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Tuesday, 6 November 2018

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

**In accordance with the Substitute Protocol at Part 4 of the Constitution,
Members who are unable to attend this meeting should give their apologies and
arrange for one of the appointed substitutes, as listed below, to attend.
Members should also inform their group leader of the arrangements made.**

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

Site Visits

**Members of the Planning Applications Committee and Local Ward Members may
make a request for a site visit. Requests in writing, explaining the reason for the
request, must be made to the Development Manager and copied to the Executive
Head - Regulatory and the Democratic Services Officer by 4pm on the Thursday
preceding the Planning Applications Committee meeting.**

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held at Council Chamber,
Surrey Heath House, Knoll Road, Camberley, GU15 3HD on **Thursday, 15 November 2018
at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Karen Whelan

Chief Executive

AGENDA

	Pages
1 Apologies for Absence	
2 Minutes of Previous Meeting	3 - 10

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 18 October 2018.

3 Declarations of Interest

Members are invited to declare any disclosable pecuniary interests and non pecuniary interests they may have with respect to matters which are to be considered at this meeting. Members who consider they may have an interest are invited to consult the Monitoring Officer or the Democratic Services Manager prior to the meeting.

Human Rights Statement

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

Planning Applications

4	Application Number: 18/0605 - Land West of 94, Bagshot Green, Bagshot, GU19 5JT *	11 - 32
5	Application Number: 18/0033 - Kings Court & Land to front of Kings Court, 91-93 High Street, Camberley, GU15 3RN	33 - 50
6	Application Number: 18/0004: Cambridge Hotel, 121 London Road, Camberley, GU15 3LF	51 - 78

*** indicates that the application met the criteria for public speaking**

Glossary

Minutes of a Meeting of the Planning Applications Committee held at the Council Chamber, Surrey Heath House, Knoll Road, Camberley, GU15 3HD on 18 October 2018

+ Cllr Edward Hawkins (Chairman)
+ Cllr Valerie White (Vice Chairman)

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

+ Present
- Apologies for absence presented

Substitutes: Cllr Paul Ilnicki (in place of Cllr Robin Perry)

Members in Attendance: Cllr Wynne Price

Officers Present: Ross Cahalane, Duncan Carty, Gareth John, Jonathan Partington, Tim Pashen, Eddie Scott, Patricia Terceiro

25/P Minutes of Previous Meeting

The Minutes of the meeting held on 9 October 2018 were confirmed and signed by the Chairman.

26/P Application Number: 18/0557- St George's Court, St George's Road, Camberley. GU15 3QZ *

The application, made under Section 73A, was to vary conditions 10 and 11 of planning permission 2004/1050 (conversion of building to apartments) in order to revise the glazing specification required to 10:14:4 on St Georges Road and 10:12:6.4 on High Street elevations respectively. The application was to require individual glazing units to be corrected where incorrect glazing specification had been used; and condition 12 to ensure that whole building ventilation systems with acoustic trickle vents with a minimum attenuation of 40dB were installed to all windows within flats. (Amended and additional information recv'd 27/6/18), (Additional info rec'd 13/08/18).

This application would normally have been determined under the Council's Scheme of Delegation. However it had been reported to the Planning Applications Committee at the request of the Executive Head of Regulatory.

Members were advised of the following updates on the application:

“Officers have had sight of email correspondence sent from 12th-18th October by residents to Planning Committee Members.”

As this application had triggered the Council’s Public Speaking Scheme, Mr Ian McLaughlin and Mr David Ross spoke in objection to the application. Mr Silvio Petrasso spoke in support of the application on behalf of the agent.

The officer recommendation to approve the application was proposed by Councillor Nick Chambers and seconded by Councillor Colin Dougan, and put to the vote and carried.

RESOLVED that application 18/0557 be granted subject to the conditions set out in the officer’s report.

Note 1

It was noted for the record all members of the Committee had received various pieces of correspondence in regard to the application.

Note 2

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

Voting in favour of the recommendation to grant the application:

Councillors Nick Chambers, Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, Paul Innicki and Ian Sams.

Voting against the recommendation to grant the application:

Councillors Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Pat Tedder, Victoria Wheeler and Valerie White.

27/P Application Number: 17/0427- Chobham Adventure Farm, Bagshot Road, Chobham, Woking, GU24 8BY *

The application was for the provision of outdoor play equipment. (Additional Plans recv'd 31/08/2017.) (Additional Information - Rec'd 01/11/2017 & 02/11/2017.) (Additional plan recv'd 25/5/18), (Amended plans & additional info rec'd 14/08/18).

Members were advised of the following updates on the application:

“Three further objections have been received, on the basis of amended details, raising these further issues:

- The slide has not been built, whilst the rest of the proposed equipment has been built and in operation for many months;
- The overall height will remain at 5 metres (on raised land);
- The adventure farm has been run successfully without the slide; and
- Lack of education and animal provision at the site since opening.

[Officer comment: The slide is proposed at a height of 3 metres above ground level. It is noted that the ground level varies in this part of the site and therefore a condition concerning the prior agreement of levels are proposed]

Two further responses from the Chobham Parish Council received raising further objections in relation to these further issues:

- The proposed (revised) slide would be unneighbourly;
- The history of significant non-compliance and unfulfilled conditions relating to the site which has created long standing enforcement issues; and
- The Parish Council should have been re-notified of amended plans.”

In addition as a result of historic planning issues on the site, the Committee added an informative advising the applicant that there was no additional permitted development rights for the farm park. The informative also instructed that any further development on the site would require planning permission.

The recommendation to approve the application was proposed by Councillor Colin Dougan and seconded by Councillor Adrian Page. The recommendation was put to the vote and carried.

RESOLVED that application 18/0427 be granted subject to the conditions set out in the officer report as amended.

Note 1

It was noted for the record that:

- i. Councillor Edward Hawkins and other members of the Committee had attended various Member Site Visits on the site of the application.
- ii. All Members of the Committee had received various pieces of correspondence on the application.
- iii. Councillor Pat Tedder declared that she knew the Chobham Parish Council Clerk, who was a resident of the neighbouring property to the site.
- iv. Councillor Pat Tedder was a Member of the Chobham and West End Joint Burial Committee.
- v. Councillor Katia Malcaus Cooper declared that her family visited the site for leisure and her friend was employed by the adventure park.
- vi. Councillor David Mansfield had attended the site for leisure and had received various pieces of correspondence on the Planning Application. However he did not pass comment on the application.
- vii. Councillor Victoria Wheeler and other Members of the Committee had received an email from Chobham Parish Council in relation to the Planning Application.

Note 2

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

Voting in favour of the recommendation to grant the application:

Councillors Nick Chambers, Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, Jonathan Lytle, Max Nelson, Adrian Page and Ian Sams.

Voting against the recommendation to grant the application:

Councillors Katia Malcaus Cooper, David Mansfield, Paul Ilnicki, Pat Tedder, Victoria Wheeler and Valerie White.

28/P Application Number: 17/0608- The Sports Ground, Church Lane, Bisley, Woking, GU24 9EA *

The application was formally withdrawn by the applicant prior to the Committee Meeting.

29/P Application Number: 17/1179- 317 Guildford Road, Bisley, Woking, Surrey, GU24 9BB *

The application was for the erection of a three storey building (containing six 3 bedroom terraced dwellings) and two 1 bedroom flats and 2 two storey buildings with front and rear dormers (containing 18 two bedroom flats and one 1 bedroom flat) with revised vehicular access off Guildford Road, bin and cycle storage and landscaping. (Amended plan rec'd 16/04/18) (Amended plans and information recv'd 20/7/18). (Additional information recv'd 7/9/18).

As this application had triggered the Council's Public Speaking Scheme, Mr Michael Tiplady, on behalf of Ms Lori Heiss, and Ms Nelle Mecioniene spoke in objection to the application. Mr Ron Terry, on behalf of the agent, spoke in support of the application.

Members raised concerns in regard to the negative effect of parking provision in front of the proposed development on the street scene, and acknowledged it was in conflict with the Council's Local Plan. It was agreed that the dominance of parking provision at the front of the scheme and its negative effect on the street scene would be acknowledged and added to Reason 1 of the reasons to refuse in the Officer's report.

In addition Members wished to prescribe a higher number of parking spaces for if a future scheme were to be submitted. It was agreed an informative was to be added to the officer's recommendation to reflect this.

The recommendation to refuse the application was proposed by Cllr David Mansfield and seconded by Cllr Victoria Wheeler. The recommendation was put to the vote and carried.

RESOLVED that application 17/1179 be refused for the reasons as set out in the officer's report as amended, with the final wording for refusal reason 1 and the additional informative be finalised by the

Executive Head of Regulatory after consultation with the Chairman and Vice Chairman of the Planning Applications Committee.

Note 1

It was noted for the record that Councillor David Mansfield had received various pieces of correspondence on the application but reiterated that he could not pass comment on the application before the Committee Meeting.

Note 2

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

Voting in favour of the recommendation to refuse the application:

Councillors Nick Chambers, Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, Paul Ilnicki, Jonathan Lytle, Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Ian Sams, Pat Tedder, Victoria Wheeler and Valerie White.

30/P Application Number: 18/0512- Land between Littlefield House and Southbrook, Shrubbs Hill, Chobham, Woking

The application was for the erection of a detached 6 bedroom dwelling with attached garage, with new access and associated landscaping and boundary treatments.

This application would have normally been determined under the Council's Scheme of Delegation, however, it had been reported to the Planning Applications Committee at the request of Cllr Nick Chambers, on the grounds that was well-designed and would provide an extra dwelling.

Members were advised of the following updates on the application:

"A context comparison plan has been provided by the applicant which indicates that the proposal:

- would have no impact on the openness of the Green Belt or the purposes of including land within the Green Belt when considering in the site's proper context (infill plot surrounded by similar detached dwellings in similar sized plots and does not extend beyond the existing residential enclave, being appropriate and acceptable in respect of the Green Belt and local character);
- officers raise no objection to the design and two storey scale residential amenity and impact on the highway with the detailed roof design can be addressed by condition; and
- SAMM and SANG payments can be made to avoid any impact on the SPA.

[Officer comment: The objections to the proposal regarding the impact on the Green Belt, as set out in the officer report, remain. An objection is raised on design grounds (see Reason 2) and the roof design of the proposal, currently with a large crown roof, cannot be amended by condition. SANG contributions would

be sought through the CIL regulations. However, the SAMM payment as not been secured (either by prior payment or completed legal agreement) and this objection remains].”

The recommendation to refuse the application was proposed by Councillor David Mansfield and seconded by Councillor Victoria Wheeler, and put to the vote and carried.

RESOLVED that application 18/0512 be refused for the reasons as set out in the Officer’s report.

Note 1

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

Voting in favour of the recommendation to refuse the application:

Councillors Mrs Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, Paul Ilnicki, Jonathan Lytle, Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Ian Sams, Pat Tedder, Victoria Wheeler and Valerie White.

Voting in abstention:

Councillor Nick Chambers.

31/P Application Number: 18/0610- Land 80 Guildford Road, Bagshot, GU19 5NP

The application was an outline application for the erection of a detached 3 bedroom bungalow. Matters of access and layout to be considered.

This application would have normally been determined under the Council's Scheme of Delegation, however, it had been reported to the Planning Applications Committee at the request of Councillor Valerie White, on the grounds that there could be very special circumstances to allow this application due to two recent approvals either side of the site.

Councillor Valerie White read out a letter on behalf of the applicant who was unable speak as the application had not qualified for the Council's public speaking scheme.

The recommendation to refuse the application for the reasons set out in the officer’s report was proposed by Councillor Mrs Vivienne Chapman and seconded by Councillor Colin Dougan and put to the vote and lost.

Members felt that as the proposed dwelling would be situated between the two proximate branches of the A322, the development would not harm the openness of the greenbelt.

There was a discussion about conditions to be imposed which included the removal of permitted development rights. It was agreed that the precise conditions, including for example standard time period, would be agreed with the chair and vice chair of the Committee.

An alternative motion to approve the application was under very special circumstances for the reasons set out below was proposed by Councillor Valerie White and seconded by Councillor Katia Malcaus Cooper. The recommendation was put to the vote and carried.

RESOLVED that

- I. **Application 18/0610 be approved for the following reason:
Even though it was recognised that the application site was in the Green Belt, the isolation of the site and the fact it was surrounded by roads on either side, meant the development would not be to the detriment to the openness of the Green Belt and the existing streetscene.**

- II. **The reasons for approval and proposed conditions be finalised by the Executive Head of Regulatory after consultation with the Chairman and Vice Chairman of the Planning Applications Committee and the Planning Case Officer.**

Note 1

It was noted for the record that Councillor Valerie White had met the applicants prior to the applications determination at the Committee Meeting.

Note 2

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

Voting in favour of the recommendation to refuse the application:

Councillors Mrs Vivienne Chapman, Colin Dougan, Edward Hawkins and Ian Sams.

Voting against the recommendation to refuse the application:

Councillors Nick Chambers, Surinder Gandhum, Jonathan Lytle, Katia Malcaus Cooper, Paul Ilnicki, David Mansfield, Max Nelson, Adrian Page, Pat Tedder and Valerie White.

Abstaining from voting on the recommendation to refuse the application:

Councillors Ian Sams and Victoria Wheeler.

Note 3

In accordance with Part 3, Section D, paragraph 18 of the Constitution, the voting in relation to the application was as follows:

Voting in favour of the recommendation to grant the application for the reason stated above:

Councillors Nick Chambers, Surinder Gandhum, Edward Hawkins, Jonathan Lytle, Katia Malcaus Cooper, David Mansfield, Max Nelson, Adrian Page, Paul Ilnicki, Pat Tedder and Valerie White.

Voting against the recommendation to grant the application for the reason stated above:

Councillors Mrs Vivienne Chapman and Colin Dougan.

Abstaining to vote on the recommendation to grant the application for the reasons stated above:

Councillors Ian Sams and Victoria Wheeler.

Chairman

2018/0605

Reg Date 26/07/2018

Bagshot

LOCATION: LAND WEST OF 94, BAGSHOT GREEN, BAGSHOT, GU19 5JT

PROPOSAL: Erection of 3 one bedroom and 2 two bedroom affordable Passivhaus dwellings, with associated parking, garden areas and landscaping, following demolition of existing garages. (Amended plans recv'd 1/8/2018, 03/10/2018 and 08.10.2018), (Amended plans rec'd 09.10.2018)

TYPE: Full Planning Application

APPLICANT: Mr Jamir Ali
Pan English Developments Ltd

OFFICER: Mr N Praine

This application would normally be determined under the Council's Scheme of Delegation, however, it has been reported to the Planning Applications Committee at the request of Cllr Valerie White due to her concerns in respect of; the removal of existing parking, level of proposed parking and highway safety. Cllr White also raises concern in respect of over development of the site, loss of light/sunlight and loss of privacy.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks redevelopment of an existing garage block located to the end of a cul-de-sac section of Bagshot Green. The site lies adjacent to number 94 Bagshot Green. The site falls within the settlement area and the proposal would provide 3 one bedroom and 2 two bedroom affordable dwellings, with associated parking and garden areas following demolition of existing garages. Each dwelling would have off street parking for one vehicle. The principle of the development is considered acceptable and the development is also considered to result in no adverse harm to the character of the area, residential amenity, ecology, flood risk or the safe operation of the highway/parking levels and is acceptable in all other regards. The delivery of 5 affordable housing units in the context of a shortage of this type of housing at the present time also weighs in favour of the application. The application is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is an area within the settlement area of Bagshot, of approx. 780m² which is covered by hardstanding with a row of 8 garages along the southern boundary. The application site is accessed from the north and is at the end of a cul-de-sac part of Bagshot Green. The site borders the embankment to the railway line to the west and residential properties to the north and east. To the south there is a public footpath and beyond that, residential dwellings in Waggoners Hollow. There are some large trees to

the rear of the site and a large conifer on the eastern boundary. The site lies within Flood Zone 1. Dwellings in Bagshot Green are two-storey red brick terraced or semi-detached dwellings of similar architectural style, being set close to the road. The existing garage blocks measure an approximate footprint of 22m long by 5m wide and are 2.5m in height.

3.0 RELEVANT PLANNING HISTORY

3.1 SU/17/0716 - Erection of 4 x two bed affordable flats with associated parking and garden areas, following demolition of existing garages, refused, 06/10/2017 for the following reasons:

- *The proposal, by reason of its layout and position within the site, set back from the road and the shape and size of the plot, would fail to sufficiently integrate into the existing character and context of its surroundings. Additionally, the height and design of the roof of the building is considered to be incongruous in the street scene.*
- *The proposal, by reason of its height, position of first floor windows and proximity to the boundary of 94 Bagshot Green and would result in an unacceptable loss of privacy for the occupiers of this property and would result in overbearing effects from the rear garden. The development would also result in a material increase in overlooking and loss of privacy for the occupiers of 11 and 13 Waggoners Hollow. The location of the bin store would also be unneighbourly to the occupiers of 94 Bagshot Green*
- *The proposal fails to provide sufficient private amenity space for the occupiers of the ground floor flats and as such would not provide a good standard of amenity for the future occupiers of these properties.*
- *The application was also refused as the applicant failed to make a payment in respect of Strategic Access Management and Monitoring (SAMM).*

4.0 THE PROPOSAL

4.1 The site layout and design of the dwellings has been altered to respond to the reasons for refusal which arose in respect of the previous scheme under reference SU/17/0716. The current proposal is to still demolish the garages, however it is now proposed to erect two blocks which are labelled on the drawings as 'Block A' to the northern side and 'Block B' to the southern side. The eave heights and roof heights have also been altered to respond to the existing context and windows have been redesigned to reduce the visual impact and opportunities for overlooking.

