



**Surrey Heath Borough Council**  
Surrey Heath House  
Knoll Road  
Camberley  
Surrey GU15 3HD  
Telephone: (01276) 707100  
Facsimile: (01276) 707177  
DX: 32722 Camberley  
Web Site: [www.surreyheath.gov.uk](http://www.surreyheath.gov.uk)

**Department:** Democratic Services  
**Division:** Corporate  
**Please ask for:** Eddie Scott  
**Direct Tel:** 01276 707335  
**E-Mail:** [democratic.services@surreyheath.gov.uk](mailto:democratic.services@surreyheath.gov.uk)

Tuesday, 6 August 2019

To: The Members of the **Planning Applications Committee**  
(Councillors: Edward Hawkins (Chairman), Valerie White (Vice Chairman),  
Graham Alleway, Peter Barnett, Cliff Betton, Vivienne Chapman, Sarah Jane Croke,  
Colin Dougan, Shaun Garrett, Sam Kay, David Lewis, Charlotte Morley, Morgan Rise,  
Graham Tapper 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 Sharon Galliford, Rebecca Jennings-Evans, David Mansfield,  
Emma-Jane McGrath, Sashi Mylvaganam, Darryl Ratiram, Pat Tedder and  
Helen Whitcroft

#### 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 August 2019 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

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#### AGENDA

	Pages
<b>1 Apologies for Absence</b>	
<b>2 Minutes of Previous Meeting</b>	

On publication of this agenda the minutes of the meeting held on 1 August 2019 were not ready for publication.

### **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**

<b>4</b>	<b>Application Number: 19/0428 - ARENA LEISURE CENTRE, GRAND AVENUE, CAMBERLEY, GU15 3QH *</b>	<b>3 - 34</b>
<b>5</b>	<b>Application Number: 18/0734 - LAND SOUTH OF BEACH HOUSE, WOODLANDS LANE, WINDLESHAM, GU20 6AP *</b>	<b>35 - 58</b>
<b>6</b>	<b>Application Number: 19/0321 - 31 CHERTSEY ROAD, WINDLESHAM, GU20 6EW</b>	<b>59 - 76</b>

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

### **Glossary**

2019/0428

Reg Date 30/05/2019

St. Michaels

**LOCATION:** ARENA LEISURE CENTRE, GRAND AVENUE, CAMBERLEY, GU15 3QH

**PROPOSAL:** Erection of a replacement Leisure Centre with associated external works and multi storey car park following demolition of the existing leisure centre. (Amended & additional plans & docs rec'd 05.07.2019 & change of description) (Additional info rec'd 15/07/2019) (Amended info rec'd 26/07/2019.)

**TYPE:** Full Planning Application

**APPLICANT:** Mr Walker  
Places for People Leisure Management Ltd

**OFFICER:** Mr N Praine

## **RECOMMENDATION: GRANT subject to conditions**

### **1.0 SUMMARY**

- 1.1 The application site lies to the south of the London Road and currently comprises the Camberley Arena Leisure Centre building and associated car park. Permission is sought for the erection of a replacement Leisure Centre with associated works, landscaping, surface car park and multi storey car park following demolition of the existing leisure centre.
- 1.2 The principle of the development in this location to deliver improved recreation, leisure and community offer is supported. The design, scale and layout is considered to be appropriate for this location, particularly recognising the importance of the site as one of the main entrances to the town centre from the west of the town and the benefits of urban regeneration close to the town centre. The impact on the amenity of surrounding neighbours are considered acceptable and the parking and highway arrangements are also considered acceptable as are matters in respect to flooding, crime, ecology, archaeology and sustainable construction. The application is therefore recommended for approval.

### **2.0 SITE DESCRIPTION**

- 2.1 The application site known as the Camberley Arena, is a 1.5 hectare site located to the south side of the London Road. The site also sits to the west of the Grand Avenue at its junction where it meets the London Road. To the north of the application site lies the London Road and beyond that, the dense vegetative landscaping of the Royal Military Academy Sandhurst. To the east lies Grand Avenue and further east residential properties facing the application site. To the south, the London Road Recreation ground can be found and to the west residential properties of Academy Gate, Derek Horn Court and Appley Court exist. The London Road is one of the major routes running through the borough when approaching from the west / east and is a well trafficked road.

- 2.2 The existing site comprises the Arena Leisure Centre building, a part single storey, part two storey building with approximately 4,900 sqm of floor space. Surface car parking is provided to the south and south west of the existing leisure centre building and the land is generally level, but does rise to the south. Existing landscaping is mostly confined to the boundaries of the application site, however, three mature trees do exist within the section of carpark to the west of the existing building. A significant portion of the existing site is either occupied by the leisure centre building or laid to hardstanding with the remainder of the site laid to grass with landscaping (primarily to the northern and eastern sides of the site fronting London Road and Grand Avenue.
- 2.3 The existing leisure centre building has a maximum height of approximately 9.5m, it also measures approximately 52m deep and 71.5m wide. The leisure centre currently provides a 25m x 6 lane swimming pool, a learner pool, 6 badminton court sports hall, 120 station health and fitness suite, 2 squash courts, a spinning studio, aerobics studio, health suite, function room and café. The wider area is characterised by a mixture of uses, including commercial uses, military uses and a number of religious buildings. Along London Road are also a number of residential uses including a three-storey residential block immediately to the west of the Leisure Centre known as Academy Gate, consisting of brick walls and a pitched tiled roof. Along Grand Avenue there is a more domestic scale of two storey detached and semi-detached houses constructed from brick and render with tiled roofs facing the site along the eastern side of the road and further south along the western side of Grand Avenue.
- 2.4 Vehicular access is achieved from eastern side of the application site off Grand Avenue. There is currently parking for 198 cars and 6 further disability spaces. There is also 17 existing cycle spaces. The A30 London Road is a main arterial route running east/ west and includes a dedicated bus lane with bus stops close to the site (closest approximately 150m away). On the adjoining London Road pathway there is a cycle path that runs parallel with the road, within a wide pedestrian footpath.

### **3.0 RELEVANT PLANNING HISTORY**

- 3.1 SU/81/0146 Construction of a leisure centre, access road and car park approved 7th May 1981.

### **4.0 THE PROPOSAL**

- 4.1 Permission is sought for the erection of a replacement Leisure Centre with associated external works and multi storey car park following demolition of the existing leisure centre.
- 4.2 This application was originally submitted with parking provision extending into the London Road Recreation Ground. In response to the planning consultation and public engagement events, the proposal was subsequently revised to remove all works within the London Road Recreation Ground and incorporate all the car parking



within the current site boundaries of the existing Arena Leisure Centre. In removing all the works from the London Road Recreation Ground there will be no impact on the existing sport, leisure or community uses or the existing children's play area in the Recreation Ground. The existing boundary treatments will be retained including the fences, hedges, footpath and trees along the northern boundary of the Recreation Ground.

- 4.3 The proposal will include improved and modern leisure facilities to promote health, sport and recreation in the community. This includes:
- Main Pool with first floor spectators viewing;
  - Larger Learner pool with increased water area and movable floor from surface to 1.8m in depth;
  - Splash zone to provide water familiarisation and encourage participation for younger children;
  - Larger 8-court sports hall with movable wall and increased flexibility for sport, leisure and community use;
  - Larger fitness suite and dedicated group cycling;
  - Larger studios with movable walls;
  - Clip and climb and children's adventure play for all ages;
  - Multi use rooms for sport, leisure and social /community uses;
  - Improved wet health suite with 2 No. saunas, steam room, salt room and relaxation area;
  - Larger café at the ground floor;
  - Larger car park with electric vehicle charging points and improved pedestrian access around the site; and
  - Improved accessibility to the sport and leisure facilities for all users.
- 4.4 The proposed buildings would be contemporary in design with materials to include a mix of gold and zinc effect standing seams, composite grey panels, grey brickwork, timber cladding and glazed sections. The proposed leisure centre building would be two storey and have an average width of approx. 56m (maximum approximately 65m) and average depth of approx. 71m (maximum 77m). The new leisure centre's floor area would comprise approximately 7200 sqm. The height of the leisure centre building would be approximately 14m at its highest points.
- 4.5 The proposed multi storey car park would have 3 levels and have a width of approx. 30m and average depth of approx. 51m (maximum 61m when allowing for lift and staircase projections). The height of the building would be approximately 8.5m at its highest points. The footprint of the new centre is also positioned further forward towards the London Road (by approximately 20m).

A green 'boulevard' is proposed to the west side of the building and landscaping to the east side of the new building is also proposed. Artist impressions and street scene elevations have also been provided with the submission to illustrate how the building would appear.

- 4.6 Vehicular access is proposed from the existing access off Grand Avenue. The access would lead from the highway to a surface carpark to the western side of the car park and a multi storey carpark to the south eastern side of the site. Car parking for 333 vehicles is proposed across the site which includes 17 disability spaces and 62 cycle parking spaces also proposed. A service area is proposed to the south western corner of the proposed leisure centre building.
- 4.7 The following documents have been submitted in support of the application of which relevant extracts will be referred to in section 7 of this report:
- Ecological Assessment;
  - Environmental Assessment;
  - Arboricultural Survey, Method Statement and Assessment;
  - Planning and Heritage Statement;
  - Design and Access Statement;
  - Flood Risk Assessment;
  - Surface Water Drainage Summary;
  - Land Contamination Assessment;
  - Archaeological Assessment;
  - Noise Impact Assessment;
  - Transport Statement;
  - Travel Plan;
  - Construction Phase Demolition Plan;
  - Energy Statement, and
  - Utilities Strategy.

## **5.0 CONSULTATION RESPONSES**

- |     |   |                                     |
|-----|---|-------------------------------------|
| 5.1 | Council Senior Environmental Health Officer (EHO) | No objections subject to condition. |
| 5.2 | County Highway Authority                          | No objection subject to conditions. |

5.3	Sport England	Response awaited. Any comments received will be provided as updates to the Committee.
5.4	Arboricultural Officer	No objection, subject to condition.
5.5	Surrey Wildlife Trust	Response awaited, any comments received will be provided as updates to the Committee.
5.6	Thames Water	No objection subject to informatives.
5.7	Archaeology Officer	No objection subject to condition.
5.8	Urban Design Officer	No objections
5.9	Council Scientific Officer:	No objection subject to condition
5.10	Council's Conservation Officer	No objections.
5.11	Lead Local Flood Authority	No objections subject to conditions and informative.

## 6.0 REPRESENTATION

6.1 At the time of preparation of this report, 28 representations of objection and 1 letter of support have been received. The letters of objection raise the following concerns:

- Negative impact upon the safe flow of traffic *[Officer comment: see paragraph 7.5 below]*
- Over provision of parking *[Officer comment: see paragraph 7.5 below]*
- Out of keeping with the established character of the area *[Officer comment: see paragraph 7.3 below]*
- More landscaping required *[Officer comment: a condition agreeing landscaping is proposed and the applicant has agreed to additional planting]*
- Loss of Privacy *[Officer comment: see paragraph 7.4 below]*
- Overbearing to neighbours *[Officer comment: see paragraph 7.4 below]*
- Overshadowing of neighbours *[Officer comment: see paragraph 7.4 below]*
- Noise, disturbance and inconvenience during construction phase *[Officer comment: If minded to approve it would be appropriate to include agreement of a Demolition Plan and a Construction Management Plan through a condition]*

- Increased fear of crime / antisocial behaviour *[Officer comment: Surrey Police recommends secured by design accreditation and the applicant has been advised of the accreditation process]*
- Increased noise breakout from exercise classes *[Officer comment: see paragraph 7.4 below]*
- Devaluing of neighbouring property prices *[Officer comment: not a material planning matter]*
- Any loss of the recreation ground is unacceptable *[Officer comment: the plan to build in the recreation ground has been withdrawn from the proposal]*
- Loss of view *[Officer comment: there is no right to a view over third party land under the planning system]*
- Concern over the duration of construction period and lack of alternative recreation facilities during this period *[Officer comment: where possible classes and facilities have been relocated to the Camberley Theatre for the duration of the centre closure. In addition, the leisure operator will honour membership at any other of their centres which include most locally Aldershot and Farnborough]*
- Need to encourage cycling to the centre *[Officer comment: The existing cycle parking of 17 spaces, is proposed to be increased to 62 secure cycle parking spaces as part of this application]*
- Bus stop and pedestrian crossings needed close to the Leisure centre *[Officer comment: The scope of the project does not include pedestrian crossings or new bus stops. It is noted that the nearest existing bus stop is 150m away to the east 200m to the west and 400m from the bus stops of the town centre]*
- The centre needs a Crèche *[Officer comment: The multi-use rooms, some of which have moveable walls and can be reconfigured, have the potential to be used for a number of sport, recreation or social community uses which if demand exists can include a Crèche].*

## 7.0 PLANNING CONSIDERATIONS

- 7.1.1 The application site sits within the settlement area of Camberley. As such the application 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, CP8, CP5, CP6, CP8, CP11, CP14, DM9, DM10 DM11, DM14, DM16 and DM17.

In addition, regard is had to the Western Urban Area Character SPD (WUAC) 2012 Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS) and the proposal will also be considered against the National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance (PPG).

7.1.2 The main planning issues, therefore, in the determination of this application are:

- The principle of the development;
- Impact on the appearance and character of the townscape;
- The impact on amenities of neighbouring properties;
- The impact on highway safety and parking;
- Other matters.

## **7.2 The principle of the development**

7.2.1 Paragraph 96 of the National Planning Policy Framework (NPPF) explains that opportunities for sport and physical activity is important for the health and well-being of communities.

7.2.2 The Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS) sets out at paragraph 3.2 that the renewal of the existing leisure centre is a strategic objective of the Council.

7.2.3 The Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) identifies the importance of opportunities to improve facilities for sport and play. Objective 17 of the CSDMP recognises the need to provide and support high quality leisure and cultural facilities that are accessible to all. As part of the Council's vision to 2028, the CSDMP expects the local community to have improved access to leisure and recreational facilities to facilitate a more active community. Policy DM16 (Provision of Open Space and Recreation Facilities) states that the Borough Council (working with partners) will encourage new and enhanced opportunities for formal and informal recreation.

7.2.4 The Surrey Heath Borough Council Indoor and Built Facilities Needs Assessment 2016 sets as a key strategic recommendation, the replacement of the Arena Leisure Centre with a cost efficient, fit for purpose facility. The Surrey Heath Borough Council Indoor Sports Facilities Strategy And Action Plan 2016- 2025 also recognises the importance of replacing the Arena Leisure Centre as part of a wider civic vision for the town centre.

7.2.5 The site has an existing Class D2 (Assembly and Leisure) use and there are no proposed changes to that use as part of this application. The submitted Planning Statement (PS) which accompanies the application identifies the existing facility as now ageing and in need of significant improvement in order to ensure that standards are maintained and to prevent any decline in use and levels of satisfaction.

The key issues of concern are set out in the PS as follows:

- Dated design and building uninspiring;
- Changes in customer expectation;
- Certain facilities in wrong areas;
- Age and condition of changing rooms;
- Fitness gym and swimming pool oversubscribed at certain times;
- Need for a second dance studio to meet demand;
- Swimming pool too small;
- Fitness suite too small; and
- Below average sports hall.

7.2.6 The deficiencies of the existing centre were also highlighted within the Council's own Indoor Sports Facilities Strategy and Action Plan, dated August 2016. This document referred specifically to capacity issues with regard to the main swimming facilities, the changing rooms being below average, the building's facade being dated and problems relating to the operation of the plant pipework which has led to the temporary closures of facilities while repairs are undertaken. The document advises that these issues are considered likely to increase as the building ages further.

7.2.7 As set out in the supporting documentation, the new proposal seeks to comply with the policy and objectives identified above. These include promoting health, sport and recreation within communities and increasing participation opportunities through the enhanced leisure centre offer. The applicant is an established leisure centre operator, with a reputation for supporting and developing clubs, organisations, community groups and individuals through sport, play and active recreation opportunities. The proposal would also generate additional employment opportunities once operational.

