

2016/0877

Reg Date 11/10/2016

Watchetts

**LOCATION:** GARAGES, GREENLANDS ROAD, CAMBERLEY, SURREY  
**PROPOSAL:** 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).  
**TYPE:** Full Planning Application  
**APPLICANT:** Mr Taylor  
**OFFICER:** Mr N Praine

**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 Lewis.**

**RECOMMENDATION: GRANT subject to conditions**

## **1.0 SUMMARY**

- 1.1 This application seeks redevelopment of an existing garage block located to the south western side of Greenlands Road. The site falls within the settlement area and Flood Zone 3a (high risk). The proposal would provide a pair of semi-detached three bedroom dwelling houses with associated parking and access following demolition of the existing garages. Each dwelling would have off street parking for two vehicles to the front of each property. The development is not considered to result in adverse harm to the character of the area, residential amenity, ecology, flood risk or the safe operation of the highway/parking and is acceptable in all other regards. The application is therefore recommended for approval.

## **2.0 SITE DESCRIPTION**

- 2.1 The application site comprises an existing forecourt area laid to hardstanding. The northern western and south eastern sides of the site are bounded by garage blocks, these blocks measure a maximum footprint of 28m long by 5m wide and 2.5m in height to the north western side; and a maximum footprint of 21m long by 5m wide and 2.5m in height to the south eastern side. The site is bounded by a railway to the south western side and residential properties to the remaining boundaries.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 There is no relevant planning history.

#### 4.0 THE PROPOSAL

- 4.1 The current planning application relates to the erection of a pair of semi-detached three bedroom two storey dwelling houses with associated parking and access following demolition of the existing garages. The proposed dwellings would have 3 bedrooms each with off street parking for two vehicles to the front of each property. The proposed dwellings would have a pitched roof with maximum height of 8.0m, maximum width of 5.5m (each) and maximum depth of 10m. The access will remain as existing (off Greenlands Road).
- 4.2 As the proposal lies within Flood Zone 3a in accordance with Environment Agency advice a Flood Risk Assessment has been submitted in support of the application.

#### 5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority No objection subject to conditions.
- 5.2 Environmental Health Officer No objection subject to conditions.
- 5.3 SHBC Housing Needs Officer Supports proposal.
- 5.4 Environment Agency No objection subject to conditions.

#### 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 10 representations of objection and no letters of support have been received. Furthermore one petition with 85 signatures objecting to the scheme has been submitted. The expressions of objection raise the following concerns:
- Negative impact upon vehicular access, parking and emergency access all during construction and after the development is completed [*Officer comment: See paragraph 7.5 below*];
  - Concerns about noise pollution and dust pollution [*Officer comment: The Environmental Health Officer has considered the application and in his consultation response, see para 5.2 above, raises no objection. See also paragraph 7.9.3 below*];
  - Concern about flooding [*Officer comment: See paragraph 7.6 below*]

#### 7.0 PLANNING CONSIDERATION

- 7.1 The application site falls within the settlement of Camberley and Flood Zone 3a. The application site is also designated as an 'Intense Terrace' according to the Western Urban Area Character Supplementary Planning Document 2012. As such, the current proposal is to be assessed against Policies CPA, CP2, CP3, CP11, CP12, CP14, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Policy NRM6 of the South East Plan 2009 along with advice contained in the Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document 2012 and the National Planning Policy Framework is also relevant.

7.2 The main issues to be considered are:

- Impact on the character of area;
- Impact on residential amenity;
- Parking and highway safety;
- Impact upon flood risk;
- The impact of the development on infrastructure;
- The impact of the development on the Thames Basin Heaths Special Protection Area; and,
- Other matters.

### **7.3 Impact on the character of area**

7.3.1 Policy DM9 of the Surrey Heath Core Strategy advises that development will be acceptable where it achieves high quality design and layouts that respect and enhance the local character of the environment. Particular regard is given to scale, materials, bulk and massing. Policy DM9 underpins the specific character measures set out within the Western Urban Area Character SPD. Within the SPD the application site falls within the Historic Routes character area.

7.3.2 Principle IT1 of the Western Urban Area Character Supplementary Planning Document 2012 advises that new development should reflect the existing character of the area including high quality hard and soft landscaping. The proposals are two-storey with appropriate plot widths, spacing and landscaping addressing both the street and surrounding dwellings. Likewise the actual designs of the proposal takes its design cues, in terms of height, width and detailed design from the surrounding architecture both to the north and south. The siting of the proposal at the end of the cul-de-sac allows for a setback behind the building line without harm to the streetscape. Therefore the design response is considered to be in accordance with IT1.