- Block A would comprise plots one and two with plot one (2 bed) occupying the ground floor and plot 2 (also 2 bed occupying the first floor). This building would be 'L' shaped measuring a maximum of 12m wide and a maximum of 12m deep. This building would have a eaves height of approximately 5.1m and ridge height of approximately 7.4m
- Block B would comprise plots three four and five (all 1 bed units). Plots three and five are proposed to occupy the ground floor and plot 4 the first floor. This building would be more traditionally rectangular although plot 5 (the eastern part of the building) would be set slightly forward and is single storey. Block B measures a maximum of 21m wide and a maximum of 12m deep. This building would have an

eaves height at two storey of approximately 5.1m and ridge height of approximately 7.4m. This is reduced in the single storey section to measure approximately 2.5m to the eaves and a proposed ridge height of approximately 4.5m

- Each plot would have its own private garden space and 5 parking spaces would be provided to serve the development with vehicular access remaining off of Bagshot Green to the north. The public footpaths to the south and west will also be retained for pedestrian access.

4.2 The 'Passivehaus' standard is a standard for energy efficiency in a building, which reduces the building's ecological footprint. It results in a building that requires little energy for space heating or cooling. This includes measures such as very high levels of insulation, high performance windows with insulated frames and airtight building fabric.

5.0 CONSULTATION RESPONSES

5.1	Housing Services Manager	No objection – supports the delivery of affordable rented housing on this site
5.2	County Highway Authority	No objection, subject to conditions
5.3	Environmental Health Officer	No objection, subject to conditions
5.4	Council's Arboricultural Officer	No objection, subject to condition
5.5	Windlesham Parish Council	Objection: <ul style="list-style-type: none"> • Insufficient parking - <i>[Officer comment, see section 7.6 below]</i> • Concern over loss of right of way across site - <i>[Officer comment, see section 7.9.4 below]</i>
5.6	Surrey Wildlife Trust	No objection subject to condition
5.7	Surrey Heath Scientific Officer	No objection subject to condition and informative
5.8	Senior Environmental Health Officer	No objection subject to condition
5.9	Drainage Officer	No objection

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report thirteen letters of objection have been received which raise the following issues:
- Negative impacts on highway safety, loss of existing parking, lack of proposed parking, roads more busy, no turning area for larger vehicles. *[Officer comment, see section 7.6 below]*
 - Inconvenience / increased danger during construction – *[Officer comment, if minded to approve, details of construction management can be agreed via condition]*

- Concern over loss of footpath / right of way across site - *[Officer comment, see section 7.9.4 below]*
- Overdevelopment of site – *[Officer comment, see section 7.4 below]*
- Will cause overshadowing and overlooking of neighbouring properties - *[Officer comment, see section 7.5 below]*
- Future light and noise pollution / nuisance *[Officer comment, this is covered under other, Environmental Health, legislation]*
- Appears to be no justification for affordable housing in Bagshot – *[Officer comment, see section 7.3 below]*
- Will devalue property *[Officer comment: Property values is not a material planning consideration]*

7.0 PLANNING CONSIDERATION

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), and in this case the relevant policies are CP1, CP2, CP5, CP6, Policy CP14A, CP14B, DM9, DM10 and DM11. It will also be considered against the Surrey Heath Residential Design Guide 2017 (RDG), saved Policy NRM6 of the South East Plan 2009, and the National Planning Policy Framework 2018 (NPPF).

7.2 The main issues to be considered are:

- Principle of the development
- Character
- Residential amenity
- Highways, parking and access
- Impact on infrastructure
- Impact on the Thames Basin Heaths SPA
- Other matters – ecology, contaminated land, flooding, rights of way.

7.3 Principle of the development

7.3.1 At the heart of the NPPF is a requirement to deliver a wide choice of quality homes, and to boost significantly the supply of housing. The NPPF is clear that housing applications should be considered in the context of the presumption in favour of sustainable development. Within the settlement area such as this, the principle of residential development is acceptable, and Surrey Heath has a shortage of housing at the present time, and is unable to identify a 5-year land supply for housing as required by the NPPF. In this case, the proposal would result in additional residential units, which accords with these aims of the NPPF.

- 7.3.2 Policy CP5 states that the borough council will seek a target of 35% of all net additional housing as affordable, split between social rented and intermediate. At present Surrey Heath is not meeting its targets in respect of the delivery of affordable housing and as such the principle of units for social rented purposes is supported by Officers and the Housing Services Manager. Policy CP6 requires a mix of housing and this site provides a mix of two and one bed dwellings which are most in demand and as noted above is fully supported by the Housing Services Manager.
- 7.3.3 Principle 6.4 of the Residential Design Guide Supplementary Planning Document (RDG) SPD 2017 also sets out that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents or compromising local character, the environment or the appearance of an area (which will be considered below). Therefore and given the absence of a demonstrable 5 year housing supply and lack of affordable housing to meet demand, the principle of the development is considered acceptable, subject to the detailed consideration and balanced assessment of the issues as set out below.

7.4 Impact on character of area

- 7.4.1 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 goes on to state that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.
- 7.4.2 Policy CP2 requires new development to respect and enhance the quality of the environment. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density. Principle 7.1 of the RDG states that setbacks in new developments should complement the street scene and those that erode character and street enclosure will be resisted. Principle 7.3 states that building heights should enable a building to integrate well into its surrounding context and Principle 7.5 states that proposals to introduce roof forms on residential development that diverge from the prevailing character will be resisted unless it can be demonstrated that the proposals will make a positive contribution to the street scene.
- 7.4.3 The previous refusal (see paragraph 3.1 above) was not refused due to overdevelopment per se but because of the layout significantly differing from the existing context. The officer's report commented that the four flats to the rear was not in keeping with the existing character of the area i.e. comprising semi-detached and terraced dwellings set in individual plots with long rectangular gardens; and, that flats/maisonettes could be acceptable if the development otherwise integrated well into its context. Moreover, the officer commented that the height and design of the roofs were incongruous.
- 7.4.4 This proposal has sought to overcome these concerns by following the established building line of Bagshot Green with 'Block A' sited adjacent to no.94 and with a comparable height and design. Block A, however, does not strictly follow a linear form with its design turning the corner in a bid to maximise built form. Block A also has a negligible separation distance from no. 94's boundary. Given, however, the separation distances between the proposed flank walls and relationship to the rail embankment to the west it is considered that this site can accommodate such a design. Block A also contains two

private gardens, with access to plot 2's garden not directly from the rear of the plot. This arrangement is not ideal in design terms meaning that in practice the usability of this space would be somewhat compromised. Both gardens serving plots 1 and 2 are small in comparison with existing dwellings gardens on the southern side of Bagshot Green. Nevertheless, nos. 92a and 92 on the northern side of the road also have small gardens and so in respect of this immediate context this arrangement is not objectionable.

- 7.4.5 Block B's maximum ridge height of 7.4 metres is only marginally lower than the previous refusal at 7.7 metres, which was considered unacceptable due to its height. However, unlike the previous refusal this proposal would not be as bulky as Block B would include a bungalow at only 4.5 metres and the two storey element would be closest to the embankment. It is considered that these changes are enough to overcome the previous concerns. Block B is sited a negligible distance from the footpath but the size of this rear garden for plot 4 is considered to be acceptable, albeit its access directly off the footpath is again not ideal.
- 7.4.6 The overall layout actually results in an increase in units compared with the refusal and ideally the optimum number of units on this site would be 2-3 which, in the officer's opinion, would create a more spacious and workable layout that would better integrate into this context. For example, the parking layout is tight and greater separation distances and garden sizes would be preferable. On the other hand the design inventively seeks to maximise the use of the site to deliver much needed affordable units and so in this respect, on balance, the scheme can be supported in character terms.
- 7.4.7 Furthermore, the Passivehaus principles employed by this development can actually enable a tighter layout and form of development. The applicant's Design and Access Statement explains that in architectural terms it is more cost effective to keep the thermal envelope simple. This means avoiding complex building forms, overhangs and large openings. In this respect the architectural design of the buildings both Blocks A and B are at variance with existing Bagshot Road dwellings. However, during the course of the application, the fenestration and proportions of the windows have been improved with amended plans, without losing the Passivehaus principles.
- 7.4.8 There are some large trees along the rear boundary of the site which contribute positively to the street scene and a conifer on the eastern boundary with 94 Bagshot Green. The applicant has submitted an Arboricultural Report, which has been reviewed by the Council's Arboricultural Officer. No trees are proposed to be removed or pruned, and the Council's Arboricultural Officer has not objected, subject to a condition for tree protection and for the development to proceed in accordance with the submitted report.
- 7.4.9 Therefore the overall layout and design of the proposal is now considered to satisfactorily integrate into the established streetscape, without adverse harm to the character of the area, overcoming the previous reasons for refusal. The proposal is therefore considered to be acceptable in character terms compliant with the RDG, Policies CP2 and DM9 and the NPPF in this regard.

7.5 Impact on residential amenity

- 7.5.1 Paragraph 127 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light

and an overbearing or unneighbourly built form. Principle 8.3 of the RDG states that developments should not result in the occupants of neighbouring dwellings suffering from a material loss of daylight and sun access. Principle 8.1 states that new developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted.

- 7.5.2 Proposed Block A would be approximately 3.0m from number 94 Bagshot Green and would broadly follow the same building line, albeit the closest elements of this block would extend beyond the principal front and rear walls of this neighbour by approximately 1m. No first floor facing windows are proposed in Block A and likewise no facing primary windows exist at number 94 Bagshot Green. While Block A does extend to the rear at its western edge, this enjoys a much greater separation of approximately 9.3m. Block B is sited much further away at approximately 14m (single storey section) and approximately 20m (two storey section). In conclusion, given these separation distances and built relationships, no objections are raised in regard to any loss of privacy, any adverse overshadowing or overbearing impacts to the occupiers of 94 Bagshot Green.
- 7.5.3 To the rear of the development lie 11, 13 & 15 Waggoners Hollow, with a footpath and several deciduous trees in between. There would be approximately 20m between the rear elevation of the closest part of Block B and this increases to nearer 25m, given the layout of the properties, (Block A is sited even further away). Having regard for the distance between the elevations of Block B and the closest properties in Waggoners Hollow, the screening and the single storey aspects of proposed Block B, it is considered that the proposal will not give rise to any adverse loss of privacy, overshadowing or overbearing impacts when viewed from numbers 11, 13 & 15 Waggoners Hollow.
- 7.5.4 Block A would be would be approximately 13m from number 92a Bagshot Green, given the separation distances and siting and layout of the existing property number 94 Bagshot Green, it is considered that no new patterns of overlooking are introduced. Block B is sited approximately 30m away. In conclusion, given the separation distances and built relationships no objections are raised in regard to any loss of privacy or any adverse overshadowing or overbearing impacts to the occupiers of 92a Bagshot Green.
- 7.5.5 In terms of the amenities of the future occupiers of the building, the plots have now been given individual private gardens which are of an appropriate size for passive recreation. In addition, given the proximity of the site to the railway line, the Environmental Health Officer has requested conditions in respect of the proposed windows and ventilation, to ensure the properties are not significantly affected by noise.
- 7.5.6 In conclusion the proposal is not considered to conflict with Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies 2012, The Residential Design Guide or the NPPF in this regard.

7.6 Parking and highway safety

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

- 7.6.2 There are currently 8 garage spaces which are to be lost as part of this planning application. Local residents have understandably raised concerns about this loss of parking and the possible impact it may have. In anticipation of this, the applicant has submitted a Transport Statement (TS) to address these concerns. The TS has reviewed the existing parking capacity within a 200m radius of the application site to include parts of Bagshot Green, Brook Road and Manor Way. The TS identifies that the survey area does not comprise a controlled parking zone (CPZ) and in calculating the number of existing parking spaces, it discounts all vehicle crossovers and kerb space within 7.5 metres of junctions and kerb space where it is too narrow to park on both sides of a road. The TS undertook surveys during peak demand and it therefore identified 59 street parking opportunities within the survey area. Again using this parking survey methodology the TS identifies the average on street parking 'stress' within the identified survey at peak times is 63% (an average of 37 cars have been observed to be parked leaving 22 free spaces during the surveys). Therefore the TS concludes that 8 lost spaces as part of this application could be offset within these free spaces.
- 7.6.3 The Surrey County Council Highway Authority has considered the proposal and in their consultation response is satisfied and raise no objection to the proposal. Additionally the hardstanding and garages are clearly private and not open to cars for general parking. That said, local residents are concerned and therefore and notwithstanding the argument set out at paragraph 7.6.2 above, the applicant also advances that the garages are of old design in which they are only 2.2 metres wide. On this basis it is difficult to use them for car parking on a day-to-day basis. Indeed modern garages are constructed to at least 3 metres internal dimensions, in width, as greater safety requirements and comfort expectations of the motor industry, have caused cars to become wider than they were when these garages were originally built, both in terms of the overall dimensions of the vehicles and the size of the car doors which has an impact when attempting to get out of a car once it is in the confines of a garage. Taking the width of these garages into account it is considered that there is little tolerance for a car to enter and exit these existing garages and further limited room to open a car door and for a person to physically climb out once inside. Therefore the garages are much less likely to be used for the parking of vehicles. Additionally from his own experience the Council's own Housing Services Manager working with the applicant (a housing association) has observed that these older garages tend to be used for storage rather than the parking of vehicles.
- 7.6.4 Furthermore, the applicant owns the garages so letting details are available for these garages and the TS considers the letting details in order to help the LPA understand the impacts of this proposal. The letting details reveal of the 8 garages on the site, 6 are currently rented out. Of these 6 garages only three of are rented out to people living within the parking study area. Therefore the impacts of the proposal are considered to be further reduced by this evidence.
- 7.6.5 Taking all the above information into account and given the proposal provides 1 parking spaces for each unit, the County Highway Authority has also undertaken its own assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied with the methodology used within the TS and that the application would not have an adverse material impact on the safety and operation of the adjoining public highway or parking. The Highway Authority therefore has no objections subject to conditions and informatives. County Highway Authority previously raised concern as they considered that insufficient turning space would be present for any large refuse vehicles. However, the applicant has shown a plan demonstrating that there is sufficient turning space, and the County Highway Authority is satisfied.

7.6.6 In summary, the loss of the garage block and parking area are not considered to result in adverse material harm to the safe operation of the highway network and parking standards. The proposal would provide one parking space for each unit, which is in line with the County Highway Authority's parking standards. While no visitor parking has been provided, given the small number of units and the fact that this part of Bagshot Green is some distance from the local school, although concerns have been raised in this regard, the impact of any additional parking is not considered likely to be significant. While the existing garages may be rented out, they are too small to house most modern cars, and the remainder of the hardstanding is clearly private and not open to cars for general parking. As such the loss of the garages is not likely to result in any additional cars having to find parking elsewhere. The proposed development therefore complies with Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7.7 Impact on Infrastructure

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

7.7.2 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 not be CIL liable however as the housing would be affordable, and this is therefore CIL exempt.

7.8 Impact on the Thames Basin Heaths SPA

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

7.8.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 640m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available.

7.8.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment of £2078 which has been paid by the applicant.

7.9 Other matters

7.9.1 Policy CP14A requires new development to contribute to the protection, management and enhancement of biodiversity. The Surrey Wildlife Trust has considered the application and raise no objections. While the development is not in an ecologically sensitive area, and given the nature of the existing site is not likely to be of high ecological value, biodiversity enhancement would still be required. It is considered that this could be provided through the use of native species in landscaping, and through bird or bat boxes. This could be secured by condition.

7.9.2 Paragraph 170 of the NPPF states that the planning system should contribute to, and enhance the natural and local environment by preventing new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of pollution. Paragraph 180 of the NPPF states that to prevent unacceptable risks from pollution, planning decisions should ensure that new development is appropriate for its location. The applicant has submitted a Phase 1 desk top study which concludes that there remains potential for contamination, and as such the Environmental Health Officer has requested conditions be attached to the application for further investigation and remediation as necessary.

7.9.3 Paragraph 155 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. Policy DM10 states that the borough council will expect development to reduce the volume and rate of surface water run-off. The application site lies within Flood Zone 1, and is under 1ha in size. The Drainage Officer has looked at the application and raises no objection, as the level of hardstanding is going to be reduced.

7.9.4 The applicant confirms that the existing public footpath which runs down the boundary of the site adjacent the embankment to the railway line is proposed to be retained. The drawings show this and the closure of this footpath would be a breach of the approved drawings. Additionally the applicant has confirmed in writing that any rights of way will not be lost as part of the proposals.

8.0 CONCLUSION

8.1 The principle of the development is considered acceptable and the development is also considered to result in no adverse harm to the character of the area, residential amenity, ecology, flood risk or the safe operation of the highway/parking levels and is acceptable in all other regards. The delivery of 5 affordable housing units in the context of a shortage of this type of housing at the present time also weighs in favour of the application. The application is therefore recommended for approval.

9.0 RECOMMENDATION

GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

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

3. The proposed development shall be built in accordance with the following approved plans: 2002-PL B, 2003-PL B, 3001-PL B, 3002-PL B, 4001-PL A, 4002-PL A, 4003-PL A, 4004-PL A, 4005-PL A, 4006-PL A, 4007-PL A and 4008-PL A unless the prior written approval has been obtained from the Local Planning Authority.

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

4. No additional openings shall be created in this first floor or above elevations without the prior approval in writing of the Local Planning Authority.