7.2.8 The principle of redevelopment of the site for a new leisure centre in this sustainable location is therefore supported. The proposal would make a positive contribution of new and enhanced facilities meeting the Council's sports, recreation and community objectives. The health and well-being benefits attract significant weight and the proposal would make a contribution toward urban regeneration close to the town centre. The principle of the development at this site is therefore considered acceptable, subject to the detailed consideration and assessment of the issues as set out below.

### **7.3 Impact on the appearance and character of the townscape**

7.3.1 Paragraph 122 of the National Planning Policy Framework (NPPF) identifies the importance of securing well-designed, attractive and healthy places. Paragraph 124 recognises good design is a key aspect of sustainable development, creates better places in which to live, work and helps make development acceptable to communities.

- 7.3.2 Paragraph 127 of NPPF seeks to ensure that developments function well, are visually attractive, sympathetic to local character and history while not preventing or discouraging appropriate innovation or change, create attractive, welcoming and distinctive places and places that are safe, inclusive and accessible and which promote health and well-being.
- 7.3.3 Policy CP2 (iv) of the CSDMP is reflective of the NPPF and states that development should ensure that all land is used efficiently in the context of its surroundings. 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.
- 7.3.4 The Western Urban Area Character SPD (WUAC) identifies the site as falling within the 'A30 Commercial Corridor'. The WUAC sets out that, this section of the A30 is part of the historic London to West Country toll road route but it has a unique character that sets it apart from the more 'Historic Routes' sections of the A30. This is largely because the development of the military colleges on the northern side of the A30, in 1812, resulted in significant commercial development within this area.
- 7.3.5 The WUAC acknowledges there is a mix of uses within this area including residential, commercial and leisure. Building ages and styles also vary as the area has grown and redeveloped over time with a mix of Victorian/Edwardian properties and properties from the 20<sup>th</sup> and 21<sup>st</sup> century. Building heights vary from single through to 4 storeys. The WUAC identifies that properties strongly front the A30 with minimal setback and spacing between buildings. The site is recognised as having high visibility along the A30 and one which contributes toward the 'gateway' to Camberley Town Centre.
- 7.3.6 Guiding principle CC1 of the WUAC expects new development to facilitate the enhancement of the London Road street scene as the principal gateway to Camberley Town Centre. The provision of high quality architectural design with good articulation, careful proportioning and fine detailing will be expected. Additionally high quality hard and soft landscaping of the spaces around buildings will be expected. CC1 accepts that contemporary architectural design will be welcomed with any new development strongly addressing the London Road proportionate to its surroundings.
- 7.3.7 The WUAC also identifies Grand Avenue as falling within the 'Edwardian Mosaic' Character Area. This Character Area differs from the 'A30 Commercial Corridor' insofar as the character of this area is more residential, established in the late Victorian/Edwardian periods also in response to the emergence of the military colleges.
- 7.3.8 Guiding Principle EM1 and EM2 focus more on residential development complimenting the Edwardian character. That said, the WUAC acknowledges that the 'Edwardian Mosaic' continued to develop through the interwar period and into the late 20<sup>th</sup> century with contemporary buildings contrasting with the late Victorian/Edwardian properties.

On this basis contemporary buildings can complement the Edwardian Architecture, if of the highest architectural quality and designed to ensure the massing and bulk of the proposal is broken down with articulation and varied materials.

- 7.3.9 The 'Edwardian Mosaic' benefits from the slightly formal green character given by the presence of street trees and hedges which are often found in front gardens and it is important that any landscaping retains this green landscaped frontage. In addition, the visual impact of the prevalence of on-street parking is identified as a negative feature and therefore it is important the proposal incorporates appropriate onsite parking (Principle EM3).

Siting, layout, height and scale

- 7.3.10 In terms of its siting, the footprint of the building is to be positioned closer to the London Road than the existing. The current building enjoys separation of approximately 20m from the London Road, the proposed building is approximately 6m from the London Road at its closest points increasing to nearer 11m due to its articulated frontage. While closer to the Road, the proposal has been positioned to respect and reinforce the more established building line of the existing wider London Road frontage, this will create an improved frontage to this 'A30 corridor' and this is considered appropriate given the site's layout adjacent to this 'gateway' to the town centre. Additionally the re-siting of the building closer to the London Road will strongly address the London Road in accordance with Guiding Principle CC1.
- 7.3.11 The building will also come closer to Grand Avenue by approximately 7m at its closest points in the north eastern corner increasing to an approximate average separation of 21m from Grand Avenue across the remainder of the proposal. Apart from the north eastern corner this spacing is approximately 4m closer than existing but still retains appropriate separation to Grand Avenue and subject to appropriate landscaping, to be agreed by condition, is in accordance with Guiding Principle EM1 of the WUAC. In terms of its separation from Academy Gate, currently the buildings enjoy spacing of approximately 14m, this is to be increased to approximately 15m to allow for a pedestrian landscaped 'boulevard' path. This increased separation of 15m allows for generous relief between the built form and as such no objections are raised in respect of the siting of the building, subject to consideration of its height, scale, detailed design and landscaping (see below).
- 7.3.12 Academy Gate, the neighbouring 3 storey residential building has an approximate maximum height of 11m and is separated from the proposed leisure centre building by approximately 15m. When viewed from London Road, the proposed leisure centre building would have a 10.5m (approx.) height at its closest points to Academy Gate, although the additional plant and vaulted roof sections which are well separated from Academy Gate (approx. 23m) and separated from the north frontage of the site take the proposed building up to its maximum height of 14m. The changes in height are not considered to result in an adverse relationship between the two buildings given this separation. These height relationships are considered to be appropriate for this 'A30 Commercial Corridor' location.
- 7.3.13 For the same reasons 231 London Road / 1 Grand Avenue, sited to the east of Grand Avenue and on the corner of the junction of London Road and Grand



Avenue has a approximate maximum height of 11m and is separated from the proposed leisure centre building by approximately 24m. These height and separation relationships are also considered to be appropriate for this location.

- 7.3.14 Beyond Academy Gate to the west and beyond 231 London Road to the east, building heights and types vary. It is considered that given the proposal would sit comfortably against its closest neighbours, in the London Road frontage, the proposal would also integrate within the wider context of London Road.
- 7.3.15 Turning to the Grand Avenue street scene, the London Road Recreation Ground separates the proposal from the closest neighbour on the west side of Grand Avenue, number 46 Grand Avenue, by approximately 114m and this separation ensures the proposal would not appear unsympathetic in this context. The eastern side of Grand Avenue comprises the more domestic 2 storey scale of residential properties. These buildings are separated approximately 30m from the closest elements of the proposal (staircase of multi-storey carpark) increasing to nearer 36m from the main bulk of the buildings. As indicated above the proposed leisure centre would be approximately 14m in height. The dwellings in Grand Avenue average between 8 to 10m in height. While the increase in height of up to 6m is noted, this would only apply to the highest points of the leisure centre (sports hall vaulted roof) with the other sections such as the multi-storey car park being 8.5m in height and the frontage of the building at approximately 9.5m in height. Given the varied height of the building and its separation which is generous at approximately 36m across the majority of the site, it is considered that the proposal would not form a poor relationship with the Grand Avenue street scene in accordance with the Guiding Principles of the 'Edwardian Mosaic'.
- 7.3.16 The separation of approximately 70m between the proposals and Derek Horn / Appley Court would also ensure a comfortable relationship with the dwellings to the west of the surface carpark.
- 7.3.17 The proposal respects the established building line of the area and its layout, scale and spacing is considered to be appropriate for this town centre location. However, the proposal also has to be appropriate in design / appearance terms which will be considered below.

#### Design, form and detailing

- 7.3.18 The area is characterised by a mix of buildings types. The proposal is of contemporary design and the London Road north elevation will be highly visible and prominent when approached from the east or west. A gold effect standing seam cladding wraps the north east corner with a fully glazed ground floor along the London Road to act as the 'shop window' to the activities within. The glazing also allows natural light to fully enter the centre. An element of two storey brickwork forms a natural relief and allows for a transition between the gold and a band of zinc coated standing seam cladding creating a varied and multi-faceted façade to this A30 facing important elevation. The officer considers this will create a bright, vibrant and active frontage establishing a quality 'first impressions' landmark for people entering Camberley along the London Road a well trafficked entrance to the town centre and east/west route through the borough.

- 7.3.19 The eastern elevation faces Grand Avenue and forms the main entrance elevation. The entrance is finished in zinc with glazing panels and has been sited in a section, next to the north east corner feature and the sports hall to the south. As indicated above, the prominent corner of the building wraps around to the London Road frontage with the gold cladding and glazing creating a striking form that addresses the London Road/ Grand Avenue junction. The remainder of the eastern elevation comprises the sports hall which is clad with a run of vertical timber slats which vary and soften this element also referencing the tree lined character of the recreation ground. Behind the timber slats light grey composite cladding panels provide a welcome contrast. The eastern elevation is finished by the multi-storey carpark, this continues the timber slats theme contrasted with zinc cladding. The eastern elevation presents a dynamic and varied elevation which respects the context of Grand Avenue while retaining a contemporary and exciting finish.
- 7.3.20 The western elevation features reduced glazing and increased zinc cladding punctuated by the projecting bay of the health suite, which takes its reference the main corner with a further gold effect section. This articulates the elevation and adds interest and depth along the pedestrian 'boulevard' route to the car park and recreation ground. At the lower level dark grey brick provides a contrast to the lighter greys. The southern elevation follows the same pattern of zinc, composite cladding and brick and beyond this the car park continues with zinc and brick and timber features. These elevations are also considered to be visually attractive and appropriate given their rear / side status.
- 7.3.21 Contemporary designs and buildings which are well articulated are considered acceptable as supported by Guiding Principles CC1 and EM2 of the WUAC, provided it is of high quality in this first impressions 'gateway' location. The officer considers the design has been carefully considered to create a rational, coherent whole with a visually appropriate balance of proportions and finishes.
- 7.3.22 This choice in materials gives the building detailing and interest from views near and far. The frontage of the building is also articulated with flat and rounded edges featuring contrasting materials. This is considered appropriate to avoid an over dominant or incongruous relationship with the surrounding area. The building is generous in width and height, however, instead of reading as an unrelieved block, the contrast in materials and detailed design provides relief to the eye and adds interest and variation when this striking building is viewed from the streetscape. This, in the officer's opinion, amounts to high quality contemporary design which responds to its setting and makes a positive statement within this main thoroughfare to the Town Centre in accordance with Guiding Principle CC1 of the WUAC and also with respect to its integration into the Edwardian Mosaic character area.

#### Trees and hard / soft landscaping

- 7.3.23 In the wider context, the area has an urban character with modest landscaping to the front of some sites and no landscaping at all on other sites. In this case, the hard landscaping around the perimeter of the proposed building provides a level and safe access for all users and connects with newly created paths and the pavement / road network.

Surface materials will also provide texture and colour with an emphasis on giving pedestrians priority over vehicles. These materials can be agreed through condition.

- 7.3.24 The application is accompanied by Arboricultural Assessment (AA) and Method Statement (MS) and a Tree Protection Plan (TPP). The report advises that the development will result in the loss of five trees in order to facilitate the development. The trees to be removed are; an apple, an alder, a hawthorn, a Monterey pine and an ash. Additionally lime trees and are to be crown lifted to a height of 5m in order to accommodate delivery lorries and other plant machinery accessing the rear of the site. The Arboricultural Officer has been consulted and he notes the proposed leisure facilities have been set out to avoid retained trees around the site, as much as possible, and trees to be retained are also to be protected via the TPP. The Arboricultural Officer raises no objection to the loss of the five existing trees as the redevelopment of the site offers an opportunity to replace these trees with better specimens as part of a cohesive landscaping scheme. The Tree Officer raises no objections subject to the loss of these trees being mitigated by replacement planting and he considers the tree protection appropriate for the remaining trees.
- 7.3.25 A landscape masterplan has also been submitted as part of the application and this shows that soft landscaping in the form of a wild flower meadow, evergreen hedges, shrub and herbaceous planting. It also shows new trees to be planted as part of the landscape master plan. In principle the landscape masterplan is considered acceptable, however, in order to agree species, number, planting size and maintenance, it is considered appropriate to impose a landscaping condition to be agreed prior to occupation.

#### Local Heritage

- 7.3.26 The proposal is located opposite the Conservation Area and heritage setting of the Royal Military Academy (RMA) grounds. Additionally a Grade 2 Listed church, St Tarcisius, is located along the London Road to the north east approximately 60m away from the closest parts of the proposal. Furthermore, the 1904 Edward Abbot Anderson Memorial currently located by the path from the leisure centre carpark is also proposed to be re-sited approximately 10m north east to the grass frontage of the site facing Grand Avenue and to the front of the east elevation of the new building. The Council's Conservation Officer is satisfied the height of the proposal has been kept appropriate to the current street scene and that the contemporary design is acceptable. No objections are raised and given the separation distance of the building from the heritage assets, the proposal is not considered to unduly harm the character or setting of the Conservation Area, heritage assets within the RMA, the Grade Listed St Tarcisius church, the Edward Abbot Anderson Memorial or any other nearby heritage assets.
- 7.3.27 In summary, for the reasons given in paragraphs 7.3.10-7.3.26 above, it is therefore considered that the proposed development complies with the design requirements of the NPPF, Policies CP2, DM9 and DM17 of the CSDMP, the PRS, and Guiding Principle CC1, EM1, EM2 and EM3 of the WUAC SPD.

## **7.4 Impact on amenities of neighbouring properties**

- 7.4.1 Paragraph 127(f) 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.
- 7.4.2 The flatted block Academy Gate to the west is sited approximately 15m away from the proposal at its closest points. By reason of the separation and orientation, the proposal is not considered to be overbearing to or cause overshadowing effects upon this neighbouring housing. Turning to any loss of privacy, the separation of 15m is noted and two first floor facing windows are proposed, the first is a void over the swimming pool and views from this window would be limited given the void nature. The other window serves the health suite, sauna, steam room and relaxation area and as such a degree of privacy would be expected from this area. Accordingly it is not considered unreasonable to obscure glaze and fix shut these windows below 1.7m finished floor level. On this basis no objections are raised on these grounds to the occupants of Academy Gate.
- 7.4.3 The closest properties in Grand Avenue to the east are sited approximately 25m away from the proposal at its closest points. By reason of the separation and orientation, the proposal is not considered to cause adverse overbearing or overshadowing effects to these neighbours. Likewise a separation of 25m is considered acceptable in urban areas for windows at the height proposed (highest point of windows in this elevation at 7m above ground) in respect to any potential for adverse loss of privacy. On this basis no objections are raised.
- 7.4.4 The remaining neighbouring buildings in Grand Avenue, London Road and Appley Drive are well separated and for the same reasoning as given above at paragraphs 7.4.2 and 7.4.3, no objections are raised in respect to any adverse loss of privacy, overbearing impacts or loss of light to these properties.
- 7.4.5 A noise survey has been provided. The survey identifies the dwellings in Academy Gate and Grand Avenue as the closest noise sensitive dwellings. The report identifies that noise can be generated from mechanical plant and the report also recognises music and exercise activities from within the building as potential noise generating sources. The report recommends attenuators for plant and acoustically rated building construction. The report concludes it is unlikely that the new development activities will significantly impact the noise climate at the nearest residential dwellings. The Council's Environmental Health Officer (EHO) has considered the report and recommends a planning condition to ensure noise breakout is within acceptable limits. In addition it is considered reasonable to limit the opening hours (by condition) to also protect the amenity of neighbouring residential dwellings. Therefore subject to planning condition no objections are raised on these grounds.
- 7.4.6 External lighting can cause pollution and nuisance to surrounding residential properties and as such it is considered reasonable to agree details of the external lighting to include numbers, specification and any light spill. This can also be controlled by way of planning condition.

7.4.7 It is therefore considered that the proposed development complies with the residential amenity requirements of the NPPF and Policy DM9 of the CSDMP.

## **7.5 Impact on highway safety and parking**

7.5.1 The existing leisure centre's vehicular access is located to the western side of Grand Avenue to the north of London Road Recreation Ground. Pedestrian and cyclist access is provided along London Road and Grand Avenue. The existing vehicle and pedestrian access arrangements along Grand Avenue and London Road are to be retained. Existing areas of the surface car park will be reconfigured and the erection of an onsite multi storey car park (MSCP) is also proposed. Pedestrian linkages across the site will be improved and this includes the creation of a pedestrian link from London Road to the recreation ground.

