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Tuesday, 31 December 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, 9 January 2020 at
7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Karen Whelan

Chief Executive

AGENDA

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

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 5 December 2019.

3 Declarations of Interest

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

Human Rights Statement

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

Planning Applications

4	Application Number: 19/0235 - WOODSIDE COTTAGE, CHAPEL LANE, BAGSHOT, GU19 5DE *	11 - 64
5	Application Number: 19/0154 - ROSEDENE FARM & LAND TO THE SOUTH OF FENNS LANE, WEST END, WOKING, GU24 9QF *	65 - 94
6	Application Number: 19/0440 - PRINCESS ROYAL BARRACKS, BRUNSWICK ROAD, DEEPCUT, CAMBERLEY, GU16 6RN	95 - 140
7	Application Number: 19/0728 - 9 HEYWOOD DRIVE, BAGSHOT, GU19 5DL	141 - 150
8	Application Number: 19/2052 - 23 PRIOR ROAD, CAMBERLEY, SURREY, GU15 1BD	151 - 160

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

Glossary

Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House, Knoll Road, Camberley, GU15 3HD on 5 December 2019

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

+ Cllr Graham Alleway	+ Cllr Sam Kay
+ Cllr Peter Barnett	+ Cllr David Lewis
- Cllr Cliff Betton	+ Cllr Charlotte Morley
+ Cllr Vivienne Chapman	+ Cllr Morgan Rise
+ Cllr Sarah Jane Croke	+ Cllr Graham Tapper
+ Cllr Colin Dougan	+ Cllr Victoria Wheeler
+ Cllr Shaun Garrett	

+ Present

- Apologies for absence presented

Substitutes: Cllr Helen Whitcroft (in place of Cllr Cliff Betton)

Members in Attendance: Cllr Emma McGrath

Officers Present: Ross Cahalane, Duncan Carty, Gareth John, Jonathan Partington, Neil Praine, Jenny Rickard and Eddie Scott.

18/P Minutes of Previous Meeting

The minutes of the meeting held on 7 November 2019 were confirmed and signed by the Chairman.

19/P Application Number: 19/0235 - Woodside Cottage, Chapel Lane, Bagshot, GU19 5DE

RESOLVED that application 19/0235 be deferred.

20/P Application Number: 19/0570 - Stamford Manor, Station Road, Chobham GU24 8AX

The application was for the erection of an indoor riding school.

This application would have normally been determined under the Council's Scheme of Delegation, however, it had been called in for determination by the Planning Applications Committee at the request of Councillor Victoria Wheeler on the basis that the proposal was inappropriate development within the Green Belt.

Members were advised of the following updates on the application:

“The applicant has responded to the Committee Report, raising concerns about the content and misrepresentations set out in the report (and recommendation) and making the following comments (with the Council’s response in italics):

- The site should be described as under development as a private equestrian centre rather than a currently vacant equestrian centre [*The site includes some demolition of stabling at the site with some stables remaining on site. There is no stabling on the site currently being used for this purpose and the approved stable accommodation, apart for the demolition works already undertaken, has not started. The Council considers that the description in the officer report is more accurate*];
- The development is not inappropriate development on the basis that the NPPF indicates that such development as the current proposal is appropriate (i.e. not inappropriate), thereby not requiring “very special circumstances” to justify the proposal, as it falls within an exception in Paragraph 145 and that case law backs up this approach [*Paragraph 145(b) of the NPPF indicates that buildings which provide appropriate outdoor recreation/sport facilities are not inappropriate in the Green Belt so long as they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. In this case, noting the size of the building, it is considered that the proposal would not preserve the openness of the Green Belt and is therefore inappropriate development. More recent case law, than indicated by the applicant, would reflect this approach*];
- The Council’s Equine Adviser (for the refused scheme) indicated that the proposal was appropriate development in terms of Policy DM3 and the NPPF [*The Council’s Equine Adviser is a consultee to the application and their comments were addressed by the Inspector in the appeal decision (Annex 2). The Inspector considered that the consultee comments did not provide a substantiated assessment of the effect on the Green Belt*];
- The officer report does not explain the Inspector’s comments with relation to the appeal development and the amendments to that scheme to overcome their comments [*It was confirmed in the officer report that the current proposal, different to the appeal proposal, did not lead to countryside encroachment because it would be positioned adjacent to the stables (not currently built but approved under SU/17/0524). The proposal being of a very similar size to the appeal proposal would also impact on Green Belt openness*];
- The height of the proposal would be 4.5 metres and not 4.8 metres as indicated in the officer report [*This is noted*]; and
- No reference has been made to the applicant’s comments in response to the received neighbour objections [*These comments from the applicant are attached as an Annex to this Update*].

As the application had triggered the Council’s Public Speaking Scheme, Mr Martin Collins, spoke in objection to the application. Mr Ian Ellis, the agent, spoke in support of the application.

The officer recommendation to refuse the application was proposed by Councillor Victoria Wheeler, seconded by Councillor Vivienne Chapman and put to the vote and carried.

RESOLVED that application 19/0570 be refused for the reasons set out in the officer report.

Note 1

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

Note 2

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

Voting in favour of the recommendation to refuse the application:

Councillors Graham Alleway, Peter Barnett, Vivienne Chapman, Sarah Jane Croke, Colin Dougan, Shaun Garrett, Edward Hawkins, Sam Kay, David Lewis, Charlotte Morley, Morgan Rise, Victoria Wheeler, Helen Whitcroft and Valerie White.

Voting against the recommendation to refuse the application:

Councillor Graham Tapper.

21/P Application Number: 19 0179 18 & 18a Tekels Park, Camberley GU15 2LF

The application was for the erection of a detached two storey building with accommodation in the roofspace to comprise 7 two bedroom apartments, associated parking, access stores and landscaping. All following demolition of existing semi-detached dwellings. (Amended plan 22 10 2019)

The application would normally have been determined under the Council's Scheme of Delegation, however, it had been called in for determination by the Planning Applications Committee at the request of Councillor Edward Hawkins and Councillor Richard Brooks due to the applicant's approach with an amended application.

Members were advised of the following updates on the application:

*"A typo at Paragraph 7.5.2 on the first line which states "No. 16A Tekels Park to the west is sited approximately **10.5m** from the side wall of the proposed building"*

*This should read "No. 16A Tekels Park to the west is sited approximately **12m** from the side wall of the proposed building"*

[change in bold]"

As the application had triggered the Council's Public Speaking Scheme, Mr Neil Davis, the agent, spoke in support of the application.

Members were concerned in respect of visitor to residents' parking ratios and its impact in relation to highway safety and inconvenience to highway users. As a result a condition was added to the officer recommendation to stipulate the provision of allocated residents and visitors parking spaces in suitable ratios. In addition it was agreed a requirement for electric vehicle charging points would also be included in the list of conditions.

Furthermore, in order to promote reduction in pollution levels in the vicinity of the development, an informative was added to the officer's recommendation to request Silver Birches, Oak and Horse Chestnut trees be included in the proposal's landscaping scheme.

The officer recommendation to grant the application was proposed by Councillor Morgan Rise, seconded by Councillor Graham Tapper and put to the vote and carried.

RESOLVED that

- I. Application 19/0179 be granted, subject to the conditions in the officer report, as amended, and completion of a legal agreement;**
- II. the final wording on the new conditions, and informative be delegated to the Executive Head of Regulatory in consultation with the Chairman and Vice Chairman of the Planning Applications Committee.**

Note 1

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

Voting in favour of the recommendation to grant the application:

Councillors Graham Alleway, Peter Barnett, Vivienne Chapman, Sarah Jane Croke, Colin Dougan, Shaun Garrett, Edward Hawkins, Sam Kay, David Lewis, Charlotte Morley, Morgan Rise, Graham Tapper, Victoria Wheeler, Helen Whitcroft and Valerie White.

22/P Application Number: 19/0251 - Victoria Court, 407-409 London Road and 9-13a Victoria Avenue, Camberley GU15 3HL

The application was for the erection of two buildings with one up to five stories (with further roof space and basement accommodation) and one up to four stories (with further roof space accommodation), to comprise 45 x one bed units, 37 x two bed units and 2 x three bed units with part ground floor commercial users and associated parking, landscaping and access. All following demolition of the 5 storey, 2 storey and single storey existing buildings across the site (Additional information rec'd 03/06/2019). (Amended document rec'd 20.06.2019). (Amended plans and additional information rec'd 10/10/2019.)

The recommendation to approve the application was proposed by Councillor Edward Hawkins, seconded by Councillor David Lewis and put to the vote and carried.

RESOLVED that application 19/0251 be granted subject to the conditions in the officer report and completion of a legal agreement.

Note 1

It was noted for the record that all members of the Committee had received correspondence from the applicant in respect of the application.

Note 2

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

Voting in favour of the recommendation to grant the application:

Councillors Graham Alleway, Vivienne Chapman, Sarah Jane Croke, Colin Dougan, Shaun Garrett, Edward Hawkins, David Lewis and Charlotte Morley.

Voting against the recommendation to grant the application:

Councillors Sam Kay, Morgan Rise, Graham Tapper, Victoria Wheeler, Helen Whitcroft and Valerie White.

Voting in abstention on the recommendation to grant the application:

Councillor Peter Barnett.

23/P Application Number: 19/0607 - The Brook Nursery, 163 Guildford Road, West End GU24 9LS

The application was for the approval of reserved matters (layout, scale, appearance and landscaping) pursuant to outline planning permission 18/0763 (13 dwellings with modified access off Guildford Road, landscaping and parking areas). (Amended & additional plans rec'd 04/11/2019 and 06/11/2019.)

Members were advised of the following updates on the application:

“The Environment Agency has now raised no objection following provision of a technical site plan showing the proposal overlain on to a topographical survey, which demonstrates that all buildings are located outside of the 1% (Flood Zone 3) +35% climate change flood extent.

Condition 7 is now proposed to be amended as follows:

The development hereby approved shall be carried out in accordance with the Flood Risk Assessment submitted under the 18/0763 outline application (reference A/BDWESTEND.10, 2nd Issue dated August 2018), along with the subsequent

Drainage Strategy Addendum (amended 11 November 2019 to include updated drainage strategy) and ensuring that no residential dwellings shall be located within the 1% annual exceedance probability (AEP) flood extent.

The measures detailed above shall be fully implemented prior to occupation, and retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants. This is in accordance with the adopted Policy DM10 of Surrey Heath Core Strategy 2011-2028.

Correction:

Paragraph 7.6.8 should refer to 30% of dwellings to be provided as affordable housing under Policy CP5, not 40%. 30% provision is required for developments of 10-14 such as this proposal, and the proposed four affordable units would meet this requirement.”

The application was proposed by Graham Tapper, seconded by Councillor Charlotte Morley and put to the vote and carried.

RESOLVED that application 19/0607 be granted subject to the conditions in the officer report.

Note 1

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

Voting in favour of the recommendation to grant the application:

Councillors Peter Barnett, Vivienne Chapman, Sarah Jane Croke, Colin Dougan, Shaun Garrett, Edward Hawkins, Sam Kay, David Lewis, Charlotte Morley, Morgan Rise, Graham Tapper, Helen Whitcroft, Valerie White.

Voting against the recommendation to grant the application:

Councillors Graham Alleway and Victoria Wheeler

24/P Application Number: 19/0615 - Sunningdale Golf Club, Ridge Mount Road, Sunningdale SL5 9RS

The application was for the erection of greenkeepers storage compound building including repair workshop, staff facilities and parking, erection of sand bay building, alterations to existing staff building to provide additional staff residential accommodation, formation of new internal access road, service yard including wash/fuel area and associated landscaping works following demolition of vehicle garage, sand bay, wash and fuel bay containers, chemical and machine store and tool store.

The application was proposed by Councillor Edward Hawkins, seconded by Councillor Shaun Garrett and put to the vote and carried.

RESOLVED that

- I. **application 19/0615 be granted subject to the conditions in the officer report; and**
- II. **the application be referred to the Secretary of State due to a departure from the Development Plan.**

Note 1

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

Voting in favour of the recommendation to grant the application:

Councillors Peter Barnett, Vivienne Chapman, Sarah Jane Croke, Shaun Garrett, Edward Hawkins, Sam Kay, David Lewis, Charlotte Morley, Graham Tapper, Helen Whitcroft and Valerie White.

Voting against the recommendation to grant the application:

Councillors Graham Alleway, Colin Dougan and Victoria Wheeler.

Voting in abstention on the recommendation to grant the application:

Councillor Morgan Rise.

25/P Application Number: 19/0675 - Bagshot Manor, 1 Green Lane, Bagshot GU19 5NL

RESOLVED that application 19/0675 be deferred.

Chairman

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2019/0235

Reg Date 19/03/2019

Bagshot

LOCATION: WOODSIDE COTTAGE, CHAPEL LANE, BAGSHOT, GU19 5DE

PROPOSAL: Residential development of 44 dwellings comprising 7 No. two bedroom, 9 No. three bedroom, 16 No. four bedroom two storey homes and 7 No. one bedroom and 5 No. two bedroom flats within a three storey building along with access, parking/garaging, and landscaping, following the demolition of existing dwelling and associated outbuildings. (amended & additional plans & info rec'd 02/07/2019 & 10/07/2019 & 29/07/2019). (Additional & Amended Docs & Plans - Rec'd 31.10.2019).

TYPE: Full Planning Application

APPLICANT: Julian, Charles & Julie-Ann & S. Korn; N. Hall & Kentish Barnes CALA Homes (Thames) Ltd

OFFICER: Duncan Carty

This application was deferred from the Planning Applications Committee on 5 December 2019 at the request of the Executive Head of Regulatory

RECOMMENDATION: GRANT subject to conditions and a legal agreement

UPDATE

- (i) This application was deferred from the Planning Applications Committee of 5 December 2019 to allow the full consideration of amended details and allow extended public consultation. Since the completion of the original officer report, the following details have been provided:
- A report by Traffic Watch/Chapel Lane Action Group (summarised in Paragraph (ii) below);
 - A further objection received from Windlesham Parish Council;
 - 110 further objections with a number of new points raised (summarised and responded to in Paragraph (iv) below);
 - The receipt of the formal comments of the Arboricultural Officer and officer response; and,
 - The comments of the applicant in relation to the proposed conditions on the original officer report and officer responses.
- (ii) The report by Traffic Watch (on behalf of the Chapel Lane Action Group), providing a traffic survey from 1-2 October 2019, indicates that Chapel Lane is being used as a footpath and highway. The numbers recorded show a similar amount of foot traffic as to vehicular traffic and comments that given the poor lighting, overgrown vegetation and no footpaths for pedestrians and with infants/pre-schools nearby, that a safety review is needed. The report indicates that whilst the footpath is on the perimeter of the site, any risk to pedestrian safety is not mitigated between Lightwater House and Corner Cottage (the west part of Chapel Lane beyond the application site) where a shared surface would remain in place. The report states that 214 vehicles use the shared surface per day, of which 61 are between

8 and 9am, and that 56 vehicles exited the shared surface towards Lambourne Drive where visibility is poor and the road is narrow. The full comments of the County Highway Authority are awaited on this report and will be provided as an update at the meeting.

