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To: All Members of the **PLANNING APPLICATIONS COMMITTEE**

The following papers have been added to the agenda for the above meeting.

These planning updates were not available when the reports in the main agenda were originally prepared and supplement the information contained in those reports.

Yours sincerely

Karen Whelan

Chief Executive

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**PLANNING APPLICATIONS SUPPLEMENTARY INFORMATION**

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<b>9 January 2020</b>		
<b>Planning Applications Committee</b>		
<b><u>Update</u></b>		
<b>Item No.</b>	<b>App no. and site address</b>	<b>Report Recommendation</b>
4 Page 11	19/0235 Woodside Cottage, Chapel Lane, Bagshot	GRANT subject to conditions and legal agreement
<b>UPDATE</b>		
<p>For the avoidance of doubt, there are 388 number of objections in total from 339 number of objectors with new representations raising the following new issues:</p> <ul style="list-style-type: none"> <li>The use of the layby as an access/egress to residential drives (as would be required if the one way system were to be provided on Chapel Lane) would prejudice its use for parking/access and impact on covenants.</li> </ul> <p>This is a lower figure than previously totalled (across the original/update reports) because of duplication of representations in the system.</p> <p>The applicant has confirmed that there will be a management company to maintain the landscaping (beyond the demise of the private residential dwellings) with a charge to those residents. The charge will not apply to the affordable housing units with the provider responsible for landscaping within the demise of these properties.</p> <p>The County Highway Authority has raised no objections to the proposal (see the appended response) following the receipt of the Traffic Watch/Chapel Lane Action Group report subject to the amended condition below.</p> <p><b>Amendment to Condition</b></p> <p>19. Prior to the occupation of the development, Chapel Lane shall be improved in general accordance with Drawing No. 1807052-03 Rev L received on <b>27 November 2019</b> and Drawing No. 1807052-02 Rev E [within Appendix D of the Transport Statement) received on 19 March 2019] providing a footpath link for the site frontage along with traffic calming build outs, works to the existing layby in front of the site on Chapel Lane and surface treatment/road markings.</p> <p>Reason: In the interests of highway safety and to comply with Policies DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.</p> <p><b>Additional Condition</b></p> <p>25. Prior to the construction of the development above slab level, details of the measures for energy efficiencies shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.</p> <p>Reason: In the interests of energy efficiency and to comply with Policy Cp2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.</p>		
5 Page 65	19/0154 Rosdene Farm & Land to the south	REFUSE

	of Fenns Lane, West End, Woking GU24 9QF	
<p><b>UPDATE</b></p> <p>The applicant has provided a letter supporting the proposal in Green Belt terms which are summarised below:</p> <ul style="list-style-type: none"> <li>• The low quality of the land and its previously developed nature (buildings/hardstanding);</li> <li>• Comparisons with the proposal at Fair Oaks Airport (which is not yet determined);</li> <li>• In the weighing of very special circumstances, case law has indicated that a combination of factors can provide sufficient “very special circumstances” and this is a matter of planning judgement;</li> <li>• Benefits of providing the public open space and overall enhancement of the site; and</li> <li>• Disagrees with the conclusion that the Five Year Land Supply Paper can demonstrate a 5.52 year supply of deliverable housing sites.</li> </ul> <p>The content of this letter is noted.</p> <p>Two further objections have been received raising no new issues.</p> <p>A further objection from the West End Action Group has been received, responding to additional/amended details provided by the applicant, raising the following new issues:</p> <ul style="list-style-type: none"> <li>• Serious underestimating of traffic movements on Fenns Lane due to limited survey and weather conditions at that time; and</li> <li>• The land is more open, and the impact of the development would be much greater, than indicated in the amended landscape assessment.</li> </ul> <p>West End Parish Council has confirmed that, in responding to additional/amended details provided by the applicant, their original objections still stand.</p>		

6 Page 95	19/440 PRB, Brunswick Road, Deepcut, GU16 6RN	GRANT subject to conditions
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<p><b>UPDATE</b></p> <p><b>Report correction</b></p> <p>As printed and appearing on the web the report contains a formatting error after paragraph 7.4.14. This affects the section heading pertaining to ‘7.5 Amenity Considerations’ and paragraphs 7.5.1 and 7.5.2. For clarity paragraphs 7.4.14 to 7.5.6 are reproduced below.</p>	
7.4.14	In conclusion, the proposal would deliver a satisfactory form of development and would not undermine the objectives of the Deepcut SPD, the Site Wide Design Code, or policies CP4, DM9 and DM17 of the Core Strategy and Development Management Policies 2012.
<b>7.5</b>	<b>Amenity Considerations</b>
7.5.1	The Council has a number of planning documents seeking to ensure residential amenity is not compromised. Policy DM9 of the CSDMP 2012 and the Residential Design Guide 2017 are relevant considerations as is the Site Wide Design Code (SWDC). At the time of considering this application there are limited dwellings approved / built in close proximity to the proposed public house and as a consequence few existing relationships to consider. The siting and form of the building is not considered to harm the dwellings approved at the Cala site with the form of the side elevation of the building facing this direction actually fronting the green swathe running between the two Cala parcels. In addition,

