

**LOCATION:** CAMBERLEY POLICE STATION, PORTESBERY ROAD,  
CAMBERLEY, GU15 3SZ

**PROPOSAL:** Erection of 35 residential units (comprising of 9 apartments in a  
3 storey block and a mix of two storey dwellinghouses (with  
rooms in the roof and 3 storey town houses). (Amended plans  
rec'd 13/07/2015 & 5/8/15)

**TYPE:** Full Planning Application

**APPLICANT:** Ms Caroline Green  
CALA Homes (Thames)

**OFFICER:** Jonathan Partington

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

**1.0 SUMMARY**

- 1.1 The proposal is for a change of use of the site for a total of 35 dwellings, of which 9 would be in a block of flats, following demolition of the existing police station and ancillary buildings including four police houses. This comprises frontage development along Portesbery Road including seven dwellings and a block of flats sited further back; seven dwellings to the rear served by a central access; and, nine dwellings fronting Hillside/the eastern boundary. The development is part two storey/three storey and includes a mix of semi-detached and terraced dwellings and 1-5 bed units. A total of 63 parking spaces are proposed including 6 visitor bays. The proposal is explained in more detail in section 4 of this report.
- 1.2 Section 7 of this report explains that there is no objection to the change of use and redevelopment with the site being in a highly sustainable location, within walking distance of the town centre. There is no objection on character grounds with the proposal improving the quality of the area. There would be no adverse impact on residential amenity nor on trees or biodiversity. The County Highways Authority raise no objection and the proposal would not prejudice highway safety or capacity. The site is not in area liable to flood but a drainage strategy is to be agreed. Subject to also securing a SAMM payment and agreeing the level of affordable housing to be secured by legal agreement the application is therefore recommended for approval.

**2.0 SITE DESCRIPTION**

- 2.1 The application site comprises the former Surrey Police Station located on the north of Portesbery Road, to the east of Camberley Town Centre and within walking distance of the train station. The site is located in a transitional area between the commercial and civic uses of the main town centre to the west and more residential areas to the south and east. The site is bounded by a multi-storey car park to the west and Portesbery School to the north. Opposite the site, on the southern side of Portesbery Road and to the east, including Langley Drive, dwellings are predominantly two-storey with a mix of detached, semi-detached and terraced housing. Trees in Langley Drive form part of a group Tree Preservation Order.
- 2.2 The site has an area of approximately 0.79 hectares and rises in gradient from Portesbery Road to the northern boundary. A mature hedge and tree screen is located to the front of the site adjacent to the Portesbery Road frontage. The main three storey police station building has a maximum flat roof height of 12.4 m (14.6 m including the plant) with a setback of some

24 metres from the Portesbery Road frontage, with other single storey ancillary buildings to the side and rear, and open asphalt parking and turning areas to the front and side of the main office. A terrace of four former police houses (known as 1 -4 Hillside) is also located in the north eastern corner of the site, which provided living accommodation for police staff.

### **3.0 RELEVANT HISTORY**

3.1 None relevant to this application.

### **4.0 THE PROPOSAL**

4.1 The proposal involves the demolition of the current police authority building and ancillary buildings on site (including the four existing Police houses on Hillside) and the erection of 35 new dwellings. The proposed housing mix would include 3 no. 1 bed flats and 6 no. 2 bed with the remainder of the development 3-5 bed dwellings.

4.2 The layout of the development would comprise the following:

- A block of flats (Plots 1-9) sited adjacent to the multi-storey served by a new access road off Portesbery Road with parking in front;
- Seven dwellings fronting towards Portesbery Road (terraced plots 10-12; and, semi-detached plots 15-16 and 17-18, respectively);
- A new central access road between plots 12 and 15 which would serve seven dwellings to the rear (semi-detached plots 13-14 and 19-20; and, terraced plots 21-23, respectively); and,
- Nine dwellings fronting the site's eastern boundary i.e. the existing access road/Hillside that serves Portesbery School (semi-detached plots 24-25, 26-27 and 28-29; and, terraced plots 30-32, respectively).