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

5. No development shall take place until a Method of Construction Statement, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) measures to prevent the deposit of materials on the highway
- (e) 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.

6. Prior to first occupation the following will be implemented:

1) Acoustic double glazing providing a minimum sound insulation of R_w+C_{tr} of 28dB is to be installed on all window openings.

2) Any additional means of ventilation, which are fitted to habitable rooms on any elevation facing the railway line, must achieve the same acoustic attenuation as identified in (1) above.

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

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

7. 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 and turning areas shall be retained and maintained for their designated purposes

Reason: The condition above is required in recognition of the National Planning Policy Framework and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (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 and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority

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.

9. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Report prepared by Alderwood Consulting [Johnathan Fulcher] and dated 5 June 2018. No development shall commence until photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of tree and ground protection measures having been implemented in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

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

10. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include :-
- (a) a contaminated land desk study and suggested site assessment methodology;
 - (b) a site investigation report based upon (a);
 - (c) a remediation action plan based upon (a) and (b);
 - (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;
 - (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d);
 - (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with the agreed details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework

11. The development, hereby approved, shall be implemented in full accordance with all the actions which are detailed in the enhancement recommendations within paragraph 5.4 of the above referenced Preliminary Ecological Appraisal. Any deviation from the requirements of the report must be agreed in writing by the Local Planning Authority prior to the changes being undertaken.

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

Informative(s)

1. Building Regs consent req'd DF5.
2. Party Walls (etc) Act 1996 DE3.
3. Advice regarding encroachment DE1.
4. Decision Notice to be kept DS1.
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).

7. 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.

8. For the avoidance of doubt, the following definitions apply to the above condition (No: 10) relating to contaminated land:

Desk study- This will include: -

- (i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.
- (ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

- (i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the Local Planning Authority may stipulate.
- (ii) a risk assessment based upon any contamination discovered and any receptors.

Remediation action plan: This plan shall include details of: -

- (i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;
- (ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)

Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

- (i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination

Verification of Remediation Report: This shall include:-

- (i) Design, implementation and verification of remediation
- (ii) Validation testing
- (iii) Substantiating evidence
- (iv) Agreement with the Local Planning Authority on verification requirements

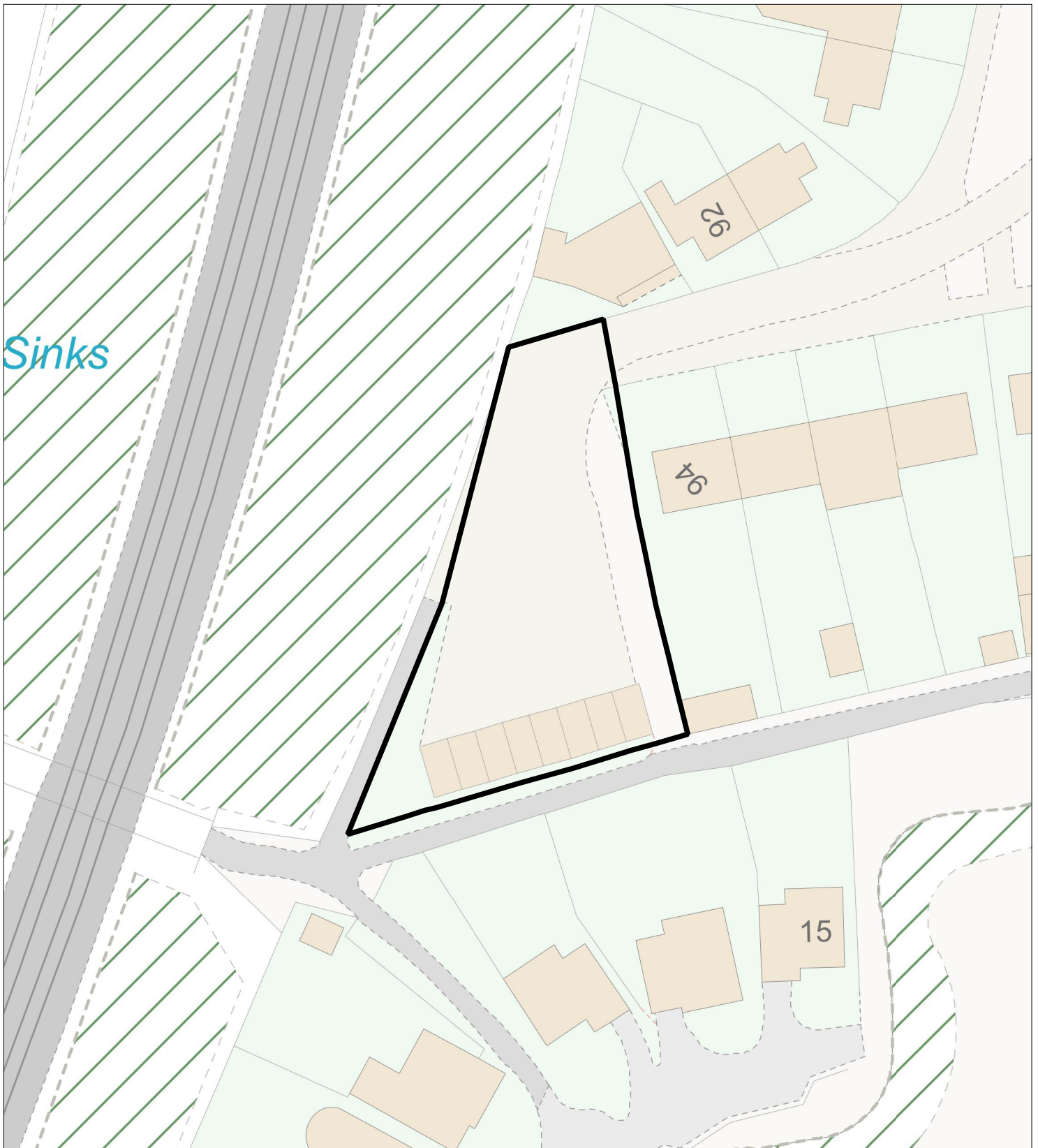
9. If a bat is seen during works then, work should cease immediately and advice sought from Natural England or a qualified specialist.

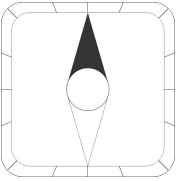
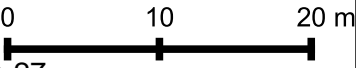

Any external lighting installed on this development should comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and

Lighting in the UK — Bats and The Built Environment Series".

10. The applicant is reminded of the affordable housing declaration on the completed CIL Exemption Claim form. The Planning Authority will notify you in writing as soon as practicable, confirming the amount of exemption granted. Before commencing the development, you must submit a CIL Commencement Notice to the Planning Authority. This must state the date on which the development will commence, and the Planning Authority must receive it on or before that date. Failure to submit the Commencement Notice in time will immediately mean the development is liable for the full levy charge

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Title	Planning Applications			
Application number	18/0605		Scale @ A4	1:500
Address	LAND WEST OF 94, BAGSHOT GREEN, BAGSHOT, GU19 5JT		Date	26 Oct 2018
Proposal	Erection of 3 one bedroom and 2 two bedroom affordable Passivhaus dwellings, with associated parking, garden areas and landscaping, following demolition of existing garages.			
				
Version 4		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2018		Author: DE

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18/0605 - LAND WEST OF 94, BAGSHOT GREEN, BAGSHOT, GU19 5JT

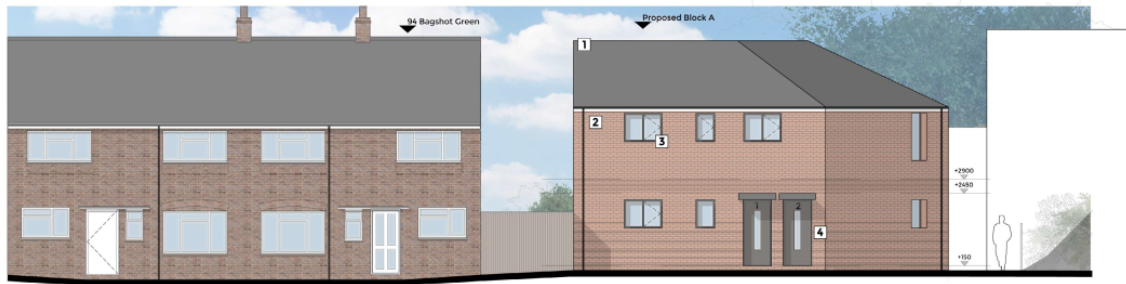
Location plan



Proposed site layout



Elevations



Site Photos

Looking north to 92a Bagshot Green



Looking south to the garages



Looking east to 94 Bagshot Green



Looking north to 92a Bagshot Green from the footpath



2018/0033

Reg Date 22/06/2018

Town

LOCATION: KINGS COURT & LAND TO FRONT OF KINGS COURT, 91-93 HIGH STREET, CAMBERLEY, GU15 3RN

PROPOSAL: Change of use of existing building to provide 23 x 1-bed and 7 x 2-bed apartments and extensions to existing building to provide a further 25 x 1-bed and 26 x 2-bed apartments and 2 retail units, with associated parking, access and layby, roof garden, bin and cycle storage, following part demolition of existing building. (Amended plan rec'd 04/07/2018.)

TYPE: Full Planning Application

APPLICANT: IPM Estates

OFFICER: Duncan Carty

RECOMMENDATION: REFUSE**1.0 SUMMARY**

- 1.1 This planning application relates to the conversion of the existing building and extension to provide a flatted development with two retail units and associated car parking, service bay, roof garden and cycle storage, following the part demolition of the existing building. The site is on the south side of Portesbery Road and east side of high Street in Camberley Town Centre including Kings Court and land to the front (the site of the former Magistrates Court), close to the rail and bus stations.
- 1.2 The application proposal has been considered through the Design Review process, at the pre-application stage, for which revisions have overcome the concerns from the Panel. The proposal is acceptable in terms of its principle and the impact on local character, residential amenity, infrastructure, housing mix and land contamination.
- 1.3 However, the proposal would prejudice the delivery of a road widening scheme to the frontage onto Portesbery Road for which an objection has been raised by the County Highway Authority. Sufficient surface water drainage details have not been provided and an objection on these grounds has been made by the Local Lead Flood Authority. To date, no legal agreement to secure contributions towards SAMM and the provision of affordable housing elsewhere in the Borough has been provided.
- 1.4 As such, the application is recommended for refusal.

2.0 SITE DESCRIPTION

- 2.1 The site is an area of 0.23ha which sits on the corner of Portesbery Road and the High Street in Camberley Town Centre. The site is currently occupied by a four-storey building which was formerly offices, and has now been internally converted to residential use under permitted development, following several years of being vacant. The front of the site, which relates to the former Magistrates' Court site, is currently open and mostly surrounded by timber hoarding, and is laid to hardstanding. There are eight marked parking bays along part of the existing frontage of the site.

- 2.2 The site abuts the railway line to the rear (south), with two commercial properties to the east and residential units beyond along Portesbery Road. To the west is the High Street and the station, and to the north Portesbery Road and beyond this the shops of the High Street. The property lies within Camberley Town Centre and is the site of the former Magistrates Court.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The site formerly housed the Magistrates Court to the front of the existing building. The most relevant applications are listed below:
- 3.2 SU/06/0930 – Outline application for redevelopment of site with commercial ground floor use and erection of flats above 13 residential units, layout and access to be considered [at the Magistrates Court].

Refused for reasons related to the SPA

- 3.3 SU/13/0768 – Erection of fifth floor (roof level) extension to office building (B1a use) and refurbishment of building including balconies.

Granted but never implemented

- 3.4 SU/14/0336 – Prior notification under Class J, Part 3, Schedule 2 of the Town and County Planning (General Permitted Development) Order 1995 as amended for the change of use of the building to provide 30 residential flats.

Approved and expired

- 3.5 SU/17/0717 – Prior notification under part 3, Class O of the General Permitted Development Order for conversion of ground, first, second, third and fourth floors from B1 (office) to C3 (dwelling) to provide 23 x one-bed flats, and 7 x two-bed flats.

Approved

4.0 THE PROPOSAL

- 4.1 The proposal is for the change of use of the existing building to provide 23 x 1-bed and 7 x 2-bed apartments and extensions to existing building to provide a further 25 x 1-bed and 26 x 2-bed apartments and 2 retail units, with associated parking, access and layby, roof garden, bin and cycle storage, following part demolition of existing building. The new building would have between four and six storeys, and would have extensions to the existing building to the front and on both sides. The six storey elements would be on the southern side, on top of the existing building, and the western corner. A courtyard area would be created in between the blocks, which would be used for parking, with a new access and layby created from Portesbery Road.
- 4.2 The height of the building would be between 14m and 20m, compared to 13-18m for the existing building. The new build elements would include four infill units on the ground floor, two retail units on the northern/western sides and a bin store on the northern side. There would be 18 spaces in the courtyard and on the eastern side under the building, with a large bike store on the south-east corner. On the first to third floors, there would be nine additional units on each, to the east, west and north of the existing building. The new fourth floor would house 10 units and a communal roof garden on the eastern side, and

there would also be 10 units on the fifth floor. The main pedestrian entrances to the building would be on the north-west corner on the roundabout, and on the western side in a similar location to existing. The new layby and vehicular access would be on the northern side.

4.3 In support of the application, the applicant has provided the following information, and relevant extracts from these documents will be relied upon in Section 7 of this report:

- Planning Statement;
- Affordable Housing Statement and Viability Report;
- Design and Access Statement;
- Flood Risk Assessment and SuDS Strategy report;
- Contaminated land desk assessment;
- Internal Daylight analysis;
- Daylight, Sunlight and Overshadowing Report;
- Noise Impact Assessment.

5.1	County Highway Authority	Objection – The proposed development does not make provision for the proposed highway improvements as set out in the Camberley Town Centre Area Action Plan Policy TC8 of the AAP or Policy CP10 of the CSDMP. As such the development would prevent the implementation of future highway improvements in this part of the town, restricting the free flow and efficient use of the highway contrary to Policy CP11 of the CSDMP.
5.2	Environment Agency	No comments on this application.
5.3	Local Lead Flood Authority	Recommend refusal because insufficient information has been provided/significant issues have been identified regarding the proposed surface water strategy.
5.4	Environmental Health	No objection subject to conditions in respect of noise and asbestos. The Council's Scientific Officer recommends contamination condition.
5.5	Surrey Police	Recommend that it achieves secured by design accreditation.
5.6	Network Rail	No response received.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 3 letters of objection have been received, which raise the following issue:
- Insufficient parking for residents vehicles; would support the application if there was adequate parking.

7.0 PLANNING CONSIDERATION

- 7.1 The application proposed is considered against Policies CP1, CP2, CP5, CP6, CP11, CP12, CP14A, CP14B, DM9, DM10, DM11, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); Policy NRM6 of the South East Plan 2009 (as saved) (SEP); and the National Planning Policy Framework 2018 (NPPF). It will also be considered against advice within the Surrey Heath Residential Design Guide Supplementary Planning Document 2017 (RDG); and the Camberley Town Centre Area Action Plan SPD 2014 (AAP) and the Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS).
- 7.2 The main issues to be considered are as follows:
- Principle of the development;
 - Impact on the character and appearance of the townscape;
 - Impact on residential amenity;
 - Highways, parking and access;
 - Impact on infrastructure;
 - Impact on the Thames Basin Heaths SPA ;
 - Flooding and Drainage;
 - Affordable Housing and Housing Mix.

7.3 Principle of the Development

- 7.3.1 Policies CP1, CP3 and CP10 of the CSDMP all identify residential development within the town centre as key to meeting the Borough's housing needs. Surrey Heath is currently under performing on its housing supply and so, in principle, delivery of housing at a highly sustainable town centre location, such as this, that is within walking distance of the train station and bus links is supported. By providing 81 dwellings (51 new dwellings and 30 already approved), this application would result in a significant contribution to the borough's housing numbers.
- 7.3.2 It is not considered necessary to address the loss of the office use, given that a permitted development application exists in any case for conversion to residential use, and prior to that the building stood vacant for some time. Policy CP10 also supports development that contributes towards retail uses and meeting the borough's housing needs.
- 7.3.3 Paragraph 85 of the NPPF recognises that residential development often plays an important role in ensuring the vitality of centres, and states that residential development should be encouraged on appropriate sites. Policy TC19 of the AAP for this particular site states that redevelopment of the site should comprise one or more town centre uses which

include residential and retail. Policy TC1 of the AAP requires development to be appropriate in terms of use, and make the best of redevelopment opportunities, and Policy TC2 of the AAP encourages retail development in the town centre. By providing a mixture of residential and retail on this site, it is considered that the proposal is in principle, in accordance with the development envisaged for the town centre and this site in particular, and will support the ongoing vitality of the centre. Although the site is outside the primary and secondary retail frontages, it is immediately adjacent to the secondary retail frontage of the High Street and as such it is not considered that two units in this location would harm the vitality of the town centre.

7.3.4 It is therefore considered that the principle of the residential and retail use on this site is acceptable and in accordance with the relevant policies.

7.4 Impact on the character and appearance of the townscape

7.4.1 Paragraph 127 of the NPPF states that developments should be visually attractive as a result of good architecture, layout, and appropriate and effective landscaping, and be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing change such as increased densities. Paragraph 128 states the importance of early engagement with the LPA and the community in terms of the design.

