

<b>LOCATION:</b>	Land South Of, Beldam Bridge Road, West End, Woking, Surrey, GU24 8DN,
<b>PROPOSAL:</b>	Erection of five detached two storey dwellings and garages with associated access, parking and landscaping
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Redrow Homes Limited
<b>OFFICER:</b>	Duncan Carty

**This application has been called-in at the request of now former Cllr Alleway on infrastructure, traffic and highway safety grounds.**

**RECOMMENDATION: GRANT, subject to a legal agreement and conditions**

## **1.0 SUMMARY**

- 1.1 This site is part of the West End Housing Reserve Site. The proposal is for five dwellings on a triangular piece of land fronting onto Beldam Bridge Road at the edge of the settlement of West End.
- 1.2 The proposal would provide SAMM and CIL to support local infrastructure improvements. The principle for the development is accepted noting the planning history below and that it forms a part of the West End Housing Reserve site. The proposal is acceptable in terms of its impact on local character, residential amenity, highway safety and ecology. A legal agreement is proposed to provide mitigation towards the impact on the Thames Basin Heaths Special Protection Area (SPA).
- 1.3 It is recommended, subject to the completion of this legal agreement, to grant this application.

## **2.0 SITE DESCRIPTION**

- 2.1 The application site forms a part of the West End Housing Reserve Site. This site is one of a few plots within the wider West End Housing Reserve Site which has not been developed for housing. The West End Housing Reserve Site has included the construction of houses at Rose Meadow/Kings Road (112 dwellings); Kings Road (35 dwellings); Benner Lane and Beldam Bridge Road/Benner Lane (85 dwellings).
- 2.2 The application site lies on the south side of Beldam Bridge Road, with properties in Rose Meadow and Kings Road to the west boundary. The site is triangular in shape narrowing to a point to the rear (south). The land to the east and south lies in the Green Belt. The land to the south is owned/controlled by the applicant. The land opposite includes houses in Beldam Bridge Gardens and woodland to the east.
- 2.3 The site is an open piece of land with a number of trees, principally to the site frontage. There is an area Tree Preservation Order (TPO No 12/21) across the site and on land to the south of the site. The land gently slopes from north to south and from west to east.

## **3.0 RELEVANT HISTORY**

- 3.1 SU/14/0451 Erection of 2no five bedroom and 1 no four bedroom two storey detached dwellings with detached double garages and accommodation in the roof with landscaping and access.

*Granted in October 2016. Pre-commencement details were agreed and, it is understood, a commencement of this development was undertaken (before this permission expired) but the development was not subsequently built.*

*A Lawful Development Certificate has not been submitted to ascertain whether this permission has been lawfully commenced (i.e. before this permission expired).*

#### **4.0 THE PROPOSAL**

- 4.1 The current proposal is for the erection of 5no. two storey detached houses (including 2 no three bedroom and 2 no four bedroom houses) on this site with separate vehicular and pedestrian accesses onto Beldam Bridge Road.
- 4.2 There would be two dwellings towards the front of the site facing Beldam Bridge Road, behind the treed frontage, and three dwellings behind this frontage all facing towards the turning head at the end of the proposed access.
- 4.3 Each dwelling would have a drive and garage to provide three parking spaces per plot. An amenity area would be provided towards the north west corner of the site within which the pedestrian access would be provided exiting at the junction of Beldam Bridge Road and Kings Road. The vehicular access would be provided towards the north east corner of the site onto Beldam Bridge Road, east of the road junction with Beldam Bridge Gardens.
- 4.4 The proposed dwellings would be traditional in design, with hipped and gable roofs, and including traditional features such as bay windows, window hoods and sills, leaded window lights, open porches, and brick/render/tile hanging finishes. The dwellings would have a ridge height of between 7.5 and 8.1 metres.
- 4.5 The rear gardens for these properties have a minimum depth of 10 metres and range in area between about 80 and 270 square metres for Plots 1 and 3, respectively. Plot 4 is orientated with a rear-to-rear relationship with 7 and 9 Rose Meadow with a separation distance of 20.5 metres with the rear wall of Plot 4. The remaining plots with a boundary with residential properties in Rose Meadow have obliquely angled rear walls with these properties.
- 4.6 The original application proposal related to 7 dwellings but it has now been reduced to 5 dwellings, following amendment.