(iii) The Windlesham Parish Council has provided a further objection on the following new grounds:

- The harm to water meadow character of the site and rural character of Chapel Lane;
- One way system detrimentally impact on residents living in Chapel Lane and does not contribute towards pedestrian safety; and,
- Current local plan provides for 16 dwellings on Woodside Cottage and the draft local plan suggests 44 dwellings with no documented evidence as to why this figure has been altered. With the draft local plan not in force, the lower figure in the existing local plan should be adhered to. Without this site, a 5.39 year supply of housing could still be provided and therefore there is no need to develop this site.

(iv) The new issues raise by the additional objections are summarised below:

- More open space required for the development [*See section 7.5 of the original report*]
- Inadequate access [*See paragraph 7.6.3 of the original report*]
- Increasing flood risk to other parts of village [*See section 7.9 of the original report*]
- The village has two big housing developments elsewhere and does not require any more [*Officer comment: This would not be a reason to refuse this application. This application is considered on its own merits*]
- The unofficial one way system was "run" by the school 25-30 years ago and caused speeding and near accidents [*See section 7.6 of the original report*]
- The proposal will lead to an increase in traffic on Chapel Lane with inevitable pressure to widen the lane to ensure pedestrian safety [*See section 7.6 of the original report*]
- Use by future residents of schools further away (e.g. new school in Deepcut) increasing local traffic [*See section 7.6 of the original report*]
- One way highway scheme will make Chapel Lane more dangerous with traffic encouraged to speed. Inadequate safety for pedestrians and cyclists on one-way highway scheme. There is no "Give Way" signage [*See section 7.6 of the original report*]
- Unsafe accesses to dwellings on Chapel Lane as a result of one way system and blind corners on highway [*See section 7.6 of the original report*]
- Balance between need for housing and quality of life required [*See sections 7.3 and 7.6 of the original report*]
- Development too high [*See section 7.5 of the original report*]
- Chapel Lane is an ancient lane and should be protected [*See section 7.5 of the original report*]
- Site should be compulsory purchased by the Council and turned into a SANG [*Officer comment: This is not a reason to refuse this application*]

- Officer report indicates that speed cushions will be in place but these are not shown to be provided [*See section 7.6 of the original report*]
 - Further road improvements e.g. slip roads at Waitrose junction are required to A30 which should be met by the developer [*See section 7.6 of the original report*]
 - A condition is required to restrict access to woodland [*Officer comment: This will be considered under condition 9*]
 - Land contamination from construction process [*See condition 7*]
 - Removal of hedging and disturbance caused [*See section 7.8 of the original report*]
 - Comments on objections in officer report are not based on objective criteria and not traceable to quantifiable standards [*Officer comment: The comments made are relating to materiality of the objections made*]
 - A 20 mph speed limit would be too high and is likely to be ignored [*See section 7.6 of the original report*]
 - Speed bumps will make travelling on the land extremely difficult for cyclists and wheelchair users [*See section 7.6 of the original report*]
 - No consideration of nearby nursery school in one way highway provision [*See section 7.6 of the original report*]
 - Impact on village centre amenities/parking [*See section 7.6 of the original report*]
 - It is not a carbon neutral development [*See section 7.12 of the original report*]
 - Re-purpose existing large buildings in the village instead [*Officer comment: This application has to be assessed on its own merits*]
 - Biodiversity net gain assessment shows a large net loss [*See section 7.8 of the original report*]
 - Impact of one way system on Chantry Road and Lambourne Drive [*Officer comment: The one way system is for School Lane only*]
 - De-forestation [*See section 7.5 of the original report*]
 - No new trees being planted [*Officer comment: Replacement trees are to be provided as a part of the proposed landscaping scheme. In addition, see section 7.5 of the original report*]
 - Conflict with local plan [*Officer comment: No explanation as to how the proposal conflicts with the local plan has been made*]
 - Potential to disturb important archaeological features as yet [*See condition 8*]
- (v) The Council's Arboricultural Officer (AO) has raised no objections to the proposal confirming that whilst 55 trees are to be removed, 13 of the trees are protected under the Tree Preservation Order, with minor incursions into the RPA of retained trees, although some offsetting is likely to have occurred and should be considered. The AO indicates that landscape planting is an essential requirement and a proportion of semi-mature stock should be included as a part of an approved planting matrix and that landscaping should take the opportunity to not only mitigate the loss of trees on the site but also enhance the

landscape character and profile of the area. The AO welcomes the woodland management plan which he considers addresses a number of concerns and issues relating to this area and should be provided for a minimum of 20 years with arboricultural site monitoring will be required. The AO has also raised concerns about the likely shading of future gardens [See *paragraph 7.7.9 of the original officer report. Conditions 12 and 14 have been amended to reflect the AO's comments*].

- (vi) The applicant has suggested amendments to the original recommended conditions, of which conditions 1, 2, 3, 13, 14 and 19 are proposed to be amended. The applicant has requested that condition 1 is amended so that the time period to commence is extended to two years on the basis that one year would not provide sufficient time to purchase the site (currently under option), carry out ecology works and submit and agree details to comply with all pre-commencement conditions. On this basis it is considered reasonable to amend this condition. The remaining matters relate to minor wording changes, drawing numbers, etc., which are considered to be acceptable. Subject to the conditions below and a legal agreement, the recommendation is, as per the original report, to grant this application.

GRANT, subject to the completion of a Section 106 legal agreement for the on-site (40%) provision of affordable housing and dedication of footpath/way along with the provision of a contribution towards the off-site highway scheme (£15,000) under a traffic regulation order and a SAMM contribution (£28,416) by 31 January 2020, or any longer period as agreed with the Executive Head of Regulatory, and the following conditions:-

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

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

2. The proposed development shall be built in accordance with the following approved plans: 2747-A-1002 Rev. C, 2747-A-3110 Rev F, 2747-A-3300 Rev B, 2747-C-3012 Rev F, 2747-C-3010 Rev E, 2747-C-3011 Rev D, 2747-C_3025 Rev E, 2747-C_3030 Rev F, 2747-C_3041 Rev D, 2747-C_3100 Rev E, 2747-C_3102 Rev D, 2747-C-3022 Rev E, 2747-C_3035 Rev F, 2747-C_3037 Rev F received on 19 March 2019; 2747-C-3015 Rev G and 2747-C-3111 Rev F received on 2 July 2019; and 2747-A-1005 Rev U, 2747-C-1005 Rev U, 2747-C-3111 Rev F, 2747-C-3008 Rev A, 2747-C-3020 Rev H, 2747-C-3017 Rev H, 2747-C-3040 Rev E, 2747-C-3005 Rev G, 2747-C-3007 Rev H, 2747-C_1700 Rev J, and 2747-C-1701 Rev H received on 31 October 2019; unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No development above slab level shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, cladding/tile hanging, windows, guttering and fenestration. Notwithstanding the approved plans, no windows shall be installed until details have been submitted to, and approved in writing by the local planning authority. The details shall include:-

- a) Plans to identify the windows in question and its location(s) within the property(ies), cross referenced to an elevation drawing or floor plan for the avoidance of doubt;
- b) 1:20 elevation and plan;
- c) 1:10 section with full size glazing bar detail;
- d) the position within the opening (depth of reveal) and method of fixing the glazing (putty or beading); and
- e) a schedule of the materials proposed, method of opening, and finishes.

Thereafter the works shall be carried out in full accordance with the approved details and the development shall be maintained as approved in perpetuity.

Reason: In the interests of visual amenities of the area including the adjoining Bagshot Village Conservation Area and to accord with Policies DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. Before first occupation of the development hereby approved the flank window(s) in the flank elevations of the dwellinghouses and the brick finished part of the rear elevation of the flatted block (Plots 14-25) as shown on Elevation B of Drawing No 2747-C-3111-F, received on 31 October 2019, 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. No additional openings shall be created in this elevation without the prior approval in writing of the Local Planning Authority.

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

5. The development above slab level shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should satisfy the SuDS Hierarchy and be compliant with the Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required details shall include:
 - a) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of development (pre, post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4 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 restriction 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) for the development site will be managed before the drainage system is operational.

f) Details of the watercourse that runs through the development site. Size, capacity and whether there is constant flow through.

Reason: To ensure that the design meets the Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off the site and to comply with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

6. Prior to the first occupation of the development hereby approved, a verification report carried out by a suitably qualified drainage engineer must be submitted to and approved in writing 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 restrictions and outfalls).

Reason: To ensure the drainage system is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

7. (i) Development above slab level shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.

(ii) The above scheme shall include :-

(a) a contaminated land desk study and suggested site assessment methodology;

(b) a site investigation report based upon (a);

(c) a remediation action plan based upon (a) and (b);

(d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;

and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)

(f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

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

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

Document 2012 and the National Planning Policy Framework 2019.

8. No development above slab level shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To ensure the required archaeological work is secured satisfactorily and to comply with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

9.
 1. No development above ground level 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 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 ten 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.

10. 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.

11. The development shall not be occupied until details of the children's play area, to include surfacing, play equipment, surrounding fencing and seating have been submitted to and approved by the Local Planning Authority. Once approved the play area shall be laid out in accordance with the agreed details and shall thereafter be maintained and not used for any other purpose other than as a play area.

Reason: To ensure a satisfactory play area is provided for the occupiers of the development and in accordance with Policy DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. The development hereby approved shall be implemented in accordance with the recommendations set out in the Arboricultural Implications Report by SJA Trees dated February 2019 [Ref: SJA 18257-01b] received on 19 March 2019 as amended by the Addendum Report dated June 2019 [Ref: SJA air add 18257-01d] received on 2 July 2019. All tree and ground protection measures shall be implemented in accordance with the approved Tree Protection Plan and Approved Method Statement prior to the commencement of the development. In addition, a meeting should be held with the Council's Arboricultural Officer, or equivalent officer, prior to the commencement of the development or any required tree works.

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

13. The development hereby approved shall be implemented in accordance with the recommendations set out in the Ecological Assessment Updated Report by Ethos Environmental Planning dated July 2019 (Ref: ETH/19/348 Version 4).

Reason: In the interest of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

14. The development hereby approved shall be implemented in accordance with the recommendations set out in the Outline Woodland Management Plan by SJA Trees dated September 2019 [Ref: SJA owmp 19028-01e] received on 31 October 2019. The Woodland Management Plan shall be implemented over a 20 year period and the details of the implementation programme for 5-10, 10-15 and 15-20 years shall be submitted to and approved prior to the implementation of each phase.

Reason: In the interest of nature conservation and to protect retained trees and to comply with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

15. The parking and garage spaces shown on the approved plan 2747-C-1701 Rev H, received on 31 October 2019, shall be made available for use prior to the first occupation of the associated dwelling, with the visitor parking spaces provided prior to the first occupation of the development, and all garage and parking spaces shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding (behind any visibility zones)
- (f) hours of construction and deliveries
- (g) details of vehicle routing
- (h) measures to protect the watercourse (stream) and its banks
- (i) measures to prevent the deposit of materials on the highway
- (j) written confirmation of no on-site burning of material

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

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

17. No development above ground level shall take place until details of external lighting are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and nature conservation and to accord with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

18. No part of the development hereby approved shall be first occupied unless and until the proposed western and eastern vehicular accesses to Chapel Lane have been constructed and provided with visibility zones in accordance with approved drawings 1807052-01 Rev F and 1807052-02 Rev F respectively [within Appendix C of Transport Statement received on 19 March 2019] and thereafter the visibility zones shall be kept permanently clear of any obstruction between 1 and 2 metres in height above ground level.

Reason: In the interests of highway safety and to comply with Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

19. Prior to the first occupation of the development, Chapel Lane shall be improved in general accordance with Drawing No. 1807052-03 Rev. L received on 31 October 2019 and Drawing No 18070562-06 Rev E by providing a footpath link for the site frontage along with the traffic calming build outs and surface treatment.

Reason: In the interests of highway safety and to comply with Policies DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

20. Prior to the first occupation of the development, details of the proposed footpath, including a 1:20 layout plan indicating location/width of path along with retained trees/shrubs and new trees/shrubs, cross section of structure and finished material, are to be provided along the site frontage as required by Condition 19 above shall be submitted to and approved by the Local Planning Authority. The footpath shall be provided in accordance with the approved details.

Reason: In the interests of highway safety and visual amenity to comply with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

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

Reason: In the interest of sustainability and to comply with Policies CP2, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

22. Prior to the first occupation of the development hereby approved on site details of refuse and cycle storage area(s) and access thereto are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure highway safety and visual and residential amenities are not prejudiced and to reduce the use of the motor car and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

23. The development hereby permitted cannot be occupied unless and until details of information to be provided in a "Travel Information Pack" for future residents regarding the availability and whereabouts of local public transport, walking, cycling, car sharing clubs and car clubs have been submitted to and approved by the Local Planning Authority and thereafter shall be provided for the new occupiers prior to their occupation of each residential unit.

Reason: To ensure highway safety is not prejudiced and to reduce the use of the motor car 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 2019.

24. No development shall take place on site until details of the proposed finished ground floor slab levels of all building(s) and the finished ground levels of the site including roads, private drives, etc. in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) shall be submitted to and approved by the Local Planning Authority.

Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Informative(s)

1. For the avoidance of doubt, the following definitions apply to the above condition (No: 7) relating to contaminated land:

Desk study- This will include:-

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

Site Investigation Report: This will include: -

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

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

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

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

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

Verification of remediation report – This will include:-

- (i) a strategy for verification of remediation
- (ii) all information and data relating to contamination to evidence and substantiate the remediation action plan has been followed and completed.

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway (including works required by Condition 19 above) or any works which may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works on any footway, footpath, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.
3. This permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highway Service.
4. The applicant 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 cleaning, clearing or repairing highway surfaces and prosecutes persistent offenders (Sections 123, 148 and 149 of the Highways Act 1980 as amended).
5. The applicant is advised that as part of the detailed design of highway works required by Condition 19 above, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture equipment.
6. the applicant is advised that in meeting the requirements of Condition No. 16 above, the limitations on construction hours would be guided by Environment Protection legislation and the limitation on hours of deliveries during construction would also be restricted to ensure conflict with local school traffic is minimised.