4.3 The block of flats would be three-storey and have a hipped roof with front gable. There would be 4 no. conventional two-storey dwellings, 10 no. 2.5 storey dwellings (i.e. dormer accommodation in the roof) and 12 no. 3 storey townhouses. All of the dwellings would have pitched roofs, with the exception of frontage plots 15-18 which would have half hipped gable ends. The following table summarises the approximate heights of the plots:

	Number of stories	Eaves height	Maximum ridge height
Plots 1-9	3	8.2 m	11.1 m
Plots 10-12, 19-20, 33-35	2.5	5.4 m	9.5 m
Plots 15-16, 17-18	3	6.9 m	10.2 m
Plots 24-25, 26-27	2	5.4 m	9.6 m
Plots 13-14, 33-35	2.5	5.4 m	9.3 m
Plots 21-23, 28-29, 30-32	3	8.1 m	11.3 m

The above table does not take account of the change in land levels on the site but in support of the application existing and proposed land levels, cross-sections and the streetscene elevations indicate the level changes. The frontage plots facing Portesbery Road would be on level ground but the plots to the rear and on Hillside would be designed to reflect the changes in gradient.

- 4.4 The 12 no. three-storey townhouses would have integral garages and plot 14 would have a detached garage. The majority of the dwellings would have off-street parking in front of the dwellings but parking would also be provided to the sides of the main access roads and to the rear of the site, including two car ports. All of the flats would be allocated 1 parking space and each dwelling 2 spaces. In addition, there would be 2 visitor bays serving the flats and 4 visitor bays serving the rest of the development. All of the dwellings would have private gardens with the majority having single storey rear additions. The flats would have a detached bin and cycle store.
- 4.5 Following officer concerns over the design of the original submission the scheme has been amended. This has included amendments to the layout plus reductions to the heights and appearance of some of the blocks.

## 5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Council Highways No objection subject to conditions.
- 5.2 SHBC Tree Officer No objection subject to conditions.
- 5.3 Surrey Wildlife Trust SWT recommended that further survey work was required to establish the existence of a badger sett on site prior to determination.

This work was undertaken by the applicant and consequently the SWT raise no objection subject to the mitigations measures in Section 6 of the applicant's Ecological Appraisal report.

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|-----|--------------------------------|---|
| 5.4 | SHBC Drainage Officer          | Objected to the original proposal but an amended drainage strategy has now been submitted. Comments are awaited and will be reported at the meeting.  |
| 5.5 | Lead Local Flood Authority     | Advise that the drainage discharge rates ought to be reduced to be as close as possible to greenfield runoff rates.   |
| 5.6 | Council's Viability Consultant | Advise that there ought to be an uplift in the affordable housing provision. The applicant has been given the opportunity to make further representation and an update will be reported at the meeting.   |
| 5.7 | Council's Housing Manager      | Advises a 50/50 split between affordable rented and shared ownership. Three bed shared ownership would not be affordable unless purchased at a very low initial share so preference would be for family homes to be affordable rent with smaller units shared ownership. A cascade is required so that any uplift in value to deliver a commuted sum is captured. |

## 6.0 REPRESENTATIONS

- 6.1 The application was advertised in the local press and 16 letter of notification were sent out. Following receipt of amended plans further consultation was undertaken. At the time of preparation of this report 14 objections have been received (of which 9 have been received since further consultation). These objections are summarised below:

- Density of the proposed dwellings is too great. The size and position of the development would dominate adjacent properties and adversely change the character of Portesbery Road [See section 7.4]
- Loss of space and openness [See section 7.4]
- Traffic congestion likely to increase. The road is already congested with shoppers [See section 7.6]
- Highway safety concerns in respect of the new points of access onto Portesbery Road [See section 7.6]
- Inadequate parking provision within the site with only a few visitor spaces available. This will increase on-street visitor parking. Overflow parking for Portesbery School would be lost and so this will divert parking on street. Parking permits ought to be introduced for existing residents of Portesbery Road [See section 7.6]
- Loss of trees and depreciation of landscape quality of the area, particular concern with tree loss along the southern boundary with Portesbery Road [See paragraph 7.4.6]

