the proposal as a special case in relation to Policy DM15 is an economic argument that the development will provide funds to secure the financial viability of the club. The evidence submitted in support of this argument comprises a Viability Appraisal Report (VAR) and accounts for the club's finances, information on income, debts and outstanding loans appended to the VAR.
- 7.3.5 The debt repayment statement (also appended to the VAR) provides further details and context. In 2010 the club debt stood at £4.2m and the subsequent grant of permission ref 13/0100 and implemented provided the first stage of debt repayment, with the accounts showing the sale of the land as an exceptional item between 2013 - 2014. The club has an existing debt of £1.53m (March 2017) and the golf club states that it is unable to clear these debts via normal revenues. The club has explored a range of alternative funding sources and income generation possibilities to resolve this debt issue but no realistic alternatives have been identified. It is stated that the only route left is for the club to dispose of another portion of this site for housing development which will clear the debt, remove the need for quarterly debt repayments and allow the club to generate monies to invest in the course and the clubhouse.
- 7.3.6 The VAR submitted also seeks to demonstrate that the development would allow the Club to clear a large proportion of its debt and that the proposal is for the minimum amount of development necessary in order to achieve the required purchase price to address the club's debt and to enable it to continue operating. This is assessed further in Section 7.11 below.
- 7.3.7 It is considered that the proposed development would greatly assist the long-term future of the golf club and its ability to re-invest to improve as a recreational facility, including encouraging children within the local community to develop interest in golf via an expanded Junior system.

It is therefore considered that there is a strong social argument to grant planning permission to support the long-term viability of the golf course and the retention of the community facility, as the NPPF and the CSDMP supports the protection of community and recreational facilities. This social benefit weighs in favour of the application.

- 7.3.8 The proposed loss of open green space in actual terms would mainly consist of a steeped bank area of somewhat overgrown grass separate from the 18th hole leading up to the main car park. It does not seem to have any particular use apart from its open amenity value and comprises a very small part of the wider golf club grounds. Movement from the 18th green to the clubhouse would remain entirely unaffected. The proposed building would also cover the entrance to and part of a gravelled car park area. The loss of car park spaces here will be offset with provision elsewhere within the car park complex. It is therefore considered that the loss of this land as a whole would not compromise the existing recreational and social facilities of the golf club. Additionally, no ecological objections are raised subject to the submission of an Ecological Masterplan, as outlined under Section 7.8 below.
- 7.3.9 It is therefore considered that the social benefits arising from the financial securement of the golf club to allow it to continue to develop as a community recreational facility would outweigh the harm arising from the proposed development of a small part of designated green space within the settlement area. The proposed development is considered to be acceptable in principle as it would not conflict with the overall aims of Policy DM15.

7.4 Impact on character of the surrounding area

- 7.4.1 Policy DM9 (Design Principles) continues to promote high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density. The National Planning Policy Framework seeks to secure high quality design, as well as taking account of the character of different areas.
- 7.4.2 Whilst the application site falls within a green space within a settlement area, it also falls within a “Wooded Hills” character area, as defined within the Western Urban Area Character Supplementary Planning Document (WUAC SPD) 2012. This area is defined as being:

characterised by hilly areas, large irregular plots, winding roads/lanes, heavy vegetation and a scattering of Victorian/Edwardian buildings, this area has a semi-rural residential character, despite its proximity [in part] to Camberley town centre.

- 7.4.3 The Planning Statement contends that the application site is different from the typical characteristics of large single family house plots found in the majority of the Character Area. Therefore, the scale and form of the development and in turn the housing mix has been dictated by the site characteristics. The Design and Access Statement advises that the proposed development has been designed to respond to the sloping topography and to reflect and respect the character and appearance of the surrounding area. It is also stated that the proposed design has taken influences from the existing clubhouse, neighbouring residential properties and key buildings in the local area, including some of the architectural features of the

adjacent buildings. It is considered that the proposed variation in ridge heights, mixture of red brick and upper floor rendering and use of front gable ends with bay windows, catslide roofs, large eaves overhangs and stone detailing add interest to the building to create a high-quality design.

- 7.4.4 The proposed front elevation (north) has a two storey appearance with rooms in the roofspace. The inspiration of the sloping ground would mean that the proposed building would sit approx. 4.8m below the highest part of the clubhouse when viewed along the golf club entrance approach, from the car park and from the 18th hole, with the proposal also significantly below the clubhouse's main ridgeline. The proposed building width would also be less than that of the clubhouse and with the separation distance of approx. 29m, it is considered that the proposed building would not form an overdominant or incongruous relationship with the clubhouse building.
- 7.4.5 The proposed rear (south) elevation shows the lower ground level exposed, resulting in this part of the building appearing as three storey, with rooms in the roof space. The central projecting element to the rear has a steep catslide roof covering two floors with terraces cut into it, which reduces its bulk somewhat. The proposed building would be sited to the northwest of the 18th green, as the 18th hole forms a dogleg away from the proposal site. Given this siting along with the appropriate high-quality design with reduced rear elevation bulk and height in relation to the main clubhouse, it is considered that the proposed building would not lead to adverse harm to the verdant and open setting of the golf course and surrounding area. It is however considered necessary to impose a planning condition requiring compliance with the spot site levels as shown on the proposed site layout, along with the proposed cross sections, to ensure that no further land changes are undertaken without additional planning permission.
- 7.4.6 It is accepted that the Guiding Principles of the WUAC SPD advise buildings to be principally of 2 storey level limited to 9 dwellings per hectare. However, given the proposed siting of the building between the existing car park and bungalow to be demolished, utilising the sloping site characteristics and retention of the surrounding TPO groups to reduce its height and presence, in this instance it is considered that a flatted development as designed would be an appropriate addition to the Wooded Hills character area. This is because the proposed building would support other Guiding Principles of the Wooded Hills character area as it would consist of a high quality design which would maintain extensive space around to retain a verdant character. The precise landscaping details could be secured by means of a planning condition.
- 7.4.7 It is also noted that the Guiding Principles of the Wooded Hills character area discourages gated schemes. However, the existing golf club entrance consists of metal rail gates and the proposed replacement gates are not considered to lead to additional impact upon the character of the surrounding area. The proposed gates serving the residential scheme would be modest in height and scale, would not be widely visibly from approaches to the golf club and are considered reasonable to delineate the residential apartment site from the golf club grounds.

7.4.8 In light of the above, it is considered that the proposed development as a whole would sufficiently respect its setting in relation to the golf club grounds and clubhouse and the verdant character of the Wooded Hills character area, complying with the aims of Policy DM9 of the CSDMP and the WUAC SPD.

7.5 Impact on residential amenity

7.5.1 Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 requires that the amenities of the occupiers of the neighbouring properties and uses are respected. The thrust of one of the core planning principles within the NPPF is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

7.5.2 The proposed apartment building side elevation would contain habitable windows but would be sited up to approx. 48m to the nearest rear garden boundary of No. 9 Merrywood Park, with substantial TPO trees to be retained in between. This relationship is considered sufficient to avoid adverse harm to amenity in terms of loss of light, outlook, privacy, overbearing impact or general noise and disturbance. Given the significant additional distance to the elevations and primary amenity areas of the other surrounding neighbours, it is considered that the proposal as a whole would not give rise to adverse harm to residential amenity.

7.5.3 Concern has been raised in respect of the disturbance arising from the proposed residential use of the replacement electronic access gates in terms of traffic and operational noise. The proposed gates would be sited approx. 16m from the nearest habitable elevation of Rowan Cottage. It is not envisaged that an adverse level of disturbance would arise from this activity given the separation distance to this neighbour and other surrounding properties the existing nature and level of use of the highway junction and golf club grounds.

7.5.4 Each apartment would be served either by direct access to grassed areas or external balconies/terraces, apart from two first floor apartments served by Juliet balconies only. A larger private communal terrace and grassed area further to the rear of the building will also be provided. It is considered that the proposed amenity areas would be sufficient for future occupiers of the proposed apartments. It is also considered that sufficient useable floorspace, outlook, natural light would be provided.

7.5.5 In light of all the above, it is considered that the proposal complies with the amenity requirements of Policy DM9 of the CSDMP.

7.6 Impact on trees

7.6.1 Policy DM9 (iv) of the CSDMP states that development will be acceptable if, inter alia, it would protect trees and other vegetation worthy of retention. The proposed apartment building is near to a Group Tree Preservation Order (TPO 7/88) but would not encroach into this woodland.

7.6.2 An arboricultural report including tree survey, impact assessment and tree protection plan has been provided and outlines that a total of 16 trees are to be removed to facilitate the development. However, 7 of these trees to be removed are already consented as part of the 13/0100 approved parking additions and none of the trees in total are of high quality or subject to TPO constraints. The report

outlines that none of the trees to be removed are scheduled under the TPO and the proposals would have no adverse effect on the mature Scots pine woodland that provides boundary screening adjacent to the proposed development. No-dig construction methods are proposed for the proposed car park works that encroach within the root protection areas of retained trees.

- 7.6.3 The proposed landscape plan outlines 13 replacement trees within the development site. The proposed new trees would more than compensate for the trees indicated to be removed and, importantly, would help provide a balance of tree age classes to ensure that in future years as the older retained trees die or need to be removed, there would already be established replacements. This would help secure long-term tree cover within the landscape of the local area.
- 7.6.4 The Council's Arboricultural Officer has been consulted and has raised no objection in principle to the proposed works, subject to adherence to the proposed tree protection and mitigation measures. The Arboricultural Officer has also recommended a planning condition requiring changes in the proposed landscaping plan tree specification that better reflect the existing native surroundings provision. On this basis, no objections are raised on tree impact grounds.

7.7 Impact on access, parking and highway safety

- 7.7.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.7.2 A new vehicular access gate at the golf club entrance from Golf Drive is proposed with maximum height of approx. 2.1m, along with another access gate within the site to the proposed apartment building with maximum height of approx. 1.6m. The proposal also includes 24 parking spaces. 33 existing parking spaces serving the golf club would be lost due to the development. However these will be replaced elsewhere in a number of locations within or immediately adjacent to the existing golf club parking areas, with 8 additional parking spaces previously approved under planning permission ref 13/0100 but which have not yet been laid out.
- 7.7.3 The County Highway Authority (CHA) has been consulted and has no objections to make on safety, capacity or policy grounds, subject to a pre-occupation condition requiring a 20% provision of electric charging points for the proposed apartments. Concerns have been raised in representation in respect of additional traffic generation and the impact of the proposal on Golf Drive. The CHA has commented that Golf Drive is a private road and therefore not the responsibility of the Highway Authority, however the junction of Golf Drive and Portsmouth Road has been assessed and it is considered adequate to serve the proposed residential development. The increase in the level of trips is considered to be low and unlikely to significantly impact on the local highway network.
- 7.7.4 The applicant has provided site plans outlining proposed works along Golf Drive, including 'STOP' markings and convex mirror at the junction adjacent the proposed entrance gates, white lining along the Golf Drive kerb edge and '10mph max' speed signs adjacent existing speed humps. These can be secured by means of a planning condition.

7.7.5 It is therefore considered that subject to the above conditions, it is not envisaged that the proposed development would prejudice highway safety or cause inconvenience to other highway users, in compliance with Policy DM11 of the CSDMP.

7.8 Impact on biodiversity and the Site of Nature Conservation Interest

7.8.1 The proposal would result in the provision of built development on SNCI land. Surrey Wildlife Trust (SWT) raised no objection in terms of impact on legally protected species. Although the majority of the proposed development land is previously developed land, concern was raised regarding part of the proposed development site that extends into an area selected as Camberley Heath and Golf Course Site of Nature Conservation Importance (SNCI). Furthermore, research by the case officer revealed that the existing overflow gravel car park between the southwest corner of the clubhouse and proposed building has been built within the last several years, but is not covered under any planning permission, including 13/0100. Therefore, this development may be unauthorised and the majority of it is also in the SNCI land.

7.8.2 Following the submission of additional information and proposed mitigation measures (including replacement lowland heath and grassland) to address this recent development within the SNCI, SWT has now raised no objections to the proposal on biodiversity grounds, commenting that the mitigation measures proposed could add biodiversity value to the SNCI meaning that overall it would not be adversely affected by the proposed development. This is however subject to the submission of an Ecological Management Plan for the site, which could confirm the location, size and new habitat details of the proposed replacement lowland dry heath and lowland dry acid grassland to ensure that the replacement land is at least equal to and preferably larger than the SNCI land affected by the abovementioned car park and proposed development. This can be secured by means of a planning condition and on this basis, it is considered that the proposal would not adversely impact the SNCI land, thereby complying with Policy CP14 of the CSDMP.

7.9 Impact on flood risk

7.9.1 The application site is not located within Flood Zone 2 or 3 or within an area of surface water flood risk, according to Environment Agency data. However, in order for major planning applications such as this to comply with the Planning Practice Guidance, surface water drainage systems must be designed with sustainability in mind and therefore should consider Sustainable Drainage Systems (SuDS).

7.9.2 A proposed drainage layout has been provided with supporting technical data and the Design and Access Statement advises that to minimise the use of water, the proposal will incorporate water saving devices such as dual flush /low flush toilets and rainwater harvesting such as water butts and storage tanks. The development will also include the use of rainwater harvesting via the provision of water butts and will also include internal restricting devices such as flow restrictors on taps and dual flush toilets to achieve water usage per person of 120 litres a day.

The development will incorporate the requirements of SUDS hierarchy by disposing of as much storm water drainage on-site as possible through use of soakaways for surface water drainage and permeable surface driveways.

- 7.9.3 Surrey County Council as the Lead Local Flood Authority has raised no objection to the proposed drainage scheme, subject to a planning condition requiring a verification report carried out by a qualified drainage engineer submitted to and approved by the Local Planning Authority, to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme. On this basis no objections are raised on flood risk or drainage grounds, in compliance with Policy DM10 of the CSDMP.

7.10 Impact on infrastructure

- 7.10.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential developments involving one or more new dwellings through new build. As the proposal includes new Class C3 dwellings, the development would be CIL liable. However, CIL is a land charge that is only payable at commencement of works should full permission be granted. An advisory informative would be added accordingly.

7.11 Impact on the Thames Basin Heaths SPA

- 7.11.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule.
- 7.11.2 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the SHCS states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).
- 7.11.3 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available.
- 7.11.4 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B

requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance a payment of £5,523 would be needed. In order to comply with Policy CP14B and Policy NRM6 and the Thames Basin Heaths SPD, this would have to be paid by the applicant before full planning permission can be granted, if the scheme is considered acceptable regarding all other relevant planning merits. This is expected to be paid by the applicant in advance of the Committee. The lack of financial contribution towards SAMM would be contrary to Policy CP14B, Policy NRM6 and the Thames Basin Heaths SPD, forming a reason for refusal.

7.12 Affordable housing and housing mix

- 7.12.1 Policy CP5 of the CSDMP requires a 30% on-site provision of affordable housing for proposals of 10-14 net units. In seeking affordable housing provision the Borough Council will assess scheme viability, including assessing the overall mix of affordable unit size and tenure and other development scheme costs. A financial contribution in lieu of provision for affordable housing on developments of 5 or more units (net) will only be acceptable where on-site provision is not achievable and where equivalent provision cannot readily be provided by the developer on an alternative site. The methodology for defining the required amount of affordable housing is set out in the Developer Contributions SPD 2011.
- 7.12.2 A viability appraisal report has been provided by the applicant, which outlines the Gross Development Value of the site and then subtracts the expected development costs and developer profit percentage to arrive at the Residual Land Value (RLV). The circumstances of this review are more unique as the golf club's historic debt forms the basis of the RLV rather conventional site characteristics. The club has an existing debt of £1.53 million and the purchase price is therefore necessary to clear this debt, together with associated corporation tax, fees and interest. In this regard, the RLV is estimated to be £21,223 less than the purchase price required to clear the golf club's debt and therefore the applicant argues that in order to achieve the necessary purchase price, the scheme cannot sustain any on site or off site affordable housing provision. This is because any such requirement would reduce the residual value below the figure necessary to enable the Club to sufficiently clear the debts and provide a stable base for an ongoing commercially viable operation.
- 7.12.3 The Council's Viability Consultant has formally reviewed this report and raised no objection to the assumptions and methodology used. Given the social benefits of the proposal arising from the securement of the golf club's finances to allow it to continue to develop as a community recreational facility (as outlined in Section 7.3 above), it is considered that it would not be reasonable to seek an affordable housing contribution based on the particular circumstances of the case in question.
- 7.12.4 Policy CP6 seeks to promote a range of housing types and tenures which reflect local demand and needs. Based on current supply, it is considered that the proposed housing mix consisting of ten two bed units and two three bed units would comply with Policy CP6.

7.13 Other matters

- 7.13.1 Any development proposal for new residential development attracting New Homes Bonus payments as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) is a local financial consideration which must be taken into account, as far as they are material to an application, in reaching a decision. Whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.

8.0 CONCLUSION

- 8.1 It is considered that the social benefits arising from the financial securement of the golf club to allow it to continue to develop as a community recreational facility would outweigh the harm arising from the proposed development of a small part of designated green space within the settlement area, along with the lack of affordable housing contribution. The proposed development is considered to be acceptable in principle as it would not conflict with the overall aims of the CSDMP.

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

- 9.1 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;
 - 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 RECOMMENDATION

The Executive Head of Regulatory to be authorised to GRANT permission subject the collection of SAMM liability and 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:

Proposed site layout (Drawing No. 16 - J001527 - 101); Proposed elevations (Drawing No. 16 - J001527 - 104); Proposed floor plans (Drawing Nos. 16 - J001527 - 102, and; 16 - J001527 - 103); Proposed site sections/streetscene (Drawing No. 16 - J001527 - 105) - all received on 31 March 2017, 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.

3. 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 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.

4. Before first occupation of the development hereby approved all the bathroom windows in both side elevations 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. No additional openings shall be created in this elevation without the prior approval in writing of the Local Planning Authority.

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

5. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Impact Assessment prepared by TMC Arboricultural Consultants [RDD Grainger] and dated March 2017. No development shall commence until photographs of the continued tree protection measures have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of tree and ground protection measures having been implemented in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

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.

6.
 1. No development shall take place until a revision of the Landscaping Plan (Drawing No. TT-CGC-001 - received on 05 June 2017) outlining a specification of replacement planting that sufficiently reflects the existing native surroundings has been submitted to and approved in writing by the Local Planning Authority. The agreed 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 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**

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.

7. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining 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 trees or 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. No development shall take place until an Ecological Management Plan has been submitted to and agreed upon in writing by the Local Planning Authority. The proposed development shall be undertaken in accordance with the agreed Ecological Management Plan alongside the 'Conclusions and Recommendations' section of the Ecological Report undertaken by AAE Environmental Consultants dated 29 March 2017 and received on 31 March 2017, unless otherwise agreed upon in writing by the Local Planning Authority.

Reason: To ensure the protection of protected species in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
 - (a) 20% of available parking spaces to be fitted with an EV charging point. (Current minimum requirement is for 'Mode 3 7 kw Type 2 Connector Fast Charge points') and thereafter the said approved facilities shall be provided, retained and maintained unless otherwise agreed upon in writing by the Local Planning Authority.

Reason: The above condition is required in recognition of section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to meet the requirements of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. The development hereby approved shall not be first occupied unless and until the proposed highway works along Golf Drive as shown on the site plans submitted on 27 July 2017 (Drawing Nos. GD 01; GD 02; GD 03 and; GD04) have been fully implemented unless otherwise agreed upon 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 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

11. Prior to the first occupation of the development hereby approved, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate

that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the drainage design meets the technical standards 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. The land levels development hereby approved shall be undertaken in accordance with the spot levels and cross sections as demonstrated on the proposed site layout (Drawing No. 16 - J001527 - 101) and proposed site sections/streetscene (Drawing No. 16 - J001527 - 105), with no additional land level changes unless otherwise agreed in writing by the Local Planning Authority.

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.