7.3.3 The proposal would therefore comply with the general design principles of Policy DM9 of the Core Strategy and the specific requirements of the Western Urban Area Character SPD.

### **7.4 Impact on residential amenity**

7.4.1 Policy DM9 of the Core Strategy advises that development will be acceptable where it provides sufficient private and public amenity space and respects the amenities of occupiers of neighbouring property and uses.

- 7.4.2 There are no primary facing windows proposed as part of the scheme facing the properties in Bain Avenue and subject to conditions to control the glazing of 1st floor secondary windows, no objections are raised on privacy grounds. The proposal is also sited and separated (minimum 12m) so that it would not be overbearing or overshadowing to the garden areas or front and rear windows of the properties in Bain Avenue. Therefore it is considered that there would be no adverse impact on the amenities that the occupants of these dwellings currently enjoy.
- 7.4.3 There are no primary facing windows proposed as part of the scheme facing 36 Greenlands Road and subject to conditions to control the glazing of 1st floor secondary windows, no objections are raised on privacy grounds. The proposal would extend approximately 6.7m beyond the principal rear wall of 36 Greenlands Road, however it is noted that a single storey rear extension of approximately 3m exists at this dwelling, the proposal is also separated by approximately 3m from the shared boundary, is orientated to the north west and the proposal replaces a block of garages which currently extend the full depth of number 36 Greenlands Road's garden, the proposal would remove this current unneighbourly relationship. For these reasons it is considered that the proposal would not be overbearing or overshadowing to the garden areas or primary windows of 36 Greenlands Road. Therefore it is considered that there would be no adverse impact on the amenities that the occupants of these dwellings currently enjoy.
- 7.4.4 The remaining dwellings are adequately separated or sited to ensure the existing level of amenity is retained. It is also considered that the amount of garden land proposed to serve the proposed dwelling houses would be appropriate for the size of the dwellings as proposed. As such, it is considered that the current application complies with the amenity principles contained in Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies.

## **7.5 Parking and highway safety**

- 7.5.1 There are currently 20 garage spaces and 5 open parking spaces which are to be lost as part of this planning application. Local residents have understandably raised concerns about this loss of parking and the possible impact it may have. In anticipation of this, the applicant has submitted a Transport Statement (TS) to address these concerns. The TS has reviewed the existing parking capacity within a 200m radius of the application site to include parts of Wood Road, Newlands Road, Mayfield Road, Bain Avenue and Greenlands Road. The TS identifies that the survey area does not comprise a controlled parking zone (CPZ) and in calculating the number of existing parking spaces, it discounts all vehicle crossovers and kerb space within 7.5 metres of junctions and kerb space where it is too narrow to park on both sides of a road. The TS undertook surveys during the evenings to identify peak demand and it therefore identified 115 street parking opportunities within the survey area. Again using this parking survey methodology the TS identifies the average on street parking 'stress' within the identified survey at peak times is 70% (an average of 80 cars have been observed to be parked leaving 35 free spaces during the surveys). Therefore the TS concludes that 25 lost spaces as part of this application could be offset within these free spaces.

- 7.5.2 The Surrey County Council Highway Authority has considered the proposal and in their consultation response are satisfied and raise no objection to the proposal. That said, local residents challenge the detail and methodology of the TS considering the local parking stress to be much greater than what the TS suggests and in their opinion parking is very much beyond saturation point. Therefore and notwithstanding the argument set out at paragraph 7.5.1 above, the applicant also advances that the garages are in excess of 40 years old and only 2.2 metres wide. On this basis it is difficult to use them for car parking on a day-to-day basis. Indeed modern garages are constructed to at least 3 metres internal dimensions, in width, as greater safety requirements and comfort expectations of the motor industry, have caused cars to become wider than they were when these garages were originally built, both in terms of the overall dimensions of the vehicles and the size of the car doors which has an impact when attempting to get out of a car once it is in the confines of a garage. Taking the width of these garages into account it is considered that there is little tolerance for a car to enter and exit these existing garages and further limited room to open a car door and for a person to physically climb out once inside. Therefore the garages are much less likely to be used for the parking of vehicles. Additionally from his own experience the Council's own Housing Needs Officer working with the applicant (a housing association) has observed that these older garages tend to be used for storage rather than the parking of vehicles.
- 7.5.3 Furthermore the applicant owns the garages so letting details are available for these garages and the TS considers the letting details and the distance the tenants live from the site in order to help the LPA understand the impacts of this proposal. The letting details reveal of the 20 garages on the site, 18 are currently rented out. Of these 18 garages only two of are rented out to people living within the parking study area. Therefore the impacts of the proposal are considered to be further reduced by this evidence.
- 7.5.4 Taking all the above information into account and given the proposal provides 2 parking spaces for each unit, the County Highway Authority has also undertaken its own assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied with the methodology used within the TS and that the application would not have an adverse material impact on the safety and operation of the adjoining public highway or parking. The County Highway Authority therefore has no objections subject to conditions and informatives.
- 7.5.5 In summary, the loss of the garage block and parking area are not considered to result in adverse material harm to the safe operation of the highway network and parking standards. The proposed development therefore complies with Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