7.5.2 The existing and proposed parking provision is summarised in the table below:

	Car parking	Cycle parking
Existing	204 (6 allocated for disabled users)	17
Proposed	333 (17 allocated for disabled users)	62

7.5.3 The Surrey County Council Vehicular and Cycle Parking Guidance does not provide any guidance for Leisure Centre parking stating that parking should be based on individual assessment and justification. In this case the County Highway Authority state that the parking provision has been justified by forecasting the increase in usage of the leisure centre at 4 years following completion reflecting the improvement and promotion of facilities and the increase in floor area. It is forecast that the increase in usage will also be higher during peak times. The applicant, a well-established leisure operator has forecast this increase in usage of the leisure centre reflecting the improvement and promotion of new facilities and the increase in floor area, as well their experiences and knowledge acquired from other leisure centre developments they have undertaken. This also accords with the findings of the Council's own Indoor Sports Facilities Strategy which considers that demand for leisure activities will continue to grow over the period of the Sports Strategy (until 2025).

7.5.4 The PS states that usage of the existing car park fluctuates and it is understood that it reaches capacity during peak periods at the leisure centre, this can be exacerbated by parking associated with events at the adjacent recreation ground and town centre uses. The applicant also comments that congestion/disruption issues occur along Grand Avenue when the car park is at capacity. The WUAC identifies on street parking as a negative feature in Grand Avenue. On this basis the level of vehicular and cycle parking proposed has been incorporated to take into account the proposed uplift in users of a larger modern centre which accounts for an extended offer of indoor recreation and social / community uses than currently available and the expected upward trend in indoor sport, recreation and community uses. No objections are therefore raised on these grounds.

- 7.5.5 The County Highway Authority in their no objection consultation response, note the Transport Statement includes an assessment of the likely additional traffic generation of the replacement leisure centre using the TRICS database (Trip Rate Information Computer System, a recognised and well established database of trip rates for developments used for transport planning purposes, specifically to quantify the trip generation of new developments). This shows that the additional floor space would result in an increase of 11 two-way traffic movements in the am peak hour and 35 two-way movements in the pm peak hour. It is not considered, by the County Highway Authority, that this would result in a material impact on the Local Highway Network.
- 7.5.6 Vehicle access and service arrangements would continue as per the existing arrangements and the centre would be serviced to the western side. The service area is required for deliveries, emergency access for ambulances, refuse collection and other 'back of house' activities. The applicant states that collections and deliveries to the service area will be organised to avoid peak public use times and vehicle tracking has been provided to show refuse vehicles and large rigid vehicles being able to negotiate the site and enter / leave in forward gear. The car park incorporates Electric Vehicle (EV) charging points with the infrastructure for further EV Charging points in the future (details to be agreed by condition). The site benefits from a high level of accessibility and can be readily accessed by walking, cycling and public transport. The accessibility of the leisure centre by non-car modes is also to be promoted as part of the Travel Plan (to also be agreed by condition).
- 7.5.7 The County Highway Authority's (CHA) raise no objection to the proposal, subject to the imposition of conditions and on this basis, the officer is satisfied that the proposal would not conflict with the safe operation of the highway network.

## **7.6 Other matters**

- 7.6.1 The site is in Flood Zone 1, i.e. in an area having a low annual probability of flooding. The Lead Local Flood Authority have been consulted and subject to conditions and informatives they raise no objections. The applicant has also incorporated a number of principles of 'Secured by Design' into the design to minimize the opportunity for vandalism and anti-social behaviour and incorporates sustainable construction and operating methods to ensure the conservation of fuel and power.

## **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.
- c) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

## **9.0 CONCLUSION**

- 9.1 The principle of the development in this location is supported. The design, scale and layout is considered to be appropriate for this location, particularly recognising the importance of the site as one of the main entrances to the town centre from the west of the town and the benefits of urban regeneration close to the town centre. The impacts on the amenity of surrounding neighbours are considered acceptable and the parking and highway arrangements are also considered acceptable as are matters in respect to flooding, crime, ecology, archaeology and sustainable construction.
- 9.2 In the officer's opinion the proposal complies with adopted policy within the CSDMP, WUAC, PRS and NPPF. The regeneration of the site is an opportunity to deliver an improved leisure offer while invigorating this part of Camberley near the town centre, to improve the street scene character and to provide a more coherent and more pleasant street environment. The proposal is therefore recommended for approval.

## **10.0 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. After demolition but before development above slab level takes place, details and samples of the external building materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

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

- 8904-RLL-A-PL020 revision C,
- 8904-RLL-A-PL021 revision C,
- 8904-RLL-A-PL022 revision C,
- 8904-RLL-01-GF-DR-A-PL025 revision C,
- 8904-RLL-01-01-DR-A-PL026 revision C,
- 8904-RLL-01-RF-DR-A-PL027 revision C,
- 8904-RLL-XX-02-DR-A-PL028,
- 8904-RLL-01-ZZ-DR-A-PL030 revision C,
- 8904-RLL-01-01-DR-A-PL031 revision C and
- 8904-RLL-A-PL040

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. The development shall not be occupied until full details of all soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be also carried out as approved, and implemented prior to first occupation. The landscaping works shall include all species, planting height, frequency and number as well as all hard / soft surface and boundary treatments. A Landscape Management Plan, including management responsibilities and maintenance schedules for all landscape areas shall also be included. All details shall be carried out as approved. Any trees or plants, which within a period of five years of commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation

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.

5. After demolition but before any other development commences a Construction Transport Management Plan shall be submitted and agreed by the Local Planning Authority 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) on-site turning for construction vehicles
- (f) hours of construction



- (g) measures to control noise during construction
- (h) measures to control dust during construction

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: 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. The noise rating level as defined in BS 4142:14 from plant and sporting activities associated with the operation of the leisure centre when measured at 1 metre from the nearest residential properties, shall not exceed 51dB to the west and 48 dB to the east.

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. Before first occupation of the development hereby approved, the first floor side Health Suite windows in the west elevation facing Academy House shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times.

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.

- 8. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Implications Assessment, Method Statement and Tree Protection Plan prepared by Merewood Arboricultural Consultancy Services dated 4th July 2019. No development shall commence until all aspects of tree and ground protection measures having been implemented in accordance with the Arboricultural Report and Tree Protection Plan. 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.

9. The development hereby approved shall be undertaken in accordance with the recommendations and enhancements as set out in paragraph 4 of the submitted 'Ecological and Invasive Species Assessment', author Adonis Ecology, Project Ref: 1134, received 5th July 2019. Unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the protection of protected species in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. The leisure centre hereby approved shall not be open for business other than between the hours of 06:00 to 23:00 Monday to Friday and 06:30 to 22:00 Saturdays, Sundays and Public Holidays except for when in use for emergency purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents from noise and disturbance.

11. After demolition but prior to construction a Discovery, Remediation and Validation Strategy shall be submitted to and approved by the Local Planning Authority dealing with any unforeseen contamination discovered during construction phase and detailing measures to validate the works undertaken as a result of this strategy. Once agreed and prior to first occupation, a verification report appended to the original strategy with substantiating evidence demonstrating the agreed contamination remediation has been carried out, shall be submitted to and approved in writing by the Local Planning Authority. Once all agreed, the development shall be carried out and completed wholly in accordance with such details, unless otherwise agreed in writing with the LPA.

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.

12. All demolition work shall be carried out in strict accordance with the submitted Demolition Management Plan prepared by Pellikaan Construction dated July 2019 reference 61494.

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

13. Apart from full demolition of existing buildings, the development hereby permitted shall not commence construction until details of the design of a surface water drainage scheme have been submitted to and approved in

writing by the 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) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of construction (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 10.20 l/s.

b) 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.)

c) 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.

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

e) 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.

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.

14. Prior to the first occupation of the development, 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 constructed to the National Non-Statutory Technical Standards for SuDS.

15. After demolition but before construction, the applicant, or their agents or successors in title, must secure the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: In the interests of informing of any potential for surviving below ground archaeological features and to allow mitigation measures to be developed if necessary in accordance with Policy DM17 of the Core Strategy and Development Management Policies as well as the relevant principles contained within the NPPF.

16. Prior to occupation, details of external lighting are to be submitted, for approval, to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development. The details shall include the location, number, specification and angle of installation of all lights, and details of light spill. The design of the external lighting shall have regard to the Institution for Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light (GN01: 2011). The submission shall also include details of any lighting supports, posts or columns and must include a plan showing the location of the lights.

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

17. 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 333 vehicles including 17 disabled spaces 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(s) shall be retained and maintained for their designated purpose(s).

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

18. The development hereby approved shall not be first occupied unless and until the secure parking of at least 62 bicycles have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

19. The development hereby approved shall not be occupied until a scheme confirming which parking spaces are to be provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230v AC 32amp single phase dedicated supply) including provision of available parking spaces with a power supply to provide future additional

fast charge socket -feeder pillars or equivalent permitting future connection (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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

20. Prior to the occupation of the development a Full Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document. The approved Travel Plan shall be implemented on first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

#### Informative(s)

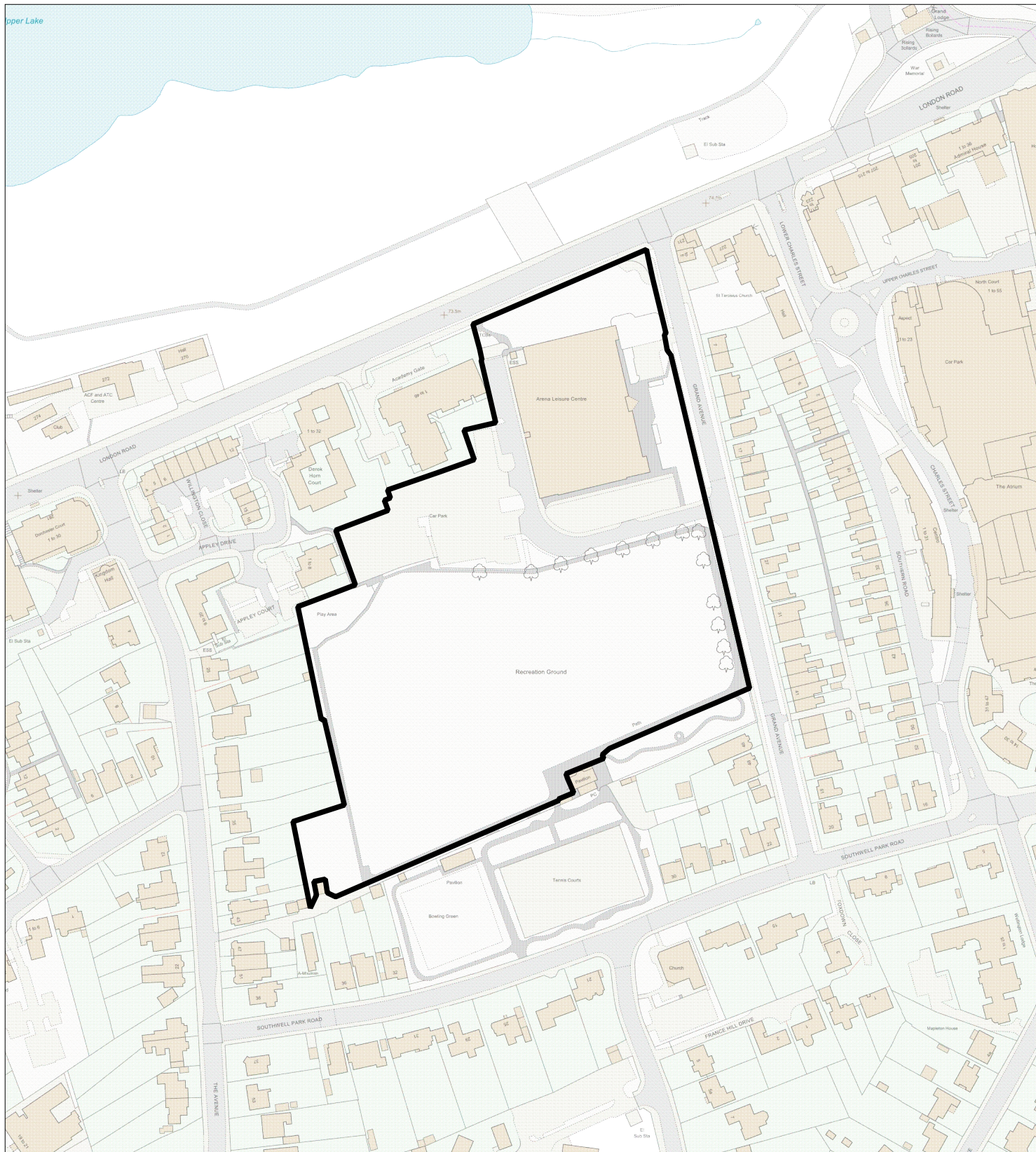
1. Building Regs consent req'd DF5
2. Decision Notice to be kept DS1
3. The applicant is advised to seek a Secured by Design accreditation in addition to the requirements under Part Q of the Building Regulations
4. . The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report.
5. 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.

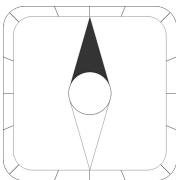


If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number LLFA/SU/19/408 in any future correspondence.

6. There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. Thames Water will need to check that your development doesn't limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read their guide 'working near or diverting our pipes'.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
7. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
8. 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.
9. 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.
10. 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).
11. The applicant is advised that under the Control of Pollution Act 1974 construction work which will be audible at the site boundary will be restricted to the following hours: 8am to 6 pm Monday to Friday; 8am to 1pm Saturday; and, not at all on Sundays and Public Holidays. For the avoidance of doubt 'Public Holidays' include New Years Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day and Boxing Day.





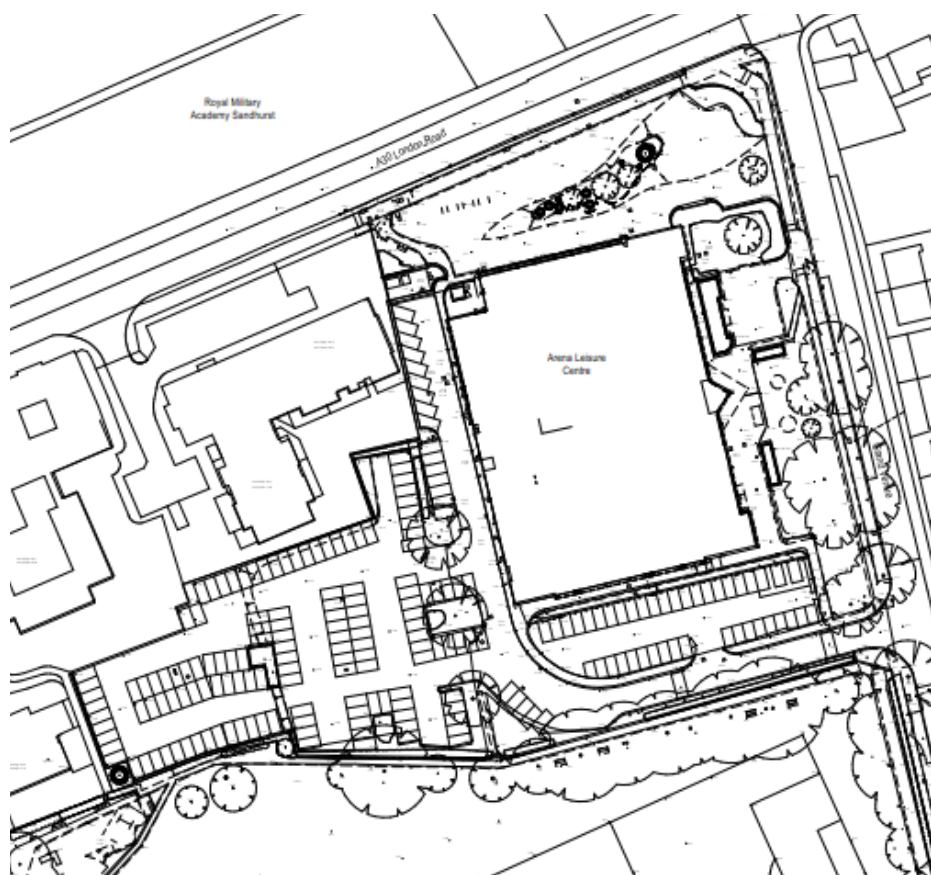
Title	Planning Applications			
Application number	19/0428	  0 1020 m 	Scale @ A4	1:2500
Address	ARENA LEISURE CENTRE, GRAND AVENUE, CAMBERLEY, GU15 3QH		Date	23 Jul 2019
Proposal	Demolition of the existing wet and dry Leisure Centre and the construction of a replacement Leisure Centre including associated external works and car parking.			
Version 4		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019		Author: DE