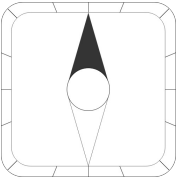
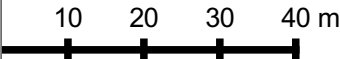

Informative(s)

1. CIL Liable CIL1

In the event that collection of SAMM liability has not been secured by 28th July 2017, the Executive Head of Regulatory be authorised to REFUSE for the following reason:

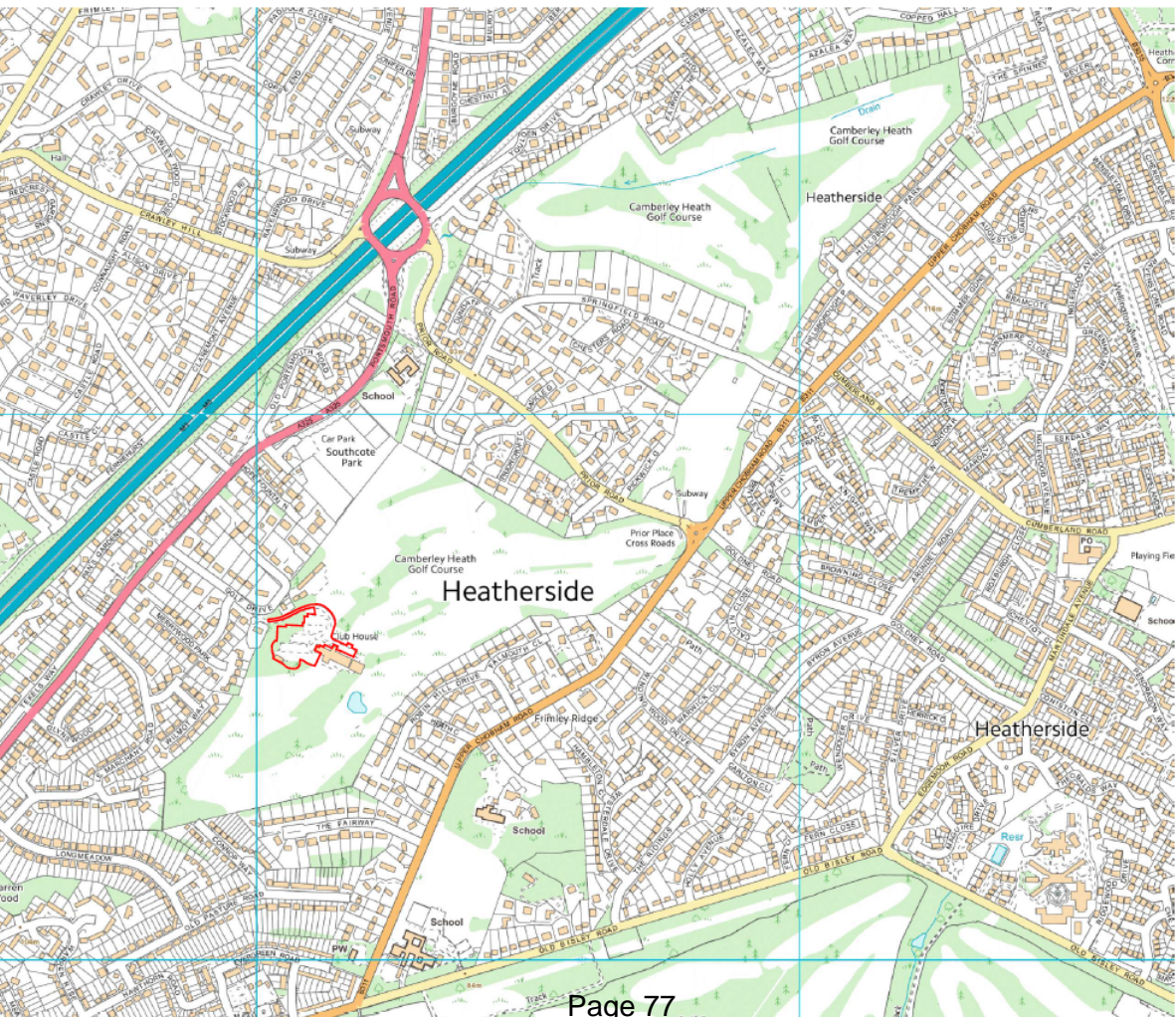
- 1 In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames 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).



Title	Planning Applications		
Application number	17/0317		Scale @ A4 1:1,000
Address	CAMBERLEY HEATH GOLF CLUB, GOLF DRIVE, CAMBERLEY, GU15 1JG		Date 07 Aug 2017
Proposal	Erection of a building comprising 12 apartments plus parking, access, and landscaping. Demolition of the existing bungalow and works to existing golf course car park.		
			
<p>Version 3 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017 Author: DMD</p>			

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Location plans



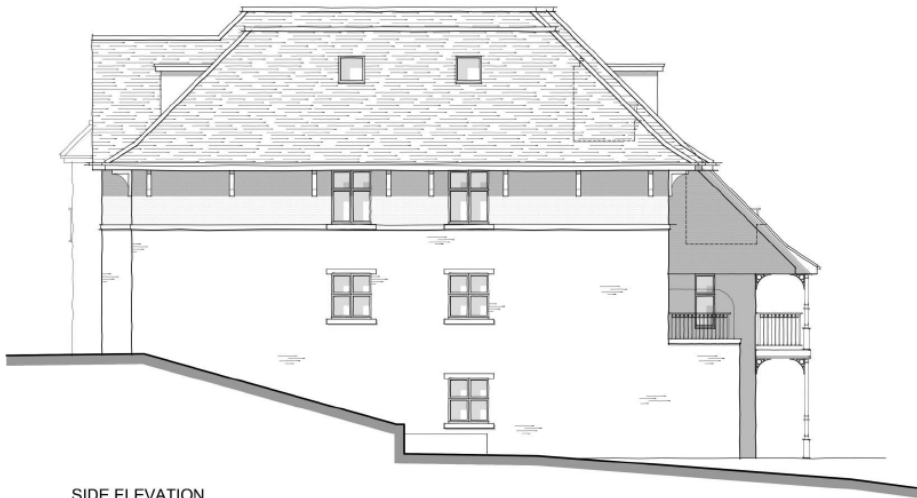
Proposed section plans



Proposed elevations



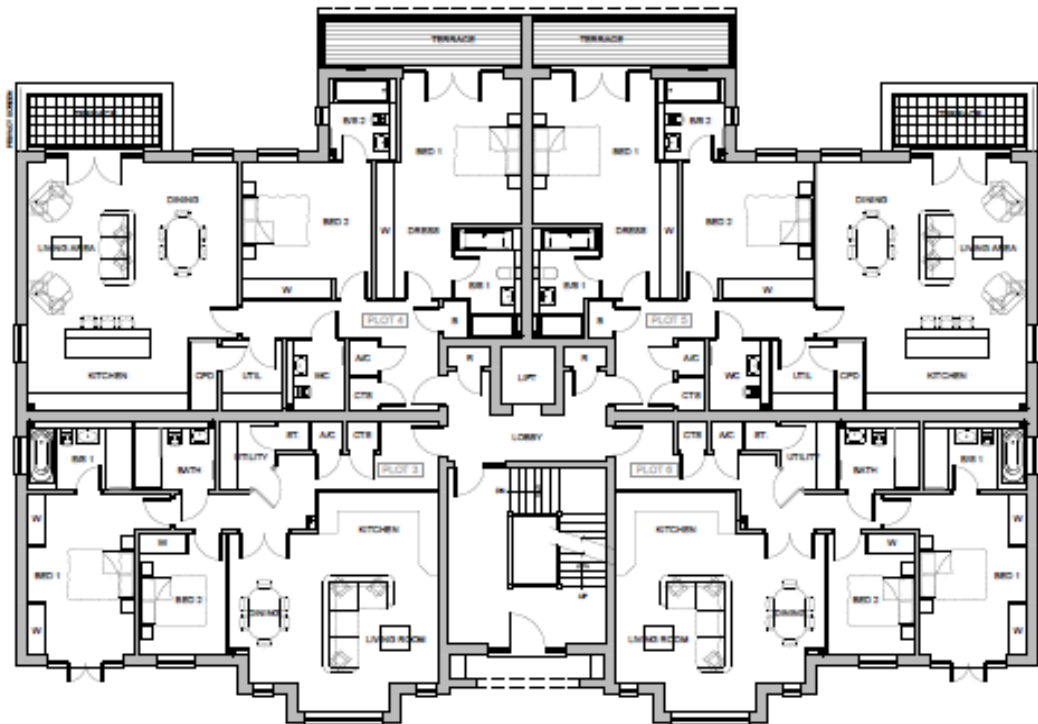
FRONT ELEVATION



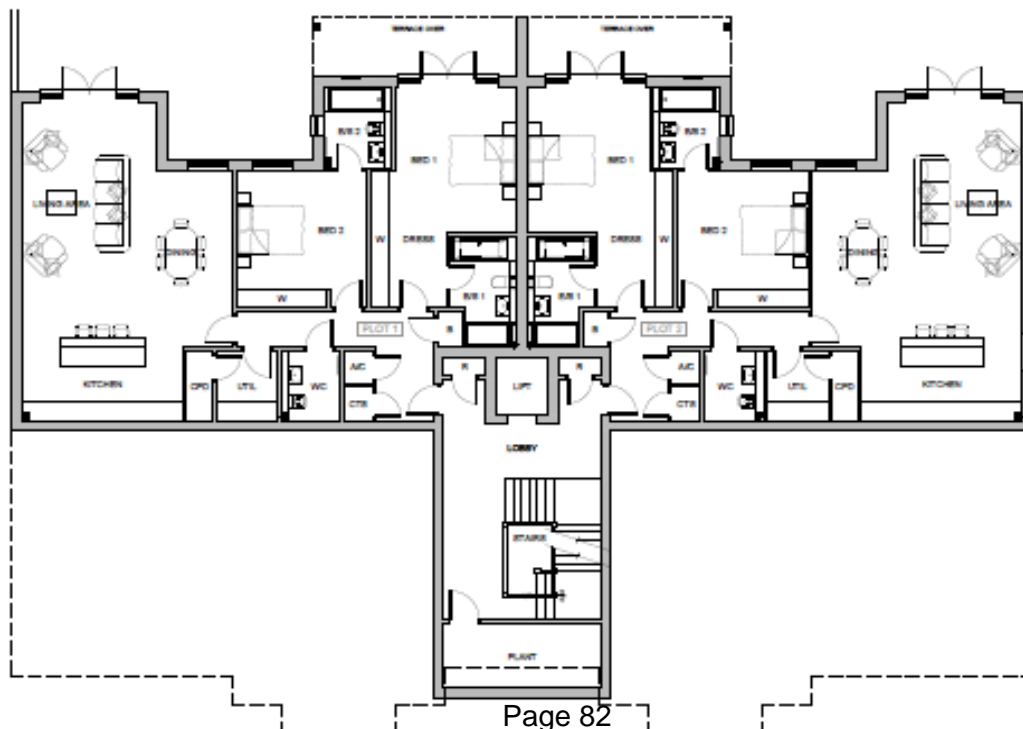
SIDE ELEVATION

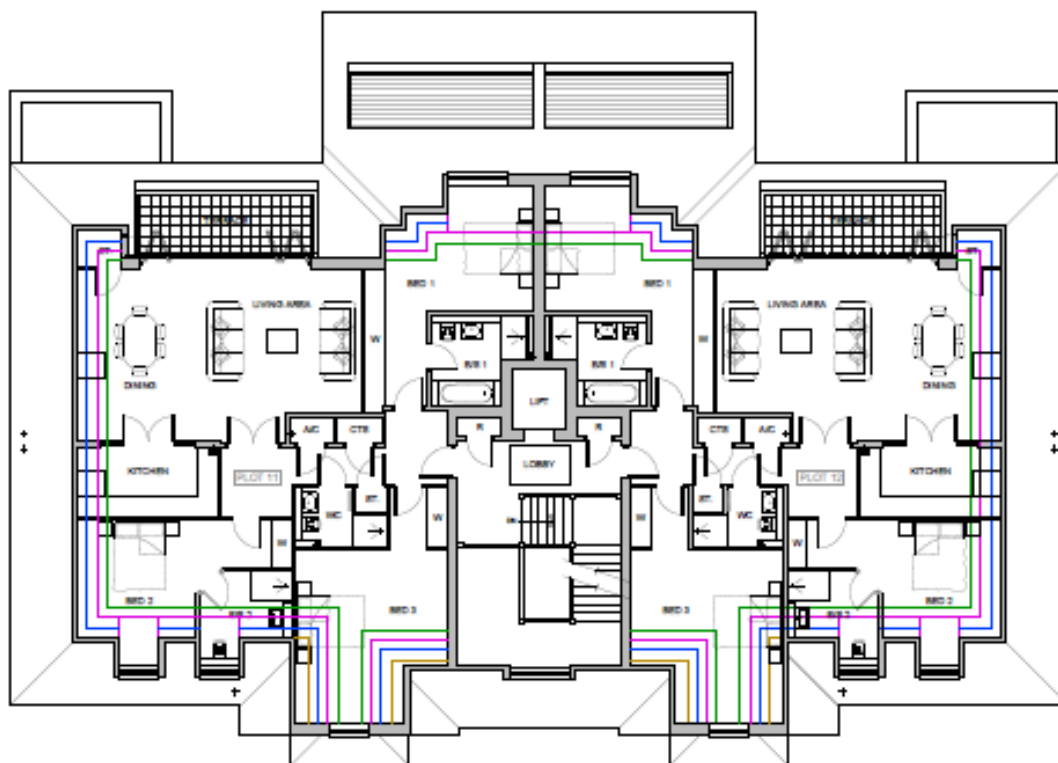


Proposed floorplans



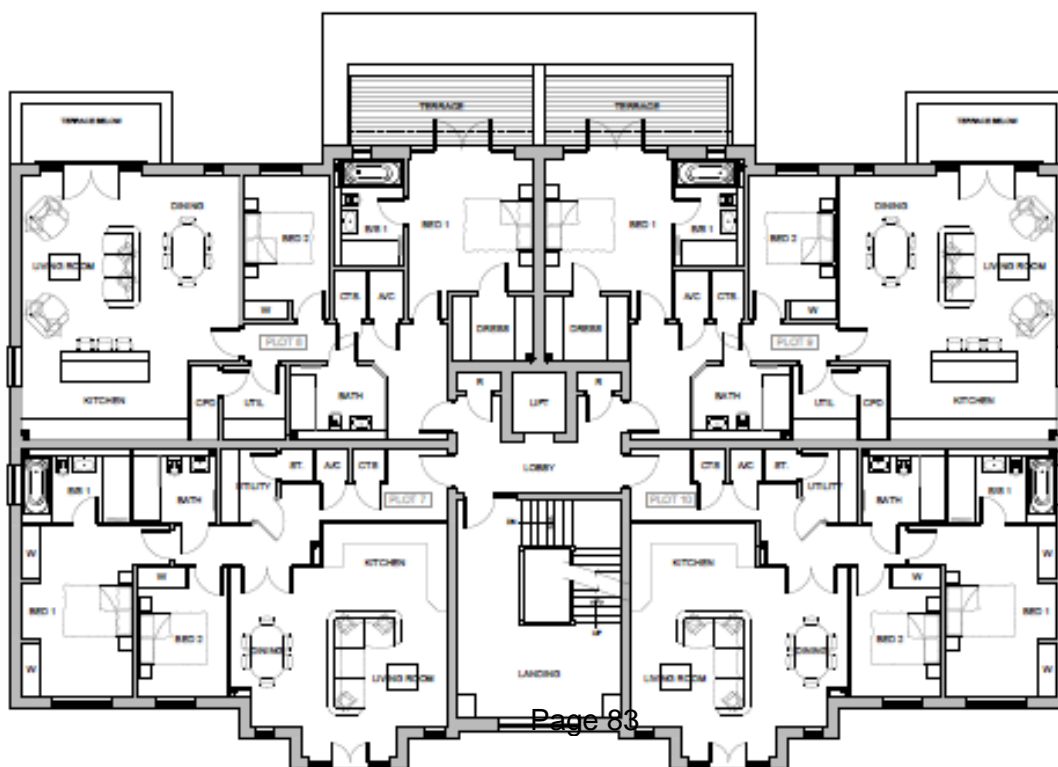
UPPER GROUND FLOOR PLAN





SECOND FLOOR PLAN

- Blue line: Water supply
- Green line: Gas supply
- Yellow line: Electricity supply
- Red line: Heating supply



Site photos - Existing golf club front elevation



Existing bungalow



Golf club car park



Car park overflow area



Proposed apartment site in background



Golf club rear elevation



2017/0367

Reg Date 19/05/2017

Chobham

LOCATION: CHOBHAM CLUB, 50 WINDSOR ROAD, CHOBHAM, WOKING, GU24 8LD

PROPOSAL: Erection of a part single storey, part two storey building to form social club on ground floor and 1 x 1 bed and 1 x 2 bed units above, with associated parking and landscaping, following partial demolition of existing club premises and flat. (Additional information recv'd 28/7/17) (Additional plan recv'd 1/8/17) (Amended plan recv'd 2/8/17).

TYPE: Full Planning Application

APPLICANT: The President
Chobham Club Ltd

OFFICER: Emma Pearman

This application would normally be determined under the Council's Scheme of Delegation, however it has been reported to the Planning Applications Committee at the request of Cllr Tedder.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application is for the demolition and redevelopment of part of the site occupied by Chobham Club. The applicant states that the membership numbers of the club have fallen considerably over the last few years (from 1200 to 350 approx) and that the existing building is no longer fit for purpose. The proposal is to replace the existing club (and flat above) with a smaller, more energy efficient building on part of the site, with two flats above. The existing building does not contribute positively to the street scene, and it is considered that the new building will be an improvement in character terms, with the existing attractive hedge retained. The building is also likely to be an improvement in amenity terms for local residents, with better sound proofing within the fabric of the building and a sound proof barrier installed around the perimeter, inside the hedge.
- 1.2 The club currently has a private car park and concern has been raised about the loss of parking, from around 50 spaces to 16. This part of the road can be very busy with the close proximity of Chobham Rugby Club and the scouts, and although parking is unrestricted the carriageway is narrow. However, the applicant is prepared to accept a condition restricting outside hire of the club, which at present seems to be the times when the car park is busiest, and has provided information which indicates that only a small proportion of current members drive to the club. The County Highway Authority has specifically been asked to consider parking provision and has not objected on highway safety grounds. It is not considered therefore that the future use of the Club is likely to cause any significant parking problems in the road.

- 1.3 Further comments are awaited from the Environmental Health Officer, and the SAMM payment is also awaited but it is anticipated that these will be received prior to Committee and updates can be provided at the meeting. Concern has also been raised about the fact that this application deals with only part of the site, however the Council has to determine the application before us and it would be unreasonable to delay determination on this basis. While two applications were originally submitted together, the other application, for housing on the remainder of the site, remains invalid and as such there is no other application for the remainder of the site currently under consideration.

2.0 SITE DESCRIPTION

- 2.1 The application site is the southern part of the site currently occupied by Chobham Club and its adjacent car park. The site is located in the settlement area of Chobham, on the eastern side of Windsor Road, and is opposite the entrance to Chobham Rugby Club. This part of the site is around 750m² in size and includes the car park to the south and part of the end of the club building. The club itself is a predominantly single-storey pre-fabricated concrete panelled building, with a brown pebble-dash exterior, which was built in the 1960s and subsequently extended to include a flat and office at first floor level. The site has a high hedge along the western boundary, around the southern end and part of the eastern boundary. It is surrounded by dwellings on both sides of Windsor Road, which are generally detached dwellings of varying architecture, with two Grade II listed dwellings, and some semi-detached houses.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The site has been used as a clubhouse since the 1920s. The existing clubhouse was granted permission in 1963 (reference BR 4418) and then there have been various permissions for extensions throughout the 1960s and one in 1986 (reference SU86/1270).

4.0 THE PROPOSAL

- 4.1 The proposal is for the erection of a part single-storey, part two-storey building to form a social club on the ground floor and 1 x 1-bed and 1 x 2-bed units above, with associated parking and landscaping, following partial demolition of the existing club and flat. The ground floor would comprise a club room, function room, office, kitchen, bar and WCs with the main entrance on the northern side. The two flats would be accessed via a door on the eastern side of the club, and would comprise a living/kitchen area, bathroom and one or two bedrooms.
- The new building would be built on an area currently used for parking towards the southern end of the site, with a maximum depth of 17.7m and maximum width of 16.2m

- The maximum height of the building is 6.4m and would have a hipped roof
- The single storey element would have a maximum height of 3.8m and a mono-pitched roof.

4.2 A total of 16 car parking spaces would be provided, mostly on the northern side of the site with two to the rear. There would be a small garden seating area behind the building to the south with a sound proof barrier of 2m in height installed behind the existing hedge, which would remain along the boundary. The building is to be a 'Modula' building constructed off-site and is to include sound proofing, and be more energy efficient. It will be finished with brick and render, aluminium windows and doors and natural slate roofing. The levels of the site are to be slightly lowered by 400mm approx.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--------------------------------------|---|
| 5.1 | Surrey County
Highway Authority | No objection, subject to conditions. |
| 5.2 | Head of
Environmental
Services | No objection, but awaiting comments on sound proof barrier. |
| 5.3 | Council's Heritage
Officer | No objection to the impact of the proposal on the setting of the nearby listed building (Fowlers Wells Farm House). |
| 5.4 | Chobham Parish
Council | Objection – overdevelopment of the site, redevelopment of Chobham Club should be considered in full and not two parts, site has high community activity and the loss of parking spaces will result in highway safety issues, land to the east will become more 'closed in', no footway on either side of Windsor Road and would be out of keeping with existing semi-open appearance and hazardous on the narrow lane |

[Officer comment: the Council has to consider the application in front of them and that is for this club building only on part of the site, and not for the redevelopment of the whole site. Other issues raised are addressed in the relevant sections of the report.]