## **7.6 Impact upon flood risk**

- 7.6.1 The application site lies within Flood Zone 3a (high risk). Apart from the functional floodplain (Zone 3b) land within Flood Zone 3a has the highest probability of flooding i.e. a 1 in 100 or greater annual probability of river flooding. Residential dwelling houses are classed as 'more vulnerable' within the EA's Table 2: Flood risk vulnerability classification and such development is only permitted in the high risk flood zone when the Exception Test is passed. To pass the Exception Test it must be demonstrated that the development would provide wider sustainability benefits to the community; remain safe for the lifetime of the development without increasing flood risk elsewhere; and, seek to

reduce flood risk overall. Before the Exception Test has been considered the Planning Authority must first be satisfied that the Sequential Test is passed i.e. ensure that a sequential approach is followed to steer new development to areas with the lowest probability of flooding.

- 7.6.2 The applicant has undertaken evidence in support of the Sequential Test which has been submitted with the application. This evidence identifies seven potential sites but concludes that these seven potential sites are not sequentially preferable to the application site as each is constrained which include environmental constraints (SPA, contaminated land etc), lack of availability and existing consents for general market housing. Furthermore, the Strategic Housing Market Assessment recognises that there is a recognised shortfall in the provision of affordable housing in the area, which will need to be addressed through the provision of affordable housing on multiple sites. It is therefore considered that the proposal passes the Sequential Test.
- 7.6.3 Turning to the Exception Test and firstly sustainability credentials the site scores highly being on previously developed land within the settlement area. Such a development in this location will provide community benefit. Secondly, the applicant has demonstrated that the development will be safe. The applicant's FRA provides sufficient information to show satisfactory routes of safe access and egress are achievable and if minded to approve this can be secured by condition. It is a material consideration that the EA supports the development and with necessary safeguards including setting of floor levels within the dwellings to account for climate change and other flood resistance measures, all subject to condition, the development would be safe for its lifetime. Thirdly, the applicant proposes surface water drainage measures across the site and off site. It is noted that the site is already completely laid to hardstanding and garage buildings, the proposal would also reduce the amount of hardstanding across the site. Beyond this and for a development of this size it would not be possible to reduce flood risk further and consequently it is considered that the proposal passes the Exception Test.
- 7.6.4 On the basis of the above the proposal would satisfy the requirements of the NPPF and Policy DM10 of the CSDMP.

## **7.7 The impact of the development on infrastructure**

- 7.7.1 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.
- 7.7.2 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. In addition to CIL the development proposed will attract New Homes Bonus payments and as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) these are local financial considerations which must be taken into account, as far as they are material to the application, in reaching a decision. It has been concluded 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.

7.7.3 This development is not CIL liable as it is for Affordable Housing and the necessary exemption forms have been submitted. 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 The impact of the development on the Thames Basin Heaths Special Protection Area**

7.8.1 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).

7.8.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths. 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, and as stated above this development is not CIL liable.

7.8.3 The development is however liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL. This proposal is liable for a SAMM payment of £1316 which takes into account the existing floor space and this has been paid in full by the applicant.

7.8.4 It is therefore considered that the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD. Informatives relating to CIL would also be imposed.

## **7.9 Other matters**

7.9.1 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.

7.9.2 An ecological survey, written by a qualified ecologist, has been submitted as part of this application and the methods of the survey accord with current good practice guidelines. Surveys of this type are valuable in terms of helping to determine whether or not wildlife particularly species with special legislative protection are likely to be present in the locality and if so whether they might be affected by development. The survey concludes that general wildlife including statutorily protected and notable species would not be adversely affected should the development proposals be implemented. No objections are therefore raised on these grounds.