7.4.2 Policy CP2 of the CSDMP states that land should be used efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 states that development should achieve high quality design that respects and enhances the local character, paying regard to scale, materials, massing, bulk and density. Trees and other vegetation worthy of retention should be protected and high quality hard and soft landscaping provided. Policy CP10 of the CSDMP states that development should create a high quality, well designed environment.

7.4.3 The AAP states that a redevelopment scheme on this site ought to include the adjacent Kings Court office block as this would allow for an improved gateway to the town centre from the south. Policy TC19 (Former Magistrates Court) of the AAP states that any redevelopment of this site should be in accordance with the following principles:

(i) One or more town centre uses comprising retail, housing, offices, leisure or community facilities;

(ii) That part of the building on the junction of High Street with Portesbery Road should pay due regard to views down the High Street; and,

(iii) Be no more than 3-5 storeys high, subject to respecting its locality and impact on neighbouring properties as appropriate.

This policy also advises that the site is located on a gateway to the town centre and the quality of new buildings should reflect this role and respect the adjoining High Street Character Area.

7.4.4 Principle 6.2 of the RDG states that residential developments should create a legible hierarchy of streets based on character and form, use layouts that make walking and cycling more attractive, design strongly active frontages, use vegetation to create a strong, soft green character, and include small amenity spaces. Principle 6.4 of the RDG states the highest density possible should be achieved without adversely impacting on the amenity of neighbours or compromising local character.

7.4.5 The proposals were subject to scrutiny by Design South East at pre-application stage, and many of their suggestions have been incorporated into the scheme, as follows:

Design South East recommendations	How they have been incorporated
More active ground floor along Portesbery Road; need to find a solution for the refuse lorries such as a layby.	A layby is now proposed and along Portesbery Road at ground floor level. A second retail unit is now proposed along Portesbery Road creating a more active frontage.
Change the existing unattractive atrium entrance to Kings Court, should not still be visible.	The building now wraps around to join up with the existing entrance rather than having a gap here, so there will be a new entrance.
Building should wrap around the corner by the roundabout to create strong built form and should consider six storeys on this corner like Ashwood House, to address the larger scale Pembroke Broadway.	Building now wraps around the corner instead of there being a gap on the western side. It goes to six storeys on the corner by the roundabout.
Cannot see case for outdoor space on corner of Portesbery Road and High Street.	This has been removed, with the new building now joining the existing building and wrapping around the corner, as suggested.
Uncomfortable contrast between the height on the eastern end and buildings on Portesbery Road.	This related to the indicative street scenes provided to Design South East, though appearance will be a reserved matter. The layout has been loosened with more space between buildings in the southern parcel than previously proposed. Some dwellings have been replaced with water features instead.
Support the use of brick as the primary elevation material, should be warm red reflecting use throughout Camberley.	Red brick is proposed for the vast majority of the elevations other than the top two storeys on the corner and to the rear.
Should step back the building line from Portesbery Road.	At ground floor the bin storage has been stepped back with pillars close to the road.

7.4.6 The site is currently constrained by its size and shape, the railway line, the existing building and the juxtaposition between higher buildings on Pembroke Broadway, and the lower heights on Portesbery Road and opposite on the High Street. While Policy TC19 (iii) suggests 3-5 storeys on this site, there have since been proposals at Ashwood House for six storeys and Design South East's view was that at the time the policy was written, there was less national pressure for higher densities near transport hubs. The six storey elements are on the corner, western elevation, and on top of the existing building only. Given the higher buildings on Pembroke Broadway, it is considered that six storeys on this

side would not be harmful to the townscape. The upper top two storeys have been stepped back from the edge of the building which softens the impact somewhat. Moreover, the combination of glazing, and use of recesses in the brickwork with balconies, assists in providing interest to the overall building. The fact that the building turns the corner also assists in ensuring that the building would not give the impression of a monolithic development. Unlike Ashwood House, however, which would utilise lightweight glazing on the upper floors to reduce the perception of massing, this development's use of cladding for the upper floors would appear more bulky in built form.

- 7.4.7 Half of the northern elevation and the eastern elevation along Portesbery Road are both four storeys. While this is still higher than most of the 2-3 storey buildings within close proximity to the site, it is noted that Hayward House opposite has permission for a four storey building which is currently under construction. The northern elevation of the building on this side has also been stepped back such that it is approximately in line with the adjacent buildings on Portesbery Road. The site is surrounded by commercial properties on Portesbery Road and given the variety in architecture and the existing spacing of buildings, it is not considered that the building would appear significantly out of place, and it signals the change from residential uses on the edge of the centre to the higher density, town centre buildings.
- 7.4.8 Kings Court currently does not contribute positively to the character of the area, being of fairly poor architectural design and having been neglected externally for some time. The existing tarmac area to the front also provides particularly poor impacts on visual amenity and a poor gateway into Camberley town centre from the east or south. The proposed new extensions would utilise the existing tarmac area, and while taking some design cues, for example in terms of windows shape and spacing from existing, would sufficiently blend with the existing building while providing a significantly more attractive elevations. Red brick would be used, which is used throughout Camberley and can be seen on buildings opposite. The glass atrium part of the building which was of particularly poor design will be removed and a higher quality designed entrance provided. The views down the High Street towards the Conservation Area will not be compromised, as the building's elevations are not forward of those in the High Street and are set back at the corner.
- 7.4.9 It is considered that the high density of development would be appropriate to this town centre location, adjacent to the train station and bus routes. While no landscaping is proposed to the exterior of the building, it is accepted that there is very limited space to do so while still achieving the necessary spacing between the elements of the building, and that given the size of the building, a small amount of landscaping along the pavement edge is not likely to add significant benefits in terms of character. Other nearby properties do not have landscaping externally. Landscaping is proposed on the roof garden at fourth floor, and the details for this can be secured by condition.
- 7.4.10 It is therefore considered that the proposal has been through a rigorous design process and has adapted to suit the characteristics of the site and the design advice received. It is considered that the proposal would create a strong entrance to Camberley in this important location and that its design and density is appropriate to the location. It will be a significant improvement on the current Kings Court, which does not contribute positively to the character of the area. The proposal is therefore considered to be acceptable in character terms, subject to conditions, thereby complying with Policy DM9 of the CSDMP.

7.5 Impact on residential amenity

- 7.5.1 Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form. Principle 8.3 of the RDG states that the occupants of new

dwellings should be provided with good quality daylight and sun access, and that developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access. Principle 8.1 states that new development should have a degree of privacy and should not have a significant adverse effect on the privacy of neighbouring properties. Principle 8.4 sets out the minimum amenity space standards, and Principle 7.6 that all new dwellings should conform to the National Minimum Space Standards.

- 7.5.2 The nearest properties to the site to the east are both commercial properties, and as such the nearest residential property on this side is 9 Portesbery Road. The garden of this property is approximately 29m from the proposed eastern side elevation of the building, and given this distance, no significant overbearing or overshadowing impacts are considered to arise. The existing building is approximately 38m from the garden boundary of this dwelling, and has windows on all floors facing towards the garden. The proposed building would have bedroom windows on the southern side of the eastern elevation, which would be 9m closer to the garden. However, given the separation distance, the existing situation, and the fact that they would look towards the end of the rear gardens and not the rear elevations, it is considered that these are acceptable in terms of overlooking. The eastern elevation would also have windows along the remainder of the elevation, which may give rise to views further towards the rear elevation of the properties, however these will serve the corridors internally and as such could be obscure glazed by condition. At the front of the eastern elevation, again there are windows serving living accommodation, however given that these will overlook the front of properties in Portesbery Road only, they are considered to be acceptable. The communal roof garden on the 4th floor will also have views towards these properties, however landscaping along the eastern boundary could prevent any significant views arising and given the height, the views are likely to be mostly of roofs.
- 7.5.3 The northern elevation on Portesbery Rd would be 11m approximately from the properties opposite. However 85 High Street is a commercial property and most of the windows are adjacent to the north-western side corner of the new building rather than being directly in front. Given the use of this property is not considered that there would be any significant adverse impacts. Hayward House is currently in the process of being redeveloped, and it is noted that application SU/16/0949 would provide residential accommodation with balconies on the upper floors. The windows of the residential accommodation would be set back from the edge of the pavement such that the separation distance of just under 15m between the two elevations is likely to be achieved, although less to the balconies. There are no balconies on the northern side of the proposed building which prevents any mutual overlooking between balconies. While the proposal will cause some impacts on the privacy of the new occupiers of Hayward House, particularly on the balconies, balconies are not completely private in any case as they are facing Portesbery Road and as such, this is considered, on balance, to be acceptable.
- 7.5.4 To the rear, the nearest residential properties are the flats on Upper Gordon Road, known as Camberley Towers. The flats are approximately 38m from the rear of the building with the railway line in between. The existing windows on Kings Court face towards the rear of this building and will not be any closer as part of the proposal, though there will be additional storeys and additional windows to the east of the existing building. However, given the separation distance, it is not considered that any significant adverse impacts on amenity would arise from the proposal for these properties. To the west is Camberley station and as such it is not considered that there are any residential properties to the west close enough to be affected.

- 7.5.5 The proposal would provide accommodation which would meet the requirements for minimum unit sizes to comply with Principle 7.6 of the RDG. The proposal would provide a minimum gap of about 15 metres between the south wall of the existing building and the north wall of the proposed extension which would be acceptable as the new residential units face away from these elevations.
- 7.5.6 The proposal has been supported by a noise report which indicates recommended window attenuating properties being adequate to satisfy internal BS:8233 standards. The Council's Environmental Health Officer has raised no objections to the proposal on these grounds. The proposal would provide urban living in this location which are considered to provide an acceptable level of amenity for the future occupiers of the building.
- 7.5.7 As such, no objections are raised on residential amenity grounds, in terms of its impact on residential properties (existing and approved) on nearby and adjoining sites and for future occupiers of the development, with the proposal complying with Policy DM9 of the CSDMP and the RDG.

7.6 Highways, Parking and Access

- 7.6.1 Paragraph 108 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all users. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 states that new development that generates a high number of trips should be in sustainable locations or be required to demonstrate that it can be made sustainable, and that it should be appropriately located in relation to public transport and the highway network.
- 7.6.2 Policy TC8 of the AAP indicates that land required for junction and highway improvements will be safeguarded. This includes land to the front of the application site and the County Highway Authority has indicated that up to a 4 metre depth within the application site is required. The current proposal would infringe this safeguarded land and the County Highway Authority has raised an objection on this basis. This part of Portesbery Road forms an important part of the road network as a town centre gateway location and its improvement will secure wider town centre benefits (e.g. assisting in the High Street pedestrianisation). This junction improvement is key objective of the public realm strategy as outlined in the PRS. In addition, the proposal would result in the partial obstruction of the footway along Portesbery Road which would be prejudicial to highway safety. Policy TC8 also seeks a financial contribution towards highway improvements but given that costings have not been provided by County in the officer's opinion it would not meet the NPPF tests for securing obligations. In any event CIL includes highway infrastructure which is likely to include monies going towards town centre public realm works.
- 7.6.3 The proposal would provide 19 car parking spaces which equates to a 0.23 provision per flat. This level of provision is considered to be acceptable in this location because of its highly sustainable location, centrally located and close to rail and bus stations and public car parks and the County Highway Authority has raised no objections to this level of provision. The proposal would also provide a servicing area and refuse vehicle layby to reduce the impact on traffic congestion and highway safety noting the more limited width of the highway on Portesbery Road, and its location close to the rail crossing, which results in intermittent tail backs on this highway. There are also no objections to this element of the proposal on highway safety grounds.

7.6.4 Given that this proposal would conflict with the junction improvements in the vicinity the proposal therefore fails to comply with Policies CP11 and DM11 of the CSDMP and Policy TC8 of the AAP.

7.7 Impact on infrastructure and the Thames Basin Heaths SPA

7.7.1 The Council 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 be charged at £180 per square metre in this location being payable on commencement of development.

7.7.2 In addition to CIL the development proposed will attract New Homes Bonus payments and as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) these are local financial considerations which must be taken into account, as far as they are material to the application, in reaching a decision. If it has been concluded that the proposal accords with the Development Plan, whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.

7.7.3 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 1.5km from the SPA at its nearest point. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. Sufficient SANG can be allocated to this development. The proposal is also liable for a SAMM payment which has to be received (or a legal agreement finalised) prior to the decision being issued. The applicant has stated that they intend to provide a legal agreement, and as long as this is received and signed prior to the decision then this will be acceptable. The proposal is therefore considered to be acceptable in terms of its impact on the Thames Basin Heaths SPA, subject to the legal agreement for SAMM, complying with Policy CP14 of the CSDMP, Policy NRM6 of the SEP and the NPPF.

7.8 Flooding and Drainage

7.8.1 Paragraph 155 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Paragraph 163 states that when determining planning applications, LPAs should ensure that flood risk is not increased elsewhere, and that development should only be allowed in areas at risk of flooding where it is appropriately flood resistant and resilient, incorporates sustainable drainage systems, residual risk can be safely managed and safe access and escape routes are included. Policy DM10 of the CSDMP reflects this advice.

7.8.2 The proposal has been supported by a flood risk assessment and SuDS strategy concludes that there is the possibility of a significant betterment for the existing un-attenuated 100% impermeable site with significant SuDS oversizing possible. However, the Local Lead Flood Authority (LLFA) has considered that insufficient information has been provided regarding the surface water strategy to comply with the requirements under the Technical Standards and recommend the refusal of this application on this ground. Further details have not been provided.

7.8.3 It is considered that the proposal has not demonstrated that it can be built without an adverse impact on surface water drainage failing to comply with Policy DM10 of the CSDMP and the NPPF.

7.9 Housing Mix and affordable housing provision

- 7.9.1 Policy CP5 requires 40% on site provision of affordable housing, for sites in excess of 15 units. In this case, the viability analysis has concluded that a contribution of £666,000 should be sought in lieu of on-site provision. A legal agreement to seek these contributions and without this secured the application would be refused on these grounds. To date, the contribution is not secured and as such, the application proposal fails to comply with Policy CP5 of the CSDMP.
- 7.9.2 Policy CP6 sets out the need for housing sizes across the whole of the Borough, which is different for market and affordable housing, however indicates a strong need for 2 and 3-bed properties for both sectors. For social rented housing there is a stronger need for 1-bed properties. The Issues and Options Consultation Draft of the new Local Plan indicates that for market housing, there is still a strong need for 2-bed and 3-bed properties, and for affordable housing the need for 1, 2 and 3 beds is similar. In this case, the proposal provides larger properties of smaller units which reflects its town centre location, with larger units provided in less central locations, and there are no objections raised on this ground, with the proposal complying with Policy CP6 of the CSDMP.

8.0 CONCLUSION

- 8.1 The proposal is acceptable in terms of its principle and the impact on local character, residential amenity, infrastructure, housing mix and land contamination.
- 8.2 However, the proposal would prejudice the delivery of a road widening scheme to the frontage onto Portesbery Road for which an objection has been raised by the County Highway Authority. Sufficient surface water drainage details have not been provided and an objection on these grounds has been made by the Local Lead Flood Authority. To date, a legal agreement to secure contributions towards SAMM and the provision of affordable housing elsewhere in the Borough has also not been received.