6.0 REPRESENTATION

- 6.1 The applicant held a public meeting for local residents in October 2016, prior to the application being submitted. At the time of preparation of this report one letter of representation has been received which raises the following issues:

- Concern at loss of parking – membership numbers remain the same despite smaller building and there are also two flats proposed, plus parking for staff etc [*see section 7.6*]
- Concern that this application is only for part of the site so we cannot assess impact of redevelopment overall [*Officer comment: Officers cannot insist on the whole application coming forward at one time and we can only consider the application in front of us.*]
- Proposed loss of green hedging around the northern end of the site [*Officer comment: the hedge referred to along the northern boundary is not part of this application and will be considered when an application comes forward for the remainder of the site. No loss of hedging on this application site, around the southern end, is currently proposed.*].

7.0 PLANNING CONSIDERATION

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012, and in this case the relevant policies are CP1, CP2, CP6, CP11, CP12, CP14B, DM2, DM7, DM9, DM11 and DM14. It will also be considered against the National Planning Policy Framework (NPPF).

7.2 The main issues to be considered are:

- Principle of the development
- Impact on character;
- Residential amenity;
- Highways, parking and access;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths SPA; and
- Other matters – housing mix.

7.3 Principle of the development

7.3.1 Policy CP1 states that new development will largely come forward in the western part of the Borough, but does direct development towards previously developed land. It states that Chobham has limited capacity to accommodate any new development.

7.3.2 Policy DM2 states that development within the settlement of Chobham will be limited to appropriate uses, including extensions, alterations and adaptations of community uses. New opportunities for community uses are also appropriate, giving priority to re-use of existing non-residential buildings, but where re-use is not

feasible, the replacement of such buildings when replacement would improve and enhance environmental performance. Policy DM14 states that the Borough Council will seek opportunities to enhance and improve community facilities, and the loss of existing facilities will be resisted unless there is no demand for such facilities.

- 7.3.3 This application proposes the demolition of the existing Chobham Club (in part) and replacement with a much smaller club building with two residential flats above. As such, there is no loss of the club facility, however the applicant states that the membership of the club has reduced to 350 from over 1200 at one time and as such, the size of the building is not necessary to accommodate the current membership.
- 7.3.4 The applicant also stresses that the existing building is very energy inefficient, and the new building will be considerably more energy efficient and have better sound proofing than the existing building. The provision of two flats in this location on a previously developed site and within Chobham settlement area is not considered to be inappropriate, given also that the use of the existing flat above the club would be lost due to demolition (or part demolition) of the building and would provide housing which is in need in the Borough.
- 7.3.5 It is therefore considered that in principle, the replacement of the club building with a smaller, more energy efficient building, and provision of two flats in this location, is in line with the above policies and no objection is raised to the principle of the development.

7.4 Impact on character

- 7.4.1 Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 58 goes on to say that planning decisions should aim to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture.
- 7.4.2 Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density, and that high quality hard and soft landscaping should be provided. Policy CP2 requires development to respect and enhance the character and quality of the area. Policies CP2 and DM7 encourage energy efficient buildings.
- 7.4.3 The existing pre-fabricated concrete building is fairly well hidden behind the existing hedge from the main part of Windsor Road, however is very visible from the inlet part of the road, and does not contribute positively to the street scene. It is a sprawling, unattractive building taking up much of the space on the site, with the remainder of the site being laid to hardstanding for car parking. The design of the proposed building appears more modern and attractive than the existing building, and it is noted that the architecture in the vicinity of the club is very varied, but dwellings are generally two-storey, as is proposed (with part single-storey). The existing building is 5.5m in height, and the proposed building would be 6.4m, with the ground levels slightly lowered also, so would not represent a large height increase from existing and would be mostly hidden behind the existing hedge along the southern part of the site on the eastern and western sides. It would be a

minimum of 2.5m approx. from the eastern boundary of the site, and further from other boundaries, and as such it is not considered to be overdevelopment of this part of the site in character terms (although concerns about car parking are considered later in the report).

- 7.4.4 The retention of the existing hedge, which contributes positively to the street scene, is welcomed and can be conditioned, and there would be an acoustic fence of 2m in height installed on the inside of the hedge. The hedge would be trimmed to around 2.7m in height so would mostly obscure the fence from view. There is a Grade II listed building, Fowlers Wells Farm House, opposite the site however the Council's Heritage Officer has said there would be a neutral impact on the setting of the listed building resulting from the proposal. However, given the aforementioned comments on the proposed building being an improvement to the existing, in the officer's opinion, there is unlikely to be any harm to this heritage asset.
- 7.4.5 It is therefore considered that the proposed development would respect and enhance the character of the area and is in line with Policies CP2, DM9 and the NPPF.

7.5 Residential amenity

- 7.5.1 Paragraph 17 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.5.2 The proposed building would be at least 18m from the front elevations of the nearest dwellings at 48 and 46 Windsor Road, with the first floor element of the building set back further still. Given this separation distance, and the fact that the building would face the front of these dwellings, it is not considered that there would be any material loss of privacy, nor any overbearing or overshadowing effects.
- 7.5.3 In terms of noise impacts, the existing building is currently hired out to various groups, including a brass band and for events and functions. The applicant states that the redevelopment of the club would not require the building to be hired out for financial purposes, nor could the club continue to accommodate the brass band given the smaller size of the new building. The applicant states that the proposed building would have sound proofing built into its structure, and the number of windows are limited by design. The Environmental Health Officer has not objected in terms of noise, but has requested further details of the proposed sound proof acoustic fencing, which is to be provided around most of the perimeter of the site, behind the hedge. This has been provided by the applicant and further comments from the EHO are awaited.

Given the additional sound proofing and more modern construction of the building, acoustic fencing, and the fact it would not be let to outside parties, it is considered that the redevelopment of the club is likely to result in an improvement in terms of noise, for existing residents. These elements can be secured by conditions.

- 7.5.4 In terms of amenities for the future occupiers of the flats on the first floor of the building, all the primary living areas of both dwellings would have a good amount of daylight and sunlight given the amount and size of the windows proposed. There would also be a shared outdoor amenity area for use by the occupiers of the flats, and its size is considered to be sufficient for this purpose, as it exceeds the minimum size recommended by the Surrey Heath Residential Design Guide (Consultation Draft). Sound proofing between the flats and the club internally would be a matter for Building Control and the EHO has not objected on this basis.
- 7.5.5 It is therefore considered that the proposal is, at this stage, acceptable in terms of its impact on residential amenity, and in line with Policy DM9 and the NPPF in this regard.

7.6 Highways, Parking and Access

- 7.6.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 requires all new development to be appropriately located in relation to public transport and comply with the Council's car parking standards.
- 7.6.2 The access to the site would be from the inlet part of Windsor Road, slightly further south than the existing access on this side, and the County Highway Authority have not objected to the proposed access. It is noted that while Windsor Road does not have restricted parking, it is narrow and at certain times is very heavily used, for example by the adjacent Chobham Rugby Club. While the application site has no obligation to provide parking for any adjacent uses, and indeed the current site has large signs displayed stating parking is for the club visitors only, the parking must be sufficient for the club itself so as not to cause any significant amenity impacts.
- 7.6.3 In terms of parking provision, the SCC Vehicular and Cycle Parking Guidance 2012 recommends a maximum of 1 car space per 5 members or an individual assessment and justification. The car park would have 16 spaces, and two of these would be required to be allocated to the two flats, which is in line with the parking guidance. This would leave 13 plus 1 disabled space for the club itself. The applicant has stated that there are 350 club members, however they estimate only 30-40 of these people are active users of the club, and that all members are likely to be asked to re-join once it is rebuilt with a fee involved (resulting in lower membership).

7.6.4 A short survey carried out by the applicant over a few days showed the following:

	Members at the club	Number who had used car
Sunday Evening	10	2
Monday Evening	7	1
Tuesday Evening	24	6
Wednesday Evening	9	2

On a Sunday lunchtime which is a popular time for the club to be used, the applicant undertook a small survey which indicated that 8% had driven to the club, 4% had received a lift, 4% arrived by motor scooter or cycle, 2% by mobility scooter, and 82% had walked. Given the nature of the club, where patrons are likely to drink alcohol, it does not seem unreasonable that many people would choose not to drive to the club.

7.6.5 The applicant has stated that once the club is rebuilt, and running costs are therefore lower, there will not be any need to hire out the premises to outside users, which causes sometimes higher numbers of cars than the above table indicates, for example a brass band with around 30 members uses the club at present once a week. The applicant is willing to accept a condition preventing any outside hire of the club. The applicant has also stated that there is unauthorised use of the car park with residents parking there without permission, and notes also that other surrounding facilities such as the popular E&O restaurant along the same road has limited car parking. The County Highway Authority has not objected, and has been asked specifically to consider parking given the Parish Council's concerns. They have re-iterated that in their opinion the lower membership, lack of outside hire and the members' means of transport to and from the Club will result in the parking being provided being sufficient. They have stated it is the Club's responsibility to implement their own parking management at busy times.

7.6.6 The County Highway Authority have requested conditions also for a Construction Transport Management Plan and parking of bicycles within the development site. It is also considered that a condition should be imposed for a Parking Management Plan, including details of how the Club will prevent overspill parking and unauthorised parking within the site. Given the above information and proposed conditions, it is considered that given the nature of the club and the likely method of transport used by its members, the parking provision is likely to be acceptable and not likely to cause any significant overspill or amenity issues. The proposal would therefore comply with policy DM11 of the CSDMP.

7.6 Impact on Infrastructure

7.6.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Paragraph 153 of the NPPF states that supplementary planning documents should be used where they can aid infrastructure delivery.

The Council's Infrastructure Delivery SPD was adopted in 2014 and sets out the likely infrastructure required to deliver development and the Council's approach to Infrastructure Delivery.

- 7.6.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. The new dwellings would be CIL liable at the rate of £220 per m² of additional floorspace, with the final figure being agreed upon completion of the relevant forms, if permission is granted.

7.7 Impact on the Thames Basin Heaths SPA

- 7.7.1 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the CSDMP states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).
- 7.7.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 750m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development. Informatives relating to CIL will be imposed should the application be granted permission.
- 7.7.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and depends on the sizes of the units proposed. This proposal is liable for a SAMM payment of £818, which has not been received to date but the applicant is intending to pay shortly.

7.7.4 It is therefore considered that, subject to the payment of SAMM prior to the decision being issued, the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD.

7.8 Other matters

7.8.1 Policy CP6 states that the Council will promote a range of housing types and tenures, and for market housing suggests that this should be approximately 10% 1-bed units, 40% 2-bed units, 40% 3-bed units and 10% 4+ bed units. This application proposes and 1 and 2 bed unit and as such no objection is raised on this basis.

8.0 CONCLUSION

8.1 The proposal is considered to be acceptable in principle and will provide a smaller but more energy efficient and attractive building than the existing building, while still retaining the existing hedge, so is considered to be an improvement in character terms. The sound proofing will also be improved from existing resulting in amenity benefits. While the amount of parking will be reduced, the applicant is prepared to accept a condition restricting the outside hire of the building, has provided evidence that the members generally do not drive to the club, and no objection has been raised in this regard by the County Highway Authority. It is therefore considered that, subject to receiving the SAMM payment prior to the decision being made, the proposal is acceptable and in line with the relevant policies, and permission should be granted.

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 1 or more of 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 suggested/accepted/negotiated 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 RECOMMENDATION

GRANT 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 building works, hereby approved, shall be constructed in external fascia materials; brick, tile, render, fenestration, doors, and hardstanding as stated on the application form.

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

3. The proposed development shall be built in accordance with the following approved plans:

- Proposed Site Plan received 28.7.17
- Sections Drawing number 14/15/17 received 31.7.17 (with the exception of Plot 3 as shown on plan)
- Proposed Elevations and First Floor Layout plan Drawing number 14/15/9 received 18.4.17
- Proposed Ground Floor Layout plan Drawing number 14/15/7 received 18.4.17
- Block Plan received 18.4.17

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. The club shall be used by its members only and there shall be no letting of the premises to external groups or organisations.

Reason: In order that the parking provision remains sufficient for the development proposed and does not cause any highway safety or amenity issues, in line with Policy DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. The sound proof barrier shall be installed in the location as shown on the site plan and in accordance with the details submitted and received on 28.7.17, prior to the occupation and use of the development hereby approved.

Reason: In the interests of amenity, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. The development hereby permitted shall not be first occupied unless and until the proposed vehicular access to Windsor Road has been constructed in accordance with the approved plans.

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

7. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- a) The secure parking of bicycles within the development site

The development shall be implemented in accordance with the approved details and retained for the intended use.

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

8. No development shall commence until a Construction Transport Management Plan, to include details of:

- a) parking of vehicles for site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials

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

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

9. Prior to first occupation of the development hereby permitted a Parking Management Plan shall be submitted and approved in writing by the Planning Authority. The Parking Management Plan shall include details on parking control to prevent overspill, explore potential measures to restrict unauthorised vehicular access such as, for example, lockable bollards or, for example, a control access gate. The agreed details shall be fully implemented in accordance the Plan and be retained thereafter.

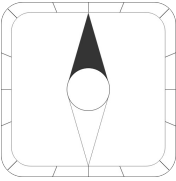


Reason: In the interests of residential amenity; and, to ensure the development does not impede the safe flow of traffic to comply with Policies DM9, DM11 and CP11 of the Core Strategy and Development Management Policies 2012 and the NPPF.

Informative(s)

1. CIL Liable CIL1
2. Form 1 Needs Submitting CIL2
3. 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 (0300 200 1003) 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
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or cause damage to 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).
6. Building Regs consent req'd DF5
7. Decision Notice to be kept DS1

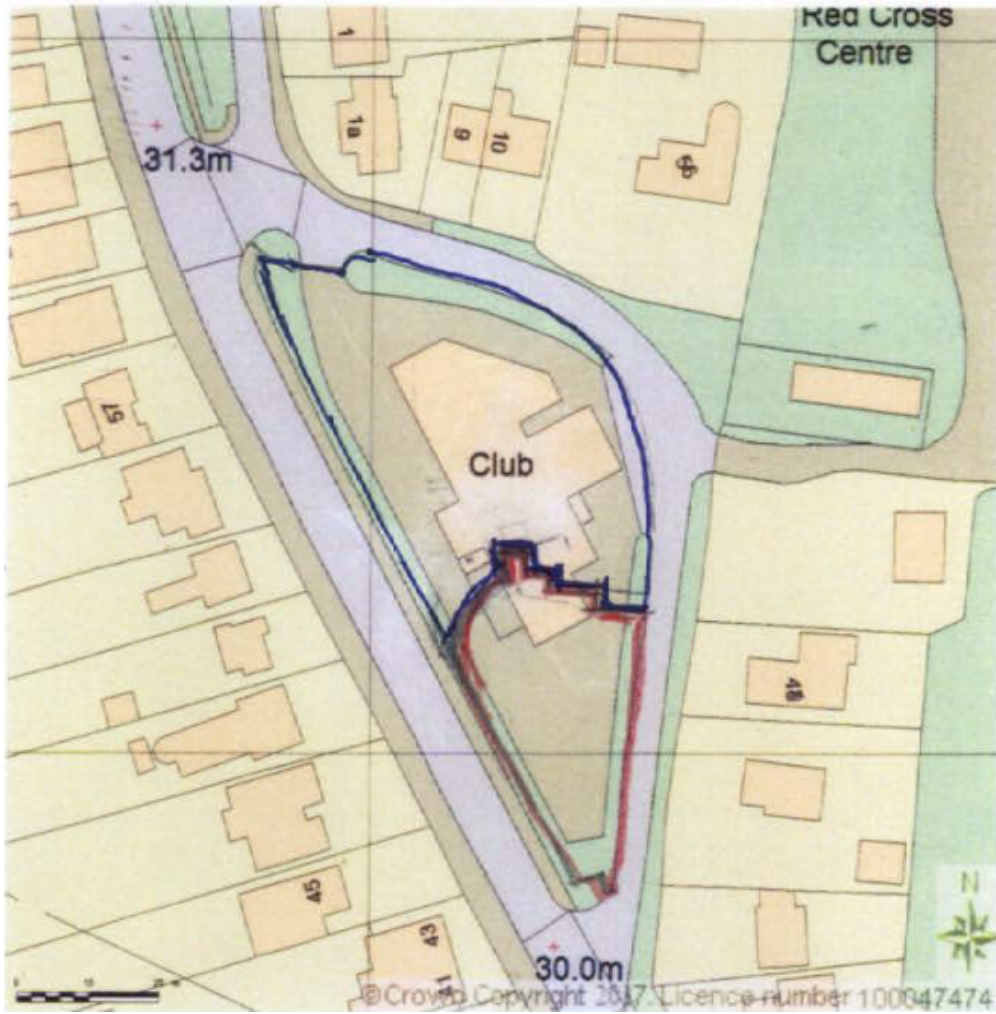
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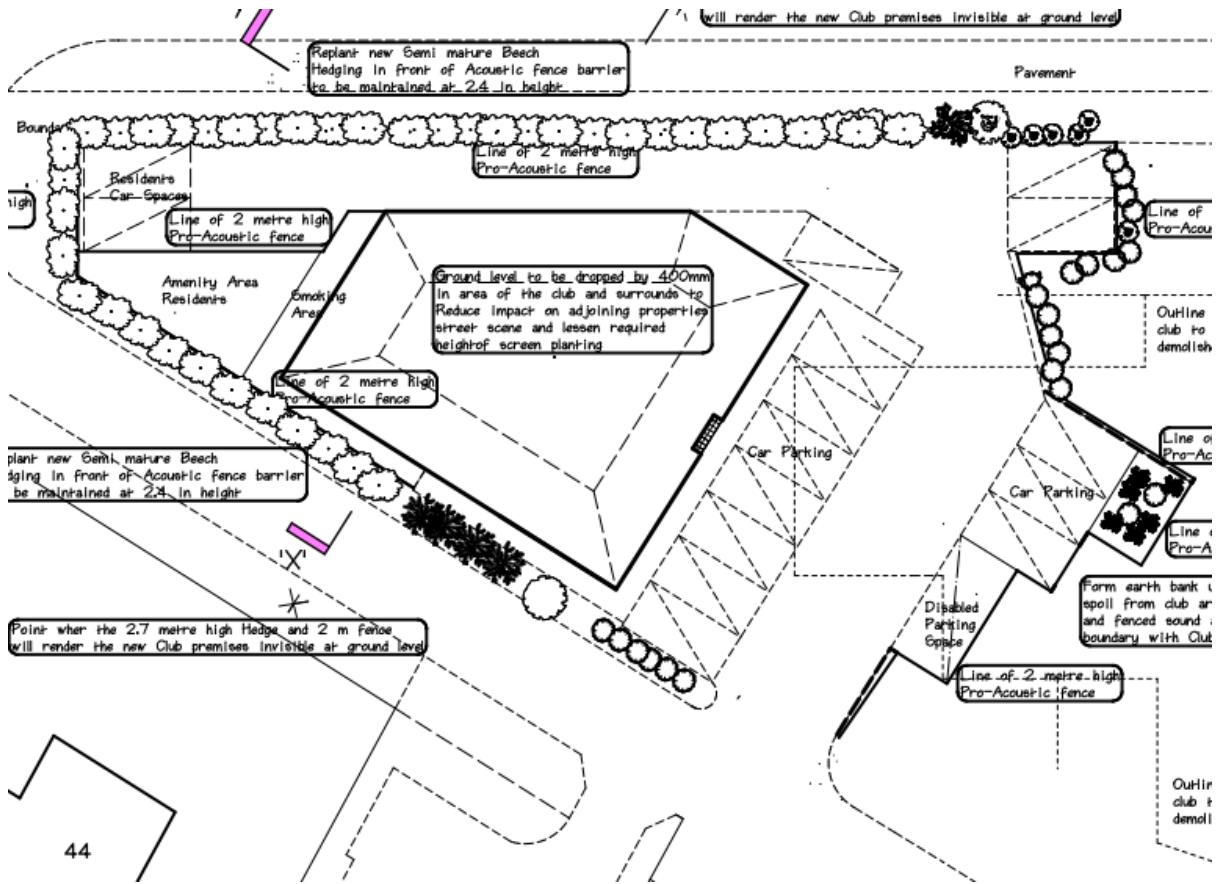
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Application number	17/0367	Scale @ A4	1:500
Address	CHOBHAM CLUB, 50 WINDSOR ROAD, CHOBHAM, WOKING, GU24 8LD	Date	07 Aug 2017
Proposal		 	
Version 3		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017	
		Page 101	
			