- Need for garages to be retained for parking purposes only by planning condition or removal of permitted development rights [See paragraph 7.6.4]
- Concern about potential harm to protected species on the site [See paragraph 7.9.3]
- Drainage concerns [See paragraph 7.10.1]
- Noise effects, dust and impact on air quality from build [Officer comment: A Construction Method Statement to be secured by condition and adherence to construction working practices, to be advised by informative, would assist in reducing construction impacts]
- Overlooking from the site to neighbouring properties [See section 7.5].

## 7.0 PLANNING CONSIDERATION

7.1 The National Planning Policy Framework; Policies CPA, CP2, CP3, CP5, CP6, CP8, CP10, CP11, CP12, CP14, DM9, DM10, DM11, and DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and, Policy NRM6 of the South East Plan are material considerations in this case. In addition, Camberley Town Centre Area Action Plan (AAP); the Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2012); and, Interim procedural Guidance for Core Strategy & Development Management Policies DPD (Affordable Housing Policies CP5 & CP6) are relevant.

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

- The principle of development;
- The proposal's impact on the character and appearance of the area;
- The proposal's impact on the amenities of neighbouring properties;
- The impact of the development highway safety and parking;
- Housing mix and viability;
- The impact of the development on the provision of community infrastructure;
- The impact on ecology and the Thames Basin Heaths Special Protection Area;and,
- Other matters, including drainage.

### 7.3 The principle of development

7.3.1 The site is in a highly sustainable location being in walking distance of the town centre and Policy CPA and Policy CP3 (i) of the CSDMP promotes the use of previously developed land for housing, particularly within Camberley and the western part of the Borough. Policy CP10 of the CSDMP identifies a strategy for Camberley Town Centre which includes meeting the housing needs of the Borough, to be identified within an Area Action Plan (AAP).

7.3.2 Policy TC18 (Land East of Knoll Road) of the AAP identifies this site for housing. The supporting text to this policy explains that the application site is likely to come forward for housing in the short term, adjoining sites such as Portesbery School will also come forward

for redevelopment in the medium longer term; and, in total this area could deliver up to 80 new dwellings in the form of family housing. The text also explains that there has been a rationalisation and transfer of police, social services and education to other areas within the town centre and Borough, and there are no other known community uses to make use of these sites.

- 7.3.3 There is therefore no objection to the principle of this development being entirely consistent with adopted policy.

#### **7.4 The proposal's impact on the character and appearance of the area**

- 7.4.1 The NPPF seeks a presumption in favour of sustainable development securing high quality design that integrates into its context, promotes and reinforces local distinctiveness and improves the character and quality of an area. Paragraph 59 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. Policy CP2 (iv) of the CSDMP accords with the NPPF as it requires sustainable design that ensures land is used efficiently within the context of its surroundings and respect and enhance the quality of the urban environment; and, Policy DM9 (ii) further reiterates this requirement.

- 7.4.2 The existing main police station is a sizeable and an unattractive building with a large footprint, a frontage width of 47 metres at three storey level, with a flat roof height (excluding the plant) of 12.4 metres. Its setback from the Portesbery Road frontage by 24 metres and vegetation screening does assist in reducing the impact of this scale but, nevertheless, the building is a dominant structure which fails to successfully integrate with the existing dwellings along Portesbery Road and Langley Drive. The impact of the existing site is worsened by the extensive parking area at the front.

- 7.4.3 In contrast, this proposal would result in a layout more reflective of the existing residential street pattern by, for example, the setback of dwellings from the highway, the domestic plot sizes and off-street frontage parking. The layout would also better reflect the commercial to residential transition of urban grain from west to east; with the flatted block, i.e. the largest block, sited adjacent to the multi-storey carpark. Density can be a misleading indicator of a scheme's suitability but the proposed density of 44 dph is not unreasonable given the proximity to the town centre, the need to relate to existing residential dwellings in the vicinity and the AAP requirement to deliver family houses. Any further increase of dwellings would, in the officer's opinion, result in a cramped layout.