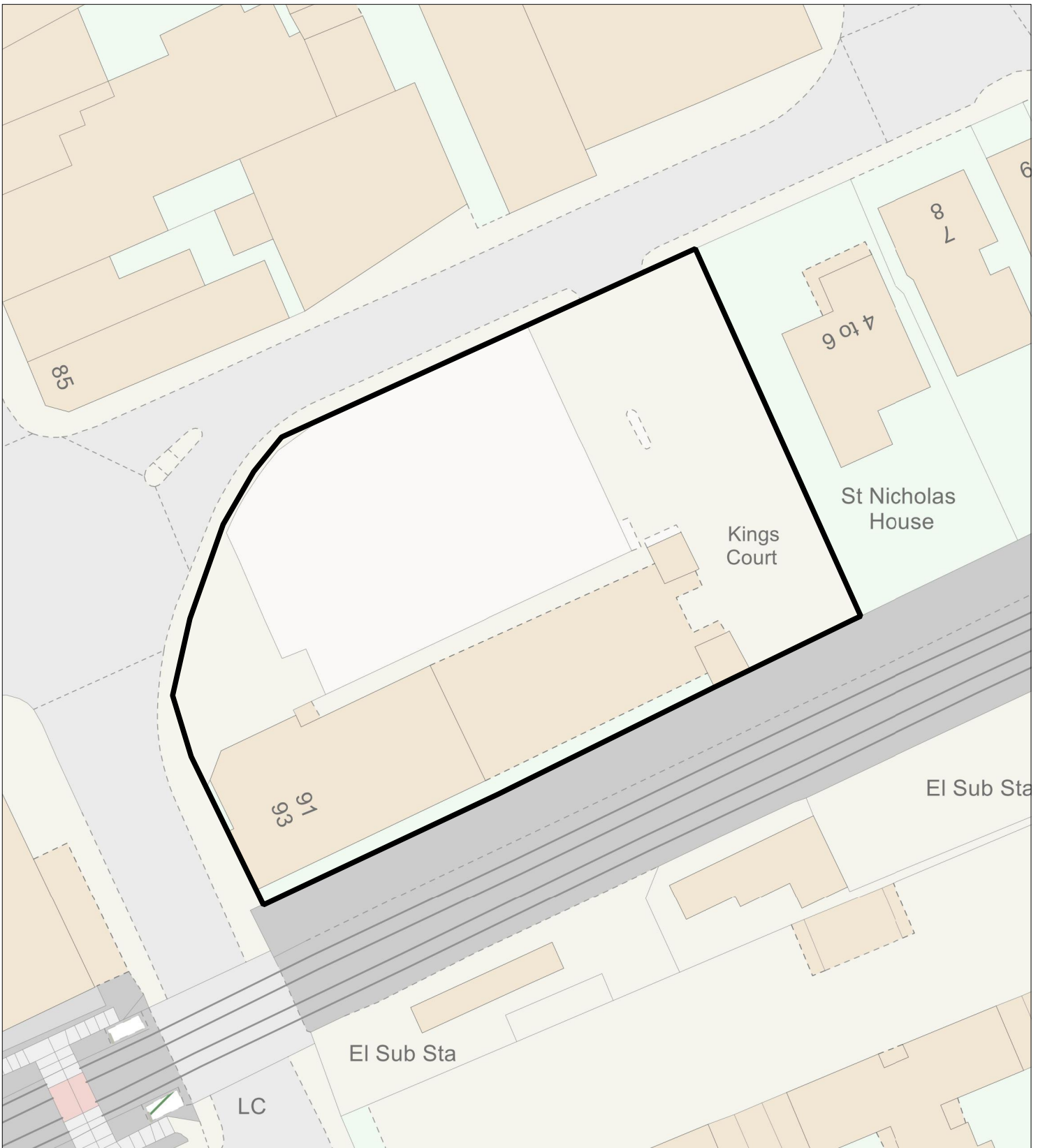
9.0 POSITIVE/PROACTIVE WORKING

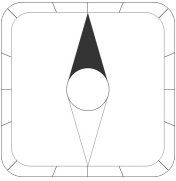
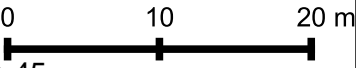
- 9.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included 1 or more of the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
 - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
 - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
 - d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

10.0 RECOMMENDATION

REFUSE for the following reason(s):-

1. The proposed development would not make provision for the proposed junction highway improvements and as a result would prevent the implementation of future highway improvements in this part of the town restricting the free flow and efficient use of the highway; and, would conflict with the aims and objectives of improvements to the public realm within the Pembroke Broadway Opportunity Area and wider town centre. As such the proposal would be contrary to Policy TC8 of the Camberley Town Centre Area Action Plan Supplementary Planning Document 2014, the Camberley Town Centre Masterplan and Public Realm Strategy Supplementary Planning Document 2015 and Policies CP10, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.
2. The proposed development would result in the partial obstruction of the footway along the site frontage of Portesbery Road, as a result the development would impede the flow of pedestrians causing them to step out into the road on this busy thoroughfare between the east of the town and the railway station leading to conditions prejudicial to highway safety, and at conflict with the improvements to the public realm, contrary to the Camberley Town Centre Masterplan and Public Realm Strategy 2015 and Policies DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.
3. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal could be provided with an acceptable surface water design strategy including: no plans to show existing and impermeable areas; information on existing drainage arrangement and existing discharge rates; insufficient evidence to demonstrate that the discharge from the site would be as close as reasonably practicable to greenfield run off rates; no management and maintenance information; and, no indicative exceedance routing plan. The proposal would therefore fail to comply with Policies CP2 and DM10 of the Surrey Heath Core Strategy and development Management Policies 2012, the National Planning Policy Framework 2018 and the accompanying Planning Practice Guidance and Technical Standards.
4. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure a contribution towards the delivery of affordable housing elsewhere in the Borough. The proposal therefore does not satisfactorily address the requirements of Policy DM5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.
5. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan 2009 (as saved) in relation to the provision of contribution towards Strategic Access Management and Monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).



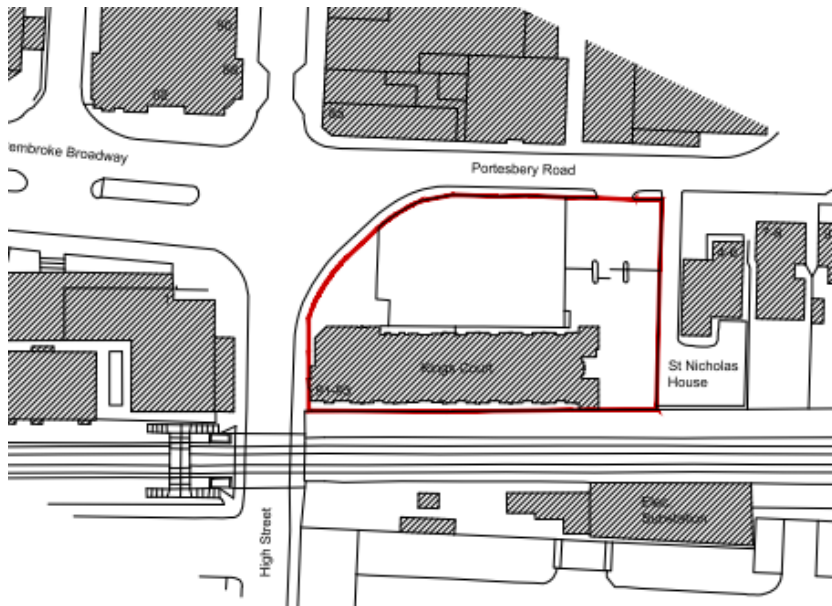
Title	Planning Applications			
Application number	18/0033		Scale @ A4	1:500
Address	KINGS COURT & VACANT LAND, 91-93 HIGH STREET, CAMBERLEY, GU15 3RN		Date	26 Oct 2018
Proposal	4 No. new apartments to be formed on the ground floor and 10 No. apartments to be formed on the roof of the existing building including the construction of new residential block consisting of 37 No. apartment and 2 No. A1 shop units on the ground floor to the vacant land in front of the existin			
Page 45				
Version 4		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2018		Author: DE



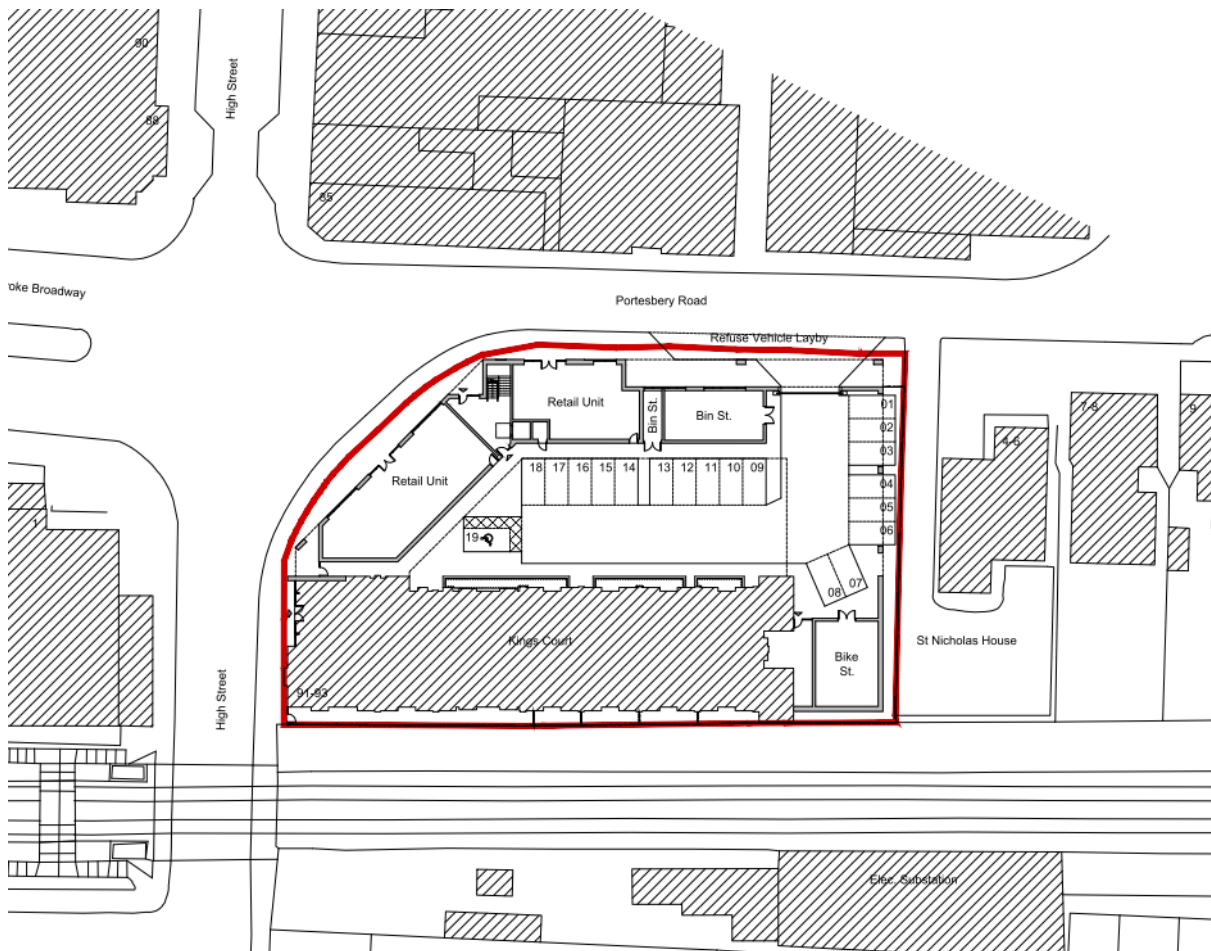
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18/0033 – KINGS COURT AND LAND TO THE FRONT OF, 91-93 HIGH STREET, CAMBERLEY

Location plan

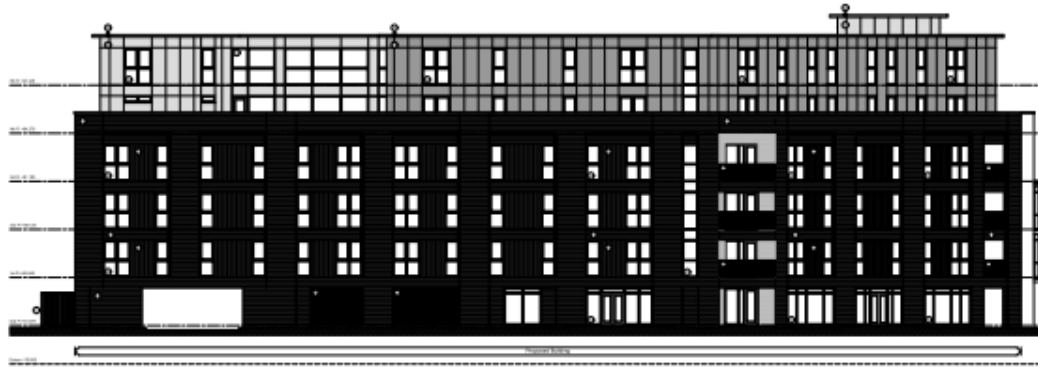


Proposed site layout



Elevations

r



North West Elevation (Front Elevation)

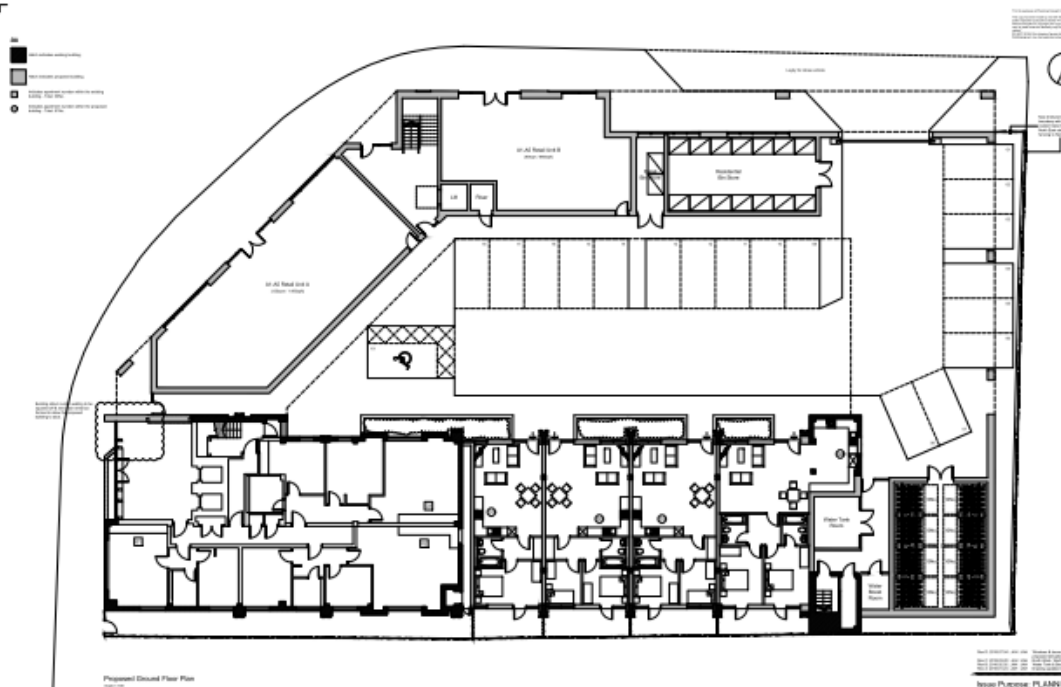


South West Elevation (Side Elevation)

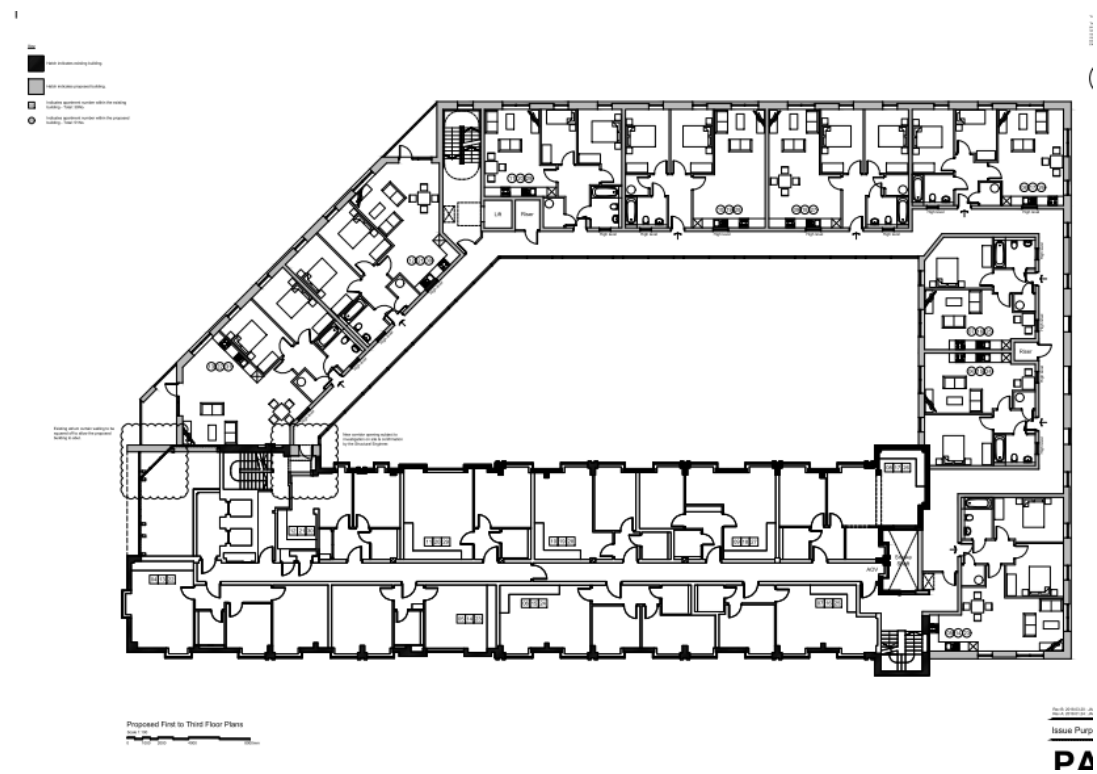
Reference Plan (T 500)

Ground Floor plan

r



Typical upper floor plans



Site photos

View from west



View from east



Kings Court



2018/0004

Reg Date 16/01/2018

Town

LOCATION: CAMBRIDGE HOTEL, 121 LONDON ROAD, CAMBERLEY, GU15 3LF

PROPOSAL: Erection of a part three storey part four storey building containing 21 flats (3 studios, 8 one beds and 10 two beds), including conversion of Cambridge Hotel building with its ground floor as a flexible Class A1 (Retail), A3 (Restaurant/Cafe) or Class A4 (Public House) Use and demolition of two storey/single storey part of hotel building and attached nightclub with parking, bin and cycle storage. (Amended Plans/Additional Information - Rec'd 19/04/2018.)

TYPE: Full Planning Application

APPLICANT: Mr I Shavit

OFFICER: Ross Cahalane

RECOMMENDATION: GRANT subject to conditions and completion of a legal agreement.