#### **5.0 CONSULTATION RESPONSES**

- |     |                          |  |
|-----|--------------------------|--|
| 5.1 | County Highway Authority | No objections subject to conditions [ <i>These comments are added at Annex A</i> ].                        |
| 5.2 | Arboricultural Officer   | Requests a Arboricultural Method Statement   |
| 5.3 | Archaeological Officer   | No objections – the site has low archaeological potential and further archaeological work is not required. |
| 5.4 | Joint Waste Solutions    | No objections.   |
| 5.5 | Surrey Wildlife Trust    | No comments received to date in relation to revised ecology report.  |

- 5.6 Natural England No objections.
- 5.7 West End Parish Council No objections subject to speed reduction controls (on Beldam Bridge Road), installation of footpath and raised crossing between the development and Kings Road, traffic safety surveys at peak hours, nearby SANG and diversity of accommodation.

## 6.0 REPRESENTATION

6.1 A total of 20 letters were sent to neighbouring properties. At the time of preparation of this report, no letters of representation have been received in support and 7 representations raising an objection have been received to the proposal on the following grounds:

### 6.2 Principle [See section 7.3]

- Sufficient housing built elsewhere in West End
- Increase in number of dwellings (over approved scheme 14/0451)
- Loss of countryside

### 6.3 Character and wider Green Belt [See section 7.4]

- Out of keeping with local area and overdevelopment of site
- Loss of trees already undertaken (including the wider site) and lack of replacement
- Provision of footway to site frontage would result in the loss of trees and impact on the Green Belt
- Lack of green space and destruction of landscape

### 6.4 Residential amenity [See section 7.5]

- Impact on pollution (air/noise/light), bonfires and car emissions
- Loss of light (sunlight)
- Loss of privacy (overlooking)

### 6.5 Highway safety [See section 7.6]

- Questions the transport sustainability of the site
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- Transport surveys should be undertaken during peak periods
- Traffic congestion
- Conflict between passing traffic and traffic leaving the site increasing risk of accidents with limited visibility and traffic speed (40mph speed limit)

### 6.6 Other matters

- Impact on local services (surgery, dentists, schools, pre-schools and nurseries) and amenities and lack of infrastructure improvements [Officer comment: It is not

*considered that the proposal, noting the quantum of development, would have any significant impact]*

- Impact on wildlife (deer, foxes, bats, squirrels, rabbits, hedgehogs, badgers and nesting birds) and their habitats/green space [See section 7.7]
- Further details on impact from tree loss on ecology required [See section 7.7]
- 
- Impact on mental health/working from home/sleep patterns (night shift) [Officer comment: *This is not a material planning consideration and would not be a reason to refuse this application*]
- Impact on drainage [See paragraph 7.9.1]
- No carbon saving measures (heat pumps, solar panels, EV charging, bike storage) [Officer comment: *It is not considered that the proposal, noting the quantum of development, would require such measures*]

## **7.0 PLANNING CONSIDERATION**

7.1 This application site lies within the West End Housing Reserve Site. In considering this proposal regard has been had to the National Planning Policy Framework (NPPF); the National Design Guide (NDG); Policies CP1, CP2, CP14, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP); Policy H8 of the Surrey Heath Local Plan 2000 (as saved); Policy NRM6 of the South East Plan 2009 (as saved); and advice within the West End Village Design Statement (WEVDS); Residential Design Guide SPD 2017 (RDG); and Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (AAS).

7.2 The main issues under consideration are:

- Principle of the development;
- Impact on local character and trees;
- Impact on residential amenity;
- Impact on highway safety;
- Impact on ecology;
- Impact on the Thames Basin Heaths Special Protection Area; and
- Other matters.

### **7.3 Principle of the development**

7.3.1 Policy CP1 of the CSDMP sets out the spatial strategy for the Borough and acknowledges that new development in the Borough will come forward largely from the redevelopment of previously developed land in the western part of the Borough. However, there would be an expectation that some residential development is provided from other parts of the Borough.