If the Section 106 legal agreement is not completed, the application is to be REFUSED for the following reasons:

1. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan 2009 (as saved) in relation to the provision of contribution towards Strategic Access Management and Monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).
2. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the contributions to deliver a highway improvement scheme and therefore would lead to conditions which would adversely affect highway safety and therefore does not satisfactorily address the requirements of Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

3. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the on-site delivery of affordable housing and therefore does not satisfactorily address the requirements of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

ORIGINAL COMMITTEE REPORT DEFERRED FROM THE PLANNING APPLICATIONS COMMITTEE ON 5 DECEMBER 2019

RECOMMENDATION: GRANT subject to conditions and a legal agreement

1.0 SUMMARY

- 1.1 This application relates to residential development to include the erection of 44 dwellings (including 7 no one bedroom, 12 no two bedroom, 9 no three bedroom and 16 no four bedroom units) in the form of 32 two storey dwellinghouses and a three storey flatted block. Other works include two vehicular accesses onto Chapel Lane in Bagshot, parking/garaging, landscaping, and associated works following the demolition of existing dwelling and associated outbuildings.
- 1.2 The application site falls within part of a housing allocation site and as such the principle for this development is acceptable. The County Highway Authority raises no objections on highway safety, capacity and sustainability grounds (see Annex A). The proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, for the occupiers of adjoining and nearby properties, surface water and flood risk, and local infrastructure. Subject to the completion of a legal agreement to secure affordable housing provision and contributions towards SAMM and off-site highway works (required under a Traffic Regulation Order) and dedication of on-site footpath/footway, no objections are raised. The application is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site falls within part of a Housing Allocation Site (under saved Policy H3 of the SHLP), along with the adjoining Earlswood Park, within Bagshot. The site is to the south west of Chapel Lane, a narrow lane which has two-way traffic. Chapel Lane forms a part of road loop (rotating clockwise from Lambourne Drive, Chantry Road, School Lane and Chapel Lane) with its principal access onto London Road (A30) at Lambourne Drive with an extension to Chapel Lane (which also forms Public Footpath FP62) which links to A30 further to the south west.
- 2.2 Residential properties in Chapel Lane, Marlis Close and Gomer Road lie to the west and south west with some residential properties lying on the north west (opposite) side of Chapel Lane (some fronting onto Lambourne Drive). There is woodland to the south east (under the control of the applicant) rising to a rail embankment (serving the Ascot to Camberley rail line) further south. A public footpath (FP24) lies to the north east which connects Chapel Lane/School Lane with Bagshot Green and Connaughts Park (beyond the rail line). Beyond the footpath (further to the north east) includes a recreation ground including a pond and further woodland. A chapel, a locally listed building, and its burial ground lies to north west (opposite) of part of Chapel Lane.
- 2.3 The application site relates to former agricultural land, now meadow land, with a watercourse (stream) bisecting the site and running from south west to north east before culverting under the public footpath (and draining into the pond within the recreation ground).

The existing bungalow and its garden lies to the north part of the site, with a drive way and aces onto Chapel Lane. The application site extends to 4.5 hectares and generally gently shelves towards the stream to either side, with the exception of a steeper descent behind the dwellinghouse to the meadow land.

- 2.4 The site falls a minimum of about 550 metres from the Thames Basin Heaths Special Protection Area (SPA). There is a Tree Preservation Order (No. 6/00) including three individual trees (located towards the north west corner of the site), six groups (located both to the north east corner, including the Chapel Lane frontage, and on the banks of the stream). This TPO includes the woodland (as a woodland order) and there are also protected trees on adjoining sites.

3.0 RELEVANT PLANNING HISTORY

The relevant planning history for the site is as follows:

- 3.1 SU/03/0228 – Outline application for the erection of 17 dwellinghouses and associated works following the demolition of existing (matters of siting and access to be considered only). Withdrawn in November 2000.
- 3.2 SU/03/0229 - Outline application for the erection of 46 dwellinghouses and associated works following the demolition of existing (matters of siting and access to be considered only). Withdrawn in November 2000.
- 3.3 SU/15/0994 – Residential development of 40 dwellings (comprising 1 no one bedroom, 14 no two bedroom, 8 no three bedroom, 15 no four bedroom and 1 no five bedroom units) with garaging/parking, access roads (with two Accesses onto Chapel Lane), and landscaping following the demolition of existing buildings and provision of an area of Suitable Alternative Natural Greenspace (SANG). Withdrawn in March 2018.

The following planning history on an adjoining site (land at former Notcutts Nursery) is also relevant:

- 3.4 SU/07/0702 – Erection of 183 residential units comprising 115 dwellinghouses, 59 flats and 8 maisonettes together with the change of use from nursery land to public open space (SANG) and landscaping, alterations to access and associated highway works to London Road (A30) and retention of existing garden centre buildings with amended parking layout and external sales area. Approved in September 2007 and implemented.

4.0 THE PROPOSAL

- 4.1 The proposal relates to the erection of residential development to include the erection of 44 dwellings (including 7 no one bedroom, 12 no two bedroom, 9 no three bedroom and 16 no four bedroom units), including 11 affordable units, in the form of 32 no two storey dwellinghouses and a three storey flatted block for 12 no flats. Other works include two vehicular accesses onto Chapel Lane, parking/garaging, landscaping, and associated works following the demolition of existing dwelling and associated outbuildings.
- 4.2 The proposal would provide a cul-de-sac development of housing with a flatted block located towards the south west corner of the site (adjacent to properties in Marlin Close). The principal access leads to a central spine road, which is parallel with Chapel Lane and, to its immediate south east, the stream. This spine road is to be provided with residential properties on its north west side (Plots 10-11 and 38-44) facing this road (and stream

beyond) with residential properties on the opposite side of the stream perpendicular to this access road/stream either provided within small cul-de-sacs to each end of this road (Plots 26-28 and 35-37) or with a footpath access within the central portion (Plots 29-34). A second access provides a separate cul-de-sac for 6 dwellings (Plots 1-6) to the north west corner of the site.

- 4.3 The parking provision would include 104 car spaces, provided as on-plot (integral, attached and detached) garage and drive spaces, off-plot resident parking and (5) visitor parking spaces. The proposal would result in the loss of trees, many of which are protected under a Tree Preservation Order (No. 6/00). The proposal includes a landscape strategy to include replacement hedge for the Chapel Lane frontage, landscaping around the stream, replacement trees and retention of the major trees particularly to the Chapel Lane frontage.
- 4.4 The proposed houses would have a maximum ridge height of between 8.7 and 9.3 metres, reducing to eaves height of 5.2 metres. The proposed design of the buildings is traditional in design and materials, including bay windows, leaded windows, window hoods and sill details, tile hanging, wood cladding, soldier courses, open pitched roof porches, forward gable details and slate/clay tiled roofs. Some of the dwellings have single storey rear projections with rooflights within the gabled roof over.
- 4.5 The proposed flatted block would have a ridge and eaves heights of 12.5 and 8.3 metres, respectively. The proposed flatted block would include many of the features to be provided for the houses (see Paragraph 4.4 above) but would provide wood cladding details in panels provided around the brickwork, above ground level, and with Juliet balconies to the principal elevations.
- 4.6 The proposal has been the subject to amendment during its consideration, which has included the following amendments:
 - Adding more trees and vegetation to the central part of the site, either side of the stream, and amended the parking layout in this regard;
 - Reduced the amount of hardstanding for drives for the plots in the north west corner (Plots 1-6) and around the main access point (Plots 7 and 8);
 - Provision of a Woodland Management Plan for the adjoining woodland (controlled by the applicant); and
 - Provision of a traffic management scheme for Chapel Lane (to be secured by contribution through a S106 legal agreement in part and partly with a S278 legal agreement with SCC, required by condition).
- 4.7 This application has been supported by:
 - Planning Statement;
 - Design and Access Statement (including addendum);
 - Daylight & Sunlight Report;
 - Ecological Assessment (as amended) and ecology letter;
 - Flood Risk Assessment and SuDS Assessment (as amended);
 - Archaeological Desk-Based Assessment;
 - Geo-Environmental Site Assessment;

- Transport Statement (as amended);
- Woodland Management Plan (as amended);
- Biodiversity Net Gain Assessment; and
- Arboricultural Implications Report.

The assessment in Paragraph 7.0 below has taken into consideration the content of these reports.

5.0 CONSULTATION RESPONSES

5.1	County Highway Authority	No objections subject to conditions and securing of funding towards traffic scheme [See <i>Annex A for a copy of their comments</i>].
5.2	Senior Environmental Health Officer	No objections
5.3	Environment Agency	No comments
5.4	Local Lead Flood Authority	No objections.
5.5	Scientific Officer	No objections subject to condition
5.6	SCC Archaeological Officer	No objections subject to condition
5.7	Surrey Wildlife Trust	No objections subject to condition
5.8	West Surrey Badger Group	Further details requested and now received. Any further comments will be provided on the update.
5.9	SCC Education	Contribution towards education infrastructure required
5.10	Urban Design Consultant	No objections.
5.11	Arboricultural Officer	No objections.
5.12	Windlesham Parish Council	Raise an objection on the basis that the proposal constitutes a gross overdevelopment of the site, insufficient parking provision, no provision for supporting infrastructure (e.g. new roads) and impact on local highway network and resulting pollution, loss of trees (including 26 covered by a TPO); impact on protected species/habitats, impact on schools and health care from increased population

6.0 REPRESENTATIONS

- 6.1 At the time of preparation of this report, 1 representation has been received in support and 347 representations, including objections from the Bagshot Society, Bagshot Matters Residents' Association and the Chapel Lane Action Group, have been received. In relation to the objections, the following issues are raised:

6.2 Character/Conservation [See section 7.5]

- Impact on rural character/amenity
- Impact of traffic calming (coloured tarmac/paint and features such as build-outs, road signs, cushions, etc.) on Chapel Lane on character
- Loss of one of the last green spaces in the village
- Overdevelopment of the site and urbanising impact
- Impact on village character
- Site is unsuitable for such development
- Loss of an area of urban landscape quality [*Officer comment: This relates to the status of such land within Policy UE3 of the SHLP, the current status of which is considered at section 7.5*]
- Loss of trees (including protected trees under a Tree Preservation Order)
- Impact on peace and tranquillity of immediate area (e.g. chapel of rest)
- Significant overdevelopment compared to HLSP 2015-2020 capacity of site (14 dwellings) [*Officer comment: The revised SHLP indicates an increased capacity of the site to 44 dwellings. In addition, see sections.4 and 7.5*]
- High density (too tight), and amount, of housing
- Access to Chapel Lane rejected on appeal by Inspector on character grounds [*Officer comment: There is no such record*]
- Loss of trees to form access points
- Sufficient housing has already been provided on the wider site (Notcutts Nurseries/Woodlands Cottage site) compared with Policy H3 requirement
- Three storey flats are out of keeping
- Impact on peaceful and tranquil graveyard
- Unattractive development
- Fails to meet the requirements of Planning Brief [See sections 7.3 and 7.5]

6.3 Highway safety and parking provision [See section 7.6]

- Conflict between pedestrians/cyclists and vehicular traffic on Chapel Lane (a single lane carriageway without pavements) and increased accident risk
- Unsustainable form of development
- Impact on A30 London Road, which already suffers congestion/grid lock at peak times (including backing up from nearby traffic lights with resulting increases in journey times), and wider road network (e.g. A322/M3)
- Insufficient parking for the development (compare with the lack of parking at Earlswood Park) and a lack of visitor parking spaces and increase risk of parking

on the lane and resulting reduction in road width and risk to highway safety and anti-social parking

- Impact would exacerbate existing school drop off and pick up on School Lane (with insufficient visitor parking and overspill parking in Chapel Lane and School Lane)
- Chapel Lane is too narrow to provide acceptable road calming measures. Speed cushions will be ineffective when speed is generally controlled by the bends in the road, Chapel Lane is unsuitable as a shared (vehicular/pedestrian) surface
- Lack of provision of new roads (outside of the site)
- Impact on pedestrians on Chapel Lane (including school children, dog walkers, disabled and the elderly and used by residents as an access to Waitrose shopping park) particularly with its pinch points and blind spots exacerbated by poor street lighting and poor junctions to the west end of Chapel lane (close to junction with Lambourne Drive)
- Traffic statement does not propose an effective solution to the safety of pedestrians especially with the likely traffic speeds on Chapel Lane. Traffic calming measures will be ineffective
- Road widths reduce at school drop off and pick up due to level of on-street parking (especially on Lambourne Drive, Chantry Road and School Lane)
- Accesses in Earlswood Park (Gower Road and Marlis Close) should be used rather than currently proposed access point. Historical planning advice reflected this requirement. Council should consider a compulsory purchase of ransom strip [*Officer comment: The current application has to be determined on its own merits*]
- Limited access available for emergency/service vehicles and deliveries
- Increased difficulty in exiting Lambourne Drive onto A30
- Chapel Lane cannot accommodate two-way traffic and needs to be widened to accommodate extra traffic
- Lack of additional public transport (bus/rail services) or such funding to offset traffic increase
- Impact from construction traffic (limited width of Chapel Lane and insufficient room to turn) and insufficient space for on-site parking during construction
- Lack of improvement to local roads (e.g. Lambourne Drive/A30 junction); made worse by Costa traffic
- Increased use of local roads as a rat-run
- Chapel Lane is only used for one-way traffic on an informal basis by parents at local schools. Proposal would not support “Safe Routes to School” initiative
- Chapel Lane is part of a designated footpath [*Officer comment: The Public Footpath No. 62 relates to the west end of Chapel Lane, not to the loop road part of Chapel Lane closer to/ in front of the application site*]
- Conflict between school traffic and from the development underestimated by traffic

report

- Permanent one-way system is not practicable for all residents
- Difficulty for larger vehicles to enter and leave the site in forward gear
- Two points of access onto Chapel Lane would be too much
- Proposal does not deal with pedestrian access beyond the site (to the west) on Chapel Lane
- Footpath access close to Chapel Lane is proposed to be too narrow (minimum 1 metre) to allow wheelchair or parent with pushchair to pass and likely conflict for pedestrians from the footpath onto Chapel Lane (including the access onto School Lane junction). Footpath will not be adopted and will deteriorate over time and hidden between hedge and boundary fences such that users will not feel secure
- Manual for Streets notes that shared surfaces work satisfactorily for lower amounts of traffic (100 movements per hour) than would be provided cumulatively on Chapel Lane by the proposal (with existing traffic levels) [*Officer comment: This requirement is for proposed new roads and not existing roads*]
- “Surrey Design Technical Appendix” indicates that there is a general requirement for two way traffic to be provided for more than 55 dwellings (current proposal along with existing dwellings on Chapel Lane would equate to 56 dwellings) [*Officer comment: Surrey Design is County-wide guidance which was never formally adopted by this Council but nevertheless has now been superseded by the RDG (for this Borough) and Manual for Streets (County-wide)*]
- Use of TRICS figures in transport report does not reflect high car ownership in the area (Surrey)
- Failure to meet the requirements of “Development Affecting Roads Town and Country Planning General Order 1992” [*Officer comment: This Order provides the mechanism for CHA to comment on applications only*]

6.4 Residential amenity [See section 7.7]

- Impact from increased cars on pollution generally and particularly when idling (when caught on A30)
- Impact from car/noise, air and light pollution
- Traffic calming measures will increase air pollution
- Impact from disturbance
- Proximity to rail line for new residents
- Impact from pollution on conditions especially for children (asthma, eczema, allergies, etc.)
- Loss of amenity
- Loss of privacy
- Impact on family life/quality of life