- 7.4.4 The height, scale and massing of the development would also integrate successfully with neighbouring buildings. The highest building is the block of flats but this impact would be offset due to its significant setback from the highway, its hipped roof and positioning alongside the higher multi-storey car park. In respect of the proposed dwellings fronting Portesbery Road their siting significantly closer to the road than the setback of the existing police station building would increase their visual impact in the street. However, six of these ten dwellings have more of an appearance of two storey dwellings, by virtue of incorporating dormer accommodation in the roof, and this would greatly assist in reducing the scale of these buildings. Unlike the existing building, the visual gaps between the blocks and the use of render on the ground floors would further assist to break up the impression of built form. Following officer concerns the applicant reduced the three storey heights of the central Portesbery Road frontage blocks (plots 15-18) by over 1 metre and amended the massing further by the use of half hipped roofs and front gable features. In the officer's opinion this amended design ensures better cohesion with the flatted development, would add design interest in the street scene and ensures that the scale of the development would not be at odds with the size of dwellings on the southern side of Portesbery Road.

- 7.4.5 Along Hillside the height of the three storey dwellings at 11.3 metres to the ridge would be sizeable, yet the impact of this scale would not be dominant along Portesbery Road because the proposed end units flank elevation (plot 32) would be sited approximately 26 metres back from the Portesbery Road/Hillside access. Moreover, this impact would still be less than the higher 12.4 metre police station to be replaced. The scale of the proposed built form facing east towards the rear of properties along Langley Drive would, in part, be comparable to the relationship formed by the existing police station and 1-4 Hillside and the applicant has also sought to take account of land level changes. However, the applicant has sought to maximise built form along this eastern boundary and the minimal separation distances between these blocks; the high eaves of the three-storey blocks at 8.1 metres; the gradient changes with plots 24-27 raised by over 1 metre on their southern flank elevations; and, the stepping of heights of the ridges would consequently result in sizeable and unrelieved built form. Despite this, it is considered that the impact of this quantum of built form would not cause poor relationships with the immediate Langley Drive properties, due to the significant separation distances, or cause adverse harm to the character of the wider area.
- 7.4.6 The development would result in the loss of a number of trees, including those along the Portesbery Road frontage that currently assist in reducing the impact of the police station building. However, of the trees to be felled on the site a high percentage of these have been categorised as fair and poor. The Council's Tree Officer has reviewed the applicant's Arboricultural Report and raises no objections. However, it is considered necessary to secure a very comprehensive landscape planting scheme to mitigate the tree losses, but also to address the age class differentiation throughout the site and broaden species diversity. Tree planting is considered to be particularly important along the Portesbery Road frontage with semi mature trees recommended along this frontage. Effective landscaping will ensure that any prominence of the new built form is softened in the street scene. In terms of amenity space on the site the gardens depths for the family houses are reasonable and this will further assist to greenify the development. Whilst there is limited amenity space for the flatted development, nevertheless, occupants of this block would be afforded views of the woodland area to the rear and the flats are in walking distance of the local park and town centre.
- 7.4.7 For the above reasoning the proposal would integrate into its existing context and improve the character and quality of the area, in accordance with Policy DM9 of the CSDMP and the NPPF.

## **7.5 The proposal's impact on the amenities of neighbouring properties**

- 7.5.1 The NPPF seeks a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 (iii) of the CSDMP requires that development respects the amenities of occupiers of neighbouring property and uses.
- 7.5.2 Whilst the proposed Portesbery Road frontage blocks would be closer to the road than the existing building, the proposed residential use would complement surrounding development and be a less intensive use than the existing office use with its associated frontage car park. The frontage plots would impact the most on nos. 40 -47 on the opposite side of Portesbery Road. However, the proposed dwellings are still setback 6-8 metres from the highway (with the three storey dwellings setback 8 metres) and there would be separation distances of between approximately 21 -23 metres from the proposed front elevations to the front elevations of the existing neighbouring dwellings. These distances are considered satisfactory to ensure that there would not be a material loss of amenity. Any impression of the presence of the new dwellings could be further reduced by softening the development by the use of a soft landscaping condition.