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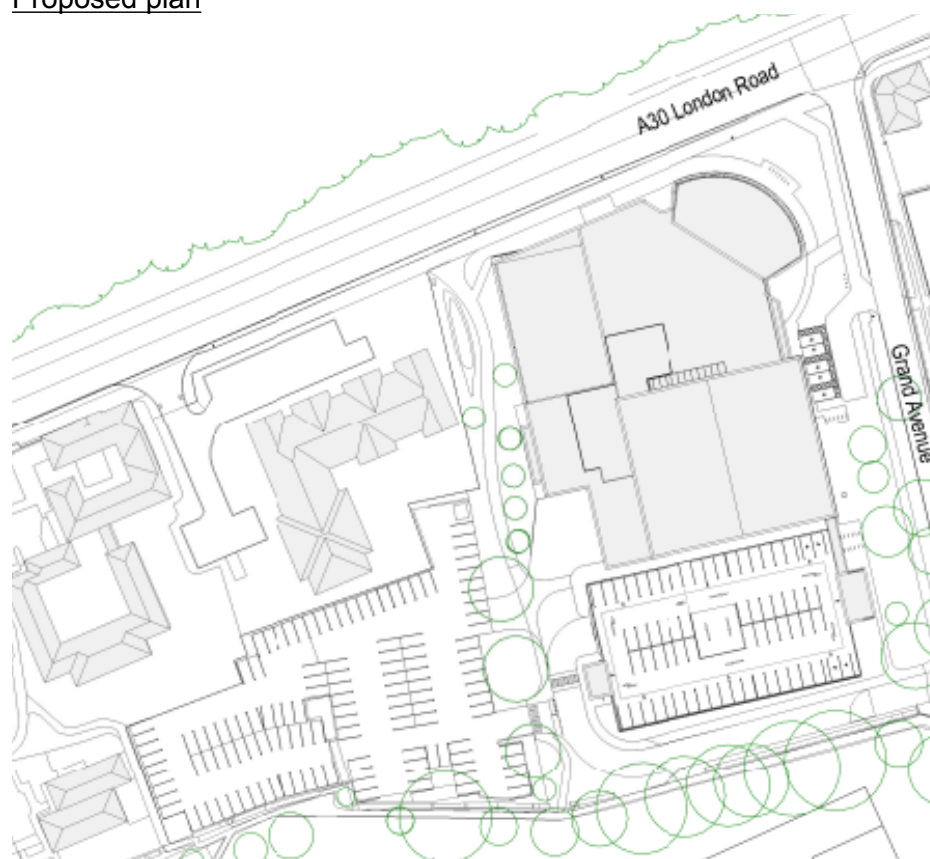


19/0428 – ARENA LEISURE CENTRE, GRAND AVENUE, CAMBERLEY

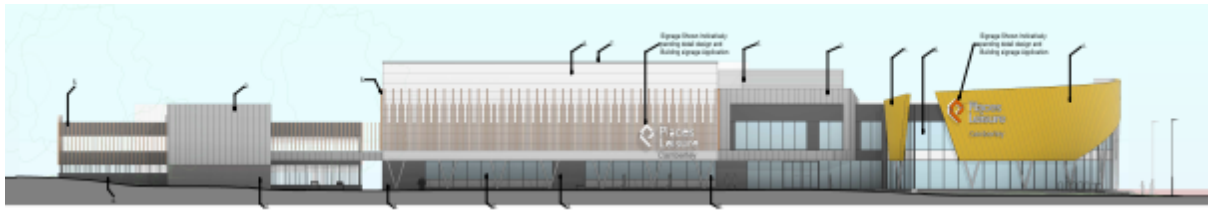
Existing plan



Proposed plan



East elevation (Grand Avenue)



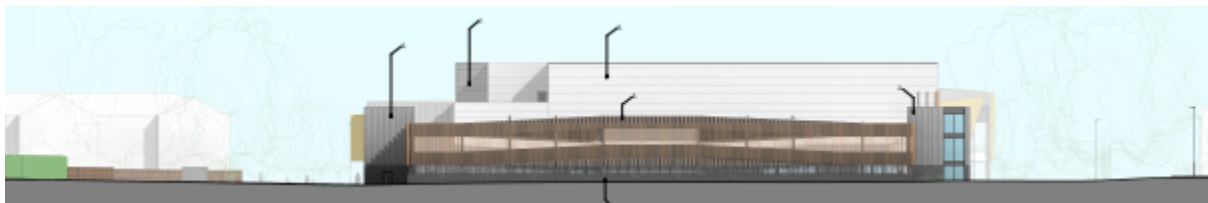
North elevation (London Road)



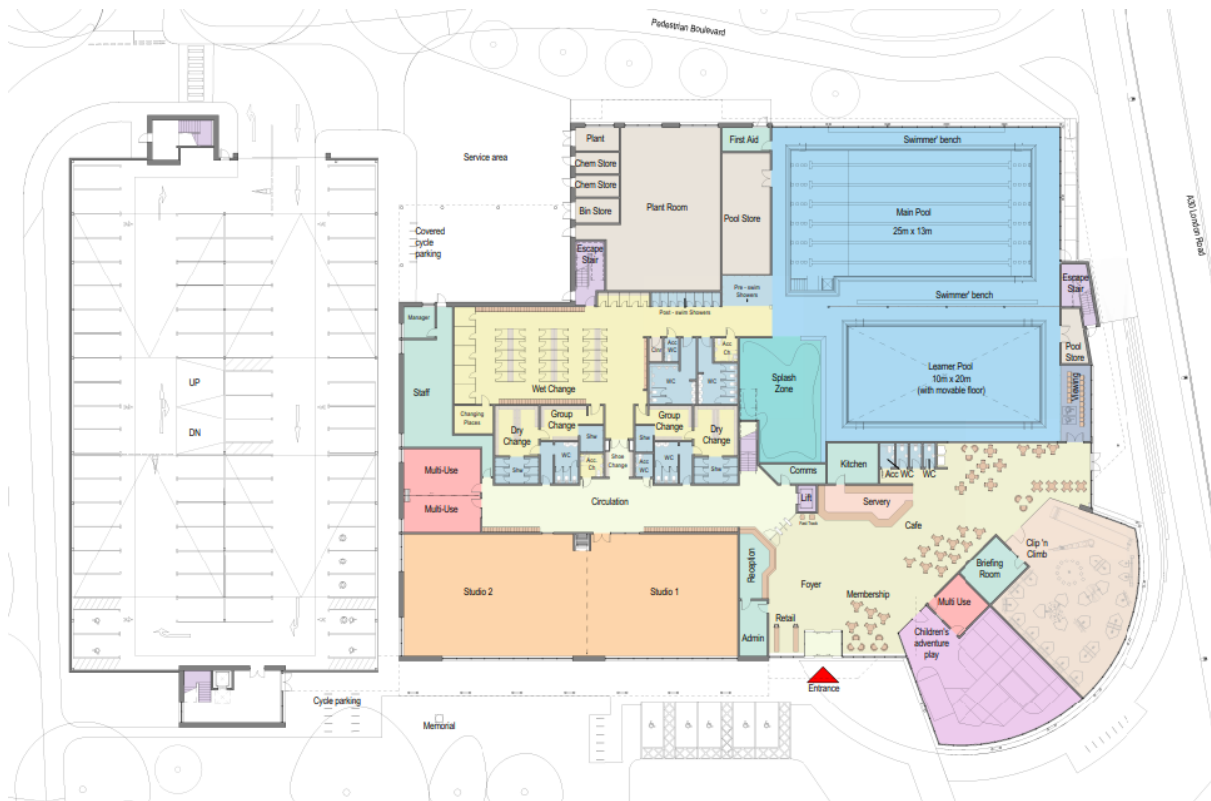
West elevation



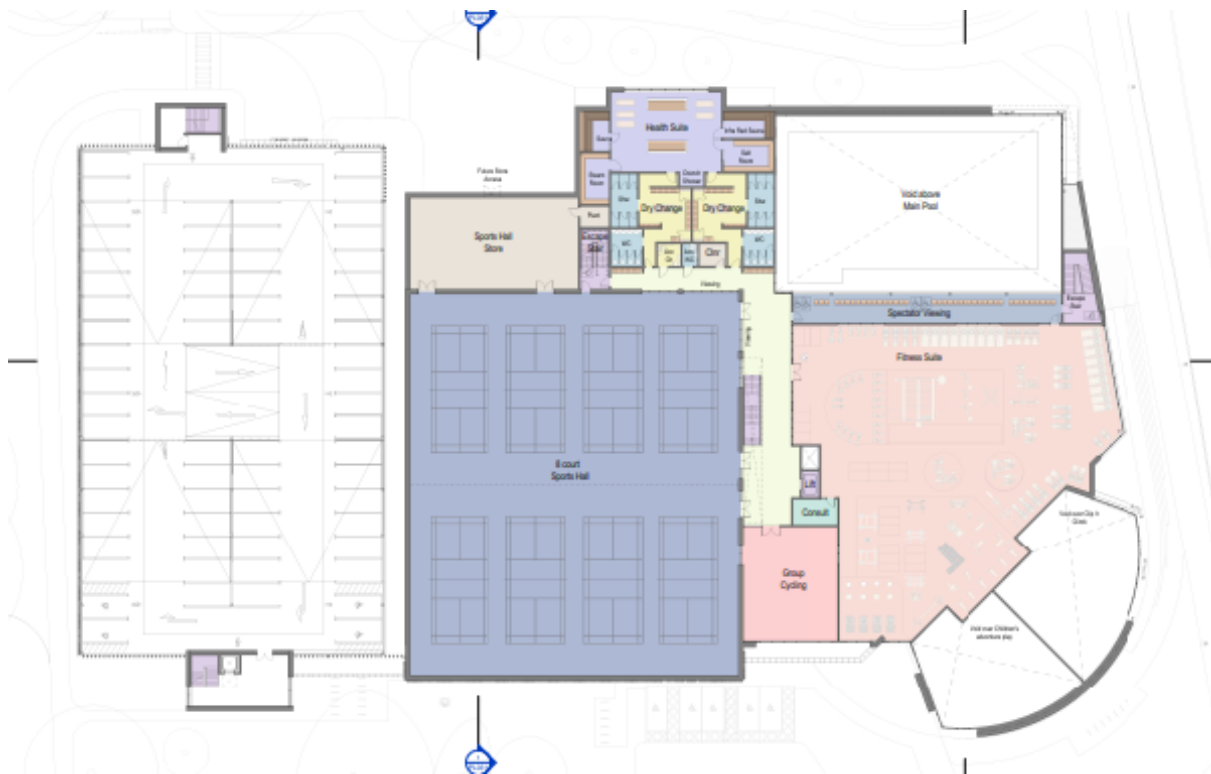
South elevation



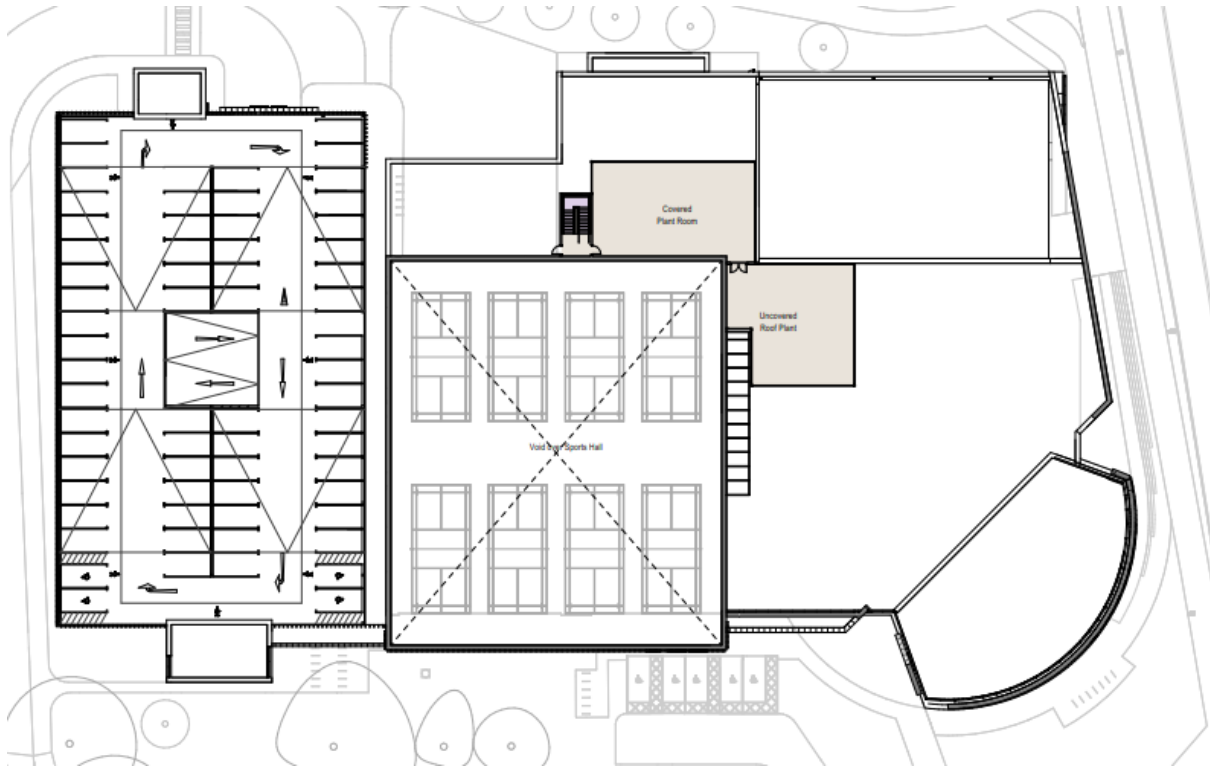
## Ground floor plan



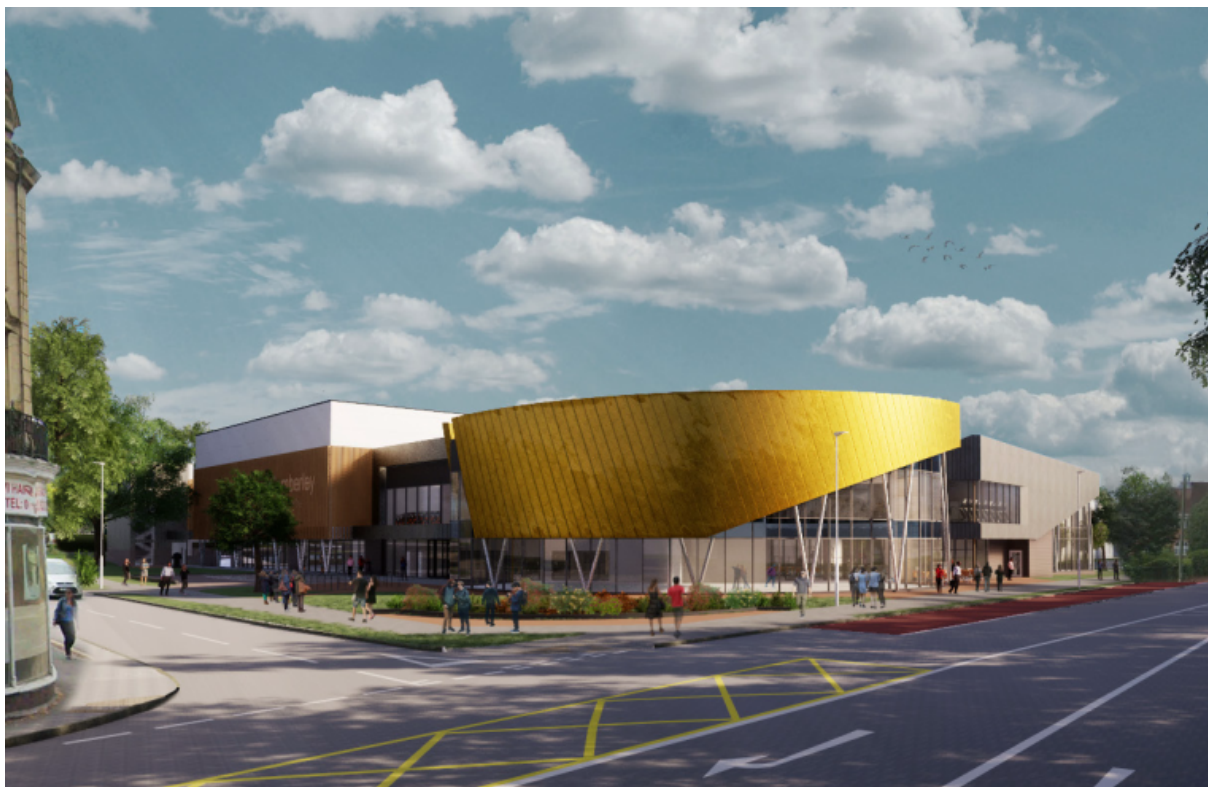
## First floor plan



### Second level and roof plan



### 3D visualisation





London Road (North) view of application site



Grand Avenue (East) view of application site



West View of application site





South view of application site



2018/0734

Reg Date 12/09/2018

Windlesham &  
Chobham

**LOCATION:** LAND SOUTH OF BEACH HOUSE, WOODLANDS LANE,  
WINDLESHAM, GU20 6AP

**PROPOSAL:** Outline application for the erection of 15 affordable  
dwellings (six for affordable rent and nine for affordable  
shared ownership) with access off Broadley Green. Access  
only with all other matters reserved.