6.5 Other matters

- This site does not need to be developed to meet housing target [See section 7.4]
- Amendments are cosmetic and have not overcome earlier concerns/objections [Officer comment: This comment as been noted]
- Site should be removed from development in the development plan [Officer comment: A review of the local plan cannot be addressed through the processing of this application]
- Loss of water meadow, a valuable green space and green lung for the village [See sections 7.4, 7.5 and 7.8]
- Loss of wildlife from holly hedge (at boundary with Chapel Lane) removal [See section 7.8]
- Loss of wildlife corridor [See section 7.8]
- Impact on biodiversity including wildlife habitat in woodland and other habitats – waterways, trees, wild flowers, grassland [See section 7.8]
- Impact in wildlife (birds (including owls, woodpeckers, song thrushes, red kites), bats, foxes, badgers (there is a live sett on the site), deer (including monk jacks), insects, hedgehogs, squirrel, bees, butterflies, water voles, frogs, newts, shrews, rabbits, stag beetles, reptiles (including snakes), and ducks) [See section 7.8]
- Impact on drainage/flood risk and floodplain; land is prone to flooding [See section 7.9]
- Overdevelopment of wider village [Officer comment: Each application is considered on its own merits]
- Impact on infrastructure [See section 7.10]
- Cumulative impact, with other developments, on local infrastructure [See section 7.10]
- Impact on schools, pre-school/nurseries, sure start centre [See section 7.10]
- Impact on doctors surgeries, social services and hospitals and other local facilities (e.g. local tip/recycling centre and resulting fly tipping) [Officer comment: the impact on these services is not a material consideration for a development of this scale]
- Replacement should be on a one-for-one basis only (like other parts of the village) [Officer comment: It is assumed that this relates to other parts of the Bagshot village which fall within 400 metres of the SPA, where any net increase in residential units is resisted under Policy CP14 of the CSDMP]
- Impact on water supply and sewage system [See section 7.9]
- SANGs are not a sufficient benefit to offset the harm of the development [Officer comment: The need to contribute towards SANG provision relates to the requirement to offset any harm to the integrity of the SPA and not to any ecological loss at the application site. In addition, see section 7.8]

- Other sites, e.g. with derelict buildings/brownfield, should be redeveloped first [See section 7.4]
- Loss of wildlife corridor between Earlswood Park and recreation ground [See section 7.8]
- The Woodland Management Plan (WMP) would result in tree loss in woodland which, with the tree loss on the overall site [See section 7.8]
- Whether the WMP follows best practice [See section 7.8]
- Impact on wildlife in woodland by providing access, picnic benches, etc. (WMP) and increased risk of fly tipping, bonfires, etc. [*Officer comment: The WMP has been amended to remove open access. In addition, see section 7.8*]
- Loss of trees in woodland (under the WMP) would reduce screening to the rail line [See section 7.8]
- Previous schemes were less destructive, and provided a lower density than the current proposal, and were rejected [*Officer comment: Each application is considered on its own merits*]
- Inadequate surveys (e.g. drainage survey undertaken during driest summer (2018)) [See section 7.9]
- Long term risk of issues with the tanks as a part of drainage system leading to flood risk [See section 7.9]
- Indistinguishable from withdrawn scheme (SU/15/0994) [*Officer comment: Each application is considered on its own merits*]
- Chapel Lane carriageway is in need of repair/future impact on road surfaces [*Officer comment: This would not be a reason to refuse this application*]
- Land is contaminated [See section 7.9]
- Anti-social behaviour from affordable housing [*Officer comment: The provision of affordable housing in developments of this scale is set out in Policy CP5 of the CSDMP. In addition, see paragraph 7.10*]
- Increased flood risk downstream (St Marys Gardens/Waverley Road/Guildford Road)/elsewhere. Bagshot is in a flood risk area [See section 7.9]
- Destruction of natural habitat [See section 7.8]
- Development is not carbon neutral [*Officer comment: This would not be a reason to refuse this application*]
- Loss of open space [See section 7.4]
- Financial stream for this development should be discounted (e.g. council tax) [*Officer comment: This is not a material planning consideration*]
- Cumulative impact of development in the area on local infrastructure [See section 7.10]
- Archaeological study has not taken into consideration the history of the site as a

- Pest House (and related burials) [See section 7.9]
- Risk of contamination of watercourse with foul sewage system (e.g. pumping stations) [See section 7.9]
 - Government need to be more ecologically friendly [See section 7.8]
 - Differing advice between developers and individuals to TPO applications [*Officer comment: Each application is considered on its own merits*]
 - Investment should be to making the village more welcoming instead of adding buildings the community do not want [See section 7.5]
 - Increase in anti-social behaviour [*Officer comment: This is not a reason to refuse this application*]
 - Holly hedges are protected by covenants [*Officer comment: This is not a material planning consideration*]
 - Plan showing tree loss is not provided [*Officer comment: This is provided as a part of the application information*]
 - There are no positive benefits for the proposed development – it is driven by financial gain of property developers [*Officer comment: Financial gain is not a material planning consideration*]
 - No nearby SANG is available [See section 7.8]
 - Until all empty/unsold dwellings (elsewhere in the Borough) are occupied, there should be no further development [See section 7.4]
 - Does not meet the targets/objectives set out in Site Allocations Technical Background Paper [*Officer comment: The implications of these targets and objectives are considered in local and national policies*]
 - Further investigation into land contamination is required [See section 7.9]
 - Bagshot does not need any more development/other sites should be promoted/developed first. An “out of the box” approach to deliver housing e.g. Crown and MoD land should be undertaken [*Officer comment: Each application is considered on its own merits. The development of other land that is not known to be available/developable is not a material consideration for the assessment of this application*]
 - Affordable housing is not truly available for those in need (e.g. key workers) [*The application is considered against Policy CP5 of the CSDMP in relation to the delivery of affordable housing. In addition, see section 7.10*]
 - Questions increase from 14 to 40 houses allocated to this site (in the SHLAA) [See section 7.4]
 - Sequential test for cumulative impact of housing development in the local area needs to be undertaken [*Officer comment: Each application is considered on its own merits*]

- Impact on climate change during as National Climate Emergency [*Officer comment: This impact is not a material consideration for a development of this scale*]
- Commitment to housing greater than commitment to reduce carbon [*Officer comment: This impact is not a material consideration for a development of this scale*]
- Impact on well-being and mental health [*Officer comment: This impact is not a material consideration for a development of this scale*]
- Affordable housing will be a dumping ground for more vulnerable members of society segregating them and resulting in “no-go” areas [*Officer comment: The provision of affordable housing in developments of this scale is set out in Policy CP5. In addition, see section 7.10*]
- Local residents/community should be listened to [*Officer comment: The assessment of this application includes an assessment of all comments made by all parties*]

6.6 In respect of the representations in support, the following was raised:

- There is adequate open space (e.g. local playing fields) available elsewhere locally
- Need to provide more housing
- Land does not fall in the Green Belt
- The proposal would not make much difference to local highway congestion (e.g. A30)
- If refused, is likely to be allowed on appeal
- Accident risk on local roads would not be materially increased by proposal

7.0 PLANNING CONSIDERATIONS

7.1 The application site falls within the settlement of Bagshot. The current proposal is to be assessed against the National Planning Policy Framework (NPPF) and its associated Planning Practice Guidance (PPG); as well as Policies CP1, CP2, CP5, CP9, CP11, CP14, DM9, DM10, DM11, DM13, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); Policy H3 of the Surrey Heath Local Plan 2000 (as saved) (SHLP); and Policy NRM6 of the South East Plan 2009 (as saved) (SEP).

7.2 In addition, advice in the National Design Guide MHCLG 2019 (NDG); the Residential Design Guide SPD 2017 (RDG); the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (AS); and the Interim Housing Land Supply Paper 2019-2024 (Addendum Report October 2019) (HLSP) are also relevant. Whilst a Design Brief for the Notcutts Nursery/Woodside Cottage site was adopted in 2000, this predates the residential development at Earlswood Park (i.e. the Notcutts Nursery element of this wider housing allocation site), and subsequent changes to national and local policies and is therefore afforded limited weight.

7.3 The main issues in the consideration of this application are:

- Principle of the development and housing supply;
- Impact on local character, locally listed building and trees;
- Impact on parking provision and highway safety, capacity and sustainability;
- Impact on residential amenity;
- Impact on the Thames Basin Heaths Special Protection Area and ecology;
- Impact on land contamination, flooding and drainage;
- Impact on affordable housing provision and housing mix;
- Impact on local infrastructure, play space and education provision; and
- Impact on refuse arrangements and renewable energy and efficiency.

7.4 Principle of the development and housing supply

7.4.1 Saved Policy H3 of the SHLP indicates that within the Notcutts Nursery and Woodside Cottage site, housing development is allocated. This was allocated for the period 2001-2006 for 150 dwellings. However, whilst the Notcutts Nursery element has provided 182 houses (under permission SU/07/0702) within the Earlswood Park development, the remainder of the housing allocation site (i.e. the application site) remains allocated for housing. In addition, the housing allocation of 150 units for the wider site, as set out in saved Policy H3, was a minimum (and not a maximum) for the wider site.

7.4.2 In considering the application site as a part of the housing allocation site (under saved Policy H3 of the SHLP), the Inspector for the SHLP review considered that the site is a pleasant feature, which adds to the tranquil atmosphere of this part of Bagshot. However, the Inspector considered that the site is part of a semi-rural environment at the urban fringe and is not so special to warrant permanent protection.

7.4.3 The HLSP indicates that the Council can demonstrate a five year supply of housing (plus buffer). The HLSP indicates that total anticipated provision for the application site is 44 units. As such, the proposal would provide a residential scheme on the remainder of this allocated site, which would contribute towards meeting the five year supply (plus buffer) within the Borough and the principle for the development is acceptable subject to the following assessment, complying with Policy H3 of the SHLP.

7.5 Impact on local character, locally listed building and trees

7.5.1 Policy DM9 of the CSDMP requires development to respect and enhance the local character paying particular regard to scale, materials, massing, bulk and density. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without compromising local character, the environment or the appearance of the area. Principle 6.6 of the RDG indicates that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Principle 7.8 of the RDG indicates that designers should use architectural detailing to create attractive buildings that positively contribute to the quality and character of an area.

- 7.5.2 Paragraph 7.2 above sets out the limited weight afforded the 2000 Design Brief for the wider site. This Brief originally envisaged a lower number of houses (14) on the Woodside Cottage due to the Area of Urban Landscape Quality designation and the expectation that a part of that application site would provide the public amenity space for the whole of the allocations site (i.e. including the Notcutts Nursery element, the Earlswood Park development delivered under permission SU/07/0702). However, that development was considered separately and separately provided its own public amenity space on that site. The assessment of the public open space provision for the current proposal is set out in paragraphs below. Policy UE3 of the SHLP, which designated the immediate area as an Area of Urban Landscape Quality, was deleted during the review of the SHLP and subsequent adoption of the CSDMP in 2012. As such, this status of the land no longer has any weight.
- 7.5.3 Whilst the character of the nearby roads, such as School Lane, is suburban in nature, much of Chapel Lane has a more open, rural character provided in part by the narrowness of, and bends within, the road; the boundaries with this road (principally hedging) and the major trees close to this highway; and, the lower density of development to the west of the application site and very limited development on the application site and other sites principally to the east/north, i.e. the cemetery and the recreation ground (at the east end of Chapel Lane). Clearly, an important characteristic of this environment is this more open, rural character. This character is extended north of the lane with the grounds of the cemetery providing a spacious, rural setting for the chapel. The continuous green link from the chapel/cemetery through the application site to the woodland forms a part of the local distinctiveness and is an important spatial consideration.
- 7.5.4 The current proposal would result in an urbanisation of the application site and this would have a knock-on impact on this acknowledged Chapel Lane and wider open, rural character of the area. Two accesses would be provided from Chapel Lane which would allow more open views into the site and the presence of the dwellings would be noticeable from points on the lane. However, the scheme has been designed to reduce the level of interaction with this highway, with the dwellings predominantly not fronting this highway and with many turning its back on this road (Plots 38-44). In addition, the proposal seeks to retain the major trees on this frontage and, where it is not retained, replace the understorey (including hedging) to this frontage to retain the softer, more rural character of this lane. A footpath link would be predominantly provided behind this frontage.
- 7.5.5 The dwellings provided at the principal access point (Plots 7-9 and 44) have been carefully considered in this context such that they are either provided with a dual aspect (e.g. Plots 9 and 44) which front both the main access and spine roads to provide active frontages to both of these roads, or are orientated to have a principal elevation (Plot 7) such that activity to Chapel Lane is reduced. This approach is also provided for the two dwellings (Plots 1 and 6), accessed from the second access with a flank wall facing Chapel Lane.
- 7.5.6 The less dense form of residential development on Chapel Lane (8 to 15 dwellings per hectare) contrasts sharply with the denser form of development within the closest part of the Earlswood Park development (46 to 90 dwellings per hectare). The current proposal provides a gradation in density providing less dense development close to Chapel Lane (20 dwellings per hectare) to a more dense form of development towards the south west corner adjacent to Earlswood Park (36 to 76 dwellings per hectare) to reflect these variations.
- 7.5.7 The dwellings to be provided which front the spine road are to be detached or linked detached providing a suburban appearance to the north side of the street, but retaining a spaciousness in this setting, with gaps at first floor level provided by the drives/garages

with other gaps provided between the buildings. The dwellings accessed off the second access (Plots 1-6) would be provided in a similar layout. The dwellings on the south side of the stream are arranged principally as semi-detached dwellings (Plots 35-36) or short terraces (Plots 25-34) with the larger flatted block (Plots 14-25) located in the south west corner of the site provide a denser form of development. The elements of the proposal are furthest from Chapel Lane and have a closer relationship with the denser form of development (longer terraces and flatted blocks, with courtyard and on-street parking arrangements) on the adjoining Earlswood Park development. The flatted block would be L-shaped providing a deep span to the rear of the building which would be disguised from the spine road by the residential houses immediately to the north.

- 7.5.8 Policy DM9 of the CSDMP indicates that developments will be acceptable where they protect trees and the vegetation worthy of retention and provides high quality hard and soft landscaping where appropriate. The proposal would result in the loss of trees, some of which are protected by TPO 06/00. The trees to be lost are smaller in scale and lower in quality. The proposal seeks to replace these trees around the site such that the overall loss of tree cover will be more limited.
- 7.5.9 The layout of the western enclave (Plots 1-6) has been improved in terms of the position of the building and the provision of frontage lawns and planting. However, high quality landscaping materials will be important to avoid a harsh and domineering appearance. The forecourt would benefit from some additional unifying landscaping to create a stronger sense of place. This is expected to be provided through the implementation of the proposed soft landscaping scheme by condition.
- 7.5.10 The proposed landscape strategy includes extending the green link from the chapel/cemetery across Chapel Lane and into the site leading towards the woodland beyond. The use of soft landscaping, including trees and shrubs, along the main access, connecting to the landscaped area around the stream and around the footpath (between Plots 29-31 and 32-34) would provide a green link up to the woodland. The provision of a green spine is considered important to protect its character. A more heavily landscaped area would also be found at the end of the main access (north of the stream) which would be the main focus of the view into the site from the main access from Chapel Lane. In addition, the replacement of the boundary hedge to the site frontage from a holly hedge to a more hedging e.g. a beech hedge that would enhance the landscape profile of this frontage.
- 7.5.11 Principle 6.7 of the RDG indicates that parking layouts should be high quality and designed to reflect the strong heathland and sylvan identity of the Borough with parking arrangements softened with generous soft landscaping and breaking up of groups of three parking spaces with intervening landscaping. Principle 6.8 of the RDG indicates that on-plot parking should be generally to the side and rear with Principle 6.9 indicating that car parking courts should be designed with active frontages and attractive places with high quality soft and hard landscaping.
- 7.5.12 The proposed parking would be provided within a parking area to the side with some limited parking to the front of the building. Noting the building setback, there would be opportunities to provide soft landscaping to enhance the site frontage. The parking would be arranged principally in groups of three spaces or less and would be provided with soft landscaping to break-up these parking areas. However, two groups of four spaces have been provided to the parking area close to the stream. This has enabled improved soft landscaping in this area and these arrangements are considered to be acceptable in design terms.