1.0 SUMMARY

- 1.1 This application seeks planning permission for the erection of a part three storey, part four storey building containing 21 flats (3 studios, 8 one beds and 10 two beds), including conversion of Cambridge Hotel building with its ground floor as a flexible Class A1 (Retail), A3 (Restaurant/Cafe) or Class A4 (Public House) Use and demolition of two storey/single storey part of hotel building and attached nightclub with parking, bin and cycle storage.
- 1.2 The principle of residential development in a highly sustainable location is supported. This application has been subject to extensive pre-application discussions and consultation with the Council's Conservation Officer. The design response is of an appropriate scale and density for this location, recognising the importance of the site to act as a town centre gateway building whilst respecting the special character and setting of the retained Cambridge Hotel building, the Royal Military Academy Conservation Area opposite and the High Street Character Area. The amenity of surrounding neighbours and future occupiers are considered acceptable and the parking and highway arrangements are supported by the County Highway Authority.
- 1.3 There is a need for smaller households and the housing mix is policy compliant. Following submission of a viability report, which has been subject to independent review, a financial contribution of £75,000 in lieu of on-site affordable housing has been agreed. Subject to a legal agreement to secure the affordable housing and SAMM payments and the planning conditions as outlined, the application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the edge of the town centre of Camberley, bordered by London Road to the north, the office block of Norwich House to the east, and mixture of buildings accessed via either High Street to the west or the access road off St George's Rd to the south. The site is not within a conservation area but the Royal Military Academy/Staff

College/A30 London Road Conservation Area is located to the north on the opposite side of the London Road. The property is not Listed but the original building on the corner of High Street and London is considered to form a non-designated heritage asset.

- 2.2 The existing site comprises a 16 bedroom hotel of Victorian origin (believed to have been built in 1862) which closed in Summer 2016. The ground floor comprises a public house and the single storey attached building comprises a disused night club, both of which also ceased trading at the same time. The site varies between 1 and 3 storeys. The surrounding buildings of Norwich House, 1-3 High Street and St Georges Court range from 2- 5 storeys, with the rest of the surrounding area being predominantly up to 3 storeys.

3.0 RELEVANT PLANNING HISTORY

- 3.1 Various applications have been submitted from 1949-2007 for extensions and advertisements in relation the night club use. Upon review of this history the existing built form appears to be lawful.

4.0 THE PROPOSAL

- 4.1 Permission is sought for the erection of a part three storey, part four storey building containing 21 flats (3 studios, 8 one beds and 10 two beds), including conversion of Cambridge Hotel building with its ground floor as a flexible Class A1 (Retail), A3 (Restaurant/Cafe) or Class A4 (Public House) Use and demolition of two storey/single storey part of hotel building and attached nightclub with parking, bin and cycle storage.
- 4.2 The proposed building would be contemporary in design consisting of flat roof forms including mansard features, roof terrace facing London Road, external balconies, undercroft vehicular access from London Road and rear parking area, and a mixture of external materials including London stock bricks and zinc/metal cladding. The proposed building would have a maximum width of approx. 31m fronting London Road and maximum depth of approx. 21m. The height of the three storey element would be approx. 11m and the height of the four storey element would be approx. 14.5m.
- 4.3 The hotel building will be fully retained, apart from infilling of the first floor side (eastern) windows. A revised vehicular access is proposed off London Road, with the provision of 18 undercroft car parking spaces and 21 enclosed cycle spaces.
- 4.4 In support of the application, the applicant has provided the following information, and relevant extracts from these documents will be relied upon in Section 7 of this report:
- Planning Statement
 - Design and Access Statement
 - Hotel Market Study
 - Transport Statement
 - Drainage Strategy Statement
 - Noise Assessment
 - Daylight and Sunlight Study

- Affordable Housing Viability Appraisal

- 4.5 Amended plans were received following objection raised by the Council's Conservation Officer, to detach the proposed building from the retained hotel building and to create an additional recessed third floor to retain the same number of units. The amendments also relocate the proposed vehicular access away from the existing bus stop.

5.0 CONSULTATION RESPONSES

- 5.1 Council Conservation Officer: Comments *[See Section 7.3]*
- 5.2 Council Environmental Health Officer: No objection, subject to condition *[See Section 7.5]*
- 5.3 County Highway Authority: No objection *[See Section 7.5]*
- 5.4 Council Viability Consultant: Comments *[See Section 7.8]*
- 5.5 County Lead Local Flood Authority: No objection, subject to condition *[See Section 7.9]*
- 5.6 Council Scientific Officer: No objection, subject to condition *[See Section 7.9]*

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, one objection has been received, raising the following concerns:
- The new multi storey building is imposing and does not appear in keeping with the history of the building
[See Section 7.3]
 - Loss of light
[See Section 7.4]
 - The A30 is already far too congested. The additional vehicles will add even more congestion. The design has proposed parking for residents which must be considered along with proposed access points. There is no proposed parking for the commercial unit.
[See Section 7.5]

7.0 PLANNING CONSIDERATIONS

- 7.1 The application site falls within the settlement area of Camberley and within Camberley Town Centre, as outlined in the Surrey Heath Core Strategy & Development Management Policies 2012 (CSDMP). The proposal would be considered against the principles of Policies CP1, CP2, CP3, CP5, CP6, CP10, DM9, DM11 and DM17 of the CSDMP. The Camberley Town Centre Area Action Plan 2014 (AAP), the supporting Camberley Town Centre Masterplan and Public Realm Strategy Supplementary Planning Document

(MPRS), the Residential Design Guide Supplementary Planning Document (RDG SPD) 2017 and the revised National Planning Policy Framework 2018 (NPPF) are also material considerations. The main planning issues in the determination of this application are:

- The principle of the development;
- The impact on the character of the host building and surrounding area;
- The impact on residential amenities;
- The impact on highway safety;
- The impact on local infrastructure;
- The impact on Thames Basin Heaths SPA;
- Affordable housing, and:
- Other matters

7.2 Principle of the development

7.2.1 At the heart of the NPPF is a requirement to deliver a wide choice of quality homes and to boost significantly the supply of housing. The NPPF is clear that housing applications should be considered in the context of the presumption of sustainable development and also requires Local Planning Authorities to have a 5-year supply of housing land. At present Surrey Heath does not have a five year housing land supply, with the latest figure being 3.95 years' supply against the annual figure of 382 dwellings. By providing 27 dwellings, this application would result in a contribution to the borough's housing numbers. Given the lack of 5 year housing land supply, Policy CP3 which sets out the scale and distribution of housing is considered to be out of date, as confirmed by various recent appeal decisions in the borough. The NPPF advises in paragraph 11 that where policies are out of date, permission should be granted unless it is in a protected area or any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the NPPF as a whole.

7.2.2 Policy CP10 (Camberley Town Centre) of the CSDMP supports regeneration of the town centre to sustain vitality and viability and states that development that addresses the poor environmental quality along the London Road frontage will be promoted by the Borough Council. Policy TC1 of the AAP indicates that development proposals should be appropriate in terms of use, scale, quality and quantity to the function and character of the town centre; make the best use of redevelopment opportunities; and support the strategy for the regeneration of the town centre and enhance its vitality and viability. Policy TC2 of the AAP indicates that new development will be required to protect and enhance retail activity within the primary shopping area. Policy TC4 of the AAP supports the principle of housing development within the town centre where this does not prejudice the achievement of other objectives of the Area Action Plan. The density to be achieved will be dependent on the character of the area and the other uses within the development or surrounding area.

7.2.3 The lawful ground floor use of the historic Cambridge Hotel building is Class A4 public house and forms a secondary frontage within the primary shopping area of Camberley Town Centre, as identified in the AAP. The proposal would also involve the loss of a hotel facility. The Hotel Market Study commissioned by the applicant outlines the current condition of the hotel building and level of facilities provided, which include some rooms that have no wash facilities and rely on shared bathrooms. It is stated that the increase in

the choice of hotel accommodation overall and in particular, the supply of modern budget hotels in Camberley, undermine the market for Cambridge Hotel in its current use. In this context, and given that the proposed development would retain a ground floor unit for flexible use as retail, restaurant/cafe or public house, it is considered that it would not conflict with the vitality and viability objectives of the AAP. The former nightclub building falls outside of the defined town centre and primary shopping area.

- 7.2.4 It is therefore considered that the principle of redevelopment for residential use is acceptable. The scale and quality of the proposal in relation to the character of the hotel building and town centre is assessed under Section 7.3 below.

7.3 Impact on character of the host building and the surrounding area

- 7.3.1 Policy DM9 (Design Principles) continues to promote high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density. The revised NPPF 2018 requires planning policies and decisions to ensure that new development makes efficient use of land, is visually attractive as a result of good architecture, layout and appropriate and effective landscaping, whilst being sympathetic to local character and history, including the surrounding built environment and landscape setting. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents (paragraphs 122, 127 and 130 of the NPPF). Policies CP2 (iv) and DM9 (ii) of the CSDMP reflect these requirements.
- 7.3.2 The existing public house and hotel building falls within the High Street Character Area as identified by Policy TC12 of the AAP, consisting primarily of late-Victorian/Edwardian buildings ranging in height from 2-3.5 storeys. Policy TC12 states that the Victorian and Edwardian integrity of the High Street Character Area will be protected. New development shall pay close regard to incorporating Heritage Assets in their design and reinforce the identity of the High Street Character Area. Exceptionally, more contemporary styles of development may be acceptable within the High Street Character Area provided that the overall historic character of the High Street is not harmed. Development which affects the setting of, or key views down, the High Street should not harm its character. The wider Town Centre location contains a mix of building designs and heights. Development goes up to five storey at Norwich House to the east and at St George's Court at the junction of St. Georges Road to the south. The redeveloped site of No. 3 High Street contains a four storey flat roof design.
- 7.3.3 The approach to the junction of London Road with Knoll Road (to the east of the proposal site) has been identified as a Town Centre Gateway, in which the current proposal would impact upon its setting. The site contains a remnant Victorian pub on the site. Although not statutorily or locally listed, the building has important historical connections to the A30 and the Royal Military Academy (RMA). It is also the last remaining pub building on the London Road, one of the oldest buildings in Camberley and provides an important focal point, lying on the corner of the High Street and London Road frontages. Accordingly, Cambridge Hotel is identified within the MPRS as a notable building and in light of all the above, is considered to form non-designated heritage asset as outlined under the NPPF. The site also lies opposite the RMA (Former) Staff College Conservation Area.
- 7.3.4 Policy DM17 states that development which affects any Heritage Asset should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting. In determining proposals for development affecting Heritage Assets or their setting, regard will be had as to whether the Asset is a Designated Heritage Asset or a Local Heritage Asset in determining whether the impact of any proposed development is acceptable. Paragraph 197 of the NPPF 2018

states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 7.3.5 Principle 7.4 of the RDG SPD advises that new residential development should reflect the spacing, heights and building footprints of existing buildings. Principle 7.5 advises that proposals to introduce roof forms on residential development that diverge from the prevailing character of residential development will be resisted, unless it can be demonstrated that the proposals would make a positive contribution to the streetscape.
- 7.3.6 The Council's Conservation Officer initially raised objection, commenting that although the principle of redevelopment and replacement of the nightclub is acceptable, the proposal does not include an acceptable junction between the north east elevation of the historic building and the new development. A much more comfortable transition between the two roof forms was needed, to include a clear separation between the existing and new structures to allow the form of the historic building to be properly appreciated.
- 7.3.7 Amended plans have been received to seek to overcome these concerns raised, involving full detachment of the proposed building from the retained hotel building and an additional recessed third floor to retain the same number of units. The Council's Conservation Officer has commented that this is an improvement over the previous scheme and has welcomed a three storey end closest to the historic building. Although an additional recessed storey is now proposed, it is considered that the current proposal presents a clear and more subtle transition between the scale of each building. It is also considered that the current proposal now clearly reads as a separate building rather than as an incongruous extension to the Cambridge Hotel building. Therefore, whilst the recessed third floor would sit higher than the retained Cambridge Hotel building, it is considered that the separation distance would be sufficient to avoid harm to the special character and setting of the Cambridge Hotel building, the RMA Conservation Area opposite and the High Street Character Area.
- 7.3.8 Although the proposed building is contemporary in design with a flat roof form, the NPPF is clear that variation in architecture is not a reason to refuse when a development integrates into its context. Paragraph 127 of the NPPF states that although planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, this should not prevent or discourage appropriate innovation or change (such as increased densities). It is considered that the mansard-style roof forms would assist in softening its appearance. Additionally, the use of a mixture of London stock brickwork, metal cladding panels and zinc cladding at upper level is considered to add interest and helps to break up the massing of the proposal. This is considered sufficient to avoid an overdominant or incongruous relationship with the surrounding area. The creation of an active frontage with the A30 through four ground floor entrances to the duplex units is also supported. A planning condition can be imposed to ensure that the proposed external materials are appropriate for the surrounding area.
- 7.3.9 It is therefore considered that the proposed development complies with the design requirements of Policies DM9 and DM17 of the CSDMP, Policies TC1 and TC12 of the AAP and Principles 7.4 and 7.5 of the RDG SPD.

7.4 Impact on amenities of neighbouring properties and future occupiers

- 7.4.1 Policy DM9 (Design Principles) states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development. The thrust of one of the core planning principles within the NPPF is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 7.4.2 Principle 8.1 of the RDG SPD advises that new residential development should be provided with a reasonable degree of privacy to habitable rooms and sensitive outdoor amenity spaces. Developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Principle 8.3 of the RDG SPD advises that the occupants of new dwellings should be provided with good quality daylight and sun access levels to habitable internal rooms and external spaces. Developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access.
- 7.4.3 A Daylight and Sunlight Study has been provided based on the initial application design, which concludes that the development will have a relatively low impact on the light receivable by its neighbouring properties. The amended design now fully detaches the proposed flat building from the retained hotel building for conversion, to leave an open area to the north of the identified affected windows within the two flats of No. 1 High Street, which would improve the amenity relationship from the initial scheme. Given this and the proximity of the existing 2-3 storey structures to the affected windows, in this instance it is considered that no adverse additional impact would arise upon the amenity of these flats in terms of loss of light, outlook or overbearing impact.
- 7.4.4 The separation distance between the proposed rear elevation habitable room windows and the flat windows of No. 1 High Street is approx. 11m-13m. It is considered that a certain degree of mutual overlooking can be tolerated and is indeed common in town-centre settings and in this instance, it is considered that the resultant relationships would not lead to adverse harm in terms of loss of privacy.
- 7.4.5 It is considered that the proposed development as a whole would be sited at sufficient distance from other neighbouring boundaries and habitable windows to avoid adverse harm to residential amenity.
- 7.4.6 Principle 7.6 of the Residential Design Guide Supplementary Planning Document (RDG SPD) advises that as a minimum, the Council will expect new housing development to comply with the national internal space standards. The overall floorspace provision for each of the proposed flats would meet these minimum space standards.
- 7.4.7 Principle 8.2 of the RDG SPD advises that all habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces where nearby man-made and natural features do not appear overbearing or visually intrusive. It is considered that sufficient outlook would be provided for future occupiers of all the proposed units.
- 7.4.8 Principle 8.5 of the RDG advises that developments should provide outdoor amenity space for each unit. In flatted developments, communal open space will be expected. This should be connected to the building; easily accessible to all residents; screened from public view; free of vehicles; located to receive sunlight for a substantial part of the day, and; actively overlooked to provide surveillance and security. Principle 8.6 of the RDG advises that unless conservation, privacy or heritage issues negate against the use of balconies, all flats above ground floor should be provided with balconies. Predominantly north facing balconies with no access to sunlight during the year, or balconies in close proximity to

adjoining main roads which will be materially affected by noise and air pollution will not be considered to have fulfilled the obligation to provide outdoor amenity space for flat occupants.

- 7.4.9 The only amenity space provided is in the form of a roof terrace for the two two-bed flats on the third floor. However, in light of the above RDG advice it is not considered appropriate for balconies to be provided on the northern elevation facing the A30 London Road. Given the site's town centre location within walking distance of London Road Recreation Ground and Camberley Town Park (behind the library), in this instance it is considered that sufficient amenity space would be provided.
- 7.4.10 Paragraph 9.9 of the RDG SPD advises that the size of shared bins should be based on the standard of 45 litres per person living in the premises, on the basis that a standard refuse bin has a capacity of 180 litres. It is understood that a communal bin can have a capacity of up to 1,100 litres. One enclosed communal bin storage area housing four communal bins is proposed for the 17 apartments and so based upon the RDG this would provide an equivalent storage capacity for 98 persons i.e. $4,400/45$ or up to 5.76 occupants per flat. In addition, it is considered that there would be sufficient space within the front of the four duplex units (with pedestrian access from A30 London Road) for smaller individual bin storage areas. The applicant has stated that the refuse store for the commercial space would be internal within the unit, probably to the rear, and would accept a pre-occupation condition to agree its precise location and size to be dependent on the A1, A3 or A4 use and the requirements of the future tenant.
- 7.4.11 A noise survey has been provided. The Council's Environmental Health Officer (EHO) has commented that as the building is in a High Street location close to evening entertainment venues and late night takeaways, a planning condition is required to ensure that minimum specific acoustic performance is provided for all windows and vents on each elevation. Given that the proposal also involves a commercial use directly below residential accommodation, the EHO has suggested an additional condition requiring an acoustic report undertaken by an appropriately qualified person to be submitted and approved in writing by the Local Planning Authority that outlines a sufficient separating construction solution between the ground floor commercial use and first floor residential use.

7.5 Impact on highway safety

- 7.5.1 Paragraph 108 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all users. Policy DM11 of the CSDMP states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 of the CSDMP states that new development that generates a high number of trips should be in sustainable locations or be required to demonstrate that it can be made sustainable, and that it should be appropriately located in relation to public transport and the highway network.
- 7.5.2 A widened vehicular access off London Road (A30) is proposed. A total of 18 car parking spaces and 21 enclosed cycle parking spaces are proposed for the 21 flats. The Transport Statement advises that no re-provision of customer parking for the retained commercial unit is proposed and this will encourage visits to the site to be made by sustainable means. Any parking demand generated by the public house will be expected to park at on-street locations or in the town centre car parks. Deliveries to the proposed development are expected to take place either from the existing double yellow lines on the A30 slip road to the west where loading activity is currently permitted, or from the High Street where delivery vehicles can make use of the short-term / permit parking areas to facilitate loading.