**TYPE:** Outline

**APPLICANT:** Lavignac Securities

**OFFICER:** Ross Cahalane

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

## 1.0 SUMMARY

- 1.1 This application seeks outline planning permission for the erection of 15 affordable dwellings (six for affordable rent and nine for affordable shared ownership) with access off Broadley Green. Outline approval is only being sought in respect of establishing the principle of the proposed development and the means of access, with all other matters in respect of appearance, landscaping, layout and scale being reserved.
- 1.2 Policy DM5 of the Surrey Heath Core Strategy and Development Management Policies (CSDMP) permits 100% affordable housing within the Green Belt provided that there is a local need. The proposal is presented as a rural exception site, with the proposed tenure mix of affordable rented and shared ownership affordable dwellings to meet the definition of affordable housing as outlined in the National Planning Policy Framework. There is a proven local need for this mix of affordable housing adjoining the settlement of Windlesham. On this basis, the proposal is not inappropriate development in the Green Belt.
- 1.3 The proposed site access is identical to the extant approval (17/0526). There is also no objection to the indicative layout. The proposal is therefore recommended for approval subject to conditions and a legal agreement to control the implementation and occupation of the affordable housing.

## 2.0 SITE DESCRIPTION

- 2.1 The application site comprises of approximately 0.9 ha area of open undeveloped land to the south of Woodlands Lane and its junction with Broadley Green. The land currently contains a mobile field shelter used to keep one horse on site, with part of the application site being the rear garden of Anfield House, Woodlands Lane. The site has an even gradient and falls 1m from north to south and is virtually level from west to east. It is enclosed by wooden access gates with closeboard fencing at either side utilising an existing dropped kerb off Broadley Green, and post and rail fencing along the other site boundaries.

- 2.2 The site is almost entirely within the Green Belt but adjacent to the defined settlement of Windlesham, with the proposed vehicular access junction with Broadley Green located within the garden curtilage of 'Anfield House', Woodlands Lane - which is within the settlement boundary. The adjacent settlement area along Broadley Green and Woodlands Lane comprises a number of semi-detached and detached two storey and bungalow properties of varying age and architectural style, with open land to the south, east and west.

### 3.0 RELEVANT PLANNING HISTORY

- 3.1 13/0092 Change of Use of Anfield House, Woodlands Lane from (C3) dwelling house to mixed use with Veterinary Practice (Sui Generis) at ground floor and residential (C3) above following the erection of a single storey side and rear extension and raising of the roof to provide accommodation in the roof space.

*Granted 10 May 2013 (not implemented – permission now expired)*

- 3.2 16/1048 Outline application for the erection of 15 dwellings comprising houses for the over 55s (Class C3) and houses for the Windlesham Trust Community Home (Class Cc) with access off Broadley Green. Access only with all other matters reserved.

Application withdrawn

- 3.3 17/0526 Outline Application for the erection of 15 affordable dwellings (all social rented) with access off Broadley Green. Access only with all other matters reserved.

Decision: Granted (not implemented)

- 3.4 17/0533 Outline application for the erection of 15 affordable dwellings (six managed by the Windlesham Community Homes Trust and nine intermediate affordable dwellings) with access off Broadley Green. Access only with all other matters reserved.

Decision: Refused for the following summarised reasons:

*1. Failure to demonstrate a proven local need within the Parish of Windlesham for the proposed intermediate housing, for sale below market levels but above social rent costs, to people with a local connection to the area. As such the proposal represents inappropriate and harmful development in the Green Belt. By association, the proposal would cause significant harm to the openness of the Green Belt and the purposes for including land within it.*

*2. The absence of a payment or a completed legal agreement for a SAMM payment.*



## **4.0 THE PROPOSAL**

- 4.1 Outline planning permission is sought for the erection of 15 affordable dwellings (six for affordable rent and nine for affordable shared ownership). Outline approval is only being sought in respect of establishing the principle of the proposed development and the means of access, with all other matters in respect of appearance, landscaping, layout and scale being reserved.
- 4.2 The current proposal is identical to the previous outline proposals (See Section 3 above) in terms of its access and indicative layout, scale and amount. The site plan indicates that the dwellings would all be detached and single storey, consisting of nine two bedrooms units and six three bed units, all with their own private rear amenity areas and some with their own off-street parking areas. An area of public amenity space would appear to be provided within the centre of the site, with a further area of open land along the west of the entrance road adjacent to No. 1 Broadley Green. Vehicular access would be off Broadley Green, between No. 1 and the rear of Anfield House, where an existing field gate leads to the application site.
- 4.3 In support of the application the following documents have also been submitted:
- Design and Access Statement
  - Report – “The Requirement for Shared Ownership Housing in Windlesham Parish”
  - Access Statement
  - Sustainability and Energy Statement
  - Tree Report
  - Landscape Appraisal
  - Ecology Report and Bat Survey
  - Flood Risk and Drainage Review.

## **5.0 CONSULTATION RESPONSES**

- 5.1 County Highways Authority No objections raised on safety, capacity or policy grounds, subject to conditions *[See Section 7.4 below]*.
- 5.2 Surrey Wildlife Trust No objection, subject to conditions *[See Section 7.8]*.
- 5.3 Windlesham Parish Council No objections raised.

## 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, 21 objections have been received from 14 neighbouring properties, raising the following concerns:

Green Belt *[Officer comment: See Sections 7.4 and 7.6]*

- Application is same as previous submission which was refused
- Land not allocated in Windlesham Plan
- No evidence of need for affordable housing
- Why is application submitted for intermediate housing, when approval for affordable housing has already been granted?
- Proposal is not for affordable homes
- Inappropriate development in the Green Belt
- Applicant has failed to demonstrate very special circumstances
- All other alternatives options should be exhausted
- Windlesham has already more than met its quota for new houses – with no increase in facilities such as public transport, school places, parking or medical facilities – doctor's surgery has closed.

Character *[Officer comment: Refer to Section 7.5]*

- Harm to rural character of the area.

Highway safety *[Officer comment: Refer to Section 7.6]*

- Vehicular access is neither safe or practical– Broadley Green is narrow with extensive on-street parking
- Vehicular access from Broadley Green also unsafe - due to bend in road and no footpath on one side of Woodlands Lane
- Traffic increase – area already congested - Windlesham already used as a rat-run
- Public transport provision is insufficient
- Existing parking provision is at a premium –insufficient provision along Broadley Green and for Woodlands Lane bungalows
- Impact on use of disabled parking bay near to access
- Parked vehicles already cause problems for residents
- HGVs turning, reversing and loading – safety concern on narrow road – damage to cars

- Where will contractors park vehicles?
- Timetable within Access Statement not correct.

Amenity *[Officer comment: See Section 7.7]*

- Increased pollution and noise from road traffic and HGVs
- Occupiers will be subject to M3 pollution.

Ecology *[Officer comment: Refer to Section 7.8]*

- Negative impact on local environment, natural habitats and wildlife – Important habitat for many species - including legally protected species, birds and hedgehogs (Amazing Grace campaign).

Other matters

- Proposal is commercial enterprise for financial gain

*[Officer comment: Refer to Section 7.4 for the relevant in-principle considerations]*

- Application site includes land in third party ownership

*[Officer comment: The applicant has completed Certificate B on the application form to confirm that third party owners have been notified in respect of the proposed access.]*

## **7.0 PLANNING CONSIDERATION**

- 7.1 This outline application, seeks to establish the principle of the proposed development and the means of access only. Policies CP1, CP2, CP5, CP6, CP12, CP14, DM5 and DM11 within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP) are relevant. Regard must also be had to the Residential Design Guide (RDG) SPD 2017.
- 7.2 Since the determination of the outline schemes in November 2017, the local and national policy context has changed with the adoption of the Windlesham Neighbourhood Plan (WNP) in June 2019 and the revised National Planning Policy Framework (NPPF) in February 2019. The WNP is now part of the Statutory Local Strategic Development Plan (in this specific case, the CSDMP). All the above will also be referred to where appropriate.

7.3 The main issues to be considered in this outline application are:

- Principle and appropriateness of development in the Green Belt;
- Impact upon the character of the area;
- Means of access and highway impacts;
- Impact on residential amenities;
- Impact on ecology;
- Impact on local infrastructure and the Thames Basin Heaths SPA; and,
- Other matters.

#### **7.4 Principle and appropriateness of development in the Green Belt**

7.4.1 The Government attaches great importance to Green Belts, stating that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that the essential characteristics of Green Belts are their openness and their permanence (Paragraph 133 of the NPPF refers). Paragraph 145 of the NPPF also states that the local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, but lists exceptions to this. The applicant contends that this proposal falls under one of the listed exceptions – i.e.: Limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites). The applicant also makes reference to Paras 77 and 78 of the NPPF, which supports opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs.

7.4.2 Policy DM5 (Rural Exception Sites) of the CSDMP sets out the approach to affordable housing in the Green Belt and states:

*Development consisting of 100% affordable housing within the countryside or Green Belt will be permitted where:*

- (i) There is a proven local need for affordable housing for people with a local connection to the area; and*
- (ii) The need cannot be met within the settlement boundary; and*
- (iii) The development will provide affordable housing for local people in perpetuity; and*
- (iv) The development site immediately adjoins an existing settlement and is accessible to public transport, walking or cycling and services sufficient to support the daily needs of new residents.*

7.4.3 It was initially proposed that all dwellings would be intermediate affordable housing, in the form of shared ownership. However, the applicant was advised by the case officer that in light of the Council's Housing Register figures (see Para 7.4.7 below), the provision of shared ownership housing only would not meet with the requirements for a Rural Exception Site as set out under Policy DM5.

7.4.4 In light of this and the subsequent revision of the NFFP, the applicant now proposes six dwellings as affordable rented housing (run by a Registered Provider), with the remaining nine dwellings comprising affordable shared ownership, comprising part-buy/part-rented dwellings where an eligible purchaser could buy a percentage equity and pay rent on the remaining percentage.

All proposed dwellings would comply with the current criteria in the NPPF Affordable Housing definition.

- 7.4.5 The subtext (para 6.32) to Policy DM5 of the CSDMP advises that the intention of the policy is to help provide accommodation for local people, who often have a local connection through employment or from growing up in the area and still have family who reside in the locality. Para 6.33 adds that the Council recognises there is limited opportunities to provide housing within these settlements at a scale which will deliver significant levels of affordable housing. It is therefore necessary to consider the Policy DM5 criteria in turn:

(i) Whether there is a proven local need and (ii) Whether this need can be met within the settlement boundary

- 7.4.6 The applicant has provided a report entitled “The Requirement for Shared Ownership Housing in Windlesham Parish” to seek to demonstrate that there is a current need for both social rented housing and affordable shared ownership housing in Windlesham Parish. The report’s authors (Wessex Economics) also prepared the Strategic Housing Market Assessment 2016 (SHMA) relied upon by the Council in assessing future overall housing requirements for the Borough. The same methodology as the SHMA has been used (including Census data) to indicate what the existing and projected demand for shared ownership, with the addition of localised household income data. The conclusion is that there appears to be a current need for around 78 low cost home ownership dwellings in Windlesham Parish, and an annual future requirement for around 30 such dwellings in Windlesham Parish.

- 7.4.7 In assessing whether the proposal would meet a truly local need, the Council’s Housing Manager provides the following comments and figures:

- Demand on the Housing Register from people living in Windlesham parish requiring rented housing is as follows:

One bedroom	27 households
Two bedroom	37 households
Three bedroom	10 households
Four bedroom	0 households

- Since September 2017, this represents an increase in demand of over double for two beds and nearly 50% for 3 beds.
- There have been no new affordable units delivered in Windlesham parish since 2011/12 - this means that all social housing lettings come from turnover in the existing stock. In 2016/17 this equated to:

One bedroom	14 units
Two bedroom	9 units
Three bedroom	0 units
Sheltered housing	5 bedsits

- In the last three years 20 households have made homeless applications to the Council from Windlesham Parish.

7.4.8 Having regard to the above, the Council's Housing Manager strongly supports the delivery of 2/3 bedroom rented housing at this site, but has also commented that whilst the applicant has submitted a report in support of delivering only low cost home ownership, the social housing need identified above demonstrates the requirement for a mixed development. This view is also informed by recent evidence from recent developments elsewhere in the Borough, whereby the delivery of a number of shared ownership units at the same time lead to providers being unable to sell to people with a village connection and as such, had to extend the connection criteria outside of the Borough. The Council's Housing Manager has advised that the current proposal must be underpinned by a legal agreement that does not allow a cascade - meaning units can only be sold to residents with the agreed Parish connection, and in perpetuity.

7.4.9 In light of the above comments and Housing Register figures, read alongside the Wessex Economics report commissioned by the applicant, it is now considered that there is a need for a mixture of affordable rented and shared ownership housing in Windlesham Parish that has not been met within the settlement boundary. A review of the Council's most recent Five Year Housing Land Supply Paper (2017-2022) does not indicate that there are any other sites which are available and/or deliverable to meet this need and on this basis, criterion (ii) would also be met.

7.4.10 The affordable dwellings will be offered as 6 units for social rent (and retained as such in perpetuity) and 9 units for shared ownership sale, with all dwellings provided to those eligible persons with a local connection to the Parish of Windlesham (including Bagshot and Lightwater). The applicant is willing to provide the affordable housing as a whole subject to a local lettings policy agreed with the Council and secured by a S106 agreement.

(iii) Whether the development will provide affordable housing for local people in perpetuity

7.4.11 It is accepted that the DM5 (iii) requirement could be met by a s106 agreement providing and maintaining the affordable housing as suggested in Para 7.4.10 above.

(iv) Whether the development site immediately adjoins an existing settlement and is accessible to services sufficient to support the daily needs of new residents

- 7.4.12 The application site lies in the Green Belt and abuts the settlement boundary of Windlesham to its north and west. However, concern has been raised in respect of Windlesham village not having sufficient amenities and services to support future residents of the proposed affordable housing. Windlesham village has been designated as a settlement area under the CSDMP and therefore a sustainable location. Furthermore, in allowing the 15/0590 Heathpark Wood appeal, the Inspector accepted that Windlesham offers only very limited employment opportunities and other facilities (including schools, larger shops and supermarkets, doctors' and dentists', and leisure and entertainment venues) too far away for most people to walk or cycle, with public transport only a realistic option for some journey purposes. However, relative to many other rural settlements it was considered that Windlesham has a reasonably good range of local facilities which an increase in its population is likely to help to sustain. The Inspector thus felt able to attach sufficient weight to the benefits of the appeal scheme, including up to 56 affordable homes, to allow the proposal. Having regard to the Inspector's comments, the application site, adjoining the settlement boundary of Windlesham and within 0.8km by foot from the village shops, is considered to be within a sustainable location.