- 7.5.3 The Hillside dwellings (plots 24-32 of which plots 28-32 would be three-storey) would be facing towards the rear gardens of 1-9 Langley Drive. However, these dwellings are currently partially impacted upon by the police station and 1-4 Hillside. Furthermore, there would be significant separation distances of between 11.5 -12 metres from the front elevations of the proposed plots to the Langley Drive rear boundaries, or approximately 32-40 metres to the Langley Drive rear elevations. As such, there would be no adverse overlooking or overbearing effects. The protected trees in the rear gardens of Langley Drive would further assist in reducing any impact.
- 7.5.4 The rear boundary dwellings (plots 19-23) would have the most impact on Portesbery School but the change in land levels and separation distances would reduce any impacts. Similarly, the block of flats building setback from Portesbery Road and the rear boundary, its siting adjacent to the multi-storey, and the existence of the wooded area on elevated land to the rear would ensure that this block would have no adverse impacts on neighbouring amenities.
- 7.5.5 All of the dwellings have been sited and designed to minimise amenity impacts for future occupants of the development. However, given the quantum of built form proposed, further uncontrolled development may be harmful to amenity and so it is considered reasonable and necessary to restrict classes A, B and E permitted development rights in the interests of residential amenities. Subject to this control the proposal is considered to comply with Policy DM9 (iii) of the CSDMP.

## **7.6 The impact of the development highway safety and parking**

- 7.6.1 Policy DM11 (Traffic Management and Highway Safety) seeks all development ensures that no adverse impact on the safe and efficient flow of traffic movement on the highway network results. The County Highways Authority raise no objection to the proposal on highway capacity or highway safety grounds.
- 7.6.2 Objectors raise concern over the number of parking spaces and visitor bays. However, this site is in a sustainable location being an edge of town centre site within walking distance of the train station and bus services. In total 63 parking spaces would be provided including 6 visitor bays. This provision would exceed the County's Maximum Parking Standards for residential development on the edge of the town centre. Whilst six visitor bays are proposed SCC standards do not actually define the number of visitor bays required and given that the site is adjacent to a multi-storey car park it could be argued that there isn't a requirement for any.
- 7.6.3 Moreover, according to the applicant's Transport Assessment the travel demand associated with the police station is relatively high in comparison to that of the proposed residential use and the development will result in a reduction of trips to and from the site at peak times and throughout the day (the existing sui generis use has spaces for 80 vehicles). Notably, the County Highways Authority response also verifies this. If, therefore, the existing building was re-used for offices at its full capacity this could potentially have a greater impact.
- 7.6.4 Objectors are also concerned over the number of accesses to the site and highway safety issues. Yet, County raise no concern and the new crossovers serving dwellings is not dissimilar to other dwellings along Portesbery Road. Subject, therefore to conditions as recommended by the Highways Authority to include access visibility zones, retention of parking and turning areas for their designated purpose, secure cycle parking and a construction transport management plan there is no objection to the proposal which would be in compliance with Policy DM11 and the NPPF.