7.3.2 The NPPF confirms that the presumption in favour of sustainable development applies to the Framework. Paragraph 11 of the NPPF states that in applying the presumption of sustainable development, development proposals should be approved where they accord with the development plan and, where the relevant development plan policies are not up-to-date and any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (when assessed against the policies in the NPPF taken as a whole), should be approved.

7.3.3 As indicated above, the application site forms part of the West End Housing Reserve site (WEHRS). Policy H8 of the SHLP indicated that the Housing Reserve sites are reserved to meet the housing needs and are excluded from the Green Belt. Following the more recent historical release of other parts of this housing reserve site for housing, and earlier planning

permission SU/14/0451 to develop this site for housing, and that this is one of the few remaining parts of the housing reserve site without housing already built, it would appear to be reasonable to release this site for housing. As such, it is considered that the principle for the proposal would be acceptable, subject to the assessment below, complying with Policy CP1 of the CSDMP and the NPPF.

#### **7.4 Impact on character and trees**

- 7.4.1 Policy DM9 of the CSDMP states that development will be acceptable where it respects and enhances the local character of the environment paying particular regard to scale, materials, massing, bulk and density; and protect trees and other vegetation worthy of retention. Paragraph 130 of the NPPF reflects this policy requiring development to be sympathetic to local character.
- 7.4.2 The WEVDS sets out character areas within and around the settlement (the application site does not fall within these character areas) and a series of guidelines which include buildings heights should generally not exceed two storeys (Guideline 4); the space between building footprints should be consistent with existing widths (Guideline 8); boundary treatments associated with new development should be rural or semi-rural in character; and should reflect the character of the area and should not result in the coalescence of villages (Guideline 14).
- 7.4.3 Principle 6.2 of the RDG requires residential developments to create animated and active streets by using fine grain development and designing strongly active frontages; and use trees, vegetations, gardens and open spaces to create a strong soft, green character to streets. Principle 6.4 of the RDG indicates that residential development should seek to achieve the highest density possible without compromising local character, the environment or the appearance of an area. Principle 7.8 of the RDG indicates that developments should be provided with architectural detailing to create attractive buildings that positively contribute towards the character and quality of the area.
- 7.4.4 The current proposal would provide dwellings which would front towards Beldam Bridge Road (from behind the vegetative screen/trees on the road frontage) providing an active frontage with three dwellings behind which face onto the cul-de-sac turning head which provides a layout with active frontages. The vegetative frontage would soften the appearance of the development in the street and not detract from the green character of the street in this location. The proposed dwellings would be set to the east side of the site, providing spacing and a gap in development to the road frontage onto Beldam Bridge Road.
- 7.4.5 The design of the proposed dwellings is traditional early 20<sup>th</sup> century design, reflective of the character within the settlement and would including a sufficient amount of detailing (see Paragraph 4.2 above) which would sufficiently reflect the local character and the proposed design is acceptable. The two storey height and massing of this development, with the spacings provided to the Beldam Bridge Road frontage, and retention of soft landscaping, would acceptably set the development within its edge-of-settlement setting.
- 7.4.6 The vegetation to the site frontage includes a number of major trees protected by Tree Preservation Order TPO/12/21. The proposed vehicular access would be provided without the loss of any significant vegetation. Similarly, it is considered that the proposed pedestrian access has been amended to provide this access primarily behind the vegetation screen and accessing onto Beldam Bridge Road at the north east corner of the site (at its junction with Kings Road and leading into the village). The Council's Arboricultural Officer has indicated that a method statement to provide this access path is required but it is considered that this could be provided by condition. As such, no objections are raised on trees grounds.
- 7.4.7 The application site lies at the edge of the West End Housing Reserve site and is bounded by open land to the east and south which falls within the Green Belt. The proposal would provide a transition between the settlement and open countryside and a lower density of 20 dwelling per hectare to reflect its location. The previously approved scheme under

permission 14/0451 would provide three houses but with a larger built form with garden plots spread across the site. The proposed development is not considered to have any significant impact on the Green Belt, in itself, beyond other similar sites which border the Green Belt.