#### Conclusion

- 7.4.13 It is considered that there is an identified local need within the Parish of Windlesham for the current proposed mixed tenure of 2 and 3 bedroom affordable shared ownership and social rented dwellings. The proposal is therefore considered to not be inappropriate development in the Green Belt and therefore acceptable in terms of Para 145 of the NPPF, along with the local need requirements of Policy DM5 of the CSDMP and Policy WNP1.2 of the WNP (which prioritise 2 and 3 bed dwellings). As such, no additional assessment of impact on Green Belt openness is necessary. However, due to the Green Belt location and the fact the proposal is only acceptable in Green Belt terms because it is considered to be a rural exception site, it is considered that further development should be strictly controlled through a condition removing permitted development rights.

### **7.5 Impact upon the character of the area**

- 7.5.1 Policy DM9 of the CSDMP requires a high quality design that also respects and enhances the local, natural or historic character of the environment, be it in an urban or rural setting. Principle 6.6 of the RDG advises that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Principle 7.4 of the RDG advises that new development should reflect the spacings, height and building footprints of existing buildings.
- 7.5.2 Policy WNP2.1 (New Housing Development Features and Compatibility Proposals) of the WNP states that proposals for new housing development shall be supported if they respond positively to and protect the built and natural

character features of their setting within Windlesham village. Planning applications shall be supported if they:

- Maintain the established density including number of residential units and ratio of building footprint to open space development in the surrounding area;
- Maintain the general scale of development in the surrounding area without creating any overbearing presence; and
- Maintain the style and pattern of separation between buildings and widths of building frontages.

7.5.3 Although no elevation plans have been provided at this outline stage, the supporting Design and Access Statement (DAS) advises that the proposed dwellings would be entirely single storey and the site layout plan indicates that they would each consist of two or three bedrooms. The proposed residential parcel would have a density of approx. 18 dwellings per hectare, and would sit behind detached dwellings facing Woodlands Lane to the north and semi-detached dwellings of Broadley Green to the west. Given the garden sizes, plot ratios and building rhythms of these neighbours, it is envisaged that the density and indicative site plan layout would be capable of achieving accordance with this surrounding context.

7.5.4 The proposed single storey form of the buildings, including landscaping provision along the three site boundaries facing neighbouring open land, would also assist in integrating within its rural context. As such, it is not envisaged that the proposed form of development would lead to an overbearing presence or be out of character with the surrounding area. The specific dwelling styles, pattern of separation between buildings and widths of building frontages will be considered at reserved matters stage. The indicative site plan and layout is also identical to the extant 17/0526 outline scheme.

7.5.5 Principle 6.7 of the RDG advises that parking layouts should be high quality and designed to, inter alia, reflect the strong heathland and sylvan identity of the borough and ensure developments are not functionally and visually dominated by cars. Principle 6.8 further advises that where front of plot parking is proposed, this should be enclosed with soft landscaping and not dominate the appearance of the plot or the street scene with extensive hard surfacing. The indicative site plan layout shows the parking spaces interspersed with landscaping to avoid any long expanses of hard standing. As such, the outline scheme is considered capable of achieving the above RDG objectives.

7.5.6 In light of all the above, it is considered that the indicative layout would integrate into its context, as it would successfully respond to the characteristics of the surrounding area and its rural edge location. The proposed development would therefore comply with the design requirements of Policy DM9 of the CSDMP, the WNP, the RDG and the NPPF.

## **7.6 Means of access and highway impacts**

7.6.1 Policy DM11 (Traffic Management and Highway Safety) 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 and mitigate such impacts to acceptable levels can be implemented.

- 7.6.2 The proposed means of access is identical to that of the extant 17/0526 scheme also for up to 15 affordable dwellings. The Access Statement Technical Note, supported by car track swept path analysis plans, explains how the site can be safely accessed by all road users (including refuse vehicles) and pedestrians, and that there is sufficient space within the site to utilise the proposed on-site parking. The County Highway Authority has again raised no objections on safety, capacity or policy grounds, subject to compliance with conditions relating to the provision of sufficient visibility zones; parking layout and turning space within the site; a Construction Transport Management Plan, and; an uncontrolled pedestrian crossing including tactile paving across Broadley Green.
- 7.6.3 Concern has been raised in respect of the impact upon the existing off-street parking along Broadley Green, including two marked disabled parking bays towards the Woodlands Lane junction. The proposed access point is on a bend with a grass verge between this bend and the footpath, where it has been observed that cars park on the northern side. However, it is considered undesirable for vehicles to park on this part of Broadley Green to assist with passage and visibility around the bend. It is noted that the supported bungalows of 16-24 (evens) Woodlands Lane adjacent the Broadley Green entrance have no off-street parking. However, it appears that space for three off-street spaces would still be achievable, including the existing marked disabled spaces. Although the existing vehicular access to No. 1 Broadley Green would be lost to facilitate the proposed access, it has a paved area further across the front and a replacement vehicular access could be installed without planning permission under permitted development.
- 7.6.4 Policy WNP4.1 (New Residential Developments Parking Space Design) of the WNP states that parking facilities should be designed to match the character of the development, and that vehicle parking facilities other than garages should have a minimum dimension of 2.9m by 5.5m. Policy WNP4.2 (Residential Developments Parking Space Standards) states that new residential developments should, where space permits, provide parking spaces within the boundaries of the development for: 2 vehicles for 1 and 2-bedroom dwellings; and 3 vehicles for 3+ bedroom or larger dwellings.
- 7.6.5 The outline scheme consists of nine two bedrooms units and six three bed units. The supporting plans indicate that a total of 35 vehicle parking spaces would be provided including two visitor spaces. This includes the singular accesses to Plots 5, 6 and 9 marked with three spaces, which although may not be practical for everyday use, could still provide for visitor parking. Policy WNP4.2 of the WNP would now require 36 spaces and additionally, the indicative parking space dimensions do not meet the larger requirements of Policy WNP4.1. However, given the outline nature of the application with layout as a reserved matter, it is envisaged that the site could satisfactorily accommodate the above additional WNP space requirements. An informative will therefore be added advising the applicant to ensure that the final layout complies with the aims of the above WNP policies.

- 7.6.6 In light of the above, it is considered that subject to conditions the proposed development would not prejudice highway safety nor cause inconvenience to other highway users, in compliance with Policy DM11.

## **7.7 Impact on residential amenities**

- 7.7.1 Policy DM9 of the CSDMP states that the amenities of the occupiers of the neighbouring properties and uses should be respected by proposed development. Principle 8.3 of the RDG advises that developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access.
- 7.7.2 The applicant has chosen not to formally consider appearance, layout and scale matters under this outline application, and such matters may affect residential amenity. However, given the significant separation distances to neighbouring boundaries and private amenity areas as indicated on the submitted site plan, it is considered that the proposed accommodation could be designed in such a manner so as to provide sufficient light, outlook and private amenity space for future occupiers, whilst sufficiently respecting the amenities of neighbours in terms of loss of light, outlook, privacy or overbearing effects. It is not considered that the proposed vehicular access off Broadley Green would lead to adverse impact upon the amenity of surrounding neighbours in terms of additional noise and disturbance.
- 7.7.3 The indicative outdoor private amenity spaces for all proposed units would meet the respective minimum sizes advised under Principle 8.4 of the RDG. The indicative floor plans for the 2/3 bed units would meet the requirements as set out in the national minimum space standards, and it is also envisaged that future occupiers would be afforded with sufficient outlook.
- 7.7.4 Concern has been raised in respect of increased pollution and noise from road traffic and HGVs and that future occupiers will be subject to M3 pollution. It is noted that the nearby Heathpark Wood outline scheme for up to 140 dwellings included noise and air quality reports which concluded that no significant impact would arise. It was determined that it was not necessary to designate the area within or surrounding the site as an Air Quality Management Area (with the current AQMA boundary remaining within the M3 motorway), and the increase in local noise levels associated with traffic from this development would be imperceptible. The Heathpark Wood outline scheme does however include a condition requiring compliance with the proposed sound attenuation measures (standard double-glazed windows with trickle ventilation). As such, it is considered necessary to impose a pre-commencement condition requiring submission of a noise survey to clarify the appropriate noise mitigation levels for the current proposal.
- 7.7.5 In light of all the above, it is envisaged that the provision of 15 units at this site would not lead to adverse impact upon the amenities of neighbouring properties and of future occupiers.

## **7.8 Impact on ecology**

- 7.8.1 An extended Phase 1 Ecological Survey has been provided, which found a low-moderate probability of birds nesting on the current proposal site during the nesting season (1st March to 31st July). It is therefore advised that before clearing any scrub on site in the nesting season the scrub should be checked first for nests. A bat activity survey and supporting letter has also been provided.
- 7.8.2 Surrey Wildlife Trust has recommended that the LPA secure a Landscape and Ecology Management Plan (LEMP) for this development, to include appropriate detail relating to how badger access to foraging areas and resource are to be maintained as a result of development, including provision of measures to ensure permeability for badgers across the site and habitat planting and management measures to ensure foraging opportunities are maintained. The LEMP should also include details of how bat foraging resource and commuting flightlines are to be maintained and enhanced as a result of development, in line with the report recommendations. The Trust has also requested an appropriate Sensitive Lighting Management Plan. The above mitigation measures can be secured by pre-commencement planning conditions.
- 7.8.3 On this basis, it is considered that the proposal would not adversely impact upon biodiversity or legally protected species, thereby complying with Policy CP14 of the CSDMP.

## **7.9 Impact on local infrastructure and the Thames Basin Heaths SPA**

- 7.9.1 Development including new Class C3 dwellings would normally be CIL (Community Infrastructure Levy) liable. This levy also includes contributions towards Suitable Alternative Natural Green Space (SANGS). However, the proposed scheme is exempt from CIL as it would deliver 100% affordable housing which is not CIL liable (subject to the completion of the necessary CIL forms).
- 7.9.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths Special Protection Area (SPA). The application site is approx. 1.1km from the SPA boundary to the northeast. Policy NRM6 of the SEP seeks to protect the ecological integrity of the SPA from recreational pressure, through increased dog walking and an increase in general recreational use, which occurs from the provision of new (net) residential development. Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 builds on this approach. The SPD identifies that the impact on the SPA from residential development can be mitigated by the provision of Suitable Alternative Natural Green Space (SANGS) 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. There is currently sufficient SANG available.
- 7.9.3 Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 also requires a contribution towards the Strategic Access Management and Monitoring (SAMM) measures, which supports the on-site protection of the SPA.

As this is not included with the CIL scheme, a separate contribution of £9,555 is

required. This contribution is required under a legal agreement, a draft of which has been agreed submitted to the Council.

## **7.10 Other matters**

- 7.10.1 There are no Tree Preservation Orders within or adjacent to the proposal site. A Tree Report has been provided, which concludes that up to six mature trees are proposed to be removed to facilitate the development, subject to future monitoring of their condition. However, all of these are rated as being of low amenity value. This report is identical to that provided under the previous outline applications that are identical in terms of its access, indicative layout, scale and amount. Although the applicant has chosen not to formally consider landscape matters under this outline application, the Council's Arboricultural Officer raised no objection under the previous outline schemes, subject to planning conditions in respect of tree protection and a landscape management plan outlining mitigation of the proposed tree loss.
- 7.10.2 The site is located within Flood Zone 1 and an area of low risk from surface water flooding. A Flood Risk and Drainage Review was provided with the previous outline applications, and indicated that surface water run-off will be dealt with on site and will discharge to infiltration trenches or soakaways. Additionally, water efficiency measures were proposed. Surrey County Council as the Lead Local Flood Authority raised no objection, subject to conditions, which will be re-imposed. On this basis, it is considered that the proposed development would not give rise to a material increase in flood risk within or around the site.
- 7.10.3 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. It has however been concluded this proposal accords with the Development Plan and 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 CONCLUSION**

- 8.1 The proposal is presented as a rural exception site and it is considered there is a local need for affordable housing to justify the grant of planning permission for 15 dwellings in the Green Belt adjoining the settlement area of Windlesham. The County Highway Authority has raised no objections on safety, capacity or policy grounds, subject to conditions. The impact on character and residential amenity will have to be fully considered at the reserved matters stage, but no concerns are raised at this outline stage. The proposal is therefore recommended for approval.

## **9.0 WORKING IN A POSITIVE/PROACTIVE MANNER**

- 9.1 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.
  - c) Have negotiated and accepted amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

## 10.0 RECOMMENDATION

The Executive Head of Regulatory to be authorised to GRANT permission subject a legal agreement to secure the following:

- 9 units to be provided and maintained as shared ownership affordable housing
- 6 units to be provided and maintained as social rented affordable housing in perpetuity;
- the Shared Ownership Dwellings will only be sold to persons with a local connection to the Parish of Windlesham
- the Affordable Rent Dwellings shall only be let in accordance with a local lettings policy to persons with a local connection to the Parish of Windlesham;
- the financial contribution towards SAMM

and subject to the following conditions:

GRANT subject to the following conditions:-

1. Approval of the details of the scale appearance and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
  - (a) Application for approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission.
  - (b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in

the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To prevent an accumulation of unimplemented planning permissions and to comply with Article 4 of the Town and Country Planning (General Development Procedure) Order 2010 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 (2) of the Planning and the Compulsory Purchase Act 2004.

2. The development hereby approved shall not be occupied unless and until the proposed vehicular access to Broadley Green has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m highway.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

3. The development hereby approved shall not be first occupied unless and until an uncontrolled pedestrian crossing including tactile paving across Broadley Green has been provided as part of the construction of the vehicular access in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

4. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority 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 above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

5. No development shall commence until a Construction Transport Management Plan, to include details of:

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

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

6. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Report prepared by MJC Tree Services [Mark Carter] and dated 05 October 2016. 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.

7.
  1. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The submitted details should also include an indication of all level alterations, hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out to mitigate the tree loss within the site, and shall build upon the aims and objectives of the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** Arboricultural Method Statement [AMS].
  2. All hard and soft landscaping works shall be carried out in accordance with the approved details. All plant material shall conform to **BS3936:1992 Parts 1 – 5: Specification for Nursery Stock**. Handling, planting and establishment of trees shall be in accordance with **BS 8545:2014 Trees: from nursery to independence in the landscape**
  3. A landscape management plan including maintenance schedules for all landscape areas other than small, privately-owned domestic gardens,

shall be submitted to and approved in writing by the Local Planning Authority before first occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The schedule shall include details of the arrangements for its implementation. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan for a minimum period of five years.

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

8. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of the development or in accordance with a timetable agreed in writing with the Local Planning Authority. Any trees or plants, which within a period of five years of commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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

9. No development shall take place until details of the following SuDS/Drainage matters have been submitted to and agreed upon in writing by the Local Planning Authority:

- a) Detailed drawings of all the SuDS/Drainage elements and layout
- b) Full drainage calculations showing that all storm events up to the 1 in 30 year storm event are contained within the drainage system and that the 1 in 100 year + CC storm event is suitably managed on site.
- c) Confirmation of the proposed storage on site and details of what the base line water level will be within the pond and how much storage volume will remain.
- d) Results from the undertaken infiltration testing.
- e) Details of where any exceedance flows (ie rainfall greater than design or flows following blockages) would run to avoiding risks to people and property
- f) Details of construction phasing, ie how drainage will be dealt with during works including pollution prevention

- g) Details of the required maintenance regime for the SuDS elements and who will be responsible for maintenance



h) Details of how the applicant will prevent the outlet from blocking

Reason: To ensure the drainage design meets the technical standards and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. 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 to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason: To ensure the drainage design meets the technical standards and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. No development shall take place until a noise impact assessment carried out by a suitably qualified person has been submitted to and agreed upon in writing by the Local Planning Authority. The noise impact assessment must refer to the British Standard 8233: 2014 - 'Guidance on sound insulation and noise reduction for buildings' and other relevant noise policy, to inform the type and level of noise attenuation required to mitigate any identified impacts upon the proposed development from road traffic noise, or other surrounding sources of noise as identified in the assessment.