		Author: DMD	

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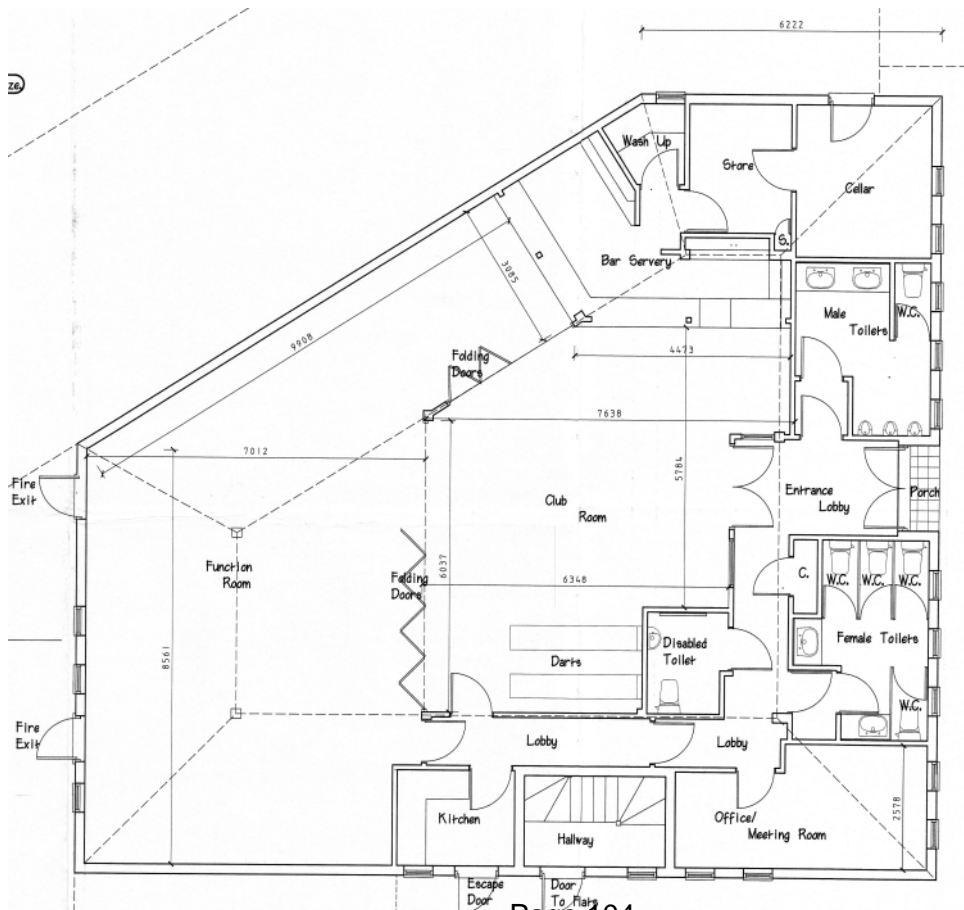
Location Plan (area outlined in red only)



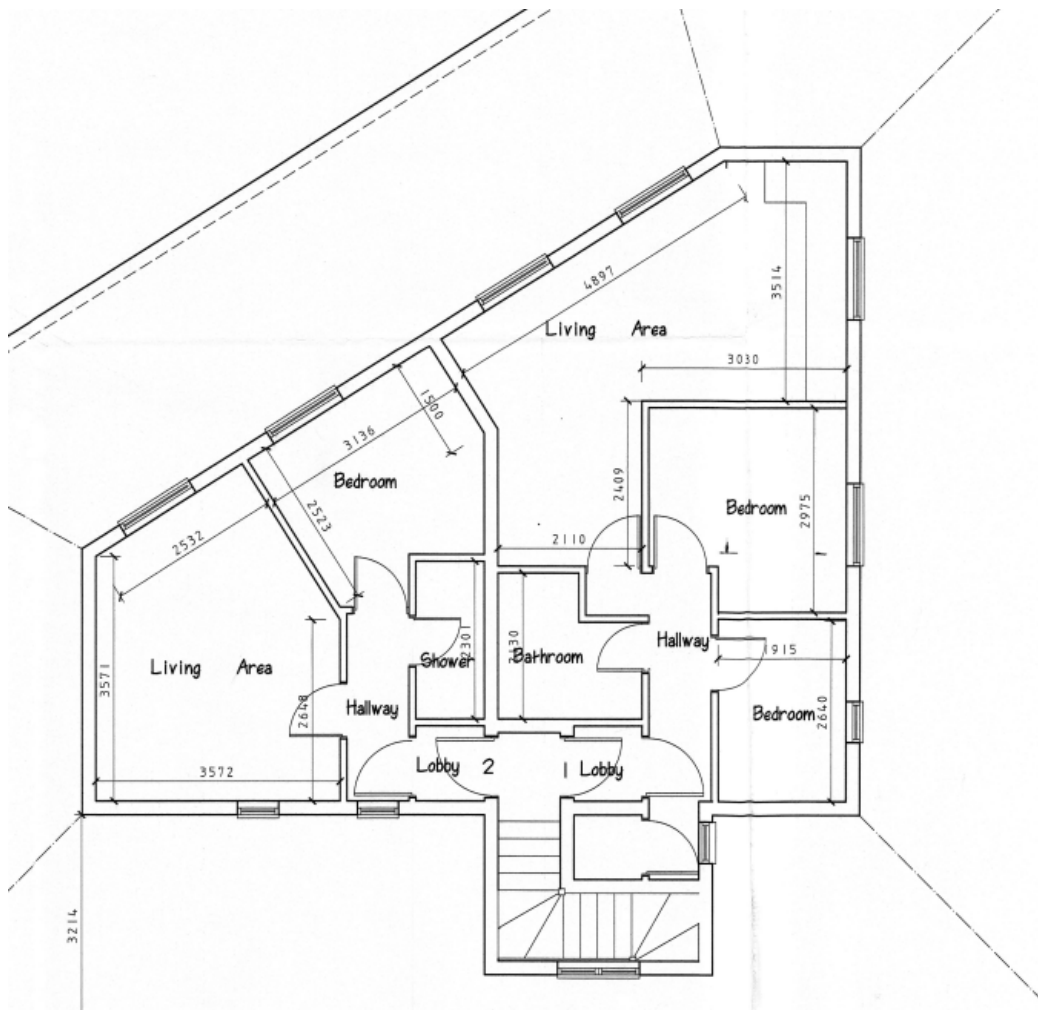
Proposed Site Plan



Proposed Ground Floor Layout of new club



Proposed First Floor Layout of two flats



Proposed South Elevation



Proposed North Elevation



Proposed East Elevation



Proposed West Elevation



Existing Chobham Club – southern end



Existing Chobham Club – northern end looking south (outside this application site)



Application site – southern end of Chobham Club



Looking south past application site along Windsor Road (inlet part of road) at entrance to Chobham Rugby Club on left



Southern end of Chobham Club - looking east



Chobham Club looking east (application site to left)



Southern corner of application site from Windsor Road



Looking north along Windsor Road (inlet part of road) with application site on left



Western side of Chobham Club and hedge on boundary of Windsor Road (main road)



Southern corner of site, looking south



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2017/0504

Reg Date 16/06/2017

Old Dean

LOCATION: LAND AT FORMER SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ

PROPOSAL: Variation of condition 11 of Planning Permission 16/0536 so as to allow change to location of proposed access.

TYPE: Relaxation/Modification

APPLICANT: Mr Charles
Seville Developments Ltd

OFFICER: Emma Pearman

This application should be read in-conjunction with application 17/0503 reported elsewhere on this agenda.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks to vary the location of the access, approved under outline permission 15/0385 (later replaced by 16/0536). It is proposed to move the access just over 7m north of the previously approved location, and widen it by approximately 0.4m. The County Highway Authority has been consulted and has not objected. The minor change in location would cause no significant highway or amenity impacts, and as such the application is recommended for approval.
- 1.2 This application will replace the outline permission and as such all the outstanding conditions on the outline permission will again be imposed. It should also be noted that should Members decide to refuse this application, it will not be possible to grant permission for application 17/0503 which is also being reported to this Committee, because the plans for 17/0503 are based on the new access location.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the junction of the A30 London Road, just outside Camberley Town Centre, and the Maultway North, opposite the Jolly Farmer roundabout, and lies within the settlement area of Camberley and Frimley and the Historic Routes (Main Thoroughfares) Housing Character Area. The site is approximately 0.1ha in size, and the derelict garage buildings which were on the site at the time of the original application have now been demolished and the site is enclosed by a fence and is somewhat overgrown by vegetation. There is a red brick wall to the front which is in a state of disrepair. There are steps up to the site from the A30, as the site is in an elevated position compared to this road. The site is accessed by vehicles from Maultway North.

- 2.2 The application site slopes up from the A30 to the north, and behind the application site there are residential properties on the western side of Maultway North, with open land opposite to the east. To the west of the application site on the A30, there is a residential building comprising 12 flats (Pear Tree Court) with parking to the rear, which is also accessed from Maultway North.

3.0 RELEVANT PLANNING HISTORY

- 3.1 17/0503 – Approval of the reserved matters (appearance, landscaping, layout, scale) pursuant to condition 1 of SU16/0536 for the erection of 9 x 2 bed flats with associated parking and landscaping.

Application under consideration and also being reported to this Committee.

- 3.2 16/0536 – Application to remove condition 19 (relating to affordable housing provision) of outline planning permission SU15/0385 for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision and associated landscaping with access to be considered only.

Granted 24/08/2016

Officer comment – This application replaces 15/0385 as the relevant outline permission. Conditions 13-15 of this permission, relating to land contamination, have also been discharged.

- 3.3 15/0385 – Outline application for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision, and associated landscaping, with access to be considered only.

Granted 21/08/2015

4.0 THE PROPOSAL

- 4.1 This application proposes moving the location of the access that was agreed at outline stage, further north than previously proposed, by 7.2m. It would be 6.6m south of the access to Pear Tree Court, rather than 13.8m as previously proposed, however would be 0.4m wider. The change in the location of the access has allowed for a different parking arrangement with spaces to the north and south rather than most of them situated along the boundary with Pear Tree Court.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority No objection - the variation from the approved plans by this amount is not considered to have a significant impact on the highway network.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report one letters of representation has been received. The issues raised are as follows:
- Highly unlikely there will only be 9 cars associated with the development and any more vehicles will increase parking issues which are especially bad during school drop off times *[Officer comment: Parking is being considered as part of the reserved matters application 17/0503 and as such this issue will be discussed in the Officer's report to that application]*
 - Maultway North at this proposed point of access is the narrowest part of the lane *[Officer comment: see section 7.3]*
 - This is a very busy route for parents to drop off their children and becomes very congested early mornings and afternoons *[Officer comment: see section 7.3]*
 - Pear Tree Court has limited vision to get out onto Maultway North. Increasing entry and access vehicles in this area will be even more dangerous *[Officer comment: see section 7.3]*
 - The police use this area to survey A30 traffic and park at this point *[Officer comment: Not a planning consideration]*
 - Frost and snow causes extreme difficulties for residents to get out onto the A30 as becomes dangerous as it is sloping *[Officer comment: see section 7.3]*

7.0 PLANNING CONSIDERATION

- 7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012, and in this case the relevant policy is Policy DM11 (Traffic Management and Highway Safety). It will also be considered against the National Planning Policy Framework (NPPF).
- 7.2 The outline approval granted permission for residential development at this site for up to 10 units, and agreed the location of the access. The main issue to be considered therefore is whether moving the access would have any highway or amenity impacts.
- Highway safety and amenity impacts

7.3 Highway safety and amenity impacts

- 7.3.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.

- 7.3.2 The access point was already granted permission at outline stage under application 15/0385 (superseded by 16/0536), just further south of where it is now proposed. At the time of the outline application, the applicant's Transport Assessment compared the existing use (as a car repair garage) to the proposed residential use, and found that the amount of traffic associated with the site would reduce for its use as residential. It is noted that Sparks Garage had an access onto Maultway North for many years, which was slightly further towards the A30 than is proposed. As such the residential development at this site, together with the access being moved away from the A30, is likely to result in highway safety benefits compared to the previous situation.
- 7.3.3 Given that the applicant already has permission for an access onto Maultway North, for residential development of up to 10 units (though now proposes 9 units), it is necessary to consider whether moving that access further north, away from the A30, is likely to result in a significant variation in highway safety or amenity issues such that this application should be refused. The County Highway Authority has been consulted and has not objected, noting that the relative small change in location is not considered to have any significant impacts in highway safety terms. It is noted and accepted that Maultway North can get congested at drop off and pick up times for Collingwood College, however this has been the case for many years and it is not considered that this proposal will have any effect on, or worsen this situation. As stated above, compared to the previous garage use, the residential use is not likely to generate as many cars.
- 7.3.4 The narrowest part of the lane does indeed appear to be the stretch between the A30 and the access to Pear Tree Court. However, it does not appear that the road is narrower in the region of the new location, when compared to the approved location, or indeed the location of the old access to Sparks Garage. The road only appears to widen north of the application site, where the residential dwellings are located, and as such it does not appear that there is a wider point adjacent to the application site from which the access could be located. The road also slopes up from the A30 towards the north, right along Maultway North, and the steepest part appears to be in the vicinity of the application site between the junction with the A30 and where the residential dwellings begin to the north. This slope only seems to be more gradual further along Maultway North, past the application site. Again, it does not appear to be any steeper at the point of the new access, compared to the previously approved location, nor is there another point where it is clearly less steep which is adjacent to the application site.
- 7.3.5 The adjacent vehicular access to Pear Tree Court has a boundary wall belonging to the neighbouring dwelling on the northern side with tall vegetation above, and is presently open on the southern side (given that the buildings, vegetation and boundary fencing which was formerly part of Sparks Garage have been removed). However, when Sparks Garage was in use the entrance to Pear Tree Court had boundary fencing and significant tall vegetation on the southern side, restricting the view significantly more than the current situation. The issue of the boundary fence and access to Pear Tree Court has been discussed in the reserved matters application 17/0503 as this application considers boundary treatments.

- 7.3.6 The new access would be 6.6m south of the access to Pear Tree Court, rather than 13.8m as previously approved. The County Highway Authority has not raised concern with regard to the change in location nor the proximity to Pear Tree Court. It is noted that by moving the access further north, it is away from the A30/Maultway North junction which is far busier than the Pear Tree Court/Maultway North junction which serves 12 flats only. The County Highway Authority has not raised any visibility concerns with regard to either access. There is a condition on the outline permission for visibility splays with regard to the new access and this condition would be imposed again.
- 7.3.7 Given the location of the proposed access from other residential properties, it is not considered that there would be any other impacts on amenity. The issue of parking is not part of this application and is discussed in the report to application 17/0503. It is therefore considered that the proposed change in location is considered to be acceptable and in line with Policy DM11.

8.0 CONCLUSION

- 8.1 It is therefore considered that the change in location of the access to the development is acceptable and is not likely to cause any highway safety or amenity issues. It is therefore considered that permission can be granted.

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 suggested/accepted/negotiated 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 RECOMMENDATION

APPROVE

1. Approval of the details of the scale, appearance and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.(a) Application for approval of the reserved matters shall be made to the Local Planning Authority by 21st August 2018.(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. 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.

3. The development hereby approved shall not be first occupied unless and until the proposed vehicular/pedestrian access to Maultway North has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction above 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

4. The development hereby approved shall not be occupied unless and until the existing accesses from the site to Maultway North and London Road have been permanently closed and any kerbs, verge, footway fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

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

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

6. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles within the development site. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

7. No development shall commence until a Construction Transport Management Plan, to include details of: a) parking for vehicles of site personnel, operatives and visitors b) loading and unloading of plant and materials, c) storage of plant and materials, d) programme of works (including measures for traffic management), e) provision of boundary hoarding behind any visibility zones, f) measures to prevent the deposit of materials on the highway; has been submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented in full during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

8. No development including demolition shall take place until a Tree Survey/Report has been submitted and approved in writing by the Local Planning Authority. This Report shall be in compliance with BS5837:2012 Trees in Relation to Design, Demolition and Construction, and shall include an Arboricultural Impact Assessment and Arboricultural Method Statement

and Tree Protection Plan. This report should be prepared by a qualified Arboriculturalist possessing Professional Indemnity Insurance. All trees on or immediately adjacent to the development either within the application site or on the edge of the site should be accurately shown on a scaled site/block plan. The species, position of trees and canopy spread should be accurately shown. Existing trees should be retained wherever practicable and protected during the construction of the development.

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. Prior to commencement of development, details of all hard and soft landscaping works shall be submitted and approved in writing by the Local Planning Authority. These shall include details of species, which should be in accordance with the 'Enhancements' section of the submitted Ecological Assessment report by PJC Ecology dated March 2015. The details shall also include a Landscape Management Plan, which should incorporate long term design objectives, management responsibilities/timescales and maintenance schedules for all landscape areas. All hard and soft landscaping works and the Landscape Management Plan shall be carried out in accordance with the approved details.

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 the National Planning Policy Framework.

10. Prior to commencement of development, details of biodiversity enhancements to be carried out in accordance with the Enhancements section of the submitted Ecological Assessment written by PJC Ecology dated March 2015 shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to minimise impacts upon and provide gains in biodiversity in accordance with paragraph 109 of the National Planning Policy Framework.

11. The proposed access to the development shall be built in the location as shown on the Proposed Site Plan SG-101 received 25.5.17.

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

12. No development shall take place until details of external lighting are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports,

posts or columns, a plan showing the location of the lights and full technical specification.

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

13. If, during development, contamination not previously identified in the approved Phase I Desk top study report 14778/DS dated February 2015, Phase II Contamination report dated July 2015 and Soil Gas Monitoring dated 24th September 2015 is found to be present at the site then the Local Planning Authority shall be notified immediately and no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has carried out an investigation and risk assessment; and submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with; and this strategy has been approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Following completion of measures identified in the approved remediation strategy a verification report detailing the effectiveness of those measures shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with risks to controlled waters, property and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the Local 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 prevent pollution of the water environment due to possible migration of contaminants from within the contaminated land, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

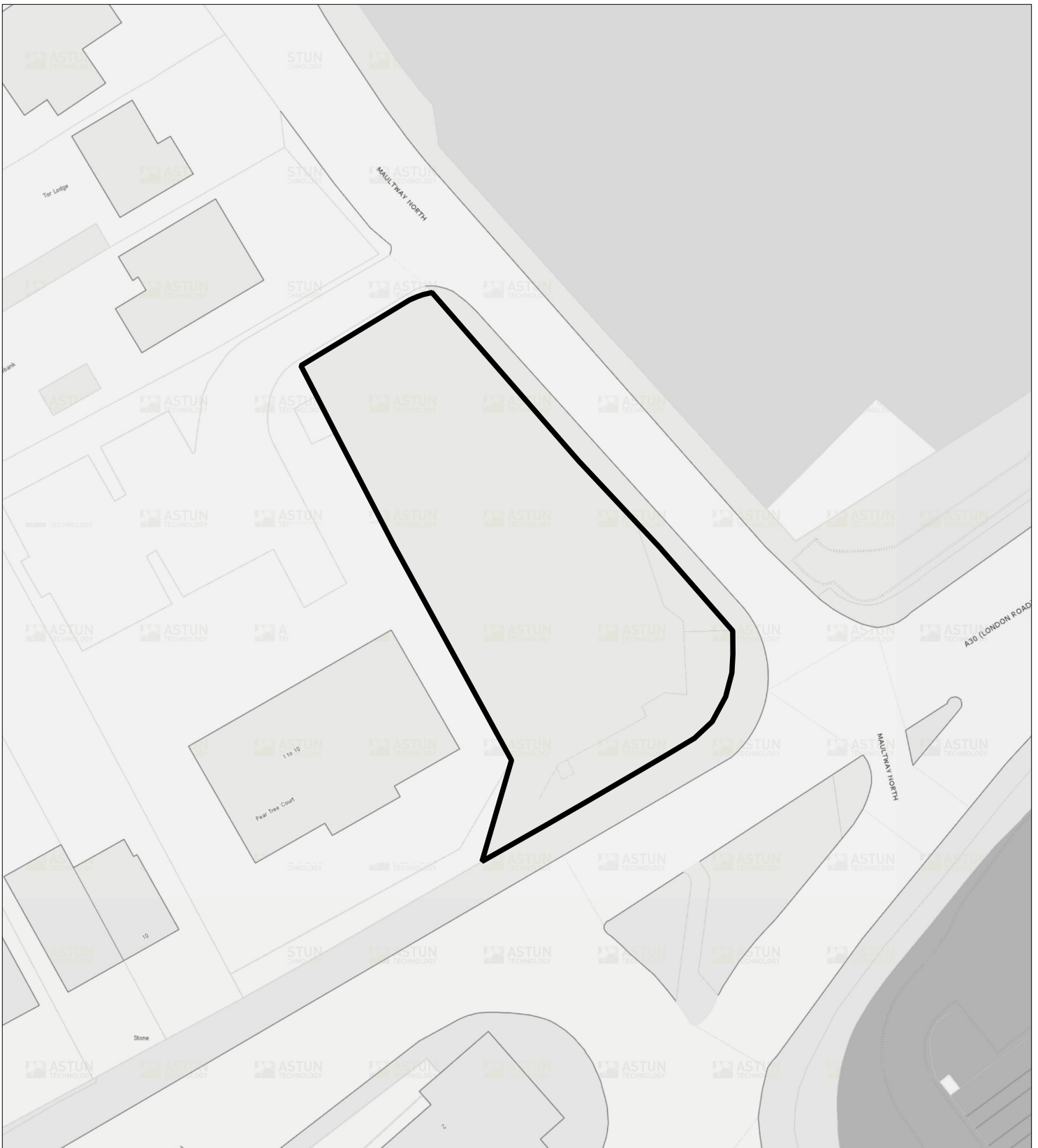
15. The development hereby permitted shall not commence until details of the design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include: Information about the design storm period and intensity (1 in 30 & 1 in 100 (+30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods

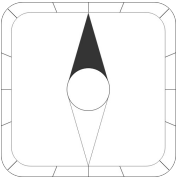


employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);c) Flood water exceedance routes, both on and off site;d) A timetable for implementation;e) Site investigation and test results to confirm infiltration rates.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development, in accordance with Policy DM10 of the Surrey Heath Core Strategy and Development Management Proposals Document 2012.