## **7.7 Housing mix and viability**

- 7.7.1 Policy CP6 of the CSDMP requires the Council to promote a range of housing types which reflect the need for market and affordable housing. For market housing this policy typically requires 10% to be 1 bed; 40% 2 bed; 40% 3 bed; and, 10% to be 4+ bed.
- 7.7.2 At the time of writing the applicant is proposing that 31 of the 35 dwellings are market with 4 dwellings affordable. Thus, the development would deliver 10% (1 bed) and 19% (2 bed) market housing with the remainder 3-5 bed. Whilst the provision of 1 and 2 bed market housing is aligned with Policy CP6, this development does propose fewer 3 bed and significantly more 4-5 bed market houses. However, Policy TC18 of the AAP specifically supports family houses at this location which suggests a higher uplift on 3 to 4+ bed dwellings and so in the officer's opinion this breakdown is not unreasonable.
- 7.7.3 The Council's Housing Department recommends that there ought to be a 50/50 split of affordable rented and intermediate/shared ownership. There is also a preference for family dwellings to be affordable rent, as otherwise these units would not be affordable unless purchased at a very low initial share. The applicant is agreeable to making all 4 affordable units as affordable rented. However, irrespective of this, on the basis of the financial viability information provided and on the advice of the Council's Viability Consultant insufficient affordable housing is being provided. Further work is being undertaken on this point and an update will be provided at the meeting. However, in the event this matter is not resolved then it is recommended that the application be refused due to a shortfall of affordable housing.

## **7.8 The impact of the development on the provision of community infrastructure**

- 7.8.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on the 16th July 2014. As the CIL Charging Schedule came into effect on the 1st December 2014 an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential and retail developments where there is a net increase in floor area of 100 square metres or more. This development would be CIL liable and the final figure would need to be agreed following the submission of the necessary forms. For example, the applicant is claiming part exemption due to the provision of affordable housing and at the time of writing the final amount of social housing relief is unknown. However, on the basis of the information submitted to date the amount of CIL payable would be in the region of £200,000. Informatives would be added to the decision advising the applicant of the CIL requirements.

## **7.9 The impact on ecology and the Thames Basin Heaths Special Protection Area**

- 7.9.1 In January 2012 the Council adopted the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD which identifies Suitable Alternative Natural Green Space (SANGS) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a financial contribution towards SANGS. As SANGS is considered to be a form of infrastructure, it is pooled through CIL. The Council currently has sufficient SANGS capacity to mitigate the impact of the development on the SPA.
- 7.9.2 Policy CP14B requires that all net new residential development provide contributions toward Strategic Access Management and Monitoring (SAMM) measures. As such, subject to payment received in respect of SAMM prior to the determination of this application or the completion of a legal agreement to secure this contribution, the proposal would accord with Policy CP14B of the Core Strategy and the Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document.

7.9.3 Whilst badger activity was identified on site the mitigation measures proposed by the applicant's ecologists are supported by the Surrey Wildlife Trust. It is considered that the additional surveying undertaken complies with the requirements of Circular 06/2005, to establish the presence of protected species before the granting of planning permission, and as such it is considered reasonable to impose conditions securing the agreed mitigation. The proposal therefore complies with Policy CP14.

## **7.10 Other matters**

7.10.1 The applicant submitted a FRA with the application and given the site lies outside the floodplain the proposal would not result in fluvial flood risk. However, since April 2015, for major developments it is now a requirement that a sustainable drainage system (SuDS) can be designed into a proposal, unless demonstrated to be inappropriate. An application cannot simply be conditioned unless the Planning Authority is satisfied that SuDS has been fully considered. The requirement is that surface water run-off discharge rates are as close to greenfield rates as possible, notwithstanding that this is a previously developed site. In designing the drainage strategy the applicant has therefore been requested to take this into account with the FRA amended. Given the gradient changes on the site additional details have also been provided including cross section plans. An update on the acceptability of the amended drainage strategy will be reported at the meeting.

## **8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT)**

**ORDER 20**

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

## **9.0 CONCLUSION**

9.1 The report concludes that there is no in-principle objection to the change of use of the site. The proposal's layout and scale would integrate into its existing context and would not be harmful to existing residential amenities. There is no objection to the development on highway safety or capacity grounds. The development is in a highly sustainable location but in any event the parking proposed exceeds the maximum parking standards. The housing mix with a higher proportion of family housing is supported by adopted policy. Subject, therefore, to securing an agreed affordable housing provision by legal agreement, SAMM payment and a workable drainage strategy the application is recommended for approval.

## 10.0 RECOMMENDATION

GRANT subject to a receipt of a satisfactory legal agreement to secure affordable housing provision and SAMM (£22,742) by 30 September 2015 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: 14062 P101L, P103H, P104B, P110B, P111A, P112A, P113A, P116A, P117C, P118A, P119D, P121A, P122, C100-P1, C100 Rev-P7 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.