	the intervening road and the set back of the building from the site boundaries are sufficient to prevent any overbearing relationship arising. It is noted that the design code and reserved matters application for the residential parcel to the north of the site will need to respond to any approved layout on the application site.
7.5.2	The design and access statement advises the opening hours would be: <ul style="list-style-type: none"> <li>• 0730 to 2330hrs Monday to Thursday;</li> <li>• 0730 to 0000hrs Friday and Saturday;</li> <li>• 0800 to 2300hrs Sunday; and,</li> <li>• 0730 to 0000 Bank holidays and New Year's Eve 0730 to 0130hrs.</li> </ul>
7.5.3	It is considered the above is generally acceptable; however, it is considered Bank Holiday opening should not exceed the opening on Sunday. In addition, discussions with the Council's Environmental Health Officer conclude that the above, and the operation of the public house generally, is acceptable subject to conditions as detailed at draft conditions 4 – 6.
7.5.4	It is also noted that any development has the potential to give rise to temporary effects which can cause inconvenience and disruption to residents and businesses. The hybrid permission sought to address this by imposing planning conditions to control amongst other things, delivery routes, piling techniques, dust suppression techniques and hours of working. Subject to compliance with the planning conditions already imposed it is not considered the development proposed would give rise to conditions not considered at hybrid application stage.
7.5.5	The proposal includes on site ancillary staff accommodation. This takes the form of 7 double bedrooms of 12sqm. This exceeds the 11.5sqm baseline contained within the Technical Housing Standards. In addition, the communal areas provided in terms of their size and general provision are considered to be acceptable. The proposal has been reviewed by the Senior Environmental Health Officer (Home Solutions Team Leader) and the Fire Safety Officer and both confirm the accommodation meets the required amenity and safety standards.
7.5.6	In light of the above it is considered the proposal is acceptable in terms of its amenity impact and provision. The proposal is therefore considered compliant with Policy CP4 and Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deecput SPD.

**Additional conditions**

20. The service yard shown on the approved plans shall be retained for its stated purpose. There shall be no refuse / recycling or food waste storage anywhere on site other than in the locations shown on the approved plans.

Reason: To ensure a satisfactory form of development in accordance with Policy CP4, DM9 and DM17 of the Core Strategy and Development Management Policies 2012, the Deecput SPD, the Design Codes and the NPPF.

21. The boundary treatments shown on the approved plans in addition to any to be agreed pursuant to any planning condition shall be implemented prior to the development hereby agreed coming into first use.

Reason: To ensure a satisfactory form of development in accordance with Policy CP4, DM9 and DM17 of the Core Strategy and Development Management Policies 2012, the Deecput SPD, the Design Codes and the NPPF.

7 Page 141	19/0728 9 Heywood Drive, Bagshot	GRANT subject to conditions
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<b>UPDATE</b> No updates		
8 Page 151	19/2052 23 Prior Road, Camberley	GRANT subject to conditions
<b>UPDATE</b> No updates		

<b>APPLICATION NUMBER</b>	<b>SU/19/0235</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** S Kom; N.Hall & Kentish Barnes

**Location:** Woodside Cottage, Chapel Lane, Bagshot, GU19 5DE

**Development:** Residential development of 44 dwellings with access, parking/garaging and landscaping, following the demolition of existing dwelling and associated outbuildings.

<b>Contact Officer</b>	Angela Goddard	<b>Consultation Date</b>	3 April 2019	<b>Response Date</b>	7 January 2020
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**Revised Response**

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends an appropriate agreement should be secured before the grant of permission.

1. To provide a financial contribution of £15,000 for the provision of one way working on Chapel Lane and the introduction of a 20 mph zone to cover Chapel Lane/Lambourne Drive/Chantry Road and School Lane.
2. To secure the permanent uninterrupted public use of the footpath to be constructed along the full frontage of the site as shown on the application drawings.

**The following conditions to be imposed in any permission granted :**

1. No part of the development shall be first occupied unless and until the proposed western vehicular access to Chapel Lane has been constructed and provided with visibility zones in accordance with drawing no. 1807052-01 Rev F and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.
2. No part of the development shall be first occupied unless and until the proposed eastern vehicular access to Chapel Lane has been constructed and provided with visibility zones in accordance with drawing no. 1807052-02 Rev F and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.