Informative(s)

1. CIL Liable CIL1
2. Form 1 Needs Submitting CIL2
3. Building Regs consent req'd DF5
4. The drainage details required by Condition 18 above should include full details of all foul water systems, to include cover levels, invert levels, pipe and chamber sizes, to be annotated upon a drainage layout plan. Details to indicate all connection points to buildings and to provide levels of any rodding eye or inspection point.



Title	Planning Applications		
Application number	17/0504	Scale @ A4	1:500
Address	LAND AT FORMER SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ	Date	07 Aug 2017
Proposal	The proposed access to the development shall be built in the location as shown on the proposed site layout drawing SG-101 Site Layout		 
			
<p>Version 3 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017 Author: DMD</p>			

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Location Plan



Plan showing proposed site access from Maultway North



Plan showing location of previously approved site access under outline permission



Plan showing location of access when site was used as a garage



Approximate location of proposed access on left of photo, and access to Pear Tree Court to right



Access to Pear Tree Court, looking south towards A30



Maultway North, looking south towards site and A30



Previous access to site when in use as a garage, looking south to A30 (photo from 2015)



Photo showing gradient of Maultway North looking towards A30



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2017/0503

Reg Date 23/06/2017

Old Dean

LOCATION: LAND AT FORMER SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ

PROPOSAL: Approval of the reserved matters (appearance, landscaping, layout, scale) pursuant to condition 1 of SU16/0536 for the erection of 9 x 2 bed flats with associated parking and landscaping. (Amended & Additional Plan- Rec'd 25/07/2017) (Amended and additional plan recv'd 31/7/17). (Amended and Additional Plans - Rec'd 02/08/2017).

TYPE: Reserved Matters

APPLICANT: Mr Charles
Seville Developments Ltd

OFFICER: Emma Pearman

This application should be read in-conjunction with application 17/0504 reported elsewhere on this agenda.

RECOMMENDATION: GRANT subject to conditions and amendment of application description

1.0 SUMMARY

- 1.1 This is a reserved matters application, following outline permission having been granted at the site for up to 10 dwellings. This application considers the matters of layout, scale, appearance and landscaping. While the access point was agreed at outline stage, application 17/0504 reported on this agenda proposes moving the access point further north from the agreed position. Please note that while this application currently states it is pursuant to the outline permission 16/0536, application 17/0504 will effectively replace the outline permission. As such if this application is granted permission the application description will need to be amended before issuing the decision. If 17/0504 is refused by the Committee, then this application also cannot be granted permission given that the plans are based upon the amended access.
- 1.2 This application proposes 9 x 2-bed dwellings within a three storey building, with 9 parking spaces to the rear of the building. The dwellings would have balconies or private ground floor patio areas, with communal amenity space also provided around the building. There would be a low wall with railings and a hedge to the front and side. While some consultees comments are still outstanding, the application is considered to be acceptable in all regards at this stage, and as such it is recommended that permission is granted, subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the junction of the A30 London Road, just outside Camberley Town Centre, and the Maultway North, opposite the Jolly Farmer roundabout, and lies within the settlement area of Camberley and Frimley and the Historic Routes (Main Thoroughfares) Housing Character Area. The site is approximately 0.1ha in size, and the derelict garage buildings which were on the site at the time of the original application have now been demolished and the site is enclosed by a fence and is somewhat overgrown by vegetation. There is a red brick wall to the front which is in a state of disrepair. There are steps up to the site from the A30, as the site is in an elevated position compared to this road. The site is accessed by vehicles from Maultway North.
- 2.2 The application site slopes up from the A30 to the north, and behind the application site there are residential properties on the western side of Maultway North, with open land opposite to the east. To the west of the application site on the A30, there is a residential building comprising 12 flats (Pear Tree Court) with parking to the rear, which is also accessed from Maultway North.

3.0 RELEVANT PLANNING HISTORY

- 3.1 17/0504 – Variation of Condition 11 of planning permission 16/0536 so as to allow a change to the location of the proposed access.

Application under consideration. This proposes moving the access point already granted permission under 16/0536 (and 15/0385) further north by 7.2m approx., and widening it by 0.4m

- 3.2 16/0536 – Application to remove condition 19 (relating to affordable housing provision) of outline planning permission SU15/0385 for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision and associated landscaping with access to be considered only.

Granted 24/08/2016

Officer comment – This application replaces 15/0385 as the relevant outline permission. Conditions 13-15 of this permission, relating to land contamination, have also been discharged.

- 3.3 15/0385 – Outline application for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision, and associated landscaping, with access to be considered only.

Granted 21/08/2015

4.0 THE PROPOSAL

- 4.1 This is the reserved matters application, pursuant to Condition 1 of 16/0536, for details of appearance, landscaping, layout and scale, for the erection of 9 x 2-bed flats, with associated parking.

- 4.2 There would be three 2-bed apartments on each of the ground, first and second floors and all apartments would consist of two bedrooms, a living area/kitchen, bathroom and en-suite. Flats on the first and second floor would have private balconies, and on the ground floor they would have small private outdoor seating areas. There would also be communal garden space around the property, particularly to the front and rear. The parking area to the rear would provide 9 spaces and be accessed via Maultway North.
- 4.3 The dimensions of the building will be as follows:
- The building would have a maximum depth of 19.3m and maximum width of 17.3m approx.
 - The building would have a flat roof and be 9.3m approx. in height
 - There would be an elevated walkway from the rear of the building from the 1st floor to the car park (as the car park is higher than the ground floor of the proposed building)
 - A low wall with railings is proposed to the front of the site and along part of Maultway North, with the remainder of the boundary with Maultway North having railings and then a brick wall of maximum height 2.3m. There would be a close-boarded fence to the western boundary with Pear Tree Court and along the northern boundary
 - There will be a cycle store along the boundary with the A30 of maximum height 2.5m approx. and a wall along the boundary behind it of maximum height 1.8m and a pedestrian access gate at the front to the A30
 - The refuse store to the rear would be 1.8m high and open to the sides with just a roof.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|-------------------------------------|---|
| 5.1 | Surrey County
Highway Authority | No objection. |
| 5.2 | Council's
Arboricultural Officer | Awaiting response – did not object at outline stage, subject to an Arboricultural Report being submitted at reserved matters stage. Comments are awaited on that report and the landscaping scheme. |
| 5.3 | Council's Drainage
Officer | Awaiting response – at outline stage recommended a condition. |
| 5.4 | Thames Water | Awaiting response. |

6.0 REPRESENTATION

6.1 At the time of preparation of this report no letters of representation have been received. However, one letter of objection was received for 17/0504 which raises some issues relevant to this application as follows:

- Highly unlikely there will only be 9 cars associated with the development and any more vehicles will increase parking issues which are especially bad during school drop off times [see section 7.5]
- Pear Tree Court has limited visibility by the access [*Officer comment: This concern was raised in relation to moving the access, however it is relevant to this application with respect to the boundary treatments along the northern and western sides – see Section 7.5*].

7.0 PLANNING CONSIDERATION

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012, and in this case the relevant policies are CP2, CP6, CP12, CP14B, DM9, DM10 and Policy DM11. It will also be considered against the Guiding Principles of the Historic Routes (Main Thoroughfares) Housing Character Area, as set out in the Western Urban Area Character SPD and the National Planning Policy Framework (NPPF).

7.2 The outline approval (15/0385) granted permission for residential development at this site for up to 10 units, and agreed the location of the access (which has since been proposed to be amended under 17/0304 as detailed above). A copy of the officer's report for this outline permission is included in Annex 1. Permission 16/0536 considered the affordable housing provision, and conditions relating to land contamination on the outline permission have been discharged. As such, the remaining issues to be considered at this stage are:

- Character, trees and landscaping;
- Residential amenity;
- Parking;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths SPA; and
- Other matters – housing mix and drainage.

7.3 Character, trees and landscaping

7.3.1 Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 58 goes on to say that planning decisions should aim to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture. Paragraph 60 of the NPPF states that planning decisions should not attempt to impose architectural styles or particular

tastes and should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.

- 7.3.2 Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density, and that high quality hard and soft landscaping should be provided. The Guiding Principles of the Main Thoroughfares Housing Character Area, require development to consist principally of two-storey detached or semi-detached buildings set close to the street, maintain the open textured green character with visual gaps through to vegetation, and have front gardens enclosed by walls, hedges or mature vegetation. The Guidance also states that mixed architectural styles will be encouraged, as will measures to minimise the impact of car parking on the street scene.
- 7.3.3 The application site is in a prominent position, on a busy roundabout on the A30. The appearance of the proposed building will be modern in design, with a flat roof, however it is noted that the Guiding Principles of the character area encourage varied architecture along these main routes, and in addition the small number of dwellings and flats along this part of the A30 are also varied in design. While it will be three-storey, given the levels of the site, its ridge height will in fact be lower than that of neighbouring Pear Tree Court, which is a two-storey apartment building and as such it is not considered that this additional storey would result in harm to character.
- 7.3.4 The building will have a staggered front elevation and be set back from the pavement along the A30 by the site by 7-9m approximately, and as such will have a similar set back to adjacent Pear Tree Court. The boundary treatment of a low wall and hedge is encouraged by the character guidance, and it is not considered the addition of railings above the wall would be harmful in character terms. The cycle store to the front would be mostly hidden by the wall, and the pedestrian access gate to the A30 is welcomed to encourage the permeability of the site for pedestrians and cyclists. The depth of the building has been reduced by 2m approximately, from the illustrative plans shown at outline stage, and although the maximum width has increased by 1m approximately, the distance to the side boundaries is between 1.5-3.6m on the eastern side and approx. 2.6-3m on the western side and as such it is not considered that the building would appear too large for the plot. The elevated walkway to the rear would be seen from Maultway North, however given its size and length it is not considered that this would be harmful to the appearance of the building.
- 7.3.5 The applicant proposes a hedge along the front and front/side boundaries, with lawn around the building and additional planting of various species. The outline application requested certain native species as advised by Surrey Wildlife Trust, based on the original ecological report, and the applicant has revised the landscaping plan to include those species. The applicant has also provided a Tree Report, which illustrates that tree protection will be provided around existing mature trees on the western boundaries just outside the site, with no loss of trees as a result of the proposal. Comments are awaited on trees and landscaping from the Council's Arboricultural Officer and updates will be provided at the meeting. However, in all other regards the development is considered to sufficiently respect and enhance the character and quality of the area as required by Policies CP2 and

DM9, and comply with the Guiding Principles of the Main Thoroughfares Housing Character Area, and as such at this stage is considered to be acceptable in terms of its impact on character.

7.4 Residential amenity

- 7.4.1 Paragraph 17 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.4.2 The western side elevation of the building will be 6.6m approximately from the side elevation of Pear Tree Court. There are four small windows in the middle of this side elevation of Pear Tree Court, two at ground and two at first floor level, which are believed to serve kitchens of four flats. The building is likely to result in some overbearing impacts and loss of light compared to the existing situation, especially to the first floor windows whose outlook is not already compromised by the boundary fence. However, given the fairly large distance of 6.6m between the two elevations, it is not considered that this would result in a significant adverse impact to the occupiers of these dwellings. It is also noted that the recently demolished Sparks Garage buildings, although around 5m lower were much closer to the boundary fence and would have had some adverse impacts on the outlook from these windows. Given the proposed position of the building, it is not considered that there will be any adverse impacts on the front and rear windows of Pear Tree Court.
- 7.4.3 The new building proposes some windows on the upper floors of the western side elevation facing Pear Tree Court. The en-suite and bathroom windows appear to be high above finished floor level, and can be obscure glazed, and no concerns are raised about the windows serving Bedroom 1 and the living areas, given the distance from windows on the side of Pear Tree Court, and the fact that they would overlook communal gardens and the car park only. However, concern was originally raised about the windows for Bedroom 2 on the first and second floors, but the applicant has now amended the design to overcome the privacy issues, by providing windows to the north and south only on the first floor, and obscure glazing the lower part of the window on the second floor, which will be above the windows on Pear Tree Court.
- 7.4.4 The building will be a minimum of 27m away from the boundary with Applebank to the rear on Maultway North, and would face the side elevation and the front of the house. Given the separation distance, and existing boundary treatments of a wall and vegetation along the boundary of this property, it is not considered that it would result in any significant overlooking impacts and would not result in a significantly different situation in terms of overlooking than already exists between this property and Pear Tree Court.
- 7.4.5 In terms of amenities for the future occupiers of the building, all the primary living areas of the dwellings would have a good amount of daylight and sunlight given the amount and size of the windows proposed. All flats would have some private

amenity space; for the upper flats this would consist of balconies and for the ground floor flats, they would have a small private patio area outside their living areas, which would be bordered by low hedges. The remainder of the space would be communal gardens which are considered to be sufficient for the development, given that all units would have their own private space also.

7.4.6 The proposal is therefore considered to be acceptable in terms of its impact on residential amenity, and in line with Policy DM9 and the NPPF in this regard.

7.5 Parking and highway safety

7.5.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.

7.5.2 The access point was already granted permission at outline stage under application 15/0385 (superseded by 16/0536). There is currently an application under consideration for a slight change to the location of the access, moving it further back along Maultway North, by 7.2m approx. and widening it by 0.4m, which will also be reported to this Committee. The County Highway Authority has not objected to this application for the change in the access, stating that the small change in location is not considered to be significant in highway safety terms.

7.5.3 Parking and layout within the site is for consideration at this stage, and the applicant proposes 9 car spaces for the 9 dwellings, which is in line with the County Highway Authority's recommended maximum parking levels. It is noted that concern has been raised by a resident about the amount of parking spaces and that no visitor parking has been provided, and that Maultway North is fairly narrow. While parking is unrestricted in the road, at certain times of the day this road is very busy, at drop off and pick up times for Collingwood College particularly. These issues have been expressly raised with the County Highway Authority, however they have not raised any highway safety concerns and reiterated that the parking provided is in line with the County Highway Authority's maximum recommended standards.

7.5.4 There are 9 dwellings on Maultway North, and 4 in Wychwood Place off Maultway North, and it is noted that most of these properties have their own off-road parking for more than one vehicle, and as such are not likely to have to regularly park on the road themselves. 1-3 Collingwood Cottages do not appear to have off-road parking. Parking is unrestricted on both sides of the road, although it would not be possible to park on both sides at the same time, given the width of the road, other than perhaps where there are some parking spaces just off the carriageway on the eastern side. Given the number of parking spaces and dwellings proposed, while there may be some additional parking on the road as a result of the development at certain times, it is not considered likely that any significant amenity issues would result from the proposal, and no highway safety objections have been raised by the County Highway Authority.

7.5.5 The access to Pear Tree Court has a boundary wall belonging to the neighbouring dwelling on the northern side with tall vegetation above, and is currently open on the southern side (given that the buildings, vegetation and boundary fencing which was formerly part of Sparks Garage have been removed). However, when Sparks Garage was in use the entrance to Pear Tree Court had boundary fencing and significant tall vegetation on the southern side, restricting the view significantly more than the current situation. Boundary fencing is again proposed along this boundary and a tree, and the County Highway Authority has been asked to check again whether this will affect the access to Pear Tree Court, although it is noted that no concerns have been raised about either access to date. The boundary treatment along the western boundary of the site will be set back from the highway with a pavement in between and as such it appears that there is sufficient visibility from Pear Tree Court. Any updates from the County Highway Authority will be reported to the meeting, and if it is a problem it is considered that the applicant could lower the fence/wall close to the junction of Pear Tree Court and Maultway North to overcome this. It is therefore considered that the development is acceptable in terms of its impact on highways, parking and access and in line with Policy DM11 in this regard.

7.6 Impact on Infrastructure

7.6.1 Policy CP12 states that the Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Paragraph 153 of the NPPF states that supplementary planning documents should be used where they can aid infrastructure delivery. The Council's Infrastructure Delivery SPD was adopted in 2014 and sets out the likely infrastructure required to deliver development and the Council's approach to Infrastructure Delivery.

7.6.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. This application would be CIL liable at the rate of £180 per m² of additional floorspace, with the final figure being agreed upon completion of the relevant forms, after the decision is made.

7.7 Impact on the Thames Basin Heaths SPA

7.7.1 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the SHCS states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).

- 7.7.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 540m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development. Informatives relating to CIL will be imposed should the application be granted permission.
- 7.7.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment of £4050, which has been paid by the applicant.
- 7.7.4 It is therefore considered that the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD.

7.8 Other matters

- 7.8.1 Policy CP6 states that the Council will promote a range of housing types and tenures, and for market housing suggests that this should be approximately 10% 1-bed units, 40% 2-bed units, 40% 3-bed units and 10% 4+ bed units. This application proposes 9 x 2-bed units only. While this does not comply with the housing mix, it is noted that only 1 or 2-bed units were likely to be provided here, and that the applicant has stated that their own market assessment was that two-bed units, of varying floorspace sizes, were most in need in this area. The need for 2-bed units is reflected by Policy CP6 and as such no objection is raised in this regard.
- 7.8.2 Policy DM10 requires development not to give rise to flooding elsewhere and incorporate appropriately designed Sustainable Drainage Systems. The application site is in Flood Zone 1 and as such no Flood Risk Assessment was required, however the applicant has provided drainage details which are being assessed by the Council's Drainage Officer. It is noted that there is a condition on the outline permission to provide this in any case and while comments are awaited, it is not considered likely that any additional information required would be necessary prior to determination of this application.

8.0 CONCLUSION

- 8.1 At this stage, a number of consultee comments are still awaited which may affect the conclusion and recommendation. However, at this stage the proposal is considered acceptable in terms of its impact on character, residential amenity, highways, parking and access, impact on infrastructure and the Thames Basin Heaths SPA. It is therefore considered that permission can be granted, subject to conditions.

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 suggested/accepted/negotiated 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 RECOMMENDATION

APPROVE the reserved matters subject to the following:-

1. The proposed development shall be built in accordance with the following approved plans:
 - SG-102 Rev A Ground and First Floor Floorplans received 28.7.17
 - SG-103 Rev A Second floor and Roof plans received 28.7.17
 - SG-119 Elevation plans received 31.7.17
 - SG-111 Refuse Store received 2.6.17
 - SG-107 Cycle Store received 25.7.17
 - SG-112 Rev A Sections received 28.7.17
 - SG-109 Rev A Proposed Indicative Soft Landscaping Plan received 25.7.17

and boundary treatments as shown on the following plans:

- SG-104 Rev A Elevation Plans received 31.7.17
- SG-114 Rev A Elevation Plans received 28.7.17

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.

2. Before first occupation of the development hereby approved the lower half of the second floor window(s) serving Bedroom 2, in the western side elevation facing Pear Tree Court shall be completed in obscure glazing and fixed shut, and retained as such at all times. No additional openings shall be created in this elevation without the prior approval in writing of the Local Planning Authority.

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

3. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan by Transform Landscapes and received 25th May 2017. No development shall commence until photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of tree and ground protection measures having been implemented in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

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

Informative(s)

1. Form 1 Needs Submitting CIL2
2. CIL Liable CIL1
3. Building Regs consent req'd DF5
4. Decision Notice to be kept DS1
5. Party Walls (etc) Act 1996 DE3

6. The applicant is reminded that there are outstanding conditions on the outline permission (SU16/0536) which must be discharged prior to commencement of development.

LOCATION: SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ

PROPOSAL: Outline application for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision and associated landscaping with access to be considered only. (Additional information rec'd 10/07/2015).

TYPE: Outline

APPLICANT: North Maultway Limited.