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

12. No development shall commence unless and until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include details of the following:
- i) How badger access to foraging areas and resource are to be supported as a result of the development., including provision of measures to ensure permeability for badgers across the site and habitat planting and management measures to ensure foraging opportunities are maintained, and
  - ii) Details of how bat foraging resource and commuting flight lines are to be maintained and enhanced as a result of development, in line with the recommendations of Section 7.2 of the submitted 'Bat Activity Surveys' report (dated September 2017 and received on 13 August 2018).

Reason: To secure the appropriate long term management of the site in order to preserve and enhance the visual amenities of the locality and

biodiversity, in accordance with Policies CP14B, DM9 and DM16 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

13. No development shall commence unless and until a Sensitive Lighting Management Plan (SLMP) has been submitted to and approved in writing by the Local Planning Authority. The SLMP should include details of how the development will result in no net increase in external artificial lighting upon the existing bat flight lines as identified within the submitted 'Bat Activity Surveys' report (dated September 2017 and received on 13 August 2018).

Reason: To secure the appropriate long term management of the site in order to preserve and enhance the visual amenities of the locality and biodiversity, in accordance with Policies CP14B, DM9 and DM16 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Framework.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no further extensions to the dwellings hereby approved or additions to their roofs shall be erected under Schedule 2, Part 1, Class A or Class B of that Order; and no buildings, enclosures, pools or containers incidental to the enjoyment of a dwelling house shall be erected under Schedule 2, Part 1, Class E of that order; without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement or other alterations to the development in the interests of visual and residential amenity and to preserve the openness of the Green Belt, to accord with Policies CP1, DM1 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

#### Informative(s)

1. Exemption Informative CIL5
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Mini Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and->

licences/the-traffic-management  
-permit-scheme.

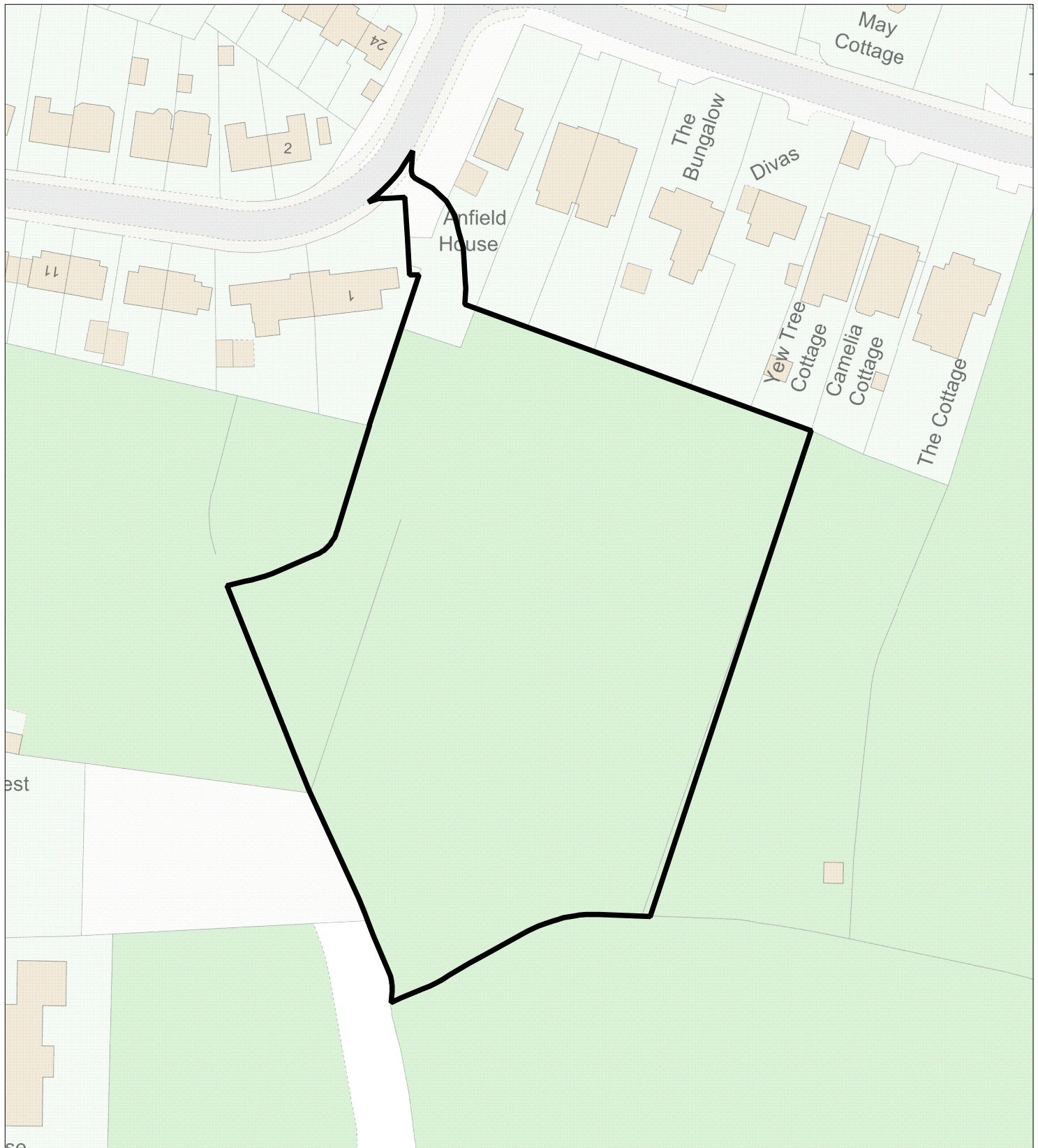
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

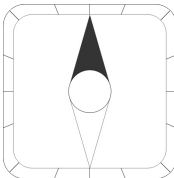
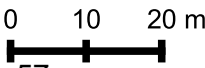
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transport Development Planning Division of Surrey County Council.
4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
6. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
7. The applicant is advised that under the Control of Pollution Act 1974 construction work which will be audible at the site boundary will be restricted to the following hours: 8am to 6 pm Monday to Friday; 8am to 1pm Saturday; and, not at all on Sundays and Public Holidays. For the avoidance of doubt 'Public Holidays' include New Years Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day and Boxing Day.
8. The applicant is advised to ensure that the final layout complies with the aims of Policies WNP4.1 (New Residential Developments Parking Space Design) and WNP4.2 (Residential Developments Parking Space Standards) of the Windlesham Neighbourhood Plan 2019.

**In the event that a satisfactory legal agreement has not been completed by 13 September 2019, the Executive Head of Regulatory be authorised to**

**REFUSE for the following reasons:**

- The proposal fails to provide a satisfactory legal agreement to secure the dwellinghouses as affordable housing. The proposal would therefore constitute inappropriate development in the Green Belt which would undermine the purposes of including land in and would result in countryside encroachment, and would significantly harm its openness and otherwise undeveloped and rural character. The proposal does not satisfactorily address the requirements of Policy DM5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and cannot be considered to be a rural exception site or as an exception to para 89 of the NPPF.
- 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 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	18/0734	  	Scale @ A41:1000
Address	LAND SOUTH OF BEACH HOUSE, WOODLANDS LANE, WINDLESHAM, GU20 6AP		Date23 Jul 2019
Proposal	Outline application for the erection of 15 intermediate affordable dwellings with access off Broadley Green. Access only with all other matters reserved.		
Version 4		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019	Author: DE

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2019/0321

Reg Date 10/04/2019

Windlesham &  
Chobham

**LOCATION:** 31 CHERTSEY ROAD, WINDLESHAM, GU20 6EW  
**PROPOSAL:** Erection of two storey building comprising 1 x four bedroom and 1 x three bedroom dwellings in a semi-detached arrangement following demolition of existing bungalow and outbuildings.  
**TYPE:** Full Planning Application  
**APPLICANT:** Mr Earley  
**OFFICER:** Patricia Terceiro

**This application would normally be determined under the Council's Scheme of Delegation, however, it is being reported to the Planning Applications Committee at the request of Cllr Tedder, on the grounds of overdevelopment and parking.**

## **RECOMMENDATION: REFUSE**

### **1.0 SUMMARY**

- 1.1 Full planning application is sought for the erection of a two storey building comprising 1xfour bedroom and 1xthree bedroom dwellings in a semi-detached arrangement with associated parking and access, following demolition of existing bungalow and outbuildings
- 1.2 The principle of the development is considered acceptable. However, by reason of its height, bulk and depth, in combination with the unrelieved hardstanding to the front, the proposal would lead to a contrived form of development, at odds with the character of the area. Furthermore, it is considered that the proposal would give rise to overbearing impacts when seen from the study window at no 29. In addition, the proposal would provide insufficient parking spaces within the plot. The application is therefore recommended for refusal.

### **2.0 SITE DESCRIPTION**

- 2.1 The application site is located on the northern side of the Chertsey Road. The existing site comprises a detached bungalow with driveway to the east side of the dwelling. A detached garage is also set behind the existing bungalow to the north east corner. The site is loosely rectangular and is narrowest to the front (the south side) at approximately 16.5m and splays outward to the rear increasing to approximately 21.5m at its widest points. The site also shares common boundaries with residential properties to the east, west and north. The highway marks the southern edge of the site.
- 2.2 The site lies within the settlement area of Windlesham. The site is generally level from east to west but rises from the highway (south to north) by approximately 1m up to the bungalow itself.

### 3.0 RELEVANT PLANNING HISTORY

- 3.1 17/0753 Erection of a two storey building with accommodation in the roofspace, to comprise 3 x four bedroom dwellings in a terrace arrangement with associated parking and access, following demolition of existing bungalow and outbuildings. Refused in 2018 for the following summarised reasons:

*1 . The proposed development, by reason of its height, bulk and depth, necessitating the use of crown roof forms and the projection of this form in closer proximity to Chertsey Road with unrelieved hard standing to the front, comprising the proposed parking area, would lead to a cramped, contrived and unacceptably over dominant / incongruous impact upon the appearance of the surrounding street scene on this immediate side of Chertsey Road. The proposal fails to respect and improve the character and quality of the area.*

*2 . The proposed development, by reason of its height, bulk, depth and close proximity to a ground floor east facing window, which serves a study, at number 29 Chertsey Road, would lead to unacceptable overbearing impact and overshadowing of this window/room.*

*3 . This reason for refusal related to the financial contributions associated with the proposal.*

### 4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the erection of a two storey building comprising 1xfour bedroom and 1xthree bedroom dwellings in a semi-detached arrangement with associated parking and access, following demolition of existing bungalow and outbuildings.
- 4.2 The proposed building would be sited approximately 9.8m behind the front boundary and off street parking for 4 no vehicles would be provided towards the front of the building, alongside with soft landscaping.
- 4.3 The proposed design would comprise a central gable feature to the front elevation with hipped roof. It would measure 16m in width, 11.9m in depth, 5.9m in height to the eaves and 8.5m in maximum height. No details regarding the proposed materials have been provided.
- 4.4 Overall, the proposed development is similar to that refused under 17/0753 and this report therefore focuses on the differences between both schemes. These comprise removing 2 no residential units and alterations to the shape of the roof (the flat section was removed and replaced with 3 no rear facing gabled projections). It is however noted that the overall width, depth, height to the eaves and ridge height remained as previously refused.



## **5.0 CONSULTATION RESPONSES**

- |     |                                 |  |
|-----|---------------------------------|--|
| 5.1 | Surrey County Highway Authority | No objections, subject to planning conditions.   |
| 5.2 | Windlesham Parish Council       | Objects to the proposal, on the grounds of overdevelopment, access and inadequate parking. |

## **6.0 REPRESENTATION**

- 6.1 At the time of preparation of this report 4 no written representations have been received which raise the following issues:
- The proposal would constitute overdevelopment of the plot and give rise to an increased built up feeling on the road
  - The proposal would not provide adequate landscaping;
  - Impact on the residential amenity in terms of overlooking, light loss increase in noise
  - Increase in traffic and lack of provision of appropriate vehicle parking spaces
  - The proposal fails to provide affordable housing.
- 6.2 The following matters have also been raised, however they do not constitute material planning considerations and therefore weight has not been afforded to the following:
- Loss of private views;
  - The proposal would impact on the foundations of adjoining properties.

## **7.0 PLANNING ISSUES**

- 7.1 The application site is located in a residential area within a defined settlement, as set out in the Proposals Map of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP). In this case, consideration is given to Policies CP1, CP2, CP3, CP6, CP12, CP14B, DM9 and DM11 of the CSDMP. The Residential Design Guide (RDG) SPD 2017, as well as the Windlesham Neighbourhood Plan 2018- 2028 (WNP) also constitute material planning considerations.
- 7.2 The main issues to be considered within this application are:
- Principle of development;
  - Impact on character and appearance of the surrounding area;
  - Residential amenity;

- Transport and highways considerations;
- Impact on infrastructure; and,
- Impact on the Thames Basin Heaths SPA.

### **7.3 Principle of development**

- 7.3.1 Policy CP1 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 seeks sustainable development within the Borough. This Policy states that new development will come forward largely through redevelopment of previously developed land in the western part of the Borough. Policy CP3 sets out the overall housing provision targets for the Borough for the period 2011-2028 and Policy CP6 promotes a range of housing types and tenures.
- 7.3.2 The site is located in a residential area that is within a defined settlement. The proposal would provide 3 no additional dwellings to contribute to the housing supply within the Borough. Furthermore, the Council cannot demonstrate a five year housing supply. As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the character and appearance of the surrounding area, amenity of neighbouring occupiers, highway safety etc. These matters are assessed below.

### **7.4 Impact on character of area**

- 7.4.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 promotes high quality design. Development should respect and enhance the character of the local environment and be appropriate in scale, materials, massing, bulk and density. Policy CP2 states that new development should use the land efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural and historic environments.
- 7.4.2 The RDG provides further guidance relating to the design of residential developments. In particular, Principle 6.6 recommends that new residential development responds to the size, shape and rhythm of surrounding plot layouts. Principle 7.1 states that setbacks in new developments should complement the streetscene and allow for suitable landscaping and open space. Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings.
- 7.4.3 Since determining 17/0753, the Council adopted the Windlesham Neighbourhood Plan and, given that each application is assessed against current policy, this document constitutes a material consideration. Policy WNP1.2 prioritises development of two and three bedroom dwellings. Policy WNP2.1 states that proposals for new housing development should respond positively to and protect the built and natural character features of their setting within the village, while Policy WNP3.1 supports good quality design.
- 7.4.4 Average spacing between the principal roofs within this immediate streetscape average at 3m (nos 25 and 27 approx. 3.1m, 29 and the application site approx.

5.7m, the application site and number 33 approx. 2.7m, nos 35 and 37 approx. 3.7m, nos 37 and 39 approx. 2.7m). While it is accepted that the wider streetscape is not as spacious as the immediate street scene, it is considered that the immediate context in which any proposal sits is the most sensitive. Indeed the current scheme would provide spacing of approximately 2.2m between number 29 and the proposed building and approximately 1.7m between the proposed building and number 33 at the closest two storey heights. These would be the same distances as the previously refused scheme and it is not considered that the hipped roof shape as now proposed (instead of pitched) would overcome previous concerns regarding the harm to the character of the area arising from the reduced spacing between dwellings (Principles 6.6 and 7.4 of the RDG).