7.5.3 The County Highway Authority has raised no objections to the proposal on highway safety, capacity or policy grounds, commenting that although the parking provision is slightly below the recommended guidance, this is considered acceptable given the highly accessible location within close proximity to public transport facilities. Given the number and size of the units proposed and the very sustainable edge-of-town centre location with availability of bus stops and Camberley rail station nearby, in this instance no objections are raised in respect of the amount of car parking provision. A pre-commencement condition requiring a Construction Management Plan has been recommended by the CHA, along with pre-occupation conditions as outlined in the consultation response. On this basis, the Local Planning Authority is satisfied that the proposal would not conflict with the aims of Policy DM11.

7.6 Impact on local infrastructure

7.6.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential developments involving one or more new dwellings through new build. As the proposed 21 new dwellings involves re-use and demolition of existing buildings, the development is CIL liable with the liability calculated as £82,440.00. CIL is a land charge that is payable at commencement of works, An informative advising of this will be added.

7.7 Impact on Thames Basin Heaths SPA

7.7.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 states that no new residential development is permitted within 400m of the SPA. The application site is not within 400m of the SPA but all new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available.

7.7.2 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SANG (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SANG is required. In this instance a payment of £8,561 is needed. In order to comply with Policy CP14B and Policy NRM6 and the Thames Basin Heaths SPD, this would have to be paid by the applicant before full planning permission can be granted, if the scheme is considered acceptable regarding all other relevant planning merits. It is intended that this be secured in a Section 106 agreement between the applicant and the Council.

7.8 Affordable housing

7.8.1 Policy CP5 requires 40% on site provision of affordable housing, for sites in excess of 15 units. Policy CP6 sets out the need for housing sizes in the borough and indicates a strong need for 2 and 3-bed properties. The Issues and Options Consultation Draft of the new Local Plan indicates that for market housing, there is still a strong need for 2-bed and 3-bed properties. While this should be given little weight at this stage, it is an indicator as to how housing built more recently has affected the need for certain housing sizes.

7.8.2 A viability appraisal report has been provided by the applicant, which concludes that the proposed scheme would be unviable if it provided Affordable Housing. The Council's Viability Consultant has formally reviewed this report and has identified a number of potential construction cost savings. Following negotiation, the applicant has offered to provide a financial contribution of £75,000 towards Affordable Housing. As the range of figures provided by both the applicant and the Council's Viability Consultants are finely balanced and given that the historic hotel building is proposed for retention, in this instance this offer is considered acceptable and can be secured through a S106 legal agreement.

7.9 Other matters

7.9.1 The site is not located within Flood Zones 2 or 3 or areas of known risk from surface water flooding, according to Environment Agency data. A Drainage Assessment has been provided by the applicant, which proposes SuDS measures comprising permeable paving with sub-base storage and underground tanks that temporarily store water in the drainage system. Any surface water discharge generated by the proposal which cannot drain via infiltration shall be discharged to the culvert watercourse to the south of the site. The Local Lead Flood Authority has not objected, subject to conditions requiring additional details and testing. On this basis, the proposal is considered to be acceptable in terms of its impact on flood risk and drainage.

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

8.0 WORKING IN A POSITIVE/PROACTIVE MANNER

8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 38-41 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.

9.0 CONCLUSION

9.1 The principle of residential development in a highly sustainable location is supported. The design response is of an appropriate scale and density for this location, recognising the importance of the site to act as a town centre gateway building whilst respecting the special character and setting of the retained Cambridge Hotel building, the Royal Military Academy Conservation Area opposite and the High Street Character Area. The amenity of surrounding neighbours and future occupiers are considered acceptable and the parking and highway arrangements are supported by the County Highway Authority. Subject to a legal agreement to secure the affordable housing and SAMM payments and the planning

conditions as outlined, the application is recommended for approval.

9.0 RECOMMENDATION

GRANT subject to completion of a legal agreement to secure Affordable Housing and SAMM financial contributions, and the following conditions:

GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

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

Proposed site plan/ground floor plan (Drawing No. (20)_100); Proposed first floor plan (Drawing No. (20)_101); Proposed second floor plan (Drawing No. (20)_102); Proposed third floor plan (Drawing No. (20)_103); Proposed roof plan (Drawing No. (20)_104); Proposed north and south elevations (Drawing No. (20)_200); Proposed east and west elevations (Drawing No. (20)_201); Proposed west elevation (Drawing No. (20)_202); Proposed sections (Drawing No. (20)_300) - all received on 19 April 2018, unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile and fenestration. Once approved, the development shall be carried out using only the agreed materials.

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

4. The development hereby approved shall not be occupied unless and until the proposed modified vehicular access to London Road has been constructed in accordance with drawing no. (20)_100 Revision P09.

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 2018.

5. The development hereby approved shall not be occupied unless and until the existing eastern vehicular access from the site to London 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 2018.

6. The development hereby approved shall not be 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 area 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 2018.

7. 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) provision of boundary hoarding behind any visibility splays
- (e) measures to prevent the deposit of materials on the highway

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

Reason: The 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 2018.

8. The development hereby approved shall not be occupied unless and until the secure parking of a minimum of 21 bicycles within the development site have been provided in accordance with the approved plans and thereafter, retained and maintained to the satisfaction of the Local Planning Authority.

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 2018.

9. The development hereby approved shall not be occupied unless and until at least 5 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw 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 in writing by the Local Planning Authority.

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 2018.

10. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.

b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40%) allowance for climate change storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a Greenfield discharge rate to be agreed with SCC as LLFA (as per the SuDS pro-forma or otherwise as agreed by the LPA) which includes an assessment of the existing surface water drainage arrangement.

c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site, and to accord with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.

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

drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS and to accord with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.

12. (i) The development hereby approved shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.

(ii) The above scheme shall include :-

- (a) a contaminated land desk study and suggested site assessment methodology;
- (b) a site investigation report based upon (a);
- (c) a remediation action plan based upon (a) and (b);
- (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;
- (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d); and
- (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

(iii) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2018.

13. Prior to first occupation of the development hereby approved, the windows installed shall provide attenuation of at least 33 dB Rw on the northern elevations (facing London Road), 31 dB Rw on the western and eastern elevations (facing High Street and Knoll Road), and 20 dB Rw on the southern elevation (facing St Georges Road). These windows shall also be fitted with acoustically-treated window ventilators to provide attenuation of at least 31 dB D,n,e,w on the northern elevations, 30 dB D,n,e,w on the western and eastern elevations, and 15 dB D,n,e,w on the southern elevations. Prior to the installation of these windows, manufacturer details of all new or replacement windows shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the residential amenities of the occupiers and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.

14. The design of the development hereby approved shall include an adequate form of soundproofing in accordance with a detailed scheme which shall be submitted to and approved in writing by the Local Planning Authority before the development

commences. This scheme shall be supported by an acoustic report advising of the required separating constructions between the ground floor commercial premises and the first floor residential use above it hereby approved, along with the party walls and floors between the residential units hereby approved within the existing hotel building. The approved scheme shall be carried out in full prior to the first use and occupation of the site and the building hereby permitted.

Reason: In the interests of the residential amenities of the occupiers and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.

Informative(s)

1. Decision Notice to be kept DS1
2. CIL Liable CIL1
3. 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.
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs.
www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
6. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform to the existing adjoining surfaces at the developers expense.
7. 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.
8. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written

Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

If there are any further queries please contact the Sustainable Drainage and Consenting team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

9. For the avoidance of doubt, the following definitions apply to the Condition 12 relating to contaminated land:

Desk study- This will include: -

(i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.

(ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

(i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the Local Planning Authority may stipulate;

(ii) a risk assessment based upon any contamination discovered and any receptors.

Remediation action plan: This plan shall include details of: -

(i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;

(ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i).

Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

(i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;

(ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction;

(iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination.

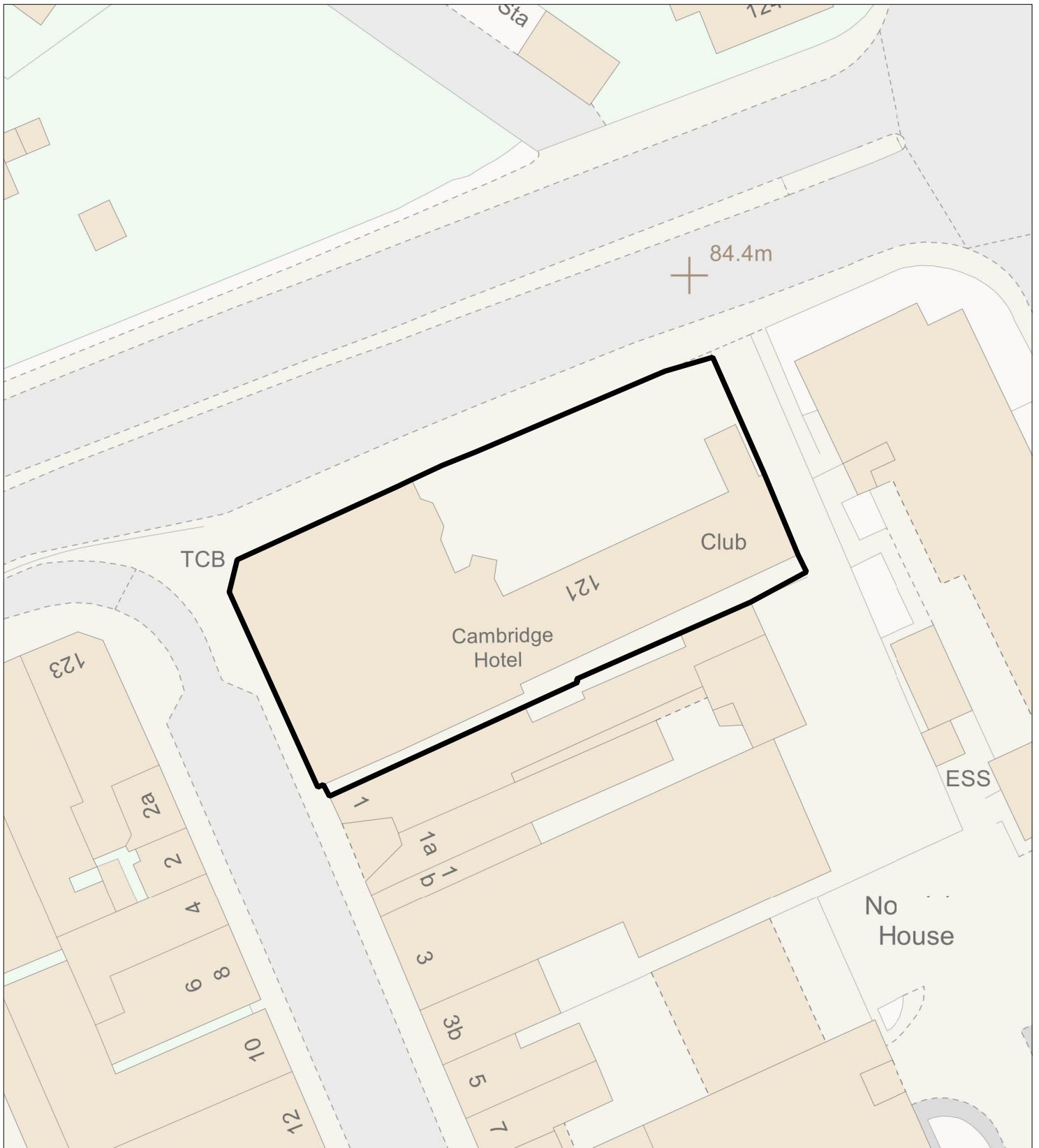
10. For the avoidance of doubt, the applicant is advised that the attenuation levels relied upon in condition 13 are based upon the current BS8233:14 (Guidance on

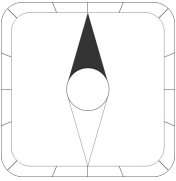
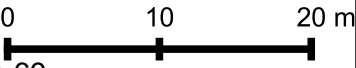
sound insulation and noise reduction for buildings) standards and noise climate at the time of the planning application. Any replacement windows should meet the current standards in force at that time.

In the event that a satisfactory legal agreement has not been completed by 14 December 2018, the Executive Head of Regulatory be authorised to REFUSE for the following reason:

- The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the proposed financial contribution towards affordable housing. The proposal therefore does not satisfactorily address the requirements of Policy DM5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2018.
- In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, 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).

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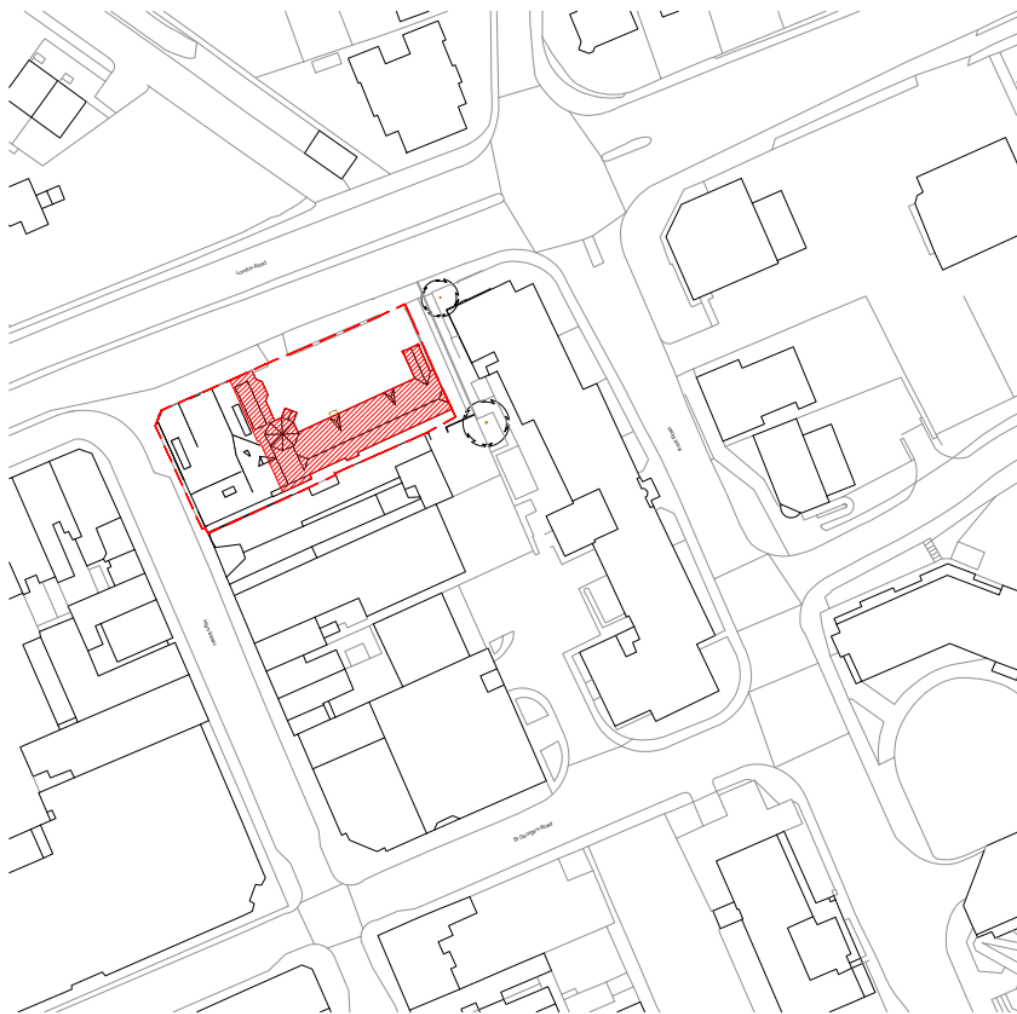
Title	Planning Applications			
Application number	18/0004		Scale @ A4	1:500
Address	121 LONDON ROAD, CAMBERLEY, GU15 3LF		Date	26 Oct 2018
Proposal	Part redevelopment of site to include erection of ground floor plus two storey building together with retention of existing building on corner of High Street and London Road to provide Use Class A1/A3/A4 unit and 21 flats (7 studios, 7 x one bedroom and 7 x 2 bedroom); and associated car parking, refuse and bicycle storage and			
	Page 69			
Version 4 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2018 Author: DE				



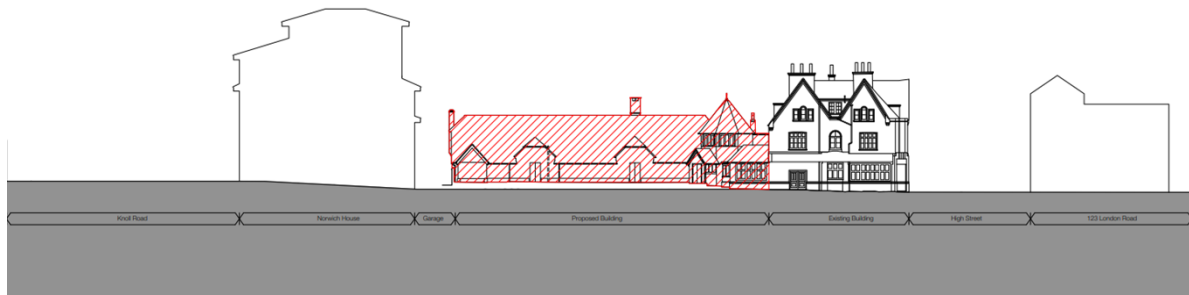
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18/0004 - CAMBRIDGE HOTEL, 121 LONDON ROAD, CAMBERLEY, GU15 3LF