4. No development shall take place until details of the surface materials for the roads, car parking areas and driveways shall be submitted to, and approved in writing by the Local Planning Authority. Once approved, the agreed surfacing materials shall be used in the construction of the development.

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

5. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and E of the Town and Country Planning (General Permitted Development) Order 1995 (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 visual and residential amenity and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. With the exception of the site level changes indicated on drawing nos. P104B and C100- P7, there shall be no alteration to site levels without the prior written approval of the Local Planning Authority.

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

7. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. No trees or vegetation shall be removed other than those indicated on the supplied Tree Protection Plan or agreed as part of a pre-commencement meeting. In all other regards the development shall proceed in accordance with the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** compliant report prepared by PJC Consultancy and dated 23 February 2015 .

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

8. No development shall take place until a comprehensive landscape planting scheme has been submitted to and approved in writing by the Planning Authority. The planting scheme shall include semi-mature trees (minimum 25-30 cm girth at 1 m and nonimal 8.8cm diameter) especially along the Portesbery Road frontage. All 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.

9. No development shall take place until details of all walls (including retaining walls) and fencing have been submitted to and approved by the Local Planning Authority. Once approved, the details shall be implemented in accordance with the approved scheme before the development hereby permitted is first occupied. Thereafter the approved enclosure shall be retained in perpetuity and notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re enacting that Order) no further walls or fence shall be erected unless otherwise agreed in writing by the 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.

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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding
- (f) hours of construction

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

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

11. The development hereby approved shall not be first occupied unless and until the proposed vehicular accesses to Portesbery Road have been constructed and provided with visibility zones of 2.4 m by 43 m in accordance with the approved plans and thereafter the visibility zones shall be kept clear of any obstruction over 1.05 m high.

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

12. The development hereby approved shall not be first occupied unless and until the existing access from the site to Portesbery Road has been permanently closed and any kerbs, verge, footway fully reinstated.

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

13. 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 and for vehicles to turn so that they may enter and leave in a forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

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

14. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for the secure parking of bicycles within the development site and thereafter these facilities shall be retained and maintained for their designated purpose.

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

15. The development hereby permitted shall fully accord with the ecological mitigation measures in Section 6 of the Ascot Ecology Ecological Appraisal February 2015 unless otherwise agreed in writing by the Planning Authority.

Reason: To conserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

#### Informative(s)

1. CIL Liab CIL1
2. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability but 'Form 1: Assumption of Liability' has not been submitted with the application. Before development commences, any party wishing to assume liability should submit this form to the Planning Authority. Where no-one has assumed liability to pay and the Council is aware that development has started, the liability will default to the owner(s) of any material interest in the land. Where it is one person, they are responsible for all payments. Where it is more than one person, the Council will apportion liability.  
  
Form 2 'Claiming Exemption or Relief' will also need to be submitted if the applicant is claiming social housing relief.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway. The applicant is advised that prior approval must be obtained from the Highways Authority before any works are carried out on any footway, footpath, carriageway or verge to form a vehicular crossover or to install dropped kerbs.
4. HI(Inf)14 (Highway) HI14
5. HI(Inf)15 (Highway) HI15
6. HI(Inf)18 (Highway) HI18
7. The applicant is advised that as part of the detailed design of the highway works, the County Highways 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.
8. HI(Inf)12 (Highway) HI12
9. In respect of the landscape condition the applicant is advised that plant selection should ideally feature fastigate tree forms to provide an impact to the street scene and to limit lateral spread at maturity and the need for containment pruning.

**In the event that a satisfactory legal agreement has not been received by the 30 September 2015 to secure affordable housing provision and SAMM the Executive Head of Regulatory be authorised to REFUSE the application for the following reasons:-**

- 1 In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, or payment of the SAMM payment in advance of the determination of the application, 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).
- 2 In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, to secure affordable housing provision, the applicant has failed to comply with Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.