3. Prior to the first occupation of the development, Chapel Lane shall be improved in general accordance with drawing no. 1807052-07 Rev A to provide a footway along the full frontage of the site, traffic calming buildouts, surface treatment, carriageway markings, associated signage and any required works to the existing layby which may include widening and resurfacing for which the developer will be required to enter into a S278 Agreement.

4. The proposed footpath along the full frontage of the site is to be provided in a bound/semi-bound material in accordance with details to be provided and agreed in writing with the Local Planning Authority.

5. 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 the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.

6. The development hereby approved shall not be occupied unless and until at least 20% of the available parking spaces for the flats and each of the dwellings is provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

- (a) The secure and covered parking of bicycles within the development site,
- (b) Information to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs in the form of a 'Travel Information Pack'.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

8. ( Please Note: Notice in writing must be given by the Local Planning Authority to the Applicant that if planning permission is granted this condition is intended to be imposed or pre-authorisation from the applicant must be sought before recommending the imposition of this condition. The validation requirements for planning applications needing the submission of a Construction Management Plan will provide this notice.)

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) provision of boundary hoarding behind any visibility zones
- (e) vehicle routing
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles
- (h) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (or other times that may be agreed with the applicant) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in ( specify named roads) during these times

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.

### **Informatives:**

1. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

2. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

3. 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 water course. 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, verge or 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's 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. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme). The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highway Service.

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 developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

### **Explanatory Note:**

The Highway officer has visited the site during the morning school drop off and has witnessed and experienced how traffic and pedestrians interact on Chapel Lane and noted that vehicles slow down and are careful when passing pedestrians.

The County Council are aware of the highway and transport objections relating to this proposal, submitted directly to the Local Planning Authority and received via our Local County Councillor.

Whilst it is not possible to comment on every representation individually, a short technical commentary is provided below in response to each main areas of concern.

Increased traffic at the junction of Lambourne Drive with the A30 London Road at busy times - The development is predicted to generate an additional 13 vehicles exiting Lambourne Drive in the morning between 08.00 and 09.00 hrs, this equates to 1 exiting vehicle every 4.6 minutes. In the evening between 1700-1800hrs, 5 additional vehicles are predicted to exit Lambourne Drive, which equates to 1 exiting vehicle every 12 minutes. The occurrence of accidents has been reviewed using Surrey County Council accident data which shows there have been no injury related accidents as a result of vehicles turning into or out of Lambourne Drive. Given the low level of vehicle increase and the absence of injury related accidents attributable to turning movements, the Highway Authority have no grounds to seek the inclusion of any development related mitigation measures at this junction.

TRICS data - The use of TRICS data is a standard tool to assess the potential trip generation of new developments. In this case we have reviewed the TRICS assessment data the developer has provided and are satisfied with the choice of sites used to inform the trip rates and consider them to be reasonable.

The Highway Authority note the concerns that have been raised however, there is not a direct link between car ownership and trip generation, in particular at peak times.

Even if a higher trip rate of 0.8 per property was to be used as suggested by the residents, this would only result in an additional 18 two way movements in the am peak and 17 in the pm peak hours, when compared to the trip rates Motion has provided in their Transport Statement and it is not considered that this would alter the Highway Authority's conclusion of the proposal.

Impact upon Chapel Lane/Highway Improvement Scheme - the developer has put forward a highway improvement scheme for Chapel Lane to mitigate the impact of the additional traffic generated by the development on the lane as shown on drawing no.807052-07 Rev A.

A footway is proposed along the full length of the development site which will be available for the use of the public as well as residents of the development and will take pedestrians off the carriageway on this part of Chapel Lane.

It is proposed to implement one way working along Chapel Lane (formalising the already informal one way working which operates during school drop off and pick up times) between the junction with School Lane and ending at Corner Cottage. A 20 mph zone will also be implemented to cover Lambourne Drive/Chantry Road/School Lane and Chapel Lane to help lower speeds and provide a benefit to vulnerable road users. This will be secured by way of a contribution from the developer.

The proposed highway improvement scheme will help to manage vehicle speeds along the area of Chapel Lane where there is no footpath to create a more prominent shared space environment, to the benefit of pedestrians. This will be achieved through the combined use of buildouts, a change in carriageway surface treatment, carriageway markings together and signage and will be secured through a S278 Highway Works Agreement.

The emergency services have been consulted on the proposal and have raised no objections.

It is accepted that there are one or two technical issues related to the one-way working that need to be resolved prior to the implementation stage. This will be a matter for detailed design and further discussion.

Car Parking Provision - A total of 106 car parking spaces are proposed to serve the 44 dwellings, some in the form of garages, some as visitor spaces. The Highway Authority are satisfied that the level of car parking provision is sufficient, as is the available space for turning within the development, for there to be no significant impacts on Chapel Lane.

Summary - The Highway Authority is satisfied that appropriate mitigation is being provided by the development. As a result no objections are raised, subject to the inclusion of the above planning conditions and informatives.

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