- 7.5.13 The chapel on the north side of Chapel Lane is locally listed. However, noting the minimum distance of the chapel from the site boundary of 75 metres, no adverse impact on the setting of this chapel is envisaged.
- 7.5.14 The Council's Urban Design Consultant has acknowledged the substantial revisions to the scheme which have reinforced the green and rural character. The UDC indicates that the proposed scheme is now acceptable in principle in terms of its spatial layout, density, scale and building height and that the layout enhances the visual connection between the chapel, and its setting, with the stream within the site and the woodland beyond. There are no objections from the UDC to the building typology, general design approach for the proposed buildings or building materials.
- 7.5.15 As such, it is considered that the proposed development does satisfactorily integrate into its context and would improve and enhance the character of the area, including the setting of a nearby locally listed building, complying with Policies DM9 and DM17 of the CSDMP and the NPPF; and has regard to the NDG and RDG.

7.6 Impact on parking provision and highway safety, capacity and sustainability

- 7.6.1. Policy DM11 of the CSDMP indicates that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. Policy CP11 of the CSDMP indicates that improvements will be sought to the efficient and safe operation of the highway network while seeking to reduce the need to travel, encourage the use of sustainable modes of transport and reduce the impact of traffic on residential areas and development should comply with parking standards.
- 7.6.2 The County Highway Authority has raised no objections to the proposal subject to conditions and the provision of a contribution of £15,000 which would provide a highway management scheme to be delivered by the County Council and dedication of the proposed footpath/way at the front of the site. Their comments are provided at Annex A.

Site access and parking

- 7.6.3 The new access would be provided onto Chapel Lane. The proposed access would be provided with an adequate level of visibility. The proposal would provide 104 parking spaces, amounting to about 2.3 spaces per dwelling to serve the development. This includes 2-3 spaces per house and 1.2 spaces per flat with 5 visitor spaces, which compares with the SCC parking standards of 1 space per 1-2 bed flat and 2 spaces per 3-5 bed house. This level of provision is considered to be acceptable to the County Highway Authority indicating that this would be sufficient to accommodate all parking on the site.

Highway safety and traffic management

- 7.6.4 The proposal would add 44 dwellings to the highway network in this area, replacing one dwelling. Noting the narrowness of Chapel Lane, close proximity of local schools, and informal one-way system used by parents picking up and dropping off pupils, a traffic management scheme is proposed.
- 7.6.5 The scheme includes elements to be provided by a financial contribution of £15,000 to the County Council (through a Traffic Regulation Order process) including a 20 mph speed limit for the whole of the local highway network including Lambourne Drive, Chantry Road, School Lane and Chapel up to A30 London Road including appropriate signage and road markings;

and an east-to-west, one-way system for Chapel Lane between School Lane and

Lambourne Drive.

- 7.6.6 In addition, the scheme includes the provision of speed reduction devices on Chapel Lane (including speed cushions, build-outs and carriageway treatments) to assist in reducing traffic speeds and providing and would be secured through a S278 highway agreement and planning condition. These measures are considered to be acceptable to the County Highway Authority, in improving highway conditions to offset any highway safety issues that could arise within this local highway network.
- 7.6.7 The County Highway Authority has confirmed that the use of TRICS data is a standard tool to assess potential trip generation of new developments. The TRICS assessment provided in the transport statement has been undertaken such that a reasonable assessment of trip generation can be made. At peak times, the TRICS assessment confirms that 13 additional two way movements would occur onto A30 London Road in the morning peak; and 5 such movements in the evening peak. Even if a higher trip rate per property (0.8) were to be used, the additional 18 movements in the morning peak and 17 in the evening peak can be accommodated in the local road network. The County Highway Authority has considered that this road junction can accommodate this level of increase without any required upgrading.

Construction management

- 7.6.8 It is acknowledged that the site approach will make construction of the site more difficult, particularly in reference to the narrowness of Chapel Lane and nearby schools. In addition to the normal controls imposed by condition on construction management, such as hours of construction, provision of on-site parking for construction vehicles, etc., it is considered prudent in this case to limit the hours of deliveries to the site such that any conflict with school traffic is minimised. With such controls, the proposal is considered acceptable on this ground.

Sustainability

- 7.6.9 During the consideration of the allocation of the site for housing (for saved Policy H3 of the SHLP), the Inspector when considering a range of sites indicated that this site had greater sustainability credentials than other sites in the east part of the Borough, in that the site is close to, i.e. within walking distance of, a range of facilities (shops, schools, etc.) and better public transport access e.g. buses and rail services. There has not been a significant change since this assessment was undertaken. The proposal includes the provision of cycle storage to encourage alternative modes of transport to the motor car. As such, it is considered that the site and proposal would be sustainable in transport terms and no objections are raised on this ground.
- 7.6.10 As such, the proposed development is considered to be acceptable on highway safety grounds, subject to the securing of a contribution towards a traffic management scheme, complying with Policies CP11 and DM11 of CSDMP, and the NPPF.

7.7 Impact on residential amenity

- 7.7.1 Policy DM9 of the CSDMP requires development to pay regard to residential amenity of neighbouring property and uses. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents.
- 7.7.2 The rear wall of the flatted block (Plots 14-25) has no habitable room windows and represents a side relationship with the residential properties beyond 48-54 Gomer Road. With a separation distance of 20 metres between two storey (or above) elements, this

relationship is acceptable.

- 7.7.3 The flank wall of Plot 11 would face the rear garden of 15 Marlin Close, being set back and angled away from this residential property. Noting the level of corner-to-corner separation of 10 metres, orientation of these dwellings, and landscaping at the rear boundary of the plot, it is not considered that this proposed dwelling would have any material impact on the amenity of the occupiers of this existing dwelling.
- 7.7.4 The rear walls of the residential properties towards the north west corner (Plots 2 and 3) would face the rear wall of 5-15 Marlin Close and on higher ground. However with the minimum separation distance at two storey level of 20 metres, this relationship is considered to be acceptable. Landscaping proposed to be retained/provided on this boundary will reduce the impact further.
- 7.7.5 The rear wall of the residential property in the north west corner (Plot 1) would face the rear boundary of Crowthorne House and Lightwater House within a cul-de-sac (part of Chapel Lane). The separation distance (at two storey level) would be about 22 metres. As such, this relationship is considered to be acceptable.
- 7.7.6 The properties on the north side of Chapel Lane face towards the application site but noting the level of separation (35 metres to the rear of Plots 38-44 and 26 metres to the nearer flank wall of Plot 44), these relationships are considered to be acceptable. Similarly, the level of separation between the flank wall of Plot 1 and the rear wall of 16 Lambourne Drive at 54 metres is also considered to be acceptable. The remainder of the proposed dwellings some distance from any other residential property so as not to have any material impact on amenity.
- 7.7.7 The wider site lies close to the Ascot to Camberley rail line, a noise generating source. However, the dwellings are set a minimum of 40 metres (Plot 37) with woodland in between and principally flank walls of these dwellings face this noise source. The Environmental Health Officer has indicated that mitigation would be required (windows) and can be considered by condition. The increase in noise associated with any increased traffic from this development is also not considered to have any significant impact on residential amenity. The Environmental Health Officer has advised that air quality impacts from the development will be negligible and that no local air quality standards will be exceeded by this development.
- 7.7.8 The rear gardens for the dwellinghouses have minimum depths of 10 metres and meet the minimum standards set out in the RDG. The rear amenity area to be provided to the rear/flank of the proposed flatted block would provide a shared amenity area, to a minimum depth of 5 metres, and an overall amenity area provision of about 300 square metres, which would meet the requirements of the RDG. The provision of balconies, to provide private amenity accommodation, is not considered to be suitable in this location due to the risk of overlooking of adjoining and nearby existing/proposed properties. These amenity arrangements are considered to be acceptable.
- 7.7.9 The Daylight and Sunlight Report provided by the applicant sets out how much light would be available to the residential development, at March and June, in accordance with the BRE "Site Layout Planning for Daylight and Sunlight", under this proposal as well as any impact on adjoining and nearby residential properties. This report indicates that the proposal would not have any material effect on daylight or sunlight to any adjoining or nearby residential property not to the habitable rooms of the proposed residential units.

The majority of the gardens will have acceptable level of sunlight with five gardens to the south side of the development (Plots 27-28 and 32-34) more affected by overshadowing in March but this impact would be lessened to an acceptable level due to leaf fall at this time of the year. As such, no objections are raised on these grounds.

7.7.10 As such, no objection is raised on residential amenity grounds, with the development complying, in this respect, with Policy DM9 of CSDMP.

7.8 Impact on the Thames Basin Heaths Special Protection Area and ecology

7.8.1 The application site partly lies within 0.5 kilometres of the Thames Basin Heaths Special Protection Area (SPA). The TBHSPD 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 contribution towards SANG delivery/maintenance if there is available capacity. The proposal is CIL liable and this provision would normally be provided under the CIL charging scheme.

7.8.2 Policy CP14 of the CSDMP indicates that *"developments of 10 or more net new dwellings will only be permitted within the identified catchment areas of SANGs."* The application site lies within the catchment of Windlemere SANG where there is capacity available for the proposed development. Contributions are normally secured through the CIL process. However, as indicated in paragraph 7.9 below, CIL would be liable and under such circumstances a separate SANG contribution would be required. Following an Executive resolution which came into effect on 1 August 2019, due to the currently limited capacity available for public SANGs in parts of the Borough, applications for development which reduce SANG capacity, as in the case of this application will be valid for one year (rather than three years) unless there are reasons why the development cannot be commenced within this shorter timescale.

7.8.3 The current proposal would also be required to provide a contribution towards the SAMM (Strategic Access Management and Monitoring) project. This project provides management of visitors across the SPA and monitoring of the impact. The project is run through a steering group and aims to provide additional warden support across the SPA together with equipment and materials to support this. Alongside this is a monitoring of visitor numbers and behaviour. This project does not form part of the CIL scheme and a separate contribution of £28,416 is required through an upfront payment or a planning obligation to secure this contribution for the scale of this development. Subject to the securing of this contribution through a legal agreement or upfront, no objections are raised on these grounds.

7.8.4 The proposal has been supported by an ecological report which concludes that following desk top studies and surveys, there are evidence of activity from protected species of bats, reptiles and badgers and also hedgehogs on the site. There is potential for nesting birds but no evidence of otters, water voles or newts. The mitigation strategy includes the protection of species during site clearance (including demolition) and construction and avoiding the bird breeding season; mixed hedge provision; provision of receptor sites (including refugia) for reptiles; provide bird/bat boxes and provide a lighting strategy (external lighting details to be approved by condition).

7.8.5 In addition, there is proposed the provision of a Woodland Management Plan for ecological improvements to the adjoining woodland. An update will be provided concerning its future management. The adjoining woodland would not be made open to the public but used as a resource to offset the loss of habitat on the development site. This approach has been supported by the Surrey Wildlife Trust.

Overall, no objections are raised by Surrey Wildlife Trust to the proposal.

7.8.6 As such, no objections to the proposal on these grounds is raised with the proposal, subject to the securing of a contribution towards SAMM, with the proposal complying with Policy CP14 of the CSDMP, Policy NRM6 of the SEP, the National Planning Policy Framework and advice in the TBHSPD.

7.9 Impact on land contamination, flooding and drainage

7.9.1 The site has been used, in part, for agricultural purposes, and possibly commercial uses historically, for which some contamination of the site is possible. The Council's Scientific Officer has indicated that for the proposed use, remediation is likely to be required and these matters can be dealt with by condition. No objections have been raised by the Scientific Officer on these grounds. The proposal is therefore considered to be acceptable on these grounds.

7.9.2 The proposal would fall within an area of low fluvial flood risk (Zone 1 as defined by the Environment Agency). The proposed development. The Environment Agency has raised no objections to the proposal on this basis. As such and subject to conditions in this respect, the proposal is considered to be acceptable on fluvial flood risk grounds.

7.9.3 The LLFA have considered the impact of the proposal on surface water drainage, in an area that has some surface water flood risk adjacent to the stream, but with on-site storage provided (to reduce off-site flows during periods of peak rainfall) within a SuDS scheme including permeable paving and cellular storage with hydrobrakes to limit outflow into an existing ditch. The existing culvert is to be removed and three culverts provided across the stream. The proposal is considered to be acceptable. No objections are therefore raised to the proposal on surface water/drainage grounds.

7.9.4 As such, no objections are raised on land contamination, flooding and drainage grounds, with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

7.10 Impact on affordable housing provision and housing mix

7.10.1 Policy CP5 seeks the provision of affordable housing which is based on a 40% provision, split between shared ownership and rented, for the size of this development. The proposal would deliver 43 (net) residential dwellings. As such, 40% of this provision (18 units) should be provided as affordable housing to comply with Policy CP5 of the CSDMP. This provision includes the flatted block (Plots 14-25) and nearby (terraced) houses. Subject to the securing of this provision by a legal agreement, no objections are raised on these grounds.

7.10.2 Policy CP6 indicates that the Council will promote a range of housing types across the Borough. The proposal would provide a range of dwelling size and is therefore considered to be acceptable, complying with this policy.

7.11 Impact on local infrastructure, play space and education provision

7.11.1 The Infrastructure Delivery SPD 2014 and the Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council in July 2014. As the CIL Charging Schedule came into effect on 1 December 2014, an assessment of CIL liability has been undertaken. For this development, a contribution of about £750,000 is envisaged.

7.11.2 Surrey County Education team have indicated that contributions should be sought for schools. However, these contributions have not been allocated to a specific project (or projects) which requires such funding and are due to be delivered and as such the securing of such contributions would not meet the tests in Paragraph 56 of the NPPF. On this basis, it is therefore considered that contributions towards education cannot be

secured for this application.

- 7.11.3 Policy DM16 of the CSDMP indicates that new development will be expected to provide or contribute towards the provision of open space and play space provision although this is clarified at supporting paragraph 6.99 that this will be sought where a need arises. The site is close to the recreation ground and, taking into consideration the size of the proposal, therefore a need only arises in this case for a local area of play. This is proposed to be provided close to the flatted development (adjacent to Plot 28) and, subject to this provision by condition, is considered to provide acceptable arrangements to meet the requirements of this policy.
- 7.11.4 As such, the proposal would comply with Policies CP5, CP12 and DM16 of the CSDMP and the NPPF.

7.12 Impact on refuse arrangements and renewable energy and efficiency

- 7.12.1 Policy DM9 of the CSDMP states that developments should incorporate measures for the storage of waste. The design and access statement indicates a refuse strategy which includes providing a layout which allows the turning movements for refuse vehicles and access close to all proposed dwellings, shared bin storage for the flatted development, and storage accommodation, in the form of a hardstanding area in the rear garden (close to the rear doors of these dwellings) for wheelie bins for each residential house. These facilities are considered to be acceptable for refuse storage purposes.
- 7.12.2 Policy CP2 of the CSDMP supports sustainable development including measures to promote energy efficiency would be supported. In this regard, the energy statement supporting this proposal indicates that photovoltaic (PV) collectors, which create electricity from natural daylight, are to be provided on south facing side and rear roof slopes within the development. In addition, flue gas heat recovery systems are to be installed to ten dwellings, which capture heat within the waste flue gasses. As such, it is considered that this provision would support sustainability and would comply with Policy CP2 of the CSDMP.