OFFICER: Emma Pearman

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This outline proposal is for the erection of up to 10 residential apartments, following the demolition of existing buildings on the site, with matters of access only to be considered at this stage. The reserved matters include scale, appearance and landscaping. The site is located on the junction of the A30 London Road and Maultway North, which is very close to the Jolly Farmer roundabout on the A30.
- 1.2 The principle of residential development on the site and the access is considered to be acceptable. Impact on local character and residential amenity would be considered at the reserved matters stage, however subject to additional amenity space being provided no concerns are raised at this stage. Details of proposed parking would required by condition. The land is likely to be contaminated, however, and further work will be necessary before any development takes place to ensure that the land is remediated to a satisfactory standard. The proposal is CIL liable and will also attract a SAMM payment once details of the property sizes are known. The proposal is considered to be acceptable, subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the junction of the A30 London Road just outside Camberley Town Centre, and the Maultway North, opposite the Jolly Farmer roundabout, and lies within the settlement area of Frimley and Camberley, as identified on the Proposals Map of the Surrey Heath Core Strategy and Development Management Policies 2012. The site is approximately 0.1ha in size and comprises derelict garage buildings to the front which are two single storey tin roofed sheds, with hardstanding and scrub land behind. The site is open on all boundaries other than a low post and rail fence to the front, on top of a red brick wall which is in a state of disrepair. There are steps up to the site from the A30, as the site is at an elevated position compared to the road.
- 2.2 Behind the application site to the north, there are residential properties on the western side of Maultway North, with open land opposite to the east. To the west of the application site is a residential building comprising 12 flats, with parking to the rear. The application site borders the A30 to the south. The site is currently accessed from Maultway North with a pedestrian access from the A30.

3.0 RELEVANT HISTORY

- 3.1 SU90/0447 - Land to the rear of Sparks Garage - Outline application for the erection of one chalet bungalow and creation of a new access

Granted 09/08/1990 - not implemented

4.0 THE PROPOSAL

- 4.1 The proposal is an outline application for the erection of up to 10 residential apartments, with associated parking, and vehicular access from Maultway North which will be a new access, with existing accesses removed. All matters except access to be reserved.
- 4.2 The proposal would include the demolition of the existing buildings, closure of the existing London Road pedestrian access and creation of new pedestrian access to the front. Illustrative drawings indicate that the development is anticipated to be similar to Pear Tree Court next door in terms of height and scale, with a landscaped frontage along London Road, and would have parking to the rear of the building, with amenity space surrounding the building. However, only matters relating to access can be considered as part of this application with all other matters reserved for a future application and as such, these details do not form part of the assessment set out in section 7 below.
- 4.3 The following documents have been submitted with the application which will be relied upon in Section 7 of this report:
- Planning, Design and Access Statement
 - Preliminary Ecological Assessment
 - Transport Statement
 - Phase 1 Desk Study (Land contamination)
 - Drainage Assessment

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--|--------------------------------------|
| 5.1 | Surrey County Highway Authority | No objection, subject to conditions. |
| 5.2 | Council's Environmental Health Officer | No objection, subject to conditions. |
| 5.3 | Surrey Wildlife Trust | No objection, subject to conditions. |
| 5.4 | Environment Agency | No objection, subject to conditions. |
| 5.5 | Council's Drainage Officer | Response awaited. |
| 5.6 | Local Lead Flood Authority | Refer to standing advice. |

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 13 objections have been received, and 54 letters in support of the application. The objections raise the following issues:
- Lack of parking and potential congestion on Maultway North [see section 7.4]

- Proposed landscaping may impede driver visibility [*see section 7.4*]
- Road safety/access issues [*see section 7.4*]
- High number of dwellings on small plot [*see section 7.5*]
- Disruption to residents during construction [*Officer comment: disruption during construction is not a planning issue that can be taken into consideration*]
- Restriction of light and view to Pear Tree Court [*see section 7.6*]

6.2 The letters of support raise the following issues:

- More affordable housing is needed [*see section 7.7*]
- Will improve look of site especially with new planting [*see section 7.5*]
- Some support letters still raise concern about parking [*see section 7.4*]

7.0 PLANNING CONSIDERATIONS

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012, and in this case the relevant policies are Policies CPA, CP2, CP3, CP5, CP6, CP11, CP12, CP14, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP); the Guiding Principles of the Main Thoroughfares Sub-Character Area set out in the Western Urban Area Character Supplementary Planning Document, Policy NRM6 of the South East Plan 2009 (as saved); the Thames Basin Heaths Special Protection Area Supplementary Planning Document 2012, and the National Planning Policy Framework.

7.2 As this is an outline application, the main issues to be considered are:

- Principle of the development; and,
- Highways and Access.

Other considerations are as follows:

- Character, trees and landscaping;
- Residential amenity;
- Affordable housing and housing mix;
- Contaminated land and drainage;
- Ecology;
- Impact on the Thames Basin Heaths SPA; and,
- Impact on local infrastructure.

7.3 Principle of the development

7.3.1 Policy CP8 states that the loss of employment land on other employment sites outside the Core Employment Areas will only be permitted where wider benefit to the community can be shown. Policy DM13 states that the loss of employment sites outside Core Employment Areas and Camberley Town Centre may be permitted provided that it would not adversely affect the overall sustainability of employment opportunities of the settlement where the loss occurs; it would not result in the loss of a strategically important sector for

regional, national or global competitiveness; and it would not result in the loss of units capable of use by small business or industry unless it can be demonstrated that there is no longer a need for such units.

- 7.3.2 The site has historically been used as a garage for car repairs and as such is classified as 'sui generis' and not a Class B employment use. Paragraph 6.84 of the supporting text to Policy DM13 states that there may be occasions where the Council would allow the loss of an employment site due to long term vacancy. The garage has been vacant for some time and has never generated significant employment and when the site was last in use it only provided employment for one person. The applicant argues that the potential to continue the garage use is limited by its small size, lack of potential space to expand, dilapidated condition, limited built footprint, lack of amenities and availability of other alternative sites elsewhere. They also argue that given its current dilapidated state, it would require an application for further built form even if its use continued as a garage. Whilst a marketing exercise has not been provided with this submission, given the employment history of the site and lengthy period of vacancy, in the officer's opinion these are strong indicators that there is not demand for business use here. On this basis officers are satisfied that the loss of this use is aligned with the intent of Policy DM13 and would not be harmful to the local economy.
- 7.3.3 The garage is surrounded by residential development. Policy CPA states that new development should come forward largely through redevelopment of previously developed land in the western part of the Borough, and that employment growth will be largely focused on the town centre and nearby Core Employment Areas such as Yorktown and off Frimley Road, so as such this site is not included within those areas. Policy CP3 states that new dwellings will be provided by promoting the use of previously developed land in settlement areas and ensuring the most effective use of that land. One of the core planning principles of the NPPF under paragraph 17 states that planning should encourage the effective use of land that has been previously developed, provided that it is not of high environmental value. Paragraph 22 of the NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose; and this site is not allocated for employment use as shown on the Proposals Map of the CSDMP.
- 7.3.4 As such, it is considered that the likelihood of this site generating any employment in the future is low, and the site would in any case not be suitable for significant employment due to its limited size and the surrounding residential development. It is considered, therefore, that the redevelopment of the site for a residential use would be in line with the NPPF and the CSDMP and would be more compatible than the current use of the site with the surrounding residential development.

7.4 Highways and access

- 7.4.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP2 states that development should be sustainable and have easy access to a range of high quality services and Policy CP11 states that new development that will generate a high number of trips will be directed towards previously developed land in sustainable locations and that 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.
- 7.4.2 The current site has its main access from Maultway North, with a smaller access and pedestrian access from London Road. A new access from Maultway North and pedestrian ramped access to London Road is proposed as part of this development and the existing accesses would be removed. The County Highway Authority has been consulted and has not objected, though has recommended conditions to ensure that the development would

not be occupied until the new accesses have been constructed with visibility zones, in accordance with a scheme to be submitted and approved by the Local Planning Authority in advance, and to ensure existing accesses are removed.

- 7.4.3 Concern has been raised by local residents with regard to the proposed amount of parking and potential overspill onto Maultway North. This application is outline and parking would be considered at the reserved matters stage. At present, the mix of dwelling sizes is not known, so it is not possible to confirm the amount of parking needed, however the illustrated plans show a layout of 10 spaces which would be in line with Surrey County Council's Vehicular and Cycle Parking Guidance 2012 if 1 or 2 bed apartments are proposed, as this Guidance requires 1 space per 1 or 2 bedroom flat. The County Highway Authority has requested a condition that would require a scheme to be submitted and approved in advance of the development which shows how vehicles would be parked and the layout of turning space so that they may enter and leave the site in forward gear. It is therefore considered that the issue of parking will be considered at a later date with the submission of the reserved matters application and these further details as required by condition.
- 7.4.4 The proposed location is close to bus routes on The Maultway, Portsmouth Road and London Road, with most stops within 300m of the site. The nearest train station is approximately 3km away at Camberley, with these buses stopping at the station and Camberley town centre which is approximately 2.4km away. Shops in Bagshot are also accessible at approximately 2km away. It is considered, therefore, that the proposed development is in a sustainable location in terms of access to amenities and public transport, which would enable future occupants to travel without using the car. Cycle spaces are also proposed, and the County Highway Authority has recommended a condition to ensure the provision for secure bicycle parking within the site.
- 7.4.5 It is therefore considered that the proposed development is acceptable in terms of highway and access matters, and in accordance with Policies DM11, CP2 and CP11, and the NPPF in this regard.

7.5 Impact on local character

- 7.5.1 Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 58 goes on to say that planning decisions should aim to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture. Paragraph 61 states that planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
- 7.5.2 Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density. It also states that trees and other vegetation worthy of retention should be protected and high quality hard and soft landscaping should be provided where appropriate.
- 7.5.3 The application site is located within the Main Thoroughfares Sub-Character Area of the Historic Routes Housing Character Area, as outlined in the Western Urban Character Area Supplementary Planning Document. The Guiding Principles of this Sub-Character Area include the guidance that new development should consist principally of two-storey detached or semi-detached buildings set close to the street; maintain the open textured green character with visual gaps through to vegetation behind; include the provision of space for planting of hedges, large trees and shrubs; and front gardens should be enclosed by walls, hedges or mature vegetation. It also states that continued development of the mixed character in terms of uses and architectural styles will be encouraged, as will measures to minimise the impact of car parking on the streetscene.

- 7.5.4 This application is in outline form, and as such the details at this stage are illustrative, and further detail of the proposals and landscaping would be submitted at reserved matters stage. Currently there are two dilapidated tin roofed buildings on the site, with a mixture of hardstanding and scrub land behind. The applicant proposes a two-storey building surrounded by amenity space, with new planting on the borders especially to the site frontage where it is visible on the A30. Parking would be behind the building, and would also have landscaping around its borders.
- 7.5.5 Surrounding development is residential and as such, the proposed residential use of the land would integrate well into its context. Nearby residential development is mixed in character. On Maultway North, dwellings are mostly detached though there are some terraced cottages. Dwellings are largely hidden from the road by vegetation to the front boundary. On the A30 London Road, the proposal would be adjacent to Pear Tree Court, which is a two storey building comprising residential flats with parking and access to the rear, as is proposed here. The illustrative proposals show that the proposed two-storey building would be similar in height and scale to Pear Tree Court, and would be set back a similar distance from the A30, though given the narrower shape of the plot, it may extend further to the rear. Concern is raised, however, about the size of the building in comparison to the size of the plot, and it is considered that the proposals in their current form may not provide sufficient amenity space around the building to the detriment of local character. However, it is considered that this matter can be addressed in detail at the reserved matters stage and an informative can be added advising the applicant of this.
- 7.5.6 The elevated position of the building and its location on a busy roundabout makes it a prominent site in terms of visibility, and as such the proposed residential development would be a considerable improvement from the existing site, as the existing buildings are in a poor state and are detrimental to the local landscape. Although the height, scale and design of the building are reserved matters, the layout indicates that it is likely to reflect the adjoining Pear Tree Court in terms of height and scale, and would also provide landscaping to the boundaries which would provide an additional benefit to in terms of character.
- 7.5.7 There are a number of large trees located on the boundary with adjacent Pear Tree Court, and as such a Tree Survey would have to be submitted at the reserved matters stage, in order to ensure that these trees would not be harmed by the proposal or during construction. A landscaping scheme would also be necessary to ensure that the proposed landscaping is of high quality.
- 7.5.8 It is therefore considered that the proposed development would make a positive contribution to the character of the area, subject to details to be considered at reserved matters stage, and at this stage is considered to be in accordance with Policy DM9, the Guiding Principles of the Main Thoroughfares Sub-Character Area, and the NPPF in this regard.

7.6 Residential amenity

- 7.6.1 Paragraph 17 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.6.2 The current layout shows that the building would be situated to the front of the plot adjacent to Pear Tree Court. Pear Tree Court is located approximately 4m from the boundary with the application site, and has windows at both levels on its nearest flank boundary. The illustrative layout shows that the building would be a minimum of 4m from the boundary, so approximately 8m away from Pear Tree Court. This distance is not likely to give rise to any overbearing impact or loss of light from habitable windows on the

adjoining property if the building was at the height and scale that is currently indicated. However, consideration of the placement of any flank windows would have to be given careful consideration at the reserved matters stage to ensure that there was no overlooking or loss of privacy arising from the development.

- 7.6.3 To the rear, the site adjoins The Bungalow on Maultway North, which also has an upper floor window with views of the application site, however The Bungalow itself is set back from the road and as such its flank windows are adjacent to the boundary of the site and Pear Tree Court. The proposal as currently laid out shows the building would be at least 25m from the boundary with this property with parking in between, so although the design is yet to be finalised, if the building is in the approximate position as shown it is not likely to give rise to any harmful impacts on amenity to this neighbouring property. There is a proposed bin/cycle store which is at this stage shown closer to the property, but this would be of limited height.
- 7.6.4 The proposed development will give rise to a higher number of car trips than is currently the case, as the site is vacant. The numbers of car trips generated by the site when it was in use is not known, however as a garage is likely to have been in excess of the numbers proposed by this development. However, this permission is for up to 10 units and as such, the proposed numbers of cars are not likely to give rise to harm in terms of noise impacts. As stated above, the impact of parking will be considered at a later stage.
- 7.6.5 The proposed amenity space is of concern to the Local Planning Authority which is not considered enough for the future occupiers of the development. However this matter will be considered in more detail at the reserved matters stage.
- 7.6.6 It is therefore considered that, subject to the detail of the proposals including amount of amenity space being considered at a later stage, it is not likely that the proposed development would give rise to significant adverse impacts upon residential amenity and as such, is in accordance with Policy DM9 and the NPPF in this regard.

7.7 Affordable housing and housing mix

- 7.7.1 Policy CP5 of the CSDMP concerns the provision of affordable housing, however since November 2014 Planning Practice Guidance now states that developments of 10 units or less which have a maximum combined gross floorspace of less than 1000 sq m should not be required to provide any affordable housing contributions. As such, this development would not be liable for any contributions in respect of affordable housing.
- 7.7.2 Policy CP6 concerns dwelling size and type and states that market housing should comprise 10% 1-bed, 40% 2-bed, 40% 3-bed and 10% 4+-bed units. The proposal is likely to be a mix of 1 and 2-bed units, however the mix is not yet known. Given the limited size of the application site, it is accepted that larger units are unlikely to be able to be provided while maximising the use of the available space. However, housing mix will be considered in more detail at the reserved matters stage.

7.8 Land contamination, flooding and drainage

- 7.8.1 Paragraph 109 of the NPPF 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 soil, air, water or noise pollution or land instability. Paragraph 103 states that when determining planning applications local planning authorities should ensure flood risk is not increased elsewhere. Policies CP2 and DM9 require new development to respect and enhance the quality of the natural environment. Policy DM10 states that development within Flood Zones 2 and 3 or on sites of 1ha or greater within Flood Zone 1 or other sites at risk of flooding will not be supported unless it can be demonstrated that the development is compatible with the level of risk,

that flood risks can be reduced to acceptable levels.

- 7.8.2 This application site is within Flood Zone 1 and is not over 1 ha, and as such a Flood Risk Assessment was not required. However the application has been accompanied by a Drainage Assessment stating that a drainage strategy incorporating sustainable urban drainage will be implemented as part of the development to manage the increase in surface water runoff as a result of the development, such that it will not place properties on the site or elsewhere at risk of surface water flooding. It is proposed that the car park area will drain via permeable paving to ground and that the roof drainage will discharge to ground via designed soakaways. The Local Lead Flood Authority have been consulted who have stated that there are no significant implications for surface water management on the site and no records of the area having been flooded, though there is a record of flooding nearby. The Council's Drainage Officer has been consulted and comments are awaited.
- 7.8.3 A Phase 1 Desk Study also accompanied the application which addresses potential land contamination at the site. This report advised that potential contamination sources at the site were fuel tanks, fuel supply lines, interceptors and hydrocarbon spillages. The groundwater vulnerability was shown to be on a Secondary Aquifer and the groundwater may be at risk of contamination from on-site and nearby sources of pollution. The report also said that there may be land instability at the site. It concludes that a Phase II Intrusive Investigation and Geotechnical Site Investigation is required.
- 7.8.4 The Environmental Health Officer has been consulted who has recommended a number of conditions to cover this issue. The Environment Agency has also been consulted and has stated that as contamination may have been caused by the use as a garage, further investigation is required to establish the nature and extent of any contamination. Therefore they have recommended conditions to secure this further investigation.
- 7.8.5 It is considered therefore that, subject to the advice of the Drainage Officer, that the proposed development is acceptable in terms of flooding, drainage and land contamination, with the proposed conditions relating to land contamination.

7.9 Ecology

- 7.9.1 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the local and natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Policy CP14A of the SHCS states that the Borough Council will seek to conserve and enhance biodiversity within Surrey Heath, and that development that results in harm to or loss of features of interest for biodiversity will not be permitted.
- 7.9.2 The application site is adjacent to a Site of Nature Conservation Importance, which is the other side of Maultway North, approximately 21m to the north-east at its nearest point. The Thames Basin Heaths Special Protection Area (SPA) is located approximately 550m to the north, as is Broadmoor to Bagshot Woods Site of Special Scientific Interest. The application is accompanied by a Preliminary Ecological Assessment, and as part of this assessment the potential for any protected species to exist or be supported was considered, and evidence of any species recorded, including the existing buildings being surveyed for bats.
- 7.9.3 The Ecological Assessment found no evidence of bats and furthermore that the existing buildings could not support bats as there were no roof voids, or areas that they could hang on to, and during the day the areas were lit up or open to the elements. However it did consider that bats could be present in the woodland opposite the site and therefore careful consideration should be given to the use of lighting. No other protected species were found during the survey nor did the site contain habitats likely to support these species, which were described as having negligible ecological value.

- 7.9.4 The Ecological Assessment recommended that some biodiversity enhancements could be provided as part of the scheme, including landscaping which should be comprised largely of native species and aim to create a strong diversity of species and habitats. Bird boxes, feeders, water baths for wildlife, bat bricks and habitat piles such as logs/vegetation were also recommended.
- 7.9.5 The Surrey Wildlife Trust has been consulted and has recommended that the actions in the Enhancements section of the Ecological Assessment as detailed above be undertaken and that consideration is given to the proposed lighting.
- 7.9.6 It is therefore considered that the proposed development will not result in any harm in terms of ecology and could be designed so as to provide biodiversity benefit. It is considered that at the reserved matters stage the applicant can provide detail of how the site will provide biodiversity enhancements and minimise light spillage towards the woodland. As such, it is considered that the proposal is in accordance with CP14A and the NPPF in terms of ecology.

7.10 Impact on Thames Basin Heaths Special Protection Area (SPA)

- 7.10.1 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the SHCS states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).
- 7.10.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 550m away from the SPA and 1.7km away from the SAC. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. This development would be CIL liable, and the exact contribution is based on floorspace, so would be determined at the reserved matters stage.
- 7.10.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. As such, this payment again would be determined at the reserved matters stage.
- 7.10.4 It is therefore considered that, subject to the payment of SAMM or a satisfactory legal obligation to secure a SAMM contribution, the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD. Informatives relating to CIL would also be imposed.

7.11 Impact on local infrastructure

- 7.11.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Paragraph 153 of the NPPF states that supplementary planning documents should be used where they can aid infrastructure delivery. The Council's Infrastructure Delivery SPD was adopted in 2014 and sets out the likely infrastructure required to deliver development and the Council's approach to

Infrastructure Delivery.

- 7.11.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself.
- 7.11.3 This development would be CIL liable, and CIL would be payable on commencement. However as the charge depends on amount of new floorspace it cannot be worked out at this stage, and will be determined at the reserved matters stage. An informative regarding CIL will be added.
- 7.11.4 It is therefore considered that the proposal would be in accordance with Policy CP12, the Infrastructure Delivery SPD and the NPPF in this regard.

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 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 proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 The proposed development is considered to be acceptable at this stage with regard to the principle of the development on this site, and the access. The impact on character and residential amenity will have to be considered at the reserved matters stage but no concerns are raised at this stage other than the need for additional amenity space. The proposal is CIL liable and an informative to that effect is proposed, as well as conditions to cover the outstanding details. It is therefore considered that the proposal is acceptable.