7.9.3 In respect of noise, the Senior Environmental Health Officer notes the maximum sound level from the adjacent railway line exceeds current guidelines at the site of the proposed dwellings and requires specialist acoustic glazing in the elevation facing the railway line. In addition, to reduce the outdoor living area noise levels to acceptable levels the boundary fence should be acoustic grade. Both of these matters can be controlled via planning condition and subject to the imposition of this condition the Senior Environmental Health Officer raises no objection in respect to noise.

## **8.0 CONCLUSION**

8.1 The proposal would provide a pair of semi-detached three bedroom dwelling houses with associated parking and access following demolition of the existing garages. The proposed dwellings would have 3 bedrooms each with off street parking for two vehicles to the front of each property. The development is not considered to result in adverse harm to the character of the area, residential amenity, ecology, flood risk or the safe operation of the highway and is acceptable in all other regards. The application is therefore recommended for approval.

## **9.0 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. 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 unless otherwise agreed in writing with 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.

3. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are required to meet the objectives of the NPPF (2012) and to satisfy the Surrey Heath Core Strategy and Development Management Policies Document (2012) Policy DM11.



4. 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) 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: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are required to meet the objectives of the NPPF (2012) and to satisfy the Surrey Heath Core Strategy and Development Management Policies Document (2012) Policy DM11.

5. The proposed development shall be built in accordance with the following approved plans: 13123 P.003 - B, 13123 P.004, 13123 P.005, 13123 P.006, 13123 P.007 and 13123 P.008 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.

6. All hard and soft landscaping works shall be carried out in accordance with submitted drawing 13123 P.003, unless otherwise agreed in writing with 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.

7. The development, hereby approved, shall be implemented in accordance with the recommendations of the Extended Phase 1 Habitat Survey. Any deviation from the requirements of the report must be agreed in writing by the Local Planning Authority prior to the changes being undertaken.

Reason: To ensure the protection of protected species in accordance with the National Planning Policy Framework

8. Unless otherwise agreed in writing with the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 1 to 4 below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

### **1. Site Characterisation**

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

must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

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

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

## **2. Submission of Remediation Scheme**

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

## **3. Implementation of Approved Remediation Scheme**

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

## **4. Reporting of Unexpected Contamination**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

## **5. Long Term Monitoring and Maintenance**

A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

### 9. Prior to first occupation the following shall be implemented:

1. A 1.8 metre minimum height acoustic fence providing a minimum of 5dB reduction is required on the site boundary with the railway line to reduce outdoor daytime noise in the proposed garden area to within acceptable levels.

2. Specialist acoustic glazing providing a minimum Rw of 43dB to be installed on window openings of the elevation overlooking the railway.

Thereafter the fence and glazing shall be retained unless otherwise agreed in writing by the Planning Authority.

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

### 10. Before first occupation of the development hereby approved the all first floor flank bathroom windows 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 unless otherwise agreed 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.

11. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) Ref GWS-BWB-EWE-XX-RP-EN-0001\_FRA Rev P3 27/04/17 and the following mitigation measures detailed within the FRA:
  1. Finished flood levels are set no lower than 60.94 metres above Ordnance Datum (AOD).
  2. Flood mitigation scheme as detailed in Section 3 of the FRA and Existing and Proposed Site Levels dwg GWS-BWB-EWE-DR-XX-00-0001 P2 28.04.17 S2 Rev P2, and Proposed Site Layout dwg 13123-P.003-B Sep 2016 Rev B 17/05/2017

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: This condition is sought in accordance with paragraphs 102 and 103 of the National Planning Policy Framework (NPPF) to prevent flooding elsewhere by ensuring that storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants for the lifetime of the development

#### Informative(s)

1. The applicant is reminded of the affordable housing declaration on the completed CIL Exemption Claim form.

The Planning Authority will notify you in writing as soon as practicable, confirming the amount of exemption granted. If the development commences.

Before commencing the development, you must submit a CIL Commencement Notice to the Planning Authority. This must state the date on which the development will commence, and the Planning Authority must receive it on or before that date. Failure to submit the Commencement Notice in time will immediately mean the development is liable for the full levy charge.

2. Decision Notice to be kept DS1
3. Building Regs consent req'd DF5
4. 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](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
5. 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).

6. 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.