8.0 CONCLUSION

- 8.1 The proposed development is considered to be acceptable in relation to its impact on character and conservation; residential amenity; local infrastructure; affordable housing provision; land contamination, drainage and flood risk; SPA and ecology; and highway safety. As such the application is recommended for approval.

9.0 WORKING IN A POSITIVE MANNER

- 9.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of Paragraphs 38-41 of the NPPF. This included the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
 - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

10.0 RECOMMENDATION

GRANT, subject to the completion of a Section 106 legal agreement for the on-site (40%) provision of affordable housing and dedication of footpath/way along with the provision of a contribution towards the off-site highway scheme (£15,000) under a traffic regulation order and a SAMM contribution (£28,416) by 8 January 2020, or any longer period as agreed with the Executive Head of Regulatory, and the following conditions:-

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

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

2. The proposed development shall be built in accordance with the following approved plans: 2747-A-1002 Rev. C, 2747-A-3110 Rev F, 2747-A-3300 Rev B, 2747-C-3012 Rev F, 2747-C-3010 Rev E, 2747-C-3011 Rev D, 2747-C_3025 Rev E, 2747-C_3030 Rev F, 2747-C_3041 Rev D, 2747-C_3100 Rev E, 2747-C_3102 Rev D, 2747-C-3022 Rev E, 2747-C_3035 Rev F, 2747-C_3037 Rev F received on 19 March 2019; 2747-C-3015 Rev G and 2747-C-3111 Rev F received on 2 July 2019; and 2747-A-1005 Rev U, 2747-C-1005 Rev U, 2747-C-3111 Rev F, 2747-C-3008 Rev A, 2747-C-3020 Rev H, 2747-C-3017 Rev H, 2747-C-3040 Rev E, 2747-C-3005 Rev G, 2747-C-3007 Rev H, 2747-C_1700 Rev J, and 2747-C-1701 Rev H received on 31 October 2019; unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No development above slab level shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, cladding/tile hanging, windows, guttering and fenestration. Notwithstanding the approved plans, no windows shall be installed until details have been submitted to, and approved in writing by the local planning authority. The details shall include:-

a) Plans to identify the windows in question and its location(s) within the property(ies), cross referenced to an elevation drawing or floor plan for the avoidance of doubt;

b) 1:20 elevation and plan;

c) 1:10 section with full size glazing bar detail;

d) the position within the opening (depth of reveal) and method of fixing the glazing (putty or beading); and

e) a schedule of the materials proposed, method of opening, and finishes.

Thereafter the works shall be carried out in full accordance with the approved details and the development shall be maintained as approved in perpetuity.

Reason: In the interests of visual amenities of the area including the adjoining

Bagshot Village Conservation Area and to accord with Policies DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. Before first occupation of the development hereby approved the flank window(s) in the flank elevations of the dwellinghouses and the brick finished part of the rear elevation of the flatted block (Plots 14-25) as shown on Elevation B of Drawing No 2747-C-3111-F, received on 31 October 2019, 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. No additional openings shall be created in this elevation without the prior approval in writing of the Local Planning Authority.

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

5. The development above slab level shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should satisfy the SuDS Hierarchy and be compliant with the Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of development (pre, post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4 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 restriction 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) for the development site will be managed before the drainage system is operational.

- f) Details of the watercourse that runs through the development site. Size, capacity and whether there is constant flow through.

Reason: To ensure that the design meets the Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off the site and to comply with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

6. Prior to the first occupation of the development hereby approved, a verification report carried out by a suitably qualified drainage engineer must be submitted to

and approved in writing 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 restrictions and outfalls).

Reason: To ensure the drainage system is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

7.
 - (i) Development above slab level shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.
 - (ii) The above scheme shall include :-
 - (a) a contaminated land desk study and suggested site assessment methodology;
 - (b) a site investigation report based upon (a);
 - (c) a remediation action plan based upon (a) and (b);
 - (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;
 - and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)
 - (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out
 - (i) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2019.

8. No development above slab level shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To ensure the required archaeological work is secured satisfactorily and to comply with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

9.
 1. No development above ground level 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 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 ten 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.

10. 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.

11. The development shall not be occupied until details of the children's play area, to include surfacing, play equipment, surrounding fencing and seating have been submitted to and approved by the Local Planning Authority. Once approved the play area shall be laid out in accordance with the agreed details and shall thereafter be maintained and not used for any other purpose other than as a play area.

Reason: To ensure a satisfactory play area is provided for the occupiers of the development and in accordance with Policy DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. The development hereby approved shall be implemented in accordance with the recommendations set out in the Arboricultural Implications Report by SJA Trees dated February 2019 [Ref: SJA 18257-01b] received on 19 March 2019 as

amended by the Addendum Report dated June 2019 [Ref: SJA air add 18257-01d] received on 2 July 2019. All tree and ground protection measures shall be implemented in accordance with the approved Tree Protection Plan and Approved Method Statement prior to the commencement of the development. In addition, a meeting should be held with the Council's Arboricultural Officer, or equivalent officer, prior to the commencement of the development or any required tree works.

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

13. The development hereby approved shall be implemented in accordance with the recommendations set out in the Ecological Assessment Updated Report by Ethos Environmental Planning dated July 2019 (Ref: ETH/19/348 Version 4).

Reason: In the interest of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

14. The development hereby approved shall be implemented in accordance with the recommendations set out in the Outline Woodland Management Plan by SJA Trees dated September 2019 [Ref: SJA owmp 19028-01e] received on 31 October 2019. The Woodland Management Plan shall be implemented over a 20 year period and the details of the implementation programme for 5-10, 10-15 and 15-20 years shall be submitted to and approved prior to the implementation of each phase.

Reason: In the interest of nature conservation and to protect retained trees and to comply with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

15. The parking and garage spaces shown on the approved plan 2747-C-1701 Rev H, received on 31 October 2019, shall be made available for use prior to the first occupation of the associated dwelling, with the visitor parking spaces provided prior to the first occupation of the development, and all garage and parking spaces shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding (behind any visibility zones)
- (f) hours of construction and deliveries
- (g) details of vehicle routing
- (h) measures to protect the watercourse (stream) and its banks
- (i) measures to prevent the deposit of materials on the highway
- (j) written confirmation of no on-site burning of material

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

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

17. No development above ground level shall take place until details of external lighting are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and nature conservation and to accord with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

18. No part of the development hereby approved shall be first occupied unless and until the proposed western and eastern vehicular accesses to Chapel Lane have been constructed and provided with visibility zones in accordance with approved drawings 1807052-01 Rev F and 1807052-02 Rev F respectively [within Appendix C of Transport Statement received on 19 March 2019] and thereafter the visibility zones shall be kept permanently clear of any obstruction between 1 and 2 metres in height above ground level.

Reason: In the interests of highway safety and to comply with Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

19. Prior to the first occupation of the development, Chapel Lane shall be improved in general accordance with Drawing No. 1807052-03 Rev. L received on 31 October 2019 and Drawing No 18070562-06 Rev E by providing a footpath link for the site frontage along with the traffic calming build outs and surface treatment.

Reason: In the interests of highway safety and to comply with Policies DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

20. Prior to the first occupation of the development, details of the proposed footpath, including a 1:20 layout plan indicating location/width of path along with retained trees/shrubs and new trees/shrubs, cross section of structure and finished material, are to be provided along the site frontage as required by Condition 19 above shall be submitted to and approved by the Local Planning Authority. The footpath shall be provided in accordance with the approved details.

Reason: In the interests of highway safety and visual amenity to comply with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

21. The development hereby approved shall not be occupied unless and until at least

20% of the available parking spaces for the flats and each of the dwellings is provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: In the interest of sustainability and to comply with Policies CP2, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

22. Prior to the first occupation of the development hereby approved on site details of refuse and cycle storage area(s) and access thereto are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure highway safety and visual and residential amenities are not prejudiced and to reduce the use of the motor car and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

23. The development hereby permitted cannot be occupied unless and until details of information to be provided in a "Travel Information Pack" for future residents regarding the availability and whereabouts of local public transport, walking, cycling, car sharing clubs and car clubs have been submitted to and approved by the Local Planning Authority and thereafter shall be provided for the new occupiers prior to their occupation of each residential unit.

Reason: To ensure highway safety is not prejudiced and to reduce the use of the motor car 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 2019.

24. No development shall take place on site until details of the proposed finished ground floor slab levels of all building(s) and the finished ground levels of the site including roads, private drives, etc. in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) shall be submitted to and approved by the Local Planning Authority. Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Informative(s)

1. For the avoidance of doubt, the following definitions apply to the above condition (No: 7) relating to contaminated land:

Desk study- This will include:-

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

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

Site Investigation Report: This will include: -

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

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

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

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

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

Verification of remediation report – This will include:-

- (i) a strategy for verification of remediation
- (ii) all information and data relating to contamination to evidence and substantiate the remediation action plan has been followed and completed.

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway (including works required by Condition 19 above) or any works which may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works on any footway, footpath, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.
3. This permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highway Service.
4. The applicant 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 cleaning, clearing or repairing highway surfaces and prosecutes persistent offenders (Sections 123, 148 and 149 of the Highways Act 1980 as amended).

5. The applicant is advised that as part of the detailed design of highway works required by Condition 19 above, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture equipment.
6. the applicant is advised that in meeting the requirements of Condition No. 16 above, the limitations on construction hours would be guided by Environment Protection legislation and the limitation on hours of deliveries during construction would also be restricted to ensure conflict with local school traffic is minimised.

If the Section 106 legal agreement is not completed, the application is to be REFUSED for the following reasons:

1. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan 2009 (as saved) in relation to the provision of contribution towards Strategic Access Management and Monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).
2. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the contributions to deliver a highway improvement scheme and therefore would lead to conditions which would adversely affect highway safety and therefore does not satisfactorily address the requirements of Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.
3. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the on-site delivery of affordable housing and therefore does not satisfactorily address the requirements of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

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APPLICATION NUMBER	SU/19/0235
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: S Kom; N.Hall & Kentish Barnes

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

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

Contact Officer	Angela Goddard	Consultation Date	3 April 2019	Response Date	7 November 2019
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends an appropriate agreement should be secured before the grant of permission.

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

The following conditions to be imposed in any permission granted :

1. No part of the development shall be first occupied unless and until the proposed western vehicular access to Chapel Lane has been constructed and provided with visibility zones in accordance with drawing no. 1807052-01 Rev F and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.
2. No part of the development shall be first occupied unless and until the proposed eastern vehicular access to Chapel Lane has been constructed and provided with visibility zones in accordance with drawing no. 1807052-02 Rev F and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.
3. Prior to the first occupation of the development, Chapel Lane shall be improved in general accordance with drawing no. 1807052-07 Rev A to provide a footway along the full frontage of the site, traffic calming buildouts, surface treatment, carriageway markings and associated signage for which the developer will be required to enter into a S278 Agreement.

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

5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.

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

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

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

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

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

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

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

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

Informatives:

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

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

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

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme. 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.

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

5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148,149).

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

Explanatory Note:

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

The County Council are aware of the highway and transport objections relating to this proposal, submitted directly to the Local Planning Authority and received via our Local County Councillor. Whilst it is not possible to comment on every representation individually, a short technical commentary is provided below in response to each main areas of concern.

Increased traffic at the junction of Lambourne Drive with the A30 London Road at busy times - The development is predicted to generate an additional 13 vehicles exiting Lambourne Drive in the morning between 08.00 and 09.00 hrs, this equates to 1 exiting vehicle every 4.6 minutes. In the

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

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

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

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

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

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

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

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

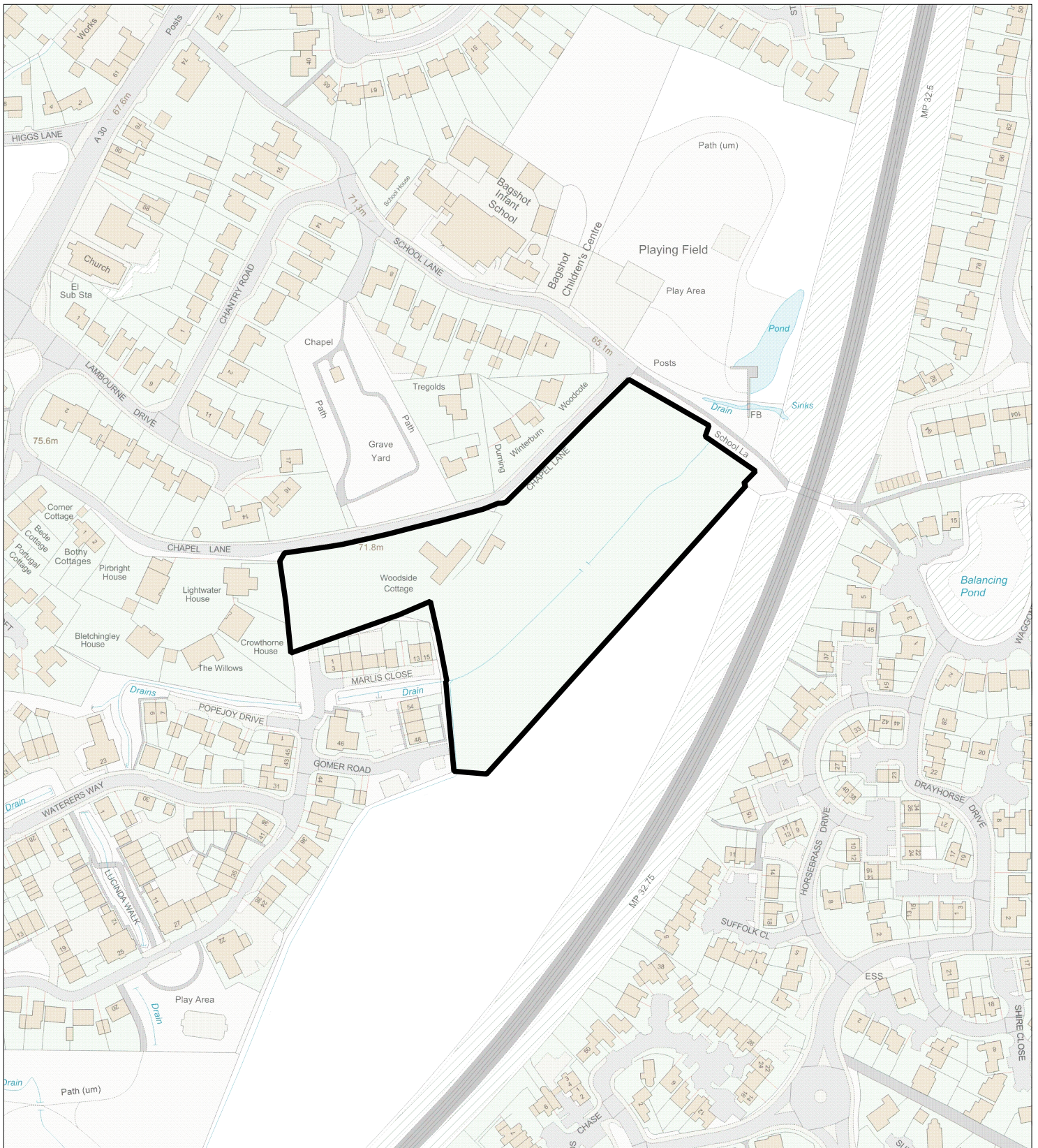
The emergency services have been consulted on the proposal and have raised no objections.