- 7.4.8 As such, it is considered that the proposal would be acceptable on character and tree grounds complying with Policy DM9 of the CSDMP and the NPPF and advice in the RDG and WEVDS.

## **7.5 Impact on residential amenity**

- 7.5.1 Policy DM9 of the CSDMP states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. Principle 6.4 of the RDG indicates that residential development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents. Principle 6.1 of the RDG indicates that new residential development should be provided with reasonable degree of privacy to habitable rooms and sensitive outdoor amenity spaces and those development which have a significant adverse effect on the privacy of neighbouring properties will be resisted.

- 7.5.2 Plots 3, 4 and 5 of the proposal would be provided with boundaries shared with existing residential properties in Rose Meadow. The proposed development has been arranged to maintain a 20.5 metre rear-to-rear level of separation (for Plot 4 with 7 and 9 Rose Meadow) and an angled separation (for Plot 3 to 1 and 3 Rose Meadow and Plot 5 to 11 Rose Meadow) providing levels of separation which would not result in an overbearing impact or significant loss of privacy or light to these adjoining properties or any other neighbouring property. In all other relationships with adjoining and nearby residential properties, the proposed development would have no significant effect. The relationship of the approved development under 14/0451 with neighbouring properties was different but similarly acceptable.

- 7.5.3 The proposed layout would provide all of the proposed dwellings with levels of amenity which exceed the minimum requirements set out in the RDG (55 and 70 square metres for three and four bedroom houses, respectively) and floorspace which exceeds the minimum technical standards, thereby providing levels of accommodation acceptable for future residents. The rear amenity space for the approved development under 14/0451 also exceeded minimum standards.

- 7.5.4 As such, it is considered that the proposal would be acceptable on residential amenity grounds complying with Policy DM9 of the CSDMP and advice in the RDG.

## **7.6 Impact on highway safety**

- 7.6.1 Policies DM11 of the CSDMP indicates 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 demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. All developments should ensure safe and well-designed access and egress and layouts which consider the needs and accessibility of all highway users. Policy CP11 of the CSDMP requires all new development to comply with parking standards. Paragraph 111 of the NPPF indicates that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 7.6.2 The proposal would provide a vehicular access from Beldam Bridge Road with a pedestrian access provided to the north west corner of the site, and provide access for other vehicles (such as refuse and emergency vehicles). The pedestrian access would integrate with the pedestrian footway network into the village. The County Highway Authority has advised that the dedicated pedestrian access is required to provide a safe pedestrian access route and the informal crossing point at the junction of Beldam Bridge Road and Kings Road is needed to provide a safe and accessible crossing facility to enable journeys on foot into the village

centre. This informal crossing point can be provided within the public highway and can be provided by condition.

- 7.6.3 This part of Beldam Bridge Road has been the subject of a road speed reduction scheme which was to be provided as a part of the much larger residential scheme now built on the north side of Beldam Bridge Road nearly opposite the application site. This reduced the speed limit from 40 to 30mph in front of the application site. A recent safety audit speed survey indicated that 85th percentile traffic speed in both directions to be in excess of the speed limit (37mph) and improved site access visibility is therefore required. In addition, the County Highway Authority has requested Vehicle Activated Signs to be installed at this point, within the highway verge on the north side Beldam Bridge Road, to assist in reducing traffic speeds and improve highway safety conditions. This provision is considered to be commensurate with the scale of the development proposal and the results of the recent road survey and can be provided by condition.
- 7.6.4 It is noted that West End Parish Council, and some local residents, have suggested other highway measures such as a pedestrian crossing for Beldam Bridge Road but these further measures are not considered to be commensurate with the quantum of the proposed development. Parking for at least two spaces per dwelling would be provided, and one electric charging point per dwelling would be provided by condition, to meet parking standards, and the proposed level is acceptable to the County Highway Authority.
- 7.6.5 As such, the proposal is considered to be acceptable on parking capacity and highway safety grounds, complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