10.0 RECOMMENDATION

GRANT subject to the following conditions:-

1. Approval of the details of the scale, appearance and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development 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. 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.

3. The development hereby approved shall not be first occupied unless and until the proposed vehicular/pedestrian access to Maultway North has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction above 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

4. The development hereby approved shall not be occupied unless and until the existing accesses from the site to Maultway North and London Road have been permanently closed and any kerbs, verge, footway fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

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

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

6. The development hereby approved shall not be first occupied unless and until the

following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles within the development site. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
 - a) parking for vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) measures to prevent the deposit of materials on the highway

has been submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented in full during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause an inconvenience to other highway users, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

8. No development including demolition shall take place until a Tree Survey/Report has been submitted and approved in writing by the Local Planning Authority. This Report shall be in compliance with **BS5837:2012 – Trees in Relation to Design, Demolition and Construction**, and shall include an Arboricultural Impact Assessment and Arboricultural Method Statement and Tree Protection Plan. This report should be prepared by a qualified Arboriculturalist possessing Professional Indemnity Insurance. All trees on or immediately adjacent to the development either within the application site or on the edge of the site should be accurately shown on a scaled site/block plan. The species, position of trees and canopy spread should be accurately shown. Existing trees should be retained wherever practicable and protected during the construction of the development.

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. Prior to commencement of development, details of all hard and soft landscaping works shall be submitted and approved in writing by the Local Planning Authority. These shall include details of species, which should be in accordance with the 'Enhancements' section of the submitted Ecological Assessment report by PJC Ecology dated March 2015. The details shall also include a Landscape Management Plan, which should incorporate long term design objectives,

management responsibilities/timescales and maintenance schedules for all landscape areas. All hard and soft landscaping works and the Landscape Management Plan shall be carried out in accordance with the approved details.

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 the National Planning Policy Framework.

10. Prior to commencement of development, details of biodiversity enhancements to be carried out in accordance with the Enhancements section of the submitted Ecological Assessment written by PJC Ecology dated March 2015 shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to minimise impacts upon and provide gains in biodiversity in accordance with paragraph 109 of the National Planning Policy Framework.

11. The proposed access to the development shall be built in the location as shown on the Proposed Illustrative Layouts Plan Drawing number YI/15.12/HCN/P-APP.01 received 28.04.15.

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

12. No development shall take place until details of external lighting are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

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

13. Prior to commencement of development, a scheme that includes the following components to deal with the risks associated with the contamination of the site shall be submitted to and approved in writing by the Local Planning Authority.

a) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- sources of contamination that may have originated off-site
- potentially unacceptable risks arising from contamination at the site.

b) A site investigation scheme, based on a) above, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. This must include risks to human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwater and surface water, ecological systems, archaeological sites and ancient monuments.

c) The results of the site investigation and detailed risk assessment referred to in b)

above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in c) above are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with risks to controlled waters, property and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. Prior to commencement of development, 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 submitted and approved by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The remediation 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.

Reason: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with risks to controlled waters, property and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

15. Prior to commencement of development (other than that required to carry out remediation) the remediation scheme approved under Condition 14 above must be carried out in accordance with its terms and following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority. This report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (long-term monitoring and maintenance plan) for longer-term monitoring and reporting (at least 5 years) of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

receptors, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

16. If, during development, contamination not previously identified is found to be present at the site then the Local Planning Authority shall be notified immediately and no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has carried out an investigation and risk assessment; and submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with; and this strategy has been approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Following completion of measures identified in the approved remediation strategy a verification report detailing the effectiveness of those measures shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with risks to controlled waters, property and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

17. No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the Local 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 prevent pollution of the water environment due to possible migration of contaminants from within the contaminated land, in accordance with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

Informative(s)

1. The development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

In accordance with CIL Regulation 65, the Council will issue a Liability Notice in respect of chargeable development referred to in this decision as soon as practicable after the day on which the approval of the last reserved matter(s) first permits development. The Liability Notice will confirm the chargeable amount calculated by the Council in accordance with CIL Regulation 40 (amended) and in respect of the relevant CIL rates set out in the adopted Surrey Heath Charging Schedule. Please note that the chargeable amount is a local land charge.

Failure to pay CIL in accordance with the CIL Regulations and Council's payment procedure upon commencement of the chargeable development referred to in this decision may result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including the assuming,

withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the Council's website.

2. Decision Notice to be kept DS1
 3. Building Regs consent req'd DF5
 4. In relation to Condition 1 and the submission of reserved matters the applicant is advised that the provision of amenity space may be insufficient for the new occupiers in relation to the quantum of built form proposed.
 5. The applicant is advised that the development will be liable for a payment in respect of SAMM (Strategic Access Monitoring and Maintenance) at the reserved matters stage when details of the numbers and sizes of dwellings is known.
-

MINUTE LIST OF COMMITTEE
19 August 2015

APP. NO	WARD	LOCATION & PROPOSAL	TYPE	DECISION
2015/0385	OLD	SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ	<u>OOU</u>	AA
EP		Outline application for the demolition of existing buildings and erection of up to 10 residential apartments, access, parking provision and associated landscaping with access to be considered only. (Additional information rec'd 10/07/2015).		

ACTION

APPROVED AS PER RECOMMENDATION (SUBJECT TO ADDITIONAL CONDITIONS AND INFORMATIVES)

Condition 18

The development hereby permitted shall not commence until details of the design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. Those details shall include:

Information about the design storm period and intensity (1 in 30 & 1 in 100 (+30% allowance for climate change), discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

- c) Flood water exceedance routes, both on and off site;
- d) A timetable for implementation;
- e) Site investigation and test results to confirm infiltration rates;

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off the site resulting from the proposed development, in accordance with Policy DM10 of the Surrey Heath Core Strategy and Development Management Proposals Document 2012.

Condition 19

Prior to the approval of any reserved matters application, an affordable housing scheme compliant with the Surrey Heath Core Strategy and Development Management Policies Document 2012 Policy CP5 has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure affordable housing is provided in accordance with Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

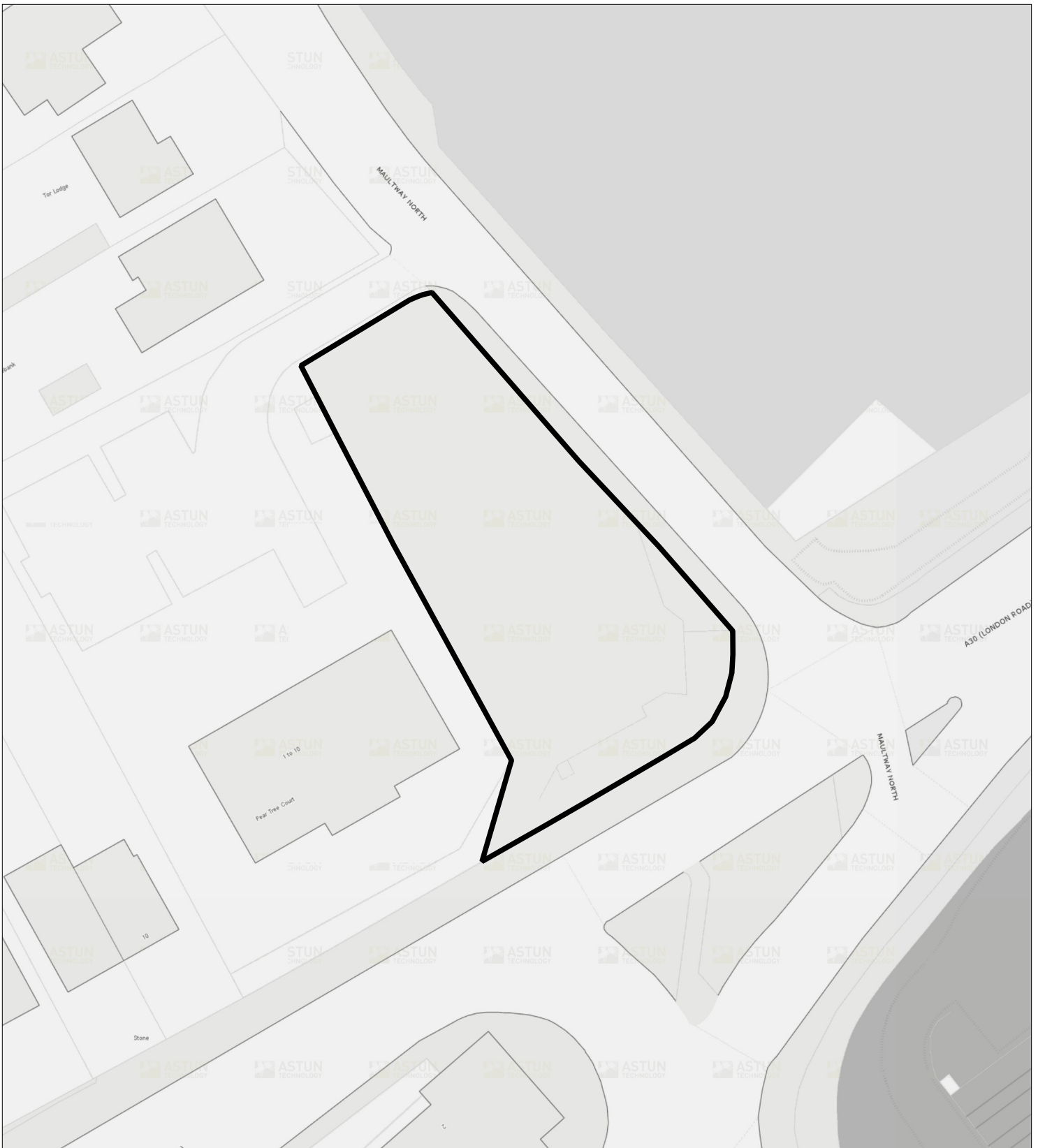
Amended Informative (Number 4)

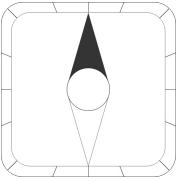

In relation to Condition 1 and the submission of reserved matters the applicant is advised that the provision of amenity space may be insufficient for the new occupiers in relation to the quantum of built form proposed; in addition the reserved matters application should make provision for on-site resident and visitor parking in line with the relevant adopted standards / guidance in place at that time. The reserved matters applications to be submitted also need to make provision for off-site highway works commensurate with the scale of the development and the requirements in place at that time.

Additional Informative:

The drainage details required by Condition 18 above should include full details of all foul water systems, to include cover levels, invert levels, pipe and chamber sizes, to be annotated upon a drainage layout plan. Details to indicate all connection points to buildings and to provide levels of any rodding eye or inspection point.

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Title	Planning Applications		
Application number	17/0503	Scale @ A4	1:500
Address	LAND AT FORMER SPARKS GARAGE, 2 LONDON ROAD, CAMBERLEY, GU15 3UZ	Date	07 Aug 2017
Proposal	Condition 1 - Approval of the details of the scale, appearance and landscaping of the site. Condition 2 - Details and samples of the external materials to be used. Condition 3 - Proposed visibility zones. Condition 5 - Parking Condition 6 - Bicycle storage Condition 7 - Construction Transport Management Plan Condition 8 - Tree survey	 	
Version 3	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017	Author: DMD	



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Location Plan



Proposed Site Plan



Proposed Front Elevations from London Road (with Pear Tree Court to left)



Proposed Side Elevations from Maultway North



Proposed Rear Elevations from car park



Proposed Side Elevations from Pear Tree Court



Proposed 3D view- Corner of London Road and Maultway North



Proposed 3D View – From rear car park



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan



Southern boundary of site with A30



Access to Pear Tree Court, looking south towards A30



Looking west across site to side of Pear Tree Court



Existing boundary with Pear Tree Court



Boundary of Applebank, Maultway North, to north of site at entrance to Pear Tree Court



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2017/0307

Reg Date 20/04/2017

Chobham

LOCATION: ROSEBANK NURSERIES, CHERTSEY ROAD,
CHOBHAM, WOKING, GU24 8PL

PROPOSAL: Erection of 4 No. five bedroom and 1 No. four bedroom dwellings with associated access, parking/garaging and landscaping following the demolition of existing buildings.

TYPE: Full Planning Application

APPLICANT: Spitfire Bespoke Homes Limited

OFFICER: Duncan Carty

This application would normally be determined under the Council's Scheme of Delegation, however, it has been called in for determination by the Planning Applications Committee at the request of Cllr Wheeler.

RECOMMENDATION: GRANT subject to conditions and legal agreement

1.0 SUMMARY

- 1.1 Rosebank Nurseries is located on the north side of Chertsey Road, east of Chobham village and within the Green Belt. The proposal is for the erection of five detached dwellings (comprising 4 no. five bedroom and 1 no. four bedroom dwellings) and detached garages following the demolition of existing glasshouses.
- 1.2 The proposal represents inappropriate development in the Green Belt but given the reduction in the quantum of built form would improve the openness of the Green Belt. In the officer's opinion this outweighs the harm to constitute very special circumstances. The development would result in no adverse harm to residential amenity or the highway and is acceptable in all other regards.
- 1.3 The proposal would require the provision of a legal agreement to secure a contribution in respect of affordable housing and SAMM. To date, no legal agreement has been provided, however subject to the completion of such an agreement by the proposal is considered to be acceptable.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the north side of Chertsey Road, approximately 150m to the east of the village settlement edge of Chobham and lies within the Green Belt. It is 0.74ha in size and is predominantly covered with glasshouses (of about 2,105 square metres) and areas of hardstanding, currently being used as a wholesale horticultural nursery. There is one existing access from Chertsey Road. Detached residential properties Bridgewater Farm and Brambles are to west and east flank boundaries of the site, respectively, and are on large plots. Land to the rear of the site and on the opposite side of Chertsey Road is open.

- 2.2 The site is L-shaped with a narrower frontage, with the residential property, Bendamore, to the front. The boundaries of the site are a mixture of fences, hedges and trees with a high, dense conifer screen to the west flank boundary. There is a 2 metre high fence to the south boundary.

3.0 RELEVANT PLANNING HISTORY

- 3.1 SU/84/0549 – Erection of glasshouses for horticultural use following the demolition of existing glasshouses. Approved in August 1984.
- 3.2 SU/86/0672 – Certificate of Lawful Proposed Use of existing greenhouse as an ancillary sales area. Considered to be lawful in September 19086.
- 3.3 SU/94/0702 – Creation of a new vehicular access and extension to existing car park. Approved in November 1994.
- 3.4 SU/94/0703 – Erection of a glasshouse extension and single storey building to provide W.C. accommodation. Approved in November 1994.

4.0 THE PROPOSAL

- 4.1 The proposal is for the erection of five detached dwellings, following the demolition of the existing glasshouses. The proposal would provide 4no. five bedroom and 1 no. four bedroom dwellings, with integral/detached garages. The access road would be provided from Chertsey Road to the west side of the site, with the proposed dwellings set behind the frontage dwelling, Bendamore. The dwellings for Plots 1-3 are orientated so that they are west-facing and front onto this access road; with one dwelling (for Plot 5) south-facing fronting onto the end of the access road; with the remaining dwelling (for Plot 4) in the north east corner of the site, between these dwellings (Plots 3 and 5).
- 4.2 The dwellings have a two storey height with ridge heights of between 8.6 and 8.8 metres. Plots 1 and 3 have detached garages. The garage for Plot 3 is proposed to be single storey has a pyramidal roof to a maximum height of 4.8 metres. The garage for Plot 1 is proposed to be two storey with a home office at first floor level with a barn roof over to a maximum height of 7 metres.
- 4.3 The proposal would provide gaps typically of about 4 metres between dwellings, garden depths between 15 and 30 metres and rear garden areas of between about 300 and 820 square metres. All properties would have driveways to the front with opportunities for soft landscaping to the front of these properties and alongside the access road, including the frontage to Chertsey Road. The proposal would provide 1,630 square metres of accommodation.
- 4.4 In support of the application, the applicant has provided a Planning Statement including an Affordable Housing Statement, Ecological Appraisal, Arboricultural Impact Assessment and Method Statement, Heritage Statement including an

Archaeology Desktop study, Contamination Report, Design and Access Statement, Drainage Statement and Transport Statement. These have been taken into account in preparing this report.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|----------------------------------|---|
| 5.1 | County Highway Authority | No objections. |
| 5.2 | Head of Environmental Services | No objections. |
| 5.3 | Council's Arboricultural Officer | No objections. |
| 5.4 | County Archaeologist | No comments received to date. |
| 5.5 | Surrey Wildlife Trust | No objections. |
| 5.6 | Chobham Parish Council | Objection – new dwellings in the Green Belt with no special circumstances. The site is outside of the settlement boundary and would contribute to urban sprawl. The proposal would be detrimental to the green and rural character of this approach to the village and would provide a high density of development in relation to the size of the site and compared to neighbouring properties. There is no on-site provision for affordable housing. Loss of business/employment site and glasshouses/polytunnels should not be included in floorspace calculations as they are temporary structures. If Council minded to approve then construction traffic should not park on A319 Chertsey Road, garages should be retained for this purpose and should not be converted to living accommodation and permitted development rights should be removed in order to not further encroach on openness. |

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no letters of objection have been received and one letter of support indicating that they consider the proposal to be an improvement from its current commercial garden centre use.

7.0 PLANNING CONSIDERATION

7.1 The current proposal is located in the Green Belt. The current proposal is to be assessed against Policies CP1, CP2, CP5, CP6, CP11, CP12, CP14, DM9, DM11 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and the National Planning Policy Framework (NPPF). The main issues raised to include:

- The principle for the development;
- Impact on the Green Belt;
- Impact on character and trees;
- Impact on residential amenity;
- Impact on highway safety;
- Impact on affordable housing provision;
- Impact on infrastructure and the SPA;
- Impact on ecology;
- Impact on drainage and flood risk; and
- Impact on archaeology.

7.2 The principle for the development

7.2.1 Policy CP1 of the CSDMP provides a sustainable approach to the spatial strategy for the Borough and indicates that new development would come forward largely through the redevelopment of previously developed land in the western part of the Borough.

7.2.2 The application site lies close to, but beyond, the village edge of Chobham. The site is relatively sustainable, for its rural location, in that it is set about 0.5 kilometres from local shops and 0.75 kilometres from the nearest school.

7.2.3 The Housing Land Supply Paper 2017-2022 identifies that it cannot be demonstrated that the Borough can currently meet its requirements for a five year housing land supply, with the most recent appeal at Heathpark Woods (SU/15/0590) indicating that the current supply is at no more than 3.4 years supply and that housing cannot be wholly provided from the western part of the Borough.

7.2.4 Residential development is, in principle, acceptable given that there is an identified need for housing in the Borough. The loss of the horticultural/employment use can also be justified. The applicant has submitted a viability report which identifies that the use of the nursery is not viable because of the size of the site being too small for a modern horticultural business; and the size, layout and condition of the buildings. In terms of its current limited contribution to the economy, there is no objection to the loss of the horticultural use in economic terms. It should also be noted that the committee has granted

permission for residential redevelopment of other local nursery/former nursery sites at Hagthorn Farm and Chobham Nurseries.

7.3 Impact on the Green Belt

- 7.3.1 Paragraphs 89 and 90 of the NPPF list the forms of development that are not inappropriate within the Green Belt. One of these exceptions is the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use. However, horticultural sites are not included in the definition of previously developed land, and there are no other exceptions under Paragraphs 89 or 90 that would allow this development. As such the development is inappropriate in the Green Belt.
- 7.3.2 Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 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.
- 7.3.3 The current proposal also adds further harm by spreading development towards the north part of the site, which is currently not developed. The existing buildings on site are 3-4m in height, and ridge heights of the proposed dwellings are 8.6 metres. The proposal would also provide development greater in height and therefore more prominent than the existing development on this site.
- 7.3.4 However, the primary indicator of a loss of openness is built form and so it is necessary to compare the existing and proposed built form. The following table indicates the differences in floorspace, footprint, volume and hardstanding in comparison with the existing situation:

	Existing	Proposed	% Reduction
Floorspace	2,136 sq.m.	1,630 sq.m.	24%
Footprint	2,136 sq.m.	1,013 sq.m.	53%
Volume	7,877 sq.m.	6,483 sq.m.	18%
Hardstanding area	2,450 sq.m.	1247 sq.m.	49%

The reductions in footprint, volume and hardstanding are significant and would result in a net benefit to the openness of the Green Belt. In the officer's opinion, these combined reductions offset the harm caused by the spread of development. The reduction in floorspace is noted but does not include the potential floorspace (not currently proposed) in the roofspace of these dwellings, and if this floorspace were to be included, the floorspace reduction would be much smaller (if at all). However, in this respect a comparison of volume is the key determinant of harm to openness.