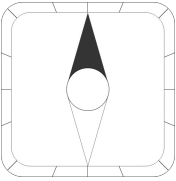

It is accepted that there are one or two technical issues related to the one-way working that need to be resolved prior to the implementation stage. This will be a matter for detailed design and further discussion.

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

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

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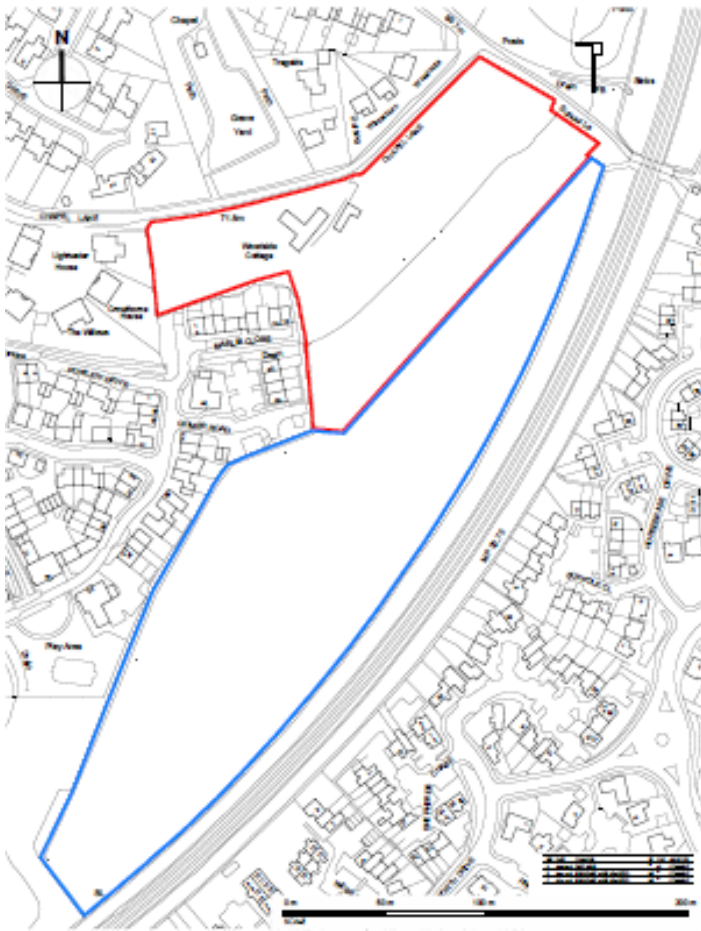
Title		Planning Applications	
Application number	19/0235	Scale @ A4	1:2500
Address	WOODSIDE COTTAGE, CHAPEL LANE, BAGSHOT, GU19 5DE	Date	13 Nov 2019
Proposal	Full planning application for the proposed erection of 44 dwellings with accesses from Chapel Lane, landscaping and associated works following the demolition of the existing dwelling.	 0 1020 m  Page 59	
Version 4		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019	
		Author: DE	



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19/0235 – WOODSIDE COTTAGE, CHAPEL LANE, BAGSHIOT GU19 5DE

Location plan



Proposed Site Plan



Typical house elevations



FRONT ELEVATION - A 1:50



FRONT ELEVATION - A 1:50

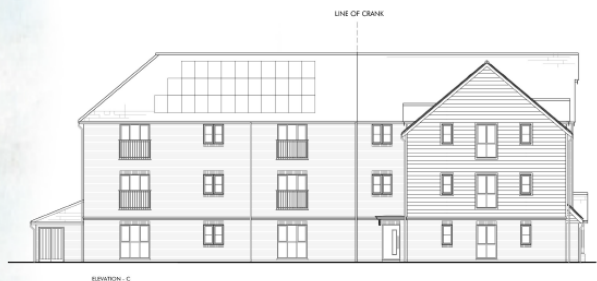
Flat elevations



ELEVATION - D 1:50



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99. 12" x 12" CONCRETE	100. 12" x 12" CONCRETE



ELEVATION - C

Existing site photos

Application site



Existing bungalow



Existing outbuildings



Chapel Lane



2019/0154

Reg Date 05/03/2019

West End

LOCATION: ROSEDENE FARM & LAND TO THE SOUTH OF FENNS LANE, WEST END, WOKING, GU24 9QF

PROPOSAL: Outline application for the erection of 74 dwellings (and the retention of Rosedene Farm), provision of accesses, landscaping and play space along with an area of public open space following the demolition of existing buildings. (Amended info recv'd 9/4/19) (Additional info rec'd 30/04/19), (Amended/additional plans & info rec'd 06/11/19).

TYPE: Outline

APPLICANT: Mr Edward Searl
Fairfax Acquisitions Ltd

OFFICER: Duncan Carty

RECOMMENDATION: REFUSE**1.0 SUMMARY**

- 1.1 This outline application relates to the erection of up to 74 dwellings and use of land as public open space following the demolition of existing buildings on the site. The application seeks to approve the access arrangements with all other matters (appearance, landscaping, layout and scale) to be determined at the reserved matters stage. The site lies to the west of the settlement of West End, within the Green Belt. The site lies on the south side of Fenns Lane, on a mixed-use site.
- 1.2 The proposal does not meet any of the exceptions under paragraph 145 of the NPPF and would cause substantial harm to openness and is therefore inappropriate development in the Green Belt. Whilst the layout is schematic only, it is envisaged that there would also be harm to the rural character of the site. The development is acceptable in terms of its impact on residential amenity, highway safety, housing mix and local infrastructure. It is considered that very special circumstances do not exist to outweigh the identified harm to the Green Belt. The completion of a legal agreement would also be required to secure contributions towards SAMM and affordable housing provision, which has not been completed to date. The application is therefore recommended for refusal.

2.0 SITE DESCRIPTION

- 2.1 The application site lies to the west of the settlement of West End, within the Green Belt. The site lies on the south side of Fenns Lane. It is split into two parcels of land including an equestrian site to the west (Fenns Livery/Riding Centre) and a mixed use site to the east (Rosedene Farm) comprising an equestrian site with caravan storage and builders' yard. The lawful status of the land is currently being considered although it is likely that these different uses have lawful status on specific parts of the site. However, it is clear that the areas of caravan storage and builders' yard provide a small proportion of this wider site.
- 2.2 There are currently contains a series of equestrian buildings within the site, which are to be demolished, and hardstanding areas. These buildings are typically up to 5 metres in maximum height, reducing to about 4 metres at the eaves. The applicant has indicated that the building footprint/floorspace totals 637 square metres of development.

There are a number of trees and tree groups on, or at the boundaries of, the site, none of which are protected under a Tree Preservation Order. The site frontage includes a number of major trees as well as other trees and vegetation.

- 2.3 The 400 metre Thames Basin Heaths SPA buffer crosses the site with the southern portion within the buffer zone but the proposed housing element would fall outside this buffer. Public Footpath No. 124 runs from north to south through the wider site between the west and east parcels connecting Fenns Lane with Lucas Green Road to the south.
- 2.4 Locally listed buildings, Fenns Farm lie opposite the western parcel of the site and Heathermead between the two parcels. Listed buildings Lucas Green Manor and Manor Cottage lie on Lucas Green Road to the south.
- 2.5 The application site falls within the Character Area 9 of the West End Village Design Statement SPD 2017. This character area is mainly to the west of the village settlement and located predominately within the Green Belt. The SPD indicates that there is no consistency of building design or style within this area and, with the exception of the listed buildings, are normally twentieth century buildings.

3.0 RELEVANT PLANNING HISTORY

The relevant planning history is listed below:

- 3.1 SU/87/1051 Erection of 11 stables, tack room, feed store and use of land for riding and livery stables at Fenns Livery/Riding Centre.

Approved and implemented.
- 3.2 SU/94/0088 Change of use of part of former poultry farm yard to storage of touring caravans for a temporary period at Rosedene Farm.

Refused in April 1994.
- 3.3 SU/94/0373 Change of use of part of former poultry farm yard to storage of 10 touring caravans for a temporary period at Rosedene Farm.

Refused in July 1994.
- 3.4 SU/00/0355 Change of use of part of outbuilding from ancillary offices to residential accommodation (retrospective) at Fenns Livery/Riding Centre.

Approved in May 2000.
- 3.5 SU/09/0093 Change of use of part of storage building associated with the riding school to provide enlarged residential accommodation for existing grooms quarter at Fenns Livery/Riding Centre.

Approved in March 2009.
- 3.6 SU/19/0214 Certificate of lawful existing development/use for mixed use to include use of part of the site as builders yard and storage of caravan and mobile homes; as well as a residential property and equestrian centre at Rosedene Farm.

Considered to be lawful in December 2019.

4.0 THE PROPOSAL

- 4.1 This outline application relates to the erection of up to 74 dwellings following the demolition of existing buildings. The means of access is to be determined under this application with all other matters reserved. A schematic layout has been provided which proposes two accesses, one for each parcel of land, with a cul-de-sac arrangement for the proposed dwellings. The vehicular access to the western parcel would be positioned close to the north west corner of the site, and the vehicular access to the eastern parcel would be positioned close to the north east corner of the site. Both vehicular accesses would access directly onto Fenns Lane.
- 4.2 The dwellings would include a mix of two storey houses and detached bungalows. The planning statement has confirmed the mix to be 19 no two bedroom, 9 no three bedroom and 5 no four bedroom houses in the western parcel and 5 no one bedroom, 26 no two bedroom, 8 no three bedroom and 2 no four bedroom houses in the eastern parcel.
- 4.3 The schematic layout includes a traditional layout for the west parcel with short cul-de-sacs running off the main crescent access road, with small parking courts. A play area would be provided close to the main arc on the north side of the crescent access road. The dwellings are arranged as a series of shorter terraces and detached/semi-detached units. The layout includes a road access towards the north east corner of the site running behind the residential curtilage of Rosedene Farm, with a series of more engineered squares and parking courts. The proposed dwellings are arranged as longer groups of terraces. The design and access statement indicates that the arrangement for the west parcel is traditional with the crescent shape of the access designed around a major retained tree to the site frontage. This statement indicates that the arrangement for the east parcel is designed as a farmyard complex with a farmhouse style structure at its centre with an ad hoc arrangement of farm buildings (barns, cart stores, etc.) typical of a rural cluster. The layout would have more hardstanding around the building frontages to reflect this arrangement.
- 4.4 The design and access statement indicates that one of the key objectives is to deliver a scheme that has an identifiable character. The dwellings within the east parcel would have the appearance of converted farm buildings and the use of a sensitive and mellow palette of materials, such as wood cladding, sitting comfortably in the locality. The elevation treatments to the west parcel would have a number of traditional features and materials. Details would include porches, bay windows and chimneys.
- 4.5 This application has been supported by:
- Planning Statement;
 - Design and Access Statement;
 - Transport Assessment (amended);
 - Tree Report (amended);
 - Drainage Strategy Report (amended);
 - Phase 1 Habitat and Phase 2 Ecology Surveys and Biodiversity Enhancement and Management Plan;
 - Land Contamination Report;
 - Heritage Statement (amended);
 - Energy Statement (amended);

- Air Quality and Noise Impact Assessments (amended);
- Flood Risk Assessment and Technical Note Addendum (amended); and
- Utilities Strategy Report.

The assessment in Paragraph 7.0 below has taken into consideration the content of these reports.

5.0 CONSULTATION RESPONSES

5.1	County Highway Authority	No objections, subject to the imposition of conditions, including the provision of a passing bay. The full comments of the County Highway Authority are provided as Annex A to this report.
5.2	Arboricultural Officer	No comments received. Any received comments will be provided on the update.
5.3	Senior Environmental Health Officer	No objections.
5.4	Natural England	No objections.
5.5	Local Lead Flood Authority	No objections.
5.6	Scientific Officer	No objections.
5.7	Environment Agency	Raised an objection to the original proposal and have been reconulted on the basis of amended details. Any received comments will be provided on the update.
5.8	SCC Archaeological Officer	No objections.
5.9	Surrey Wildlife Trust	No comments received. Any received comments will be provided on the update.
5.10	Thames Water	No objections.
5.11	Urban Design Consultant	An objection is raised to the proposal on its impact on the Green Belt.
5.12	West End Parish Council	Raise an objection in that the development is in the Green Belt for which very special circumstances would have to be proven. The proposal would have an adverse impact on the openness and rural nature of the village. The proposal would lead to substantial traffic activity on Fenns Lane and would have an adverse impact on the very limited infrastructure of the village including highways, medical, educational and other public services and amenities.