- 7.4.5 Principle 7.4 of the RDG sets out that new residential development should reflect the heights and building footprints of existing buildings. The proposed semi-detached houses would be two-storey with third storey accommodation within the roof space for Plot 2. The revised scheme removed the flat roof and would now comprise 3 no rear gable projections and one flat roof dormer. Although it is considered that this would give rise to a somehow contrived roof form and unattractive rear elevations, however this would not be visible within the streetscene and therefore would be acceptable. Hipped roofs are present within the streetscene, similar to gabled ends and therefore the proposal would not introduce any roof form diverging from the prevailing character.
- 7.4.6 The proposed parking area would be located to the front and thus highly prominent in the street scene. Principle 6.7 of the RDG advises that parking layouts should be high quality and should be softened with generous soft landscaping and that no design should group more than 3 parking spaces together without intervening landscaping. Principle 6.8 further advises that where front of plot parking is proposed, this should be enclosed with soft landscaping and not dominate the appearance of the plot or the street scene with extensive hard surfacing. The revised proposal does not comprise material changes to the parking layout and proposed landscaping scheme. Although some planting is proposed to the front and sides, the amount is limited at the sides at just over 0.45m in width. Given this prominent location and extent of unrelieved hardstanding comprising the proposed access, visibility splay and main parking area, it is considered that the development is visually dominated by hardstanding and parked cars contrary to Principles 6.7 and 6.8 of the RDG.
- 7.4.7 In conclusion, although the number of residential units has been reduced on site, the matter of fact is that the proposed building would be of the same scale of that previously refused and the associated parking area is also virtually identical. It is acknowledged that the roof shape has changed and whereas this would benefit the proposal, it nonetheless retains limited spacing to the side and an expanse of hardstanding to the front for car parking, with insufficient side landscaping.
- 7.4.8 It is therefore considered that reason for refusal 1 has not been overcome. The proposal is considered to result in a cramped, contrived and incongruous development, disrupting the existing character of this part of the road, out of keeping with the adjoining properties. The proposal therefore fails to respect and enhance the character and quality of the area, contrary to Policies CP2 (iv) and DM9 (ii) of the Surrey Heath Core Strategy and Development Management

Policies 2012, Principles 6.6, 6.7, 6.8 and 7.4 of the Residential Design Guide Supplementary Planning Document SPD 2017 and Policy WNP2.1 of the Windlesham Neighbourhood Plan 2018-2028.

## **7.5 Impact on residential amenity**

- 7.5.1 Policy DM9 of the CSDMP 2012 states that development should respect the amenities of the adjoining properties and uses. Principle 8.1 states that new developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Principle 8.3 goes on to say that developments should not result in the occupants of neighbouring dwellings suffering from a material loss of daylight. Principle 8.4 sets out the minimum outdoor amenity size standards for houses whereas Principle 7.6 recommends that as a minimum new residential developments should comply with the national internal space standards.
- 7.5.2 The proposed siting, width, depth and height of the building would be identical to the previous refusal. Although the roof shape has changed, it is not considered that this would be so significant as to materially change the conclusions of the previous assessment.
- 7.5.3 In short, given the proposal's projection beyond no 33's rear elevation, separation distance to their common boundary and to this dwelling it is not considered that these neighbours would be adversely impacted upon by the proposal. Likewise, while first floor flank windows are proposed facing this neighbour, given that these are primary windows, a planning condition could be imposed to restrict openings and glazing.
- 7.5.4 The remainder of the neighbouring properties are well separated and therefore unlikely to be adversely affected by the proposal. Likewise the sizes of the proposed gardens all have a minimum of 10m in length and, although concerns have been raised regarding noise, it is not considered that the provision of one additional garden would give rise to noise levels out of keeping with a built up, residential area.
- 7.5.5 Reason for refusal 2 of previous application 17/0753 refers to overshadowing and overbearing impacts on a ground floor window flank window at no 29, which constitutes the primary source of light for this room.
- 7.5.6 In order to demonstrate that the proposal would be acceptable with regards to overshadowing, the applicant has submitted a Light Analysis. This report concluded that technical analysis of the proposal demonstrates that this would accord with the 'Site Layout planning for daylight and sunlight: A guide to good practice' by the Building Research Establishment Second Edition 2011 in respect of the effect upon overshadowing to the study window at no 29. As such, the proposal would be considered acceptable with regards to overshadowing.
- 7.5.7 Turning into overbearing, although the hipped roof design would reduce the bulk of development close to this property this would however be limited and, furthermore, it is noted that the eaves were retained to the same height as the previous scheme. In addition, this current proposal retained the limited separation distance to no 29, as well as the same 8.5m height ridge height and height to the eaves. As

such, it is still considered that the proposal would appear unneighbourly when seen viewed from this study room at no 29 Chertsey Road.

- 7.5.8 While a first floor flank window is proposed facing this neighbour, given that this would not be a primary window, a planning condition could be imposed to restrict openings and glazing.
- 7.5.9 In summary, albeit the details submitted with this proposal demonstrate that the study window at no 29 would not be adversely affected by overshadowing, given the similarities in terms of scale between both proposals, it is not considered that the proposed scheme has overcome the concerns previously raised with regards to overbearing. As such, the proposal would be contrary to Policy DM9 of the CSDMP and the RDG.

## **7.6 Parking and access**

- 7.6.1 Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be supported by the Council, unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.6.2 The proposed development has been considered by the County Highway Authority who having assessed the application, consider this to be acceptable, subject to planning conditions regarding access, reinstatement of the existing access, provision of on-plot parking and of electrical vehicle charging points. The Authority further considers that a Construction Transport Method Statement Plan should be submitted prior to commencement of works.
- 7.6.3 Consideration is however afforded to Policy WNP4.2 of the Windlesham Neighbourhood Plan, which provides guidance regarding the number of off-street parking spaces. This policy states that new residential development should provide, where space permits, on plot parking for 3 no vehicles for a 3+ bedroomed dwelling. The proposal would provide one 3-bed dwelling and one 4-bed dwelling and the proposed site plan shows provision for 4 no vehicle parking spaces, which would fall short of the 6 no required by this Policy. The proposal would therefore be considered contrary to Policy WNP4.2 of the Windlesham Neighbourhood Plan and to Policy DM11 of the CSDMP.

## **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. In the longer term, contributions will be via the Community Infrastructure Levy (CIL) charging schedule, in order to offset the impacts of the development and make it acceptable in planning terms. The Council's Infrastructure Delivery Supplementary Planning Document (2014) sets out the Council's approach to delivering the infrastructure required to support growth.
- 7.7.2 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted on 16 July 2014 and the CIL Charging Schedule came into effect on 1 December 2014. Regulation 123 CIL sets out the list of infrastructure projects that may be funded (either entirely or in part) through CIL.

These include, for example, open spaces, community facilities or play areas. It is noted that these projects do not have to be directly related to the proposed development.

- 7.7.3 As the proposed development would involve the provision of additional residential units, the development would be CIL liable. The site falls within the Eastern Charging Zone. As such, an informative has been added to this recommendation, should planning permission be granted for the proposal.
- 7.7.4 It is therefore considered that the proposal would be in accordance with Policy CP12 of the CSDMP.

## **7.8 Impact on Thames Basin Heaths SPA**

- 7.8.1 Policy CP14B of the CSDMP 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 Special Protection Area (SPA) and Special Areas of Conservation (SAC) sited within the Borough. Furthermore, it states that no new net residential development will be permitted within 400m of the SPA. Proposals for all new net residential development elsewhere in the Borough should provide or contribute towards the provision of SANGs and shall also contribute toward strategic access management and monitoring (SAMM) measures.
- 7.8.2 The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD (2019) identifies Suitable Alternative Natural Green Space (SANGS) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a financial contribution towards SANGS.
- 7.8.3 The proposed development would lie within the 5km buffer of the Thames Basin Heaths SPA. Provided that sufficient SANG capacity is available in the Borough, it can be allocated to minor development proposals and the financial contribution towards SANG is now collected as a part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development.
- 7.8.4 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, however this has not been sought as the application is recommended for refusal on other grounds.
- 7.8.5 It is therefore considered that the proposal complies with Policy CP14B of the CSDMP and with the Thames Basin SPA Avoidance Strategy SPD.

## **8.0 POSITIVE/PROACTIVE WORKING**

In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38 to 41 of the NPPF. This included 1 or more of the following:

- a) 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.
- b) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

## **9.0 CONCLUSION**

- 9.1 The revised scheme has failed to overcome the reasons for refusal of previous application 17/0753. It is considered that the proposal would result in significant harm to the character and appearance of the area (see Section 7.4) as well as to residential amenities of the residents at no 29 (see Section 7.5). In addition, the proposal would fail to provide appropriate on-plot parking for the proposed residential units, as discussed in Section 7.6. As such, the proposal is recommended for refusal.

## **10.0 RECOMMENDATION**

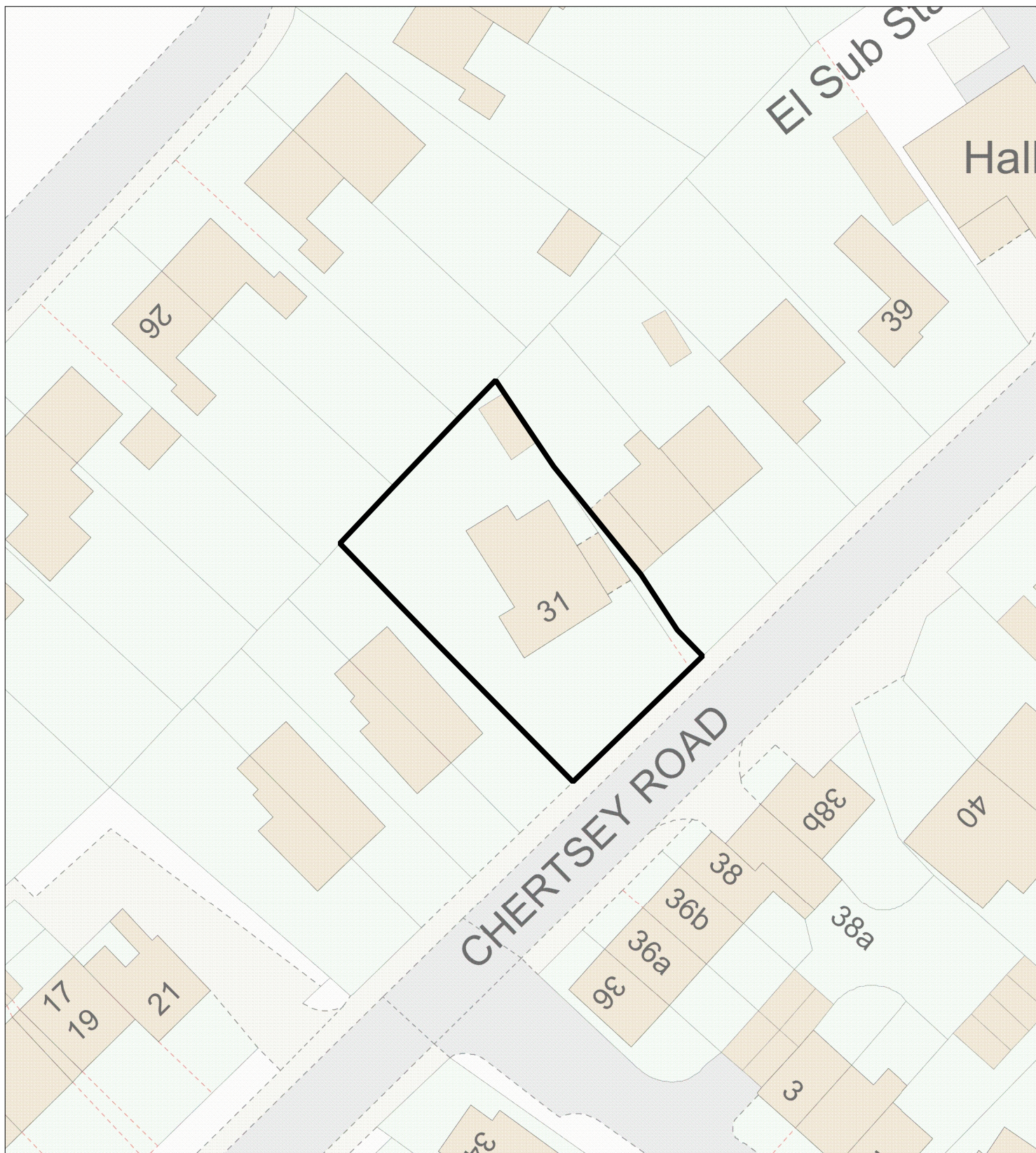
REFUSE for the following reason(s):-

1. The proposed development, by reason of its height, bulk and depth in close proximity to Chertsey Road with unrelieved hardstanding to the front, comprising the proposed parking area, would lead to a cramped, contrived and unacceptably over dominant / incongruous impact upon the appearance of the surrounding street scene on this immediate side of Chertsey Road. The proposal fails to respect and improve the character and quality of the area contrary to Policies DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Principles 6.6, 6.7, 6.8 and 7.4 of the Residential Design Guide Supplementary Planning Document 2017, Policies WNP 2.1 and 2.2 of the Windlesham Neighbourhood Plan 2018-2028 and the National Planning Policy Framework.
2. The proposed development, by reason of its height, bulk, depth and close proximity to a ground floor east facing window, which serves a study, at number 29 Chertsey Road, would lead to unacceptable overbearing impact of this window/room contrary to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
3. Windlesham village, including Chertsey Road, suffers from existing traffic congestion and a lack of off-street parking. The level of parking proposed is insufficient to meet the needs of the 3 and 4 bed dwellings and could exacerbate existing parking problems by resulting in overspill parking onto local roads and, by association, may rise to conditions prejudicial to highway safety and the free flow of traffic contrary to Policies CP11 and

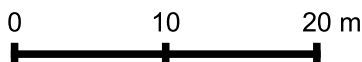
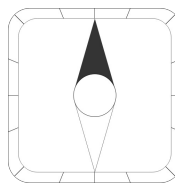
DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Policy WNP4.2 of the Windlesham Neighbourhood Plan 2018-2028.

4. 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 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 (2019).





<b>Title</b>	Planning Applications		
<b>Application number</b>	19/0321	<b>Scale @ A4</b>	1:500
<b>Address</b>	31 CHERTSEY ROAD, WINDLESHAM, GU20 6EW	<b>Date</b>	23 Jul 2019
<b>Proposal</b>	<p>The demolition of the existing bungalow and outbuildings and the erection of a two storey building comprising of 1no four bedroom and 1no 3bedroom semi-detached dwellings with associated parking and access arrangements. Accommodation for the 3 bedroom dwelling will be partially contained within the roofspace. Page 69</p>		
Version 4		<p>© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019</p> <p>Author: DE</p>	



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19/0321 – 31 CHERTSEY ROAD, WINDLESHAM, GU20 6EW

Location Plan



Block plan



## Existing Elevations



## Proposed Elevations



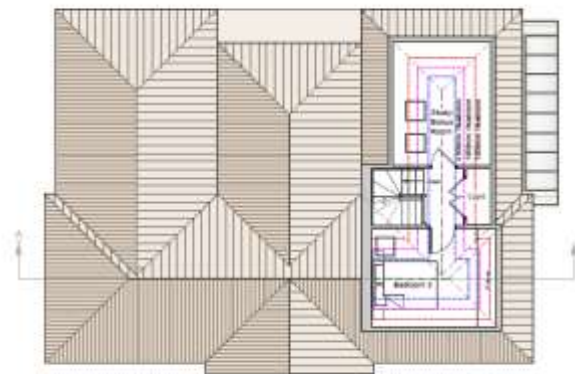
## Proposed Floor Plans



Ground Floor



First Floor



Second Floor

## Existing Streetscene



## Proposed Streetscene





Site Photos





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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:

<b>A1. Shops</b>	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors.
<b>A2. Financial &amp; professional Services</b>	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.
<b>A3. Restaurants and Cafes</b>	For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes.
<b>A4. Drinking Establishments</b>	Public houses, wine bars or other drinking establishments (but not nightclubs).
<b>A5. Hot Food Takeaways</b>	For the sale of hot food consumption off the premises.
<b>B1. Business</b>	Offices, research and development, light industry appropriate to a residential area.
<b>B2. General Industrial</b>	Use for the carrying on of an industrial process other than one falling within class B1 above.
<b>B8. Storage or Distribution</b>	Use for the storage or as a distribution centre including open air storage.
<b>C1. Hotels</b>	Hotels, board and guest houses where, in each case no significant element of care is provided.
<b>C2. Residential Institutions</b>	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
<b>C2A. Secure Residential Institutions</b>	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.
<b>C3. Dwelling houses</b>	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.
<b>C4. Houses in Multiple Occupation</b>	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.
<b>D1. Non-residential Institutions</b>	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.
<b>D2. Assembly &amp; Leisure</b>	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).
<b>Sui Generis</b>	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.