- 7.3.5 The rear (north) part of the site is not developed but would be provided as rear gardens, including part of the building footprint for Plots 4 and 5. This part of the site clearly forms a part of the nursery site and is heavily overgrown and bounded by significant vegetation, including major trees. This is different to the north part of Windlesham Garden Centre, which is more open and physically separated from the garden centre site by an access track and excluded from residential curtilages for the residential redevelopment of that site (under permission SU/17/0110). It is considered that the north part of the application site is similar to the west part of the Chobham Nurseries site which became a part of the residential development (Plot 1 under permission SU/15/1069), which was similarly enclosed.
- 7.3.6 As such, the net gain to the openness of the Green Belt is considered to outweigh the in principle inappropriateness to constitute very special circumstances. To safeguard the openness of the site it is, however, considered necessary and reasonable to remove permitted development rights.

7.4 Impact on character and trees

- 7.4.1 Paragraphs 59, 61 and 64 of the NPPF requires design policies to 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. Development which fails to integrate into its context, promote or reinforce local distinctiveness and fails to take the opportunity to improve the character and quality of the area and the way it functions should be refused. Policies CP2 and DM9 of the CSDMP reiterate this requirement.
- 7.4.2 The existing buildings can be seen from Chertsey Road, at the access point, and do not enhance the character and quality of the local area. The area in the vicinity of the site is open and rural in character, with limited residential development either side of Chertsey Road, which comprise detached houses on large plots. Dwellings vary in age and architectural style and are generally two-storey in nature. Substantial vegetation along the road partly hides many of the dwellings from view, and forms most of the boundaries between dwellings and Chertsey Road, adding to the rural character.
- 7.4.3 The proposal incorporates five dwellings of varying sizes which are all unique in terms of their architectural design and have taken design cues from surrounding dwellings. The detached garages located at a distance from the dwelling are reminiscent of a more rural, agricultural design, and the buildings have been laid out to ensure that they do not appear cramped.
- 7.4.5 The existing buildings on site are 3-4m in height, and ridge heights of the proposed dwellings are 8.6 metres. The nearest dwellings to both flanks are two-storey in height and, in the case of Brambles, can be seen from the road, and as such it is not considered that the dwellings would look out of character in this regard. From Chertsey Road, the front of Plot 5 would be visible but its impact limited due to the large setback (of about 120 metres) with the remaining dwellings would only be seen from more acute angles, as they would be located behind the frontage dwelling, Bendamore, and set back a minimum of about 50 metres.

The rear of Plots 1-4 would also be partly visible across the large residential curtilage of Brambles to Chobham Park Lane, but with minimum separation distances of 80 metres from this highway.

- 7.4.6 The application includes a Tree Report which advises that the proposal will only require the removal of a number of minor or poor quality trees with the site and will include the retention of all off-site and major trees. The Council's Arboricultural Officer has not objected, subject to a condition for a pre-commencement site meeting and the implementation of tree protection measures including a method statement for the removal of hardstanding within the root protection area of retained trees.
- 7.4.7 It is therefore considered that the design of the development would respect and improve the character and quality of the area and accord with the NPPF and Policies CP2 and DM9 of the CSDMP.

7.5 Impact on residential amenity

- 7.5.1 Paragraph 17 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.5.2 The frontage property, Bendamore, would shares its rear boundary with the flank boundary of Plot 1. The flank wall of this dwelling would be set-in 8.7 metres from the boundary with the outbuilding, set closer at 2.6 metres from this boundary. Noting these levels of separation, the distance from the main rear wall of Bendamore to this boundary and the existing heavy landscaped boundary treatment, no adverse impact on this property is envisaged.
- 7.5.3 The residential property, Brambles, lies to the east of the site and would border Plots 1-4. The property itself, however, approximately 30 metres from the mutual flank boundary at the nearest point, and the nearest building would be the garage of Plot 3 at 8 metres away, which given its single storey nature is not considered to cause any amenity impacts. The dwellings themselves are over 15 metres away from this boundary and are not considered to cause any adverse harm to amenity. The residential property to the west, Bridgewater Farm, is set some distance from the mutual flank boundary (over 80 metres) with an extensive tree/vegetation screen at the mutual boundary. As such no adverse impacts in terms of amenities would occur for on either of these properties.
- 7.5.4 There are no other properties in close proximity to the application site and no adverse impact on amenity to any other property is therefore envisaged. As such, the proposal is considered acceptable on these grounds, complying with Policy DM9 of the CSDMP and the NPPF.

7.6 Impact on highway safety

- 7.6.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy CP11 states that 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. DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.6.2 The County Highway Authority has raised no objections to the proposal. Each plot would provide a minimum of three parking spaces which would exceed parking standards. The County Highway Authority has requested the provision of cycle storage facilities which, subject to the approval of these details by condition, could be accommodated in the garages for the approved dwellings, which are larger (at 6 by 6 metres, approximately) and would take account of this requirement.
- 7.6.3 Subject to the County Highway Authority raising no objections, the proposal is considered to be acceptable in terms of highway safety and capacity and in line with Policies CP11 and DM11 of the CSDMP and the NPPF.

7.7 Impact on affordable housing provision

- 7.7.1 Planning Policy CP5 states that developments of 5-9 units should secure a 20% on-site provision of affordable housing. The Ministerial Written Statement, and following the Court of Appeal decision requires a minimum threshold for affordable housing in excess of 10 dwellings or 1000 square metres. However, for this proposal, the amount of accommodation would provide over 1,000 square metres of floorspace, and considerations for affordable housing should be applied.
- 7.7.2 In this case the developer proposes a financial contribution of £205,132 in lieu of on-site provision, having submitted evidence from two local housing authorities that one unit in this location would not be viable for them to manage. This sum is in line with that required under Policy CP5 and the affordable housing SPD. The Housing Services Officer has also verbally commented that he would have no objection to a financial contribution. It is therefore considered that the proposal is in line with Policy CP5, subject to the receipt of a legal agreement by the Committee date to secure this sum.

7.8 Impact on Infrastructure and the Thames Basin Heaths Special Protection Area

- 7.8.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Paragraph 153 of the NPPF states that supplementary planning documents should be used where they can aid infrastructure delivery.
- 7.8.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the

Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. This development would be CIL liable, and CIL would be payable on commencement. An informative regarding CIL will be added. It is therefore considered that the proposal would be in accordance with Policy CP12, the Infrastructure Delivery SPD and the NPPF in this regard.

- 7.8.3 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 0.8km from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. In this case there is sufficient SANG and the development is CIL liable.
- 7.8.4 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment of £4,642. It is therefore considered that, subject to the receipt of a legal agreement to secure this sum by the Committee date, the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD.

7.9 Other matters

- 7.9.1 Policy CP14 of the CSDMP supports the conservation and enhancement of biodiversity within Surrey Heath. The applicant has submitted an Ecological Appraisal, which assessed the site as having negligible benefit for protected species, and recommends the provision of new habitats within the site, bat and bird boxes. Surrey Wildlife Trust have not objected to the development, subject to conditions including a method statement for reptile protection and the undertaking of the other mitigation measures as outlined in the Ecological Assessment. They have also made species suggestions which can be considered under the further landscaping details required. It is therefore considered that subject to these conditions, the development is acceptable in this regard.
- 7.9.2 Policy DM10 of the CSDMP 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. Most of the site is within Flood Zone 1 (low risk) other than the western boundary and part of the house of Plot 1 which is in Flood Zone 2 (medium risk). Given that the majority of the site lies within an area of lowest risk of flooding officers are satisfied that the Sequential Test has been passed. In accordance with EA advice necessary conditions and informatives can be added in respect of emergency planning and safe access.
- 7.9.3 Paragraph 120 of the NPPF states that to prevent unacceptable risks from pollution, planning decisions should ensure that new development is appropriate for its location. The applicant has submitted a Contamination Report. The

Environmental Health Officer has not objected but has recommended conditions to ensure further work is carried out to establish the extent of the contamination and remediation measures implemented, all to be agreed with the LPA. It is therefore considered the proposal is acceptable in this respect, subject to the proposed conditions.

- 7.9.4 Policy DM17 states that development which affects any Heritage Asset should first establish and take into accounts its individual significance and seek to promote its conservation and enhancement. The applicants have submitted an archaeological desk-top assessment which has been reviewed by the County Archaeologist. The Archaeologist has stated that given that there is evidence of historic quarrying on the site and remains are likely to have undergone truncation during the construction and use of the nursery glasshouses, that no further work or conditions are required in this respect.

8.0 CONCLUSION

- 8.1 Whilst the proposal would represent an inappropriate form of development in the Green Belt the reduction of quantum of built form on the site would result in a net gain to the openness of the Green Belt. It is therefore considered that there are very special circumstances to outweigh the harm to the Green Belt. No harm has been identified in respect of impact on character, residential amenity, highways or the other matters discussed above. The application is recommended for approval subject to conditions and the completion of a legal agreement.

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 proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

10.0 RECOMMENDATION

GRANT 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: 11, 12, 13, 14, 21, 22, 23, 24, 41, 42, 43, 44, 51, 52, 53, 54, 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.

3. 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. 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 and the National Planning Policy Framework.

4. Notwithstanding the provisions of Classes A, B and E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no further extensions, garages or other buildings shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement or other alterations to the development in the interests of the openness and visual amenity of the Green Belt and to accord with Policies CP1, DM1 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. 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 other than small, privately-owned domestic gardens, 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 five 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.

6. The approved development shall be implemented in accordance with Part 9.0 of the Ecological Assessment by Ethos Environmental Planning dated January 2017 unless the prior written approval of the Local Planning Authority.

Reason: In the interests of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. The parking spaces shown on the approved plan shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: The condition above is required in order that the development should not prejudice highway safety or residential amenity nor cause inconvenience to other highway users and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. No development shall take place until an investigation and risk assessment, with a remediation scheme and a method statement for the reporting, investigation and remediation for any unexpected contamination found at any time during the site clearance, demolition and construction phases of

the approved development, has been submitted to and approved in writing by the Local Planning Authority and the remediation scheme has been undertaken. A verification report that demonstrates the effectiveness of the approved remediation scheme shall be submitted to and approved by the Local Planning Authority prior to the first occupation of the approved development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to control waters, property and ecological systems and to ensure that the development can be safely carried out without unacceptable risks to workers, neighbours and other offsite receptors and to comply with the National Planning Policy Framework.

9. The approved development shall be implemented in accordance with Part 6.0 of the Arboricultural Report and Tree Condition Survey by Ruskins Group Consultancy dated January 2017 (Ref: 1016-2037 Rev 1) unless the prior written approval of the Local Planning Authority with the addition of the provision of a pre-commencement meeting to be provided with the Council's Arboricultural Officer, or other suitable officer, and a method statement for the removal of hardstanding within the root protection areas of retained trees shall be submitted to and approved by the Local Planning Authority.

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 and the National Planning Policy Framework.

10. No development shall take place 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) measures to prevent the deposit of materials on the highway;
- (e) provision of boundary hoarding;
- (f) hours of construction; and
- (g) confirmation of no on-site burning of material

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 or residential amenity nor cause inconvenience to other highway users and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the first occupation of the development hereby approved on site details of cycle storage are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure visual and residential amenities are not prejudiced and to accord with Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

12. No development shall take place until details of external lighting are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential amenities and visual amenities of the Green Belt and nature conservation and to accord with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

1. Building Regs consent req'd DF5
2. Party Walls (etc) Act 1996 DE3
3. CIL Liable CIL1
4. In respect of Condition No. 11 above, the required cycle storage is expected to be provided within the garages provided within the approved development.

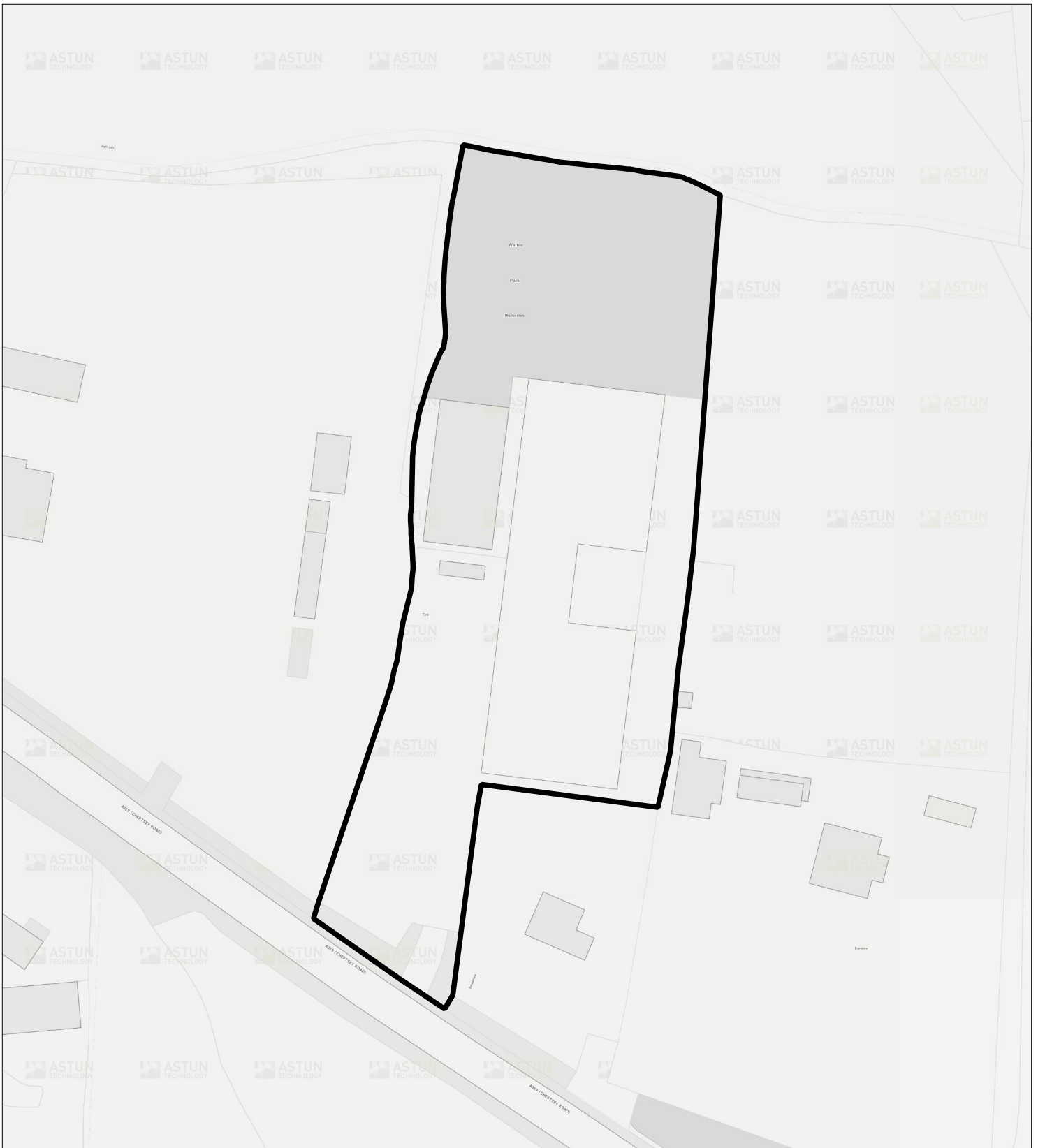
In the event that a satisfactory legal agreement is not completed in respect of SAMM and Affordable Housing contribution by 6 September 2017 and unless the prior agreement has been obtained from the Executive Head of Regulatory for an extension of time to complete the agreement, the recommendation would be to REFUSE for the following reasons:

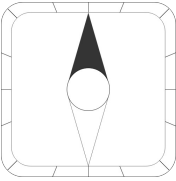
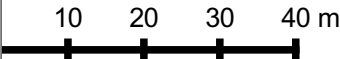

1. The Planning Authority, following an Appropriate Assessment and in the light of available information and the representations of Natural England, is unable to satisfy itself that the proposal (in combination with other projects) would not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and the relevant Site of Specific Scientific Interest (SSSI). In this respect significant concerns remain with

regard to the adverse effect on the integrity of the Special Protection Area in that there is likely to be an increase in dog walking, general recreational use and damage to the habitat and the protected species within the protected areas. Accordingly, since the planning authority is not satisfied that Regulation 62 of the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations) applies in this case then it must refuse the application in accordance with Regulation 61 (5) of the Habitats Regulations and Article 6 (3) of Directive 92/43/EE. For the same reasons the proposal conflicts with the guidance contained within the National Planning Policy Framework and Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Policy NRM6 of the South East Plan 2009 and the Thames Basin Heaths SPA Avoidance Strategy Supplementary Planning Document.

2. No sum or legal agreement to secure payment has been received in respect of Affordable Housing and as such the proposal fails to accord with Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

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Title	Planning Applications		
Application number	17/0307	 	Scale @ A4 1:1,000
Address	ROSEBANK NURSERIES, CHERTSEY ROAD, CHOBHAM, WOKING, GU24 8PL		Date 07 Aug 2017
Proposal	Residential development: Demolition of existing buildings and construction of 4no. detached 5 bedroom dwellings and 1no. detached 4 bedroom dwelling with associated access, parking and landscaping.		
Page 191 Version 3 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2017 Author: DMD			

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Location plan



Existing and proposed site layout



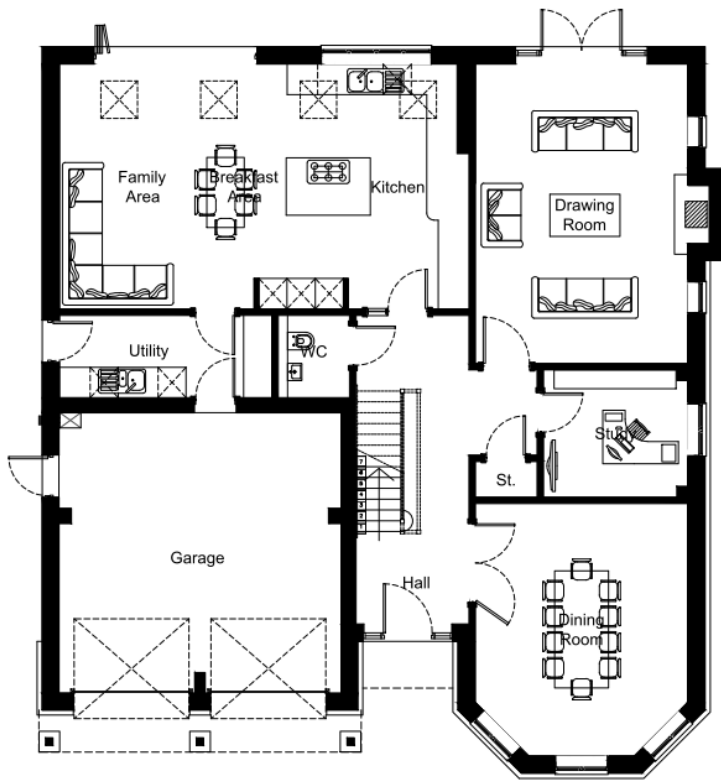
Proposed elevations



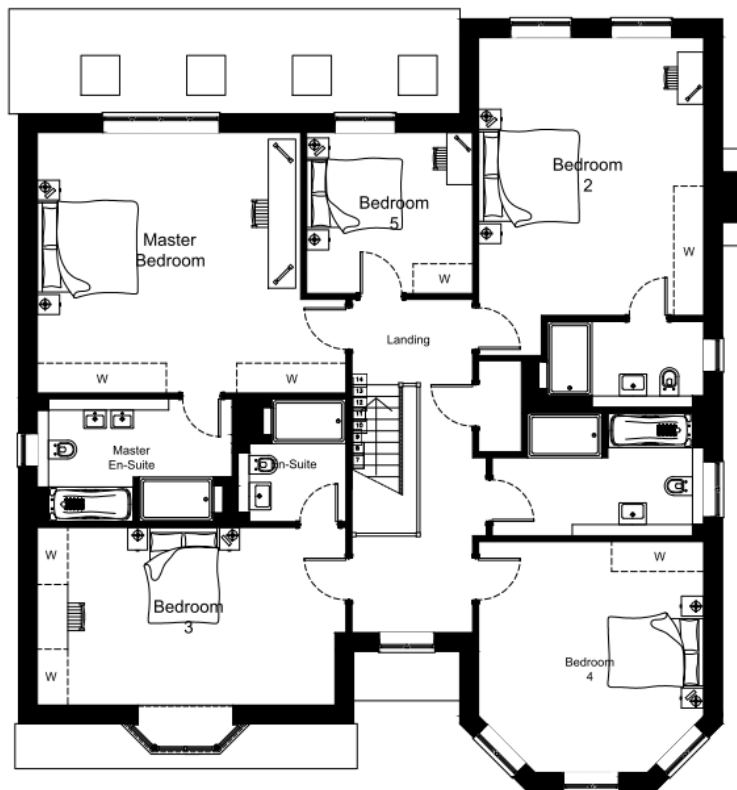
Typical elevations



Typical floor plans



Ground Floor Area 141.48sqm



First Floor Area 163.84sqm

Site photos





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**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.