## **7.7 Impact on ecology**

- 7.7.1 Policy CP14 of the CSDMP requires that development that result in harm to or loss of features of interest for biodiversity will not be permitted. The proposal has been supported by biodiversity reports, including additional details requested by the Surrey Wildlife Trust in relation to bats and badgers. The latest report concludes that all of the trees which could support bat roosting will be retained with smaller trees proposed to be removed and that, whilst the site has the potential to be used, and had been historically used, by badgers for foraging and commuting there was no activity from recent surveys. There were also no badger setts found on the site.
- 7.7.2 The comments of the Surrey Wildlife Trust to the additional report are awaited, and subject to their comments, no objections are raised on these grounds, with the proposal complying with Policy CP14 of the CSDMP.

## **7.8 Impact on the Thames Basin Heaths Special Protection Area**

- 7.8.1 The site lies about 1 kilometre from the nearest part of the SPA. Policy CP14 of the CSDMP requires that development will only be permitted if it will not give rise to likely significant adverse effect upon the integrity of the Thames Basin Heaths Special Protection Area (SPA). All new (net) residential development located between 400 metres and 5 kilometres of the SPA will be required to contribute towards the provision of Suitable Alternative Natural Greenspaces (SANGs) and Strategic Access and Management Monitoring (SAMM) measures. In accordance with the SANG Allocation Criteria (2020), a one year permission is proposed due to the limited supply of SANG capacity in the Borough.
- 7.8.2 A legal agreement to secure the contribution towards SAMM measures is to be provided and the contribution towards SANG is to be provided through the Council's CIL scheme. As such, and subject to the completion of the legal agreement, no objections are raised on SPA grounds with the proposal complying with Policy CP14 of the CSDMP; Policy NRM6 of the SEP; and the NPPF.

## **7.9 Other matters**

- 7.9.1 Policy DM10 of the CSDMP indicates that development within flood risk zones (2 or 3) need to be supported by a Flood Risk Assessment to demonstrate that the proposal would not add to flood risk in such locations. The site lies within Zone 1 (low flood risk) and is not expected to add to such risks. No objections are raised on these grounds.
- 7.9.2 Policy DM17 of the CSDMP indicates that development on land of 0.4 hectares or more, applicants are required to undertake an archaeological assessment, including the digging of trial trenches, for the proposal. The proposal is supported by such an assessment and the County Archaeologist has raised no objections indicating that the site has no archaeological potential.
- 7.9.3 The application would be subject to a contribution towards infrastructure under this Council's CIL scheme. Part of this requirement to fulfil the SANG requirements for this development to mitigate the impact on the SPA, as indicated in Section 7.8 above, and also to provide a contribution towards wider infrastructure requirements.

## **8.0 PUBLIC SECTOR EQUALITY DUTY**

- 8.1 Under the Equalities Act 2010, the Council must have regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.

## **9.0 CONCLUSION**

- 9.1 The current proposal is therefore considered to be acceptable in terms of its principle (and land use), impact on local character, residential amenity, highway safety, and ecology. Subject to the provision of a SAMM contribution (secured through a legal agreement), the proposed development is considered to be acceptable.

## **10.0 RECOMMENDATION**

GRANT subject to a legal agreement to secure a contribution towards SAMM measures, and the following conditions:

1. The development hereby permitted shall be begun within one year 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: P20-2067\_05 Rev A, P20-2067\_06 Rev A, P20-2067\_07 Rev A, P20-2067\_08 Rev A, P20-2067\_09 Rev A, P20-2067\_10 Rev A, P20-2067\_11\_01 Rev A, P20-2067\_11\_02 Rev A, P20-2067\_11\_03 Rev A, P20-2067\_11\_04 Rev A, P20-2067\_11\_06 Rev A, and P20-2067\_11\_07 Rev A received on 3 February 2023; P20-2067\_01 Rev F received on 10 February 2023; and 2008019-03 Rev I received on 28 March 2023, 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 including demolition shall take place until a detailed arboricultural method statement has been submitted and approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2012 "Trees in Relation to Design, Demolition and Construction" and shall contain details of pruning or removal of trees, specification and location of tree and ground protection (for both pedestrian and vehicular use), all demolition processes, details of construction processes for hard surfaces. The statement should also contain details of arboricultural supervision and frequency of inspection along with a reporting process to the Tree Officer. All works to be carried out in strict accordance with the approved details.