Location Plan



Existing streetscene – facing A30 London Road



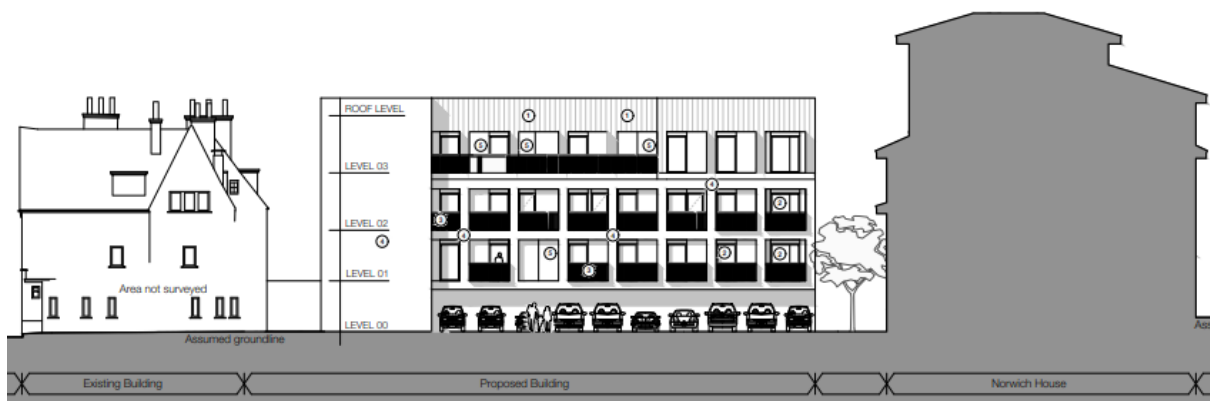
Proposed streetscene – facing A30 London Road



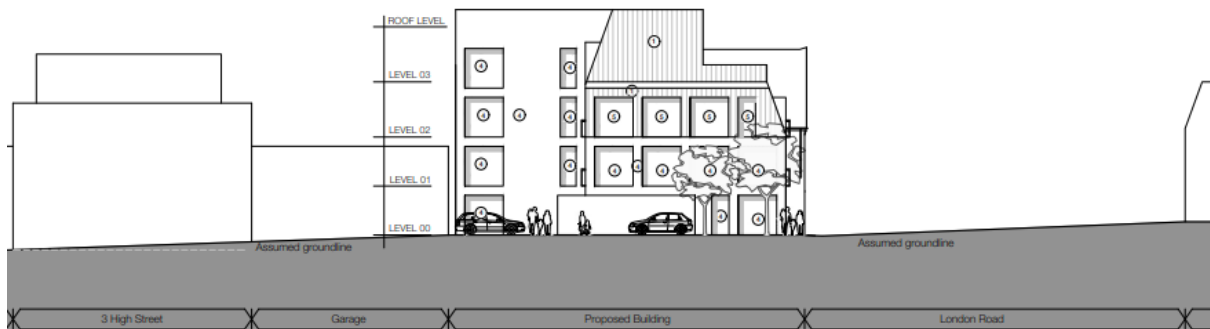
Proposed elevation – A30 London Road (north)



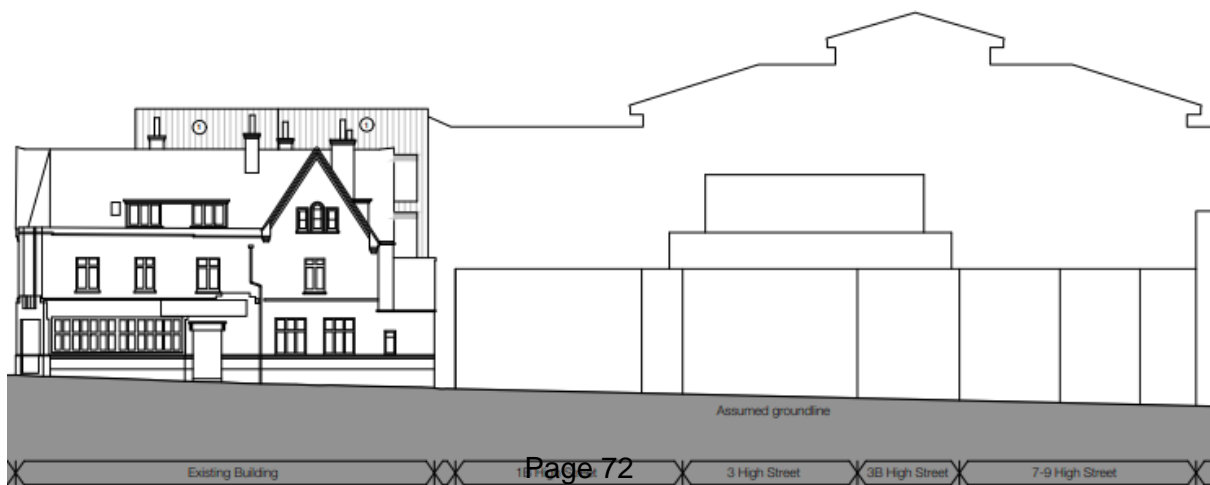
Proposed elevation – St Georges Road (south)



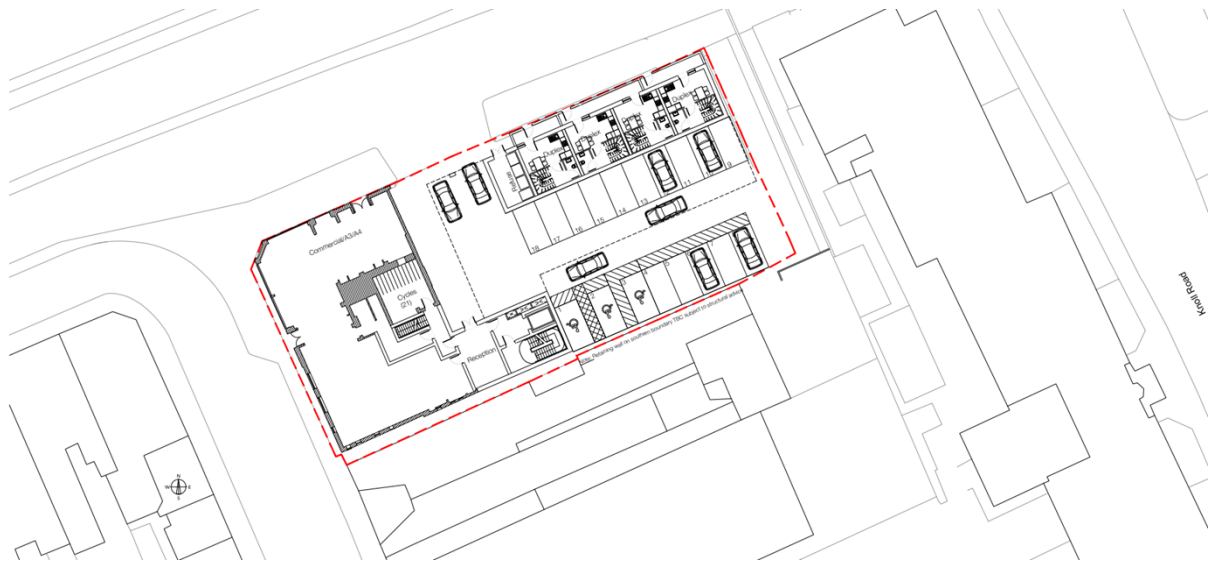
Proposed elevation – Knoll Road (east)



Proposed elevation – High Street (west)



Proposed site plan/ground floor plan



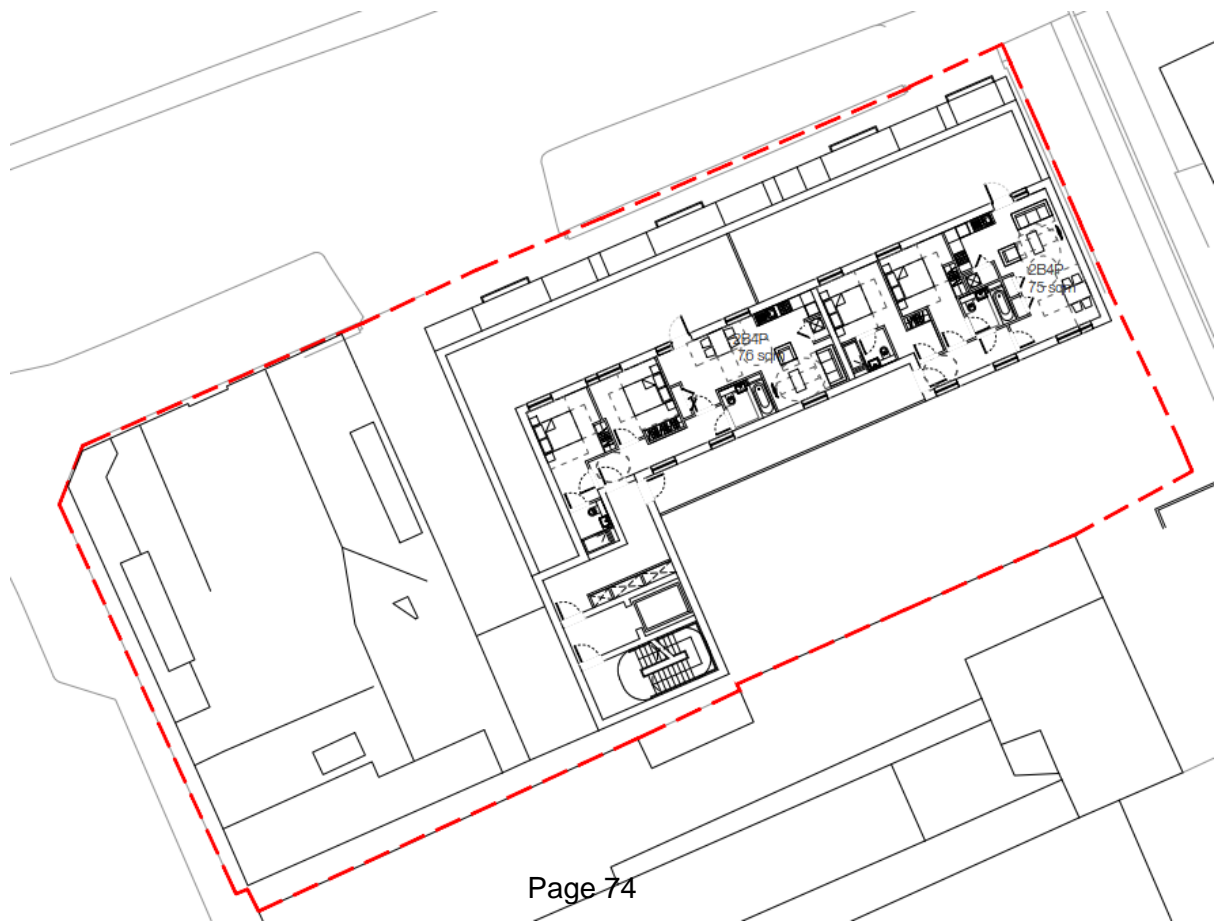
Proposed first floor



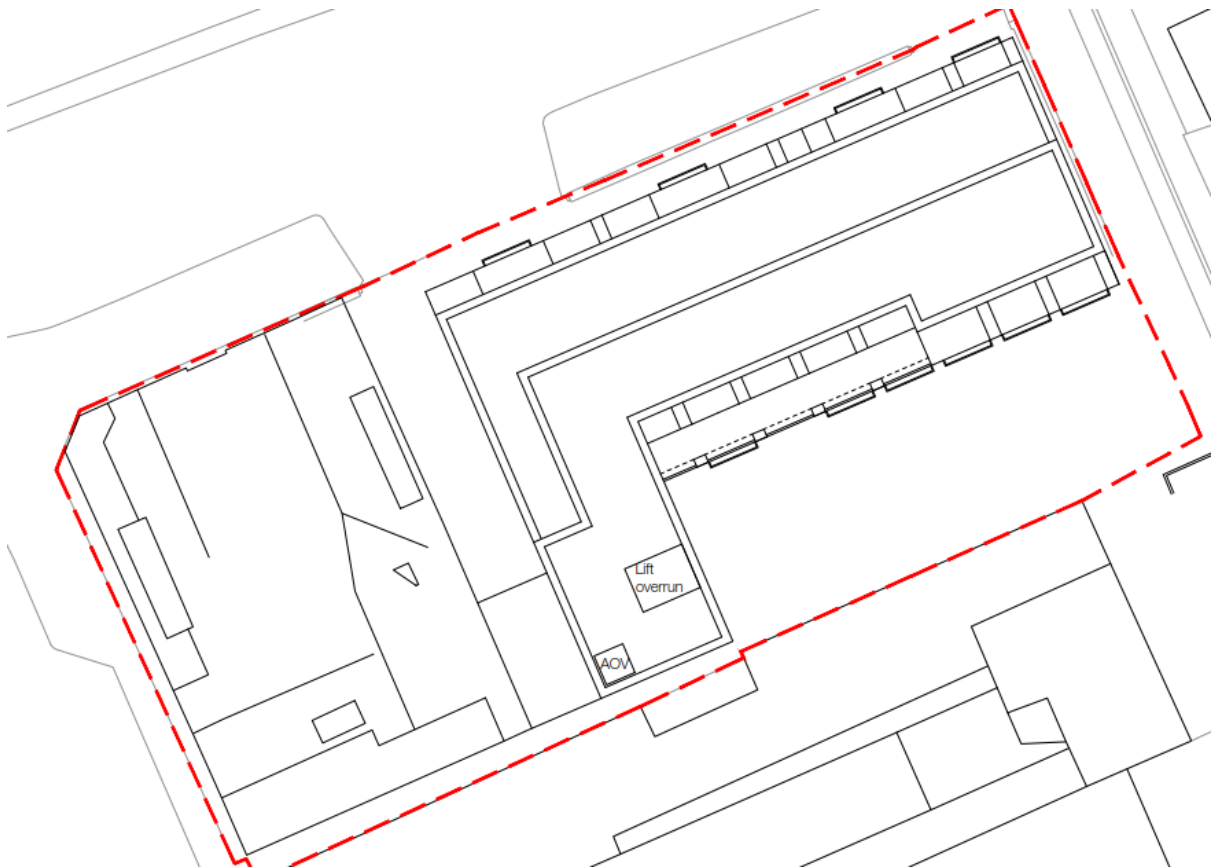
Proposed second floor



Proposed third floor



Proposed roof plan



Site photos

Elevations facing London Road



Relationship with Norwich House



High Street



South elevation and streetscene



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**APPLICATIONS FOR PLANNING PERMISSION & RELATED APPLICATIONS FOR
CONSIDERATION BY THE PLANNING APPLICATIONS COMMITTEE**

NOTES

Officers Report

Officers have prepared a report for each planning or related application on the Planning Committee Index which details:-

- Site Description
- Relevant Planning History
- The Proposal
- Consultation Responses/Representations
- Planning Considerations
- Conclusion

Each report also includes a recommendation to either approve or refuse the application. Recommended reason(s) for refusal or condition(s) of approval and reason(s) including informatives are set out in full in the report.

How the Committee makes a decision:

The Planning Applications Committee's decision on an application can be based only on planning issues. These include:

- Legislation, including national planning policy guidance and statements.
- Policies in the adopted Surrey Heath Local Plan and emerging Local Development Framework, including Supplementary Planning Documents.
- Sustainability issues.
- Layout and design issues, including the effect on the street or area (but not loss of private views).
- Impacts on countryside openness.
- Effect on residential amenities, through loss of light, overlooking or noise disturbance.
- Road safety and traffic issues.
- Impacts on historic buildings.
- Public opinion, where it raises relevant planning issues.

The Committee cannot base decisions on:

- Matters controlled through other legislation, such as Building Regulations e.g. structural stability, fire precautions.
- Loss of property value.
- Loss of views across adjoining land.
- Disturbance from construction work.
- Competition e.g. from a similar retailer or business.
- Moral issues.
- Need for development or perceived lack of a need (unless specified in the report).
- Private issues between neighbours i.e. boundary disputes, private rights of way. The issue of covenants has no role in the decision to be made on planning applications.

Reports will often refer to specific use classes. The Town & Country Planning (Use Classes) Order 1995 (as amended) is summarised for information below:

A1. Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors.
A2. Financial & professional Services	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.
A3. Restaurants and Cafes	For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes.
A4. Drinking Establishments	Public houses, wine bars or other drinking establishments (but not nightclubs).
A5. Hot Food Takeaways	For the sale of hot food consumption off the premises.
B1. Business	Offices, research and development, light industry appropriate to a residential area.
B2. General Industrial	Use for the carrying on of an industrial process other than one falling within class B1 above.
B8. Storage or Distribution	Use for the storage or as a distribution centre including open air storage.
C1. Hotels	Hotels, board and guest houses where, in each case no significant element of care is provided.
C2. Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A. Secure Residential Institutions	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3. Dwelling houses	Family houses or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.
C4. Houses in Multiple Occupation	Small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
D1. Non-residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, school, art galleries, museums, libraries, halls, places of worship, church halls, law courts. Non-residential education and training areas.
D2. Assembly & Leisure	Cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).
Sui Generis	Theatres, houses in multiple paying occupation, hostels providing no significant element of care, scrap yards, garden centres, petrol filling stations and shops selling and/or displaying motor vehicles, retail warehouse clubs, nightclubs, laundrettes, dry cleaners, taxi businesses, amusement centres and casinos.