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

4. In this condition 'retained tree' means an existing tree or hedge which is to be retained in accordance with the approved plan; and clauses a) and b) below shall have effect until the expiration of 5 years from the first occupation of the development.
  - a) No retained tree shall be cut down, uprooted or destroyed, nor any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without further planning permission being granted by the Local Planning Authority. Any topping or lopping shall be in accordance with BS 3998: 2010 "Tree Works - Recommendations" and in accordance with any supplied arboricultural method statement.
  - (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted in a similar location and that tree shall be of such size and species, and shall be planted at such time, as approved by the Local Planning Authority.
  - (c) Following the completion of any arboricultural works but before any equipment, materials or machinery are brought onto the site in connection with the development protective fencing and ground protection such as GeoTextile membrane or scaffold boards in accordance with British Standard 5837: 2012 "Trees in Relation to Design, Demolition and Construction" shall be installed around all the retained trees in accordance with details that first shall be submitted to and agreed in writing with the Local Planning Authority. Such protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in the fenced protective areas nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular accesses be made within the protected areas without planning permission.
  - d) Prior to both the commencement of works on site and before the installation of the tree protection, in accordance with c) above, the Council's Arboricultural Officer shall be notified to arrange a pre-commencement meeting to agree the location and extent of any works to retain trees and a site inspection programme (including the frequency of visits and reporting to the Council).

Reason: This permission was only granted on the basis that the 'retained trees' would remain on site to mitigate the impact of the development and 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.

5. No soft or hard landscaping works shall take place until full details of both have been submitted to and approved in writing by the Local Planning Authority.

The approved details shall be carried out as approved and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development. The scheme shall include the provision of the dedicated pedestrian access shown on the approved layout drawing.

Any landscaping which, within 5 years of the completion of the landscaping scheme, dies, becomes diseased, is removed, damaged or becomes defective in anyway shall be replaced in kind.

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. A Landscape Management Plan, including long term design objectives, management responsibilities/timescales and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development, or any phase of the development whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out as approved.

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.

7. The parking and garage spaces shown on the approved parking strategy plan P20-2067\_08 Rev A, 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: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No external facing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to, building on the details provided for materials plan no P20-2067\_09 Rev A, 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.

9. No additional openings shall be created in the flank elevations of the houses hereby approved 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.

10. The development hereby approved shall not be commenced unless and until the proposed vehicular and pedestrian accesses to Beldam Bridge Road has been constructed and the vehicular access provided with visibility zones of 2.4 by 65 metres in accordance 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 between 1 and 2m high above carriageway level.

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

11. A scheme to provide a speed reduction scheme on Beldam Bridge Road is to be submitted to and approved by the Local Planning Authority. The scheme shall include the provision of Vehicle Activated Signs for both north west bound and south east bound directions on Beldam Bridge Road and shall be implemented prior to the first occupation of the approved development.

Reason: In the interests of highway safety and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. The development hereby approved shall not be occupied until each of the proposed dwellings are provided with a fast charge Electric Vehicle Charging Point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved by the Local Planning Authority and thereafter retained unless the prior written approval has been obtained from the Local Planning Authority.

Reason: To promote sustainable modes of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

13. 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) vehicle routing
- (h) measures to prevent the deposit of material on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 08:00 and 09:00 hours and 15:00 and 16:00 hours
- (j) on-site turning for construction vehicles

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

Reason: The condition above is required in order that the development should not prejudice residential amenity and highway safety 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.

14. 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 nature conservation and to accord with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

### **Informative(s)**

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or watercourse. The applicant is advised that a permit and potentially a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or any other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council Street Works team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.
2. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, 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.
3. The developer is reminded that under Sections 131, 148 and 149 of the Highways Act 1980 (as amended), 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, where possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders.

4. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from the site. The Highway Authority will pass on the costs of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
5. The developer would be expected to agree a programme of implementation for all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
7. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet the future demands and that any power balancing technology is in place if required.