6.0 REPRESENTATIONS

At the time of preparation of this report, no representations have been received in support and 108 objections, including an objection from the West End Village Society and the West End Action Group, have been received for the following summarised reasons:

6.1 Principle/Green Belt/Character [See paragraphs 7.3, 7.4 and 7.11]

- Scale of proposal
- Appearance and design is out of character
- Impact on trees
- Impact on character
- The development plan (local and national policy) has been disregarded
- Impact on semi-rural nature in area
- No justification for the erosion of the Green Belt
- Loss of trees (if the highway is to be widened)
- Loss of countryside
- High density (28 dph) compared with nearby dwellings
- Majority of the site is open fields and not previously developed
- Only a small part of the site is previously developed land
- Impact on rural landscape of the area
- If replicated elsewhere could lead to coalescence of settlements
- Two storey properties out of character with chalet style of properties on south side of Fenns Lane
- Impact on character by increased use of verges by passing traffic on Fenns Lane
- Urban character of proposed layout
- Inconsistent with Village Design Statement. Density is far greater than Character Area 3 of the Statement [See paragraph 2.5]
- Low quality of landscape as indicated in the landscape and visual assessment is incorrect. The photos in the assessment demonstrate the quality of this landscape and proposal would not have any beneficial impacts
- Impact on rural character of the streetscene
- Equestrian buildings and use is more in keeping with rural character/Green Belt than current proposal
- Lack of housing provision elsewhere is an extremely weak argument and not sufficient justification in this case

- A lack of housing supply is not always determinative in outweighing Green Belt harm

6.2 Residential Amenity [See *paragraph 7.6*]

- Noise, dust and fumes from increased traffic in the village
- Night time light pollution from houses and additional street lights
- Loss of privacy
- Impact on peace and tranquillity
- Noise pollution
- NPPF policy indicates that development cannot make life worse now or in the future for communities
- Impact of health from air pollution due to increased traffic
- Any enhancement of the site by removing unauthorised uses and development should not be considered to have very little weight as a very special circumstance

6.3 Highway safety [See *paragraph 7.5*]

- Impact on highway safety on Fenns Lane, a narrow country lane without footpaths and blind bends, and increased accident risk and use of verges for passing traffic
- Sustainability
- Limited and expensive bus services
- Impact on local roads and highway safety during construction
- Increased highway safety risk on local roads, including Kerria Way which is used by school children and the elderly
- Impact on proposed one-way system [*Officer comment: A one-way system is not being proposed*]
- Impact on traffic congestion
- Traffic assessment does not taking into consideration the lower level of existing traffic from equestrian-based traffic which includes low levels from livery
- Fenns Lane is not a safe cycling route (as indicated in the traffic statement)
- Traffic assessment understates the impact of the proposal
- Traffic assessment understates impact of increased traffic on Brentmoor Road
- Insufficient parking
- Cumulative impact on traffic (including other committed residential developments in West End) required. No wider assessment (e.g. in Bisley or Gordons Roundabout have been undertaken
- Impact on walkers, dog walkers and school children on Fenns Lane

6.4 Housing need and infrastructure [See paragraphs 7.7 and 7.9]

- Impact on infrastructure, community and other services including doctor's and dentist's services and schools, emergency services
- Cumulative impact on infrastructure with other recent housing developments
- Not providing sufficient affordable housing
- Preferred options (in new local plan) is for small scale development within village
- Too much building in the village, some of which is not yet completed
- No more funding for roads and facilities
- Insufficient information provided about affordable housing provision and little weight attached to this provision

6.5 Other matters

- Nature conservation has been overlooked and ignored [See paragraph 7.10]
- Loss of outlook [Officer comment: This is not a reason to refuse this application]
- Loss of property value and knock-on economic dis-benefits [Officer comment: This is not a reason to refuse this application]
- Impact on wildlife (including deer, birds (including red kites, swallows), newts, bats, weasels, stoats, water voles, badgers, harvest mice and frogs [See paragraph 7.10]
- Impact on fauna (old oaks, wild orchids and orange lichens) [See paragraph 7.10]
- Impact on flood risk with natural floodplain being lost and the river coping with more water [See paragraph 7.8]
- Boardwalk will become water-logged during times of high rainfall/flood [See paragraph 7.8]
- Impact to, and irreversible damage on, green spaces [See paragraphs 7.3 and 7.4]
- Impact on the SPA buffer zone which should remain untouched [See paragraph 7.8]
- Impact on drainage [See paragraph 7.8]
- Loss of natural habitat [See paragraph 7.10]
- Lawfulness of existing use on the site (builders' yard) [Officer comment: This is being considered separately under application SU/19/0214. In addition, see paragraph 7.3]
- Caravan storage is not previously developed land [See paragraph 7.3]
- Reckless interpretation and manipulation of the NPPF must not override common sense [See paragraph 7.3]

- Site falls within the flood plain and surface water takes some time to drain [See paragraph 7.8]
- Flood risk increased due to failure of balancing ponds upstream [See paragraph 7.8]
- Loss of equestrian use [Officer comment: Noting the amount of equestrian sites in the Borough, this would not be a reason to refuse this application]
- Full investigation on archaeology required [See paragraph 7.10]
- Bias of submitted reports [Officer comment: This would not be a reason to refuse this application]
- Provision of a SANG is not a justification to allow development. However, if approved SANG must form a part of the provided development and not later deleted [Officer comment: The SANG element of the proposal has been deleted and replaced with public open space]
- SANG is not large enough to satisfy dog-walking requirements [Officer comment: The SANG element of the proposal has been deleted]
- Provision of a SANG will result in more housing proposed elsewhere leading to more pressure on existing services [Officer comment: The SANG element of the proposal has been deleted]
- Public consultation does not convey the immense degree of opposition to the proposal. Exit poll has provided a different result (86% opposed and 2% in support) [Officer comment: This would not be a reason to refuse this application]
- Pre-demolition survey of asbestos required [Officer comment: The issue of contamination can be considered by condition if minded to approve. In addition, there are separate powers for the control of asbestos on sites under the Environmental Pollution Acts]
- Impact on SPA, habitats and protected species (Brentmoor Heath) [See paragraph 7.7]
- Resulting change in the village demographics [Officer comment: This would not be a reason to refuse this application]
- Agricultural land is not previously developed land [Officer comment: The land is currently not used for such purposes]
- Infiltration drainage is not suitable for this site due to underlying geology of Windlesham Formation of sand, silt and clay [See paragraph 7.8]

7.0 PLANNING CONSIDERATIONS

- 7.1 The proposal is to be assessed against the National Planning Policy Framework (NPPF) and its associated Planning Practice Guidance (PPG); as well as Policies CP1, CP2, CP5, CP6, CP8, CP9, CP11, CP14, DM9, DM10, DM11, DM12, DM16 and DM17 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and Policy NRM6 of the South East Plan 2009 (as saved) (SEP). In addition, advice in the Surrey Heath Green Belt and Countryside Study 2017 (GBCS);

Residential Design Guide SPD 2017 (RDG) and The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (TBHSPD) are also material.

7.2 The main issues in the consideration of this application are:

- Impact on the Green Belt;
- Impact on local character and trees;
- Impact of the proposed accesses on highway safety;
- Impact on highway network, transport sustainability and parking capacity;
- Impact on residential amenity;
- Impact on the Thames Basin Heaths Special Protection Area and Infrastructure;
- Impact on land contamination, flooding and drainage;
- Impact on affordable housing provision; and
- Very special circumstances.

Other matters include:

- Impact on ecology;
- Impact on energy sustainability;
- Impact on play space provision; and
- Impact on archaeology.

7.3 Impact on the Green Belt

7.3.1 Paragraph 133 of the NPPF confirms that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 134 of the NPPF confirms that Green Belts serves five purposes which includes the prevention of the merging of neighbouring towns and to assist in safeguarding countryside from encroachment.

7.3.2 Paragraph 145 of the NPPF indicates that the construction of new buildings should be regarded as inappropriate in the Green Belt with a number of exceptions. These include (d) the replacement of a building, providing the new building is in the same use and not materially larger than the one it replaces and (g) the complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the existing development.

7.3.3 Annex 2 of the NPPF defines previously developed land as being land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. It is noted that there are a number of exceptions, but none of these apply to this site. In this case, the land includes equestrian and other buildings, with associated paddock land integral to the use of the land, as well as small areas of a builders' yard and caravan storage, which are considered to be lawful under lawful development certificate SU/19/0214 and would therefore be considered to be previously developed land.

The definition in Annex 2, however, confirms that it must not be assumed that the whole of the curtilage should be developed.

- 7.3.4 Whilst the proposal is in outline form, for which only access is to be determined under this application, it is likely to have a significant urbanising impact and loss of openness on the site. The footprint and floorspace of existing buildings amounts to about 637 square metres. Whilst the floorspace and footprint of the proposed dwellings has not been provided (for this outline proposal), it is envisaged that the proposal would result in a large uplift in the built form in terms of floorspace/footprint and spread of development across the site. In addition, whilst there is hardstanding within the builders yard and caravan storage area as well as around the existing equestrian buildings, and a menage, it is envisaged that the proposal would result in further hardstanding (access roads, car parking, drives, etc.).
- 7.3.5 Case law has established that the concept of openness is open textured and has a spatial and visual aspect. In spatial terms, the proposal would provide a significant increase in built form, particularly in terms of volume and floorspace, which are key indicators of a reduction in the impact on the openness of the Green Belt. This would be most apparent to the west part of the western parcel and the west part of the eastern parcel which do not currently contain any buildings.
- 7.3.6 It is considered that the likely form of the development would have an urbanising, visual impact which would alter the character of this edge of the village and will lead to a significant encroachment of development into the countryside. The sites lies within areas G70a and G71 of the GBCS. The GBCS indicates that these areas perform strongly against the purposes of preventing the merging of nearby towns and countryside encroachment exhibiting an open countryside character. In particular G71, which relates to the north part of the site, plays an important role played in preventing development in the narrow gap between Lightwater, Bisley and West End. In addition, the proposal would harm the integrity of the Green Belt, by developing beyond a strong Green Belt boundary (Fenns Lane). Hence, the proposal would also conflict with the purposes of including land within the Green Belt.
- 7.3.7 For the above reasoning the proposal is to be inappropriate and harmful development in the Green Belt. Before considering whether there are very special circumstances, it is necessary to consider whether any other harm exists, in addition to this Green Belt harm.

7.4 Impact on local character and trees

- 7.4.1 Policy DM9 of the CSDMP requires development to respect and enhance the local character paying particular regard to scale, materials, massing, bulk and density. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without compromising local character, the environment or the appearance of the area. Principle 6.6 of the RDG indicates that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Principle 7.8 of the RDG indicates that designers should use architectural detailing to create attractive buildings that positively contribute to the quality and character of an area. Buildings which employ architectural detailing which is unattractive, low quality or which is not legible will be resisted.
- 7.4.2 There is a distinct difference in character between the north and south side of Fenns Lane. The north side of Fenns Lane is residential, falling within the West End settlement, with predominantly early to mid-twentieth century dwellings typically detached or semi-detached two storey or chalet bungalows, often setback with generously sized front gardens. To the south of Fenns Lane is the more typically open

countryside (in the Green Belt) with sporadic dwellings in between this more undeveloped landscape. The road frontage is heavily landscaped especially to the south boundary which provides a sylvan character to this streetscene. However, views through this landscaping reveal this more open and rural setting.

- 7.4.3 As indicated in Paragraph 4.2 above, the design and access statement indicates that the proposed development would provide different schematic design layouts for the west and east parcels with the west parcel is to be provided on a more traditional suburban arrangement and the east parcel is designed to have the appearance of a farmstead around a central farmhouse. The design and access statement has indicated a traditional approach to design incorporating traditional features.
- 7.4.4 It would have been expected that for this level of development the proposal would have undertaken a design review, but this has not been undertaken. The Council's Urban Design Consultant (UDC) has advised that the proposal would have a detrimental and permanent effect on the visual qualities of the Green Belt transforming the area and providing a built up, suburban character at odds with the rural character of the area. The UDC has indicated that the development in the west parcel would provide a suburban development with an urbanising impact. The east parcel whilst the stable blocks and open court yard approach is appreciated, but the indicative design is dominated by an urban, highly engineered character and too much hardstanding, and does not integrate in the south east corner of the development with the sensitive green surroundings; also being adjacent to a proposed pond. In the officer's opinion, it is therefore considered, the indicative layout has not demonstrated how this development could be successfully integrated into the local environment. The proposal would fail to improve the character and quality of the area.
- 7.4.5 Principle 6.7 of the RDG indicates that parking layouts should be high quality and designed to reflect the strong heathland and sylvan identity of the Borough with parking arrangements softened with generous soft landscaping and breaking up of groups of three parking spaces with intervening landscaping. Principle 6.8 of the RDG indicates that on-plot parking should be generally to the side and rear with Principle 6.9 indicating that car parking courts should be designed with active frontages and attractive places with high quality soft and hard landscaping.
- 7.4.6 The proposed parking would be provided either on-plot (drive/garage parking) with some parking courts. The parking courts would be located principally behind the street frontages and would be provided with soft landscaping to break-up these parking areas. These arrangements are generally considered likely to be likely acceptable in design terms.
- 7.4.7 Policy DM9 of the CSDMP indicates that development will be acceptable where they protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate. There are a number of trees on and around the site none of which are protected under a Tree Preservation Order. However, the largest and most important trees are generally located at the site edges. Whilst the layout is indicative only, the tree report provided with this application indicates that some facilitation tree loss would occur but this more limited tree loss would be offset by tree planting that would be provided across the site, particularly to the public open space. The comments of the Council's Arboricultural Officer are awaited and any received comments will be provided on the update. Subject to no objections raised by the Arboricultural Officer, the proposal is considered to be acceptable on these grounds.
- 7.4.8 As such, it is considered that the proposed development has not demonstrated that it can be accommodated within the site without harm to the rural character and as such does not comply with Policies CP2 and DM9 of the CSDMP and the NPPF.

7.5 Impact on highway network, transport sustainability and parking capacity

- 7.5.1 Policy DM11 of the CSDMP indicates that all development should ensure safe and well designed vehicular access and egress and layouts should consider the needs and accessibility of all highway users including cyclists and pedestrians.
- 7.5.2 The application is in outline only but with the accesses to the site to be determined at this stage. The new accesses would be provided onto Fenns Lane, on the outside of minor bends in the road which aid visibility at these proposed access points. The County Highway Authority (see comments at Annex A) has confirmed that the proposed access points can be designed to provide adequate visibility and therefore provide safe accesses onto the highway network. As such, no objections are raised on this ground with the proposal complying in this regard with Policy DM11 of the CSDMP.
- 7.5.3 Policy DM11 of the CSDMP indicates that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. Policy DM11 of the CSDMP requires development to comply with the car parking standards. Paragraph 109 of the NPPF indicates that developments should only be refused if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.5.4 The proposal would add 74 dwellings to the highway network in this area, replacing a commercial (principally equestrian) use, for which the expected level of traffic movements to be generated by the development proposal can be accommodated on the highway network. It is noted that Fenns Lane is fairly narrow without footways in part but the County Highway Authority has indicated that this traffic could be accommodated onto this highway subject to the provision of a passing bay on Fenns Lane, which could be provided by condition (and through a S278 agreement).
- 7.5.5 In support of the application a Transport Statement (TA) has been submitted. This indicates that whilst currently 60 two way trips are generated at the site (due to its equestrian use with a current usage of about 15 horses), it has the capacity to generate 108 two way trips if fully operational (about 27 horses). The County Highway Authority has indicated that whilst some assumptions have been made concerning these estimates, the approach taken is considered reasonable. However, the CHA have considered that most of these trips would occur before the morning peak and after the evening peak. The proposal would generate 172 two way trips per day, with an additional 35 two way vehicle trip movements in the morning (rush hour) peak and 33 in the evening peak.
- 7.5.6 The County Highway Authority concludes that the majority of traffic movements to and from the site would use the Kerria Way roundabout onto the A322 Guildford Road and that, with committed development in other parts of West End, the increased delay in traffic at this junction (10 seconds) at its worst peak is manageable. As such, the proposal has demonstrated that the proposal would not have a severe residual impact on the highway network in accordance with paragraph 109 of the NPPF.
- 7.5.7 The site is located 0.5 kilometres from the centre of West End village. There is a bus service between Bagshot and Knaphill/Woking with bus stops on Guildford Road about 0.4 metres from the site. The site is located close to amenities and therefore is considered to be fairly sustainable in transport terms.

The County Highway Authority has raised no objections subject to the provision of bus stop improvements (raised platforms) to be secured by condition and through the S278 route.

- 7.5.8 The proposal is in outline form and is proposed to provide 141 parking spaces, 17 spaces more than the standard set out in the County's parking guidelines but would include some parking for visitors to the public open space. The County Highway Authority raises no objections to the proposal. As such, the proposed development is considered to be acceptable on highway grounds, complying with Policies CP11 and DM11 of CSDMP, and the NPPF.

7.6 Impact on residential amenity

- 7.6.1 Policy DM9 of the CSDMP requires development to pay regard to residential amenity of neighbouring property and uses. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents.

- 7.6.2 The residential properties on the north side of Fenns would face the front boundary of boundary of the application site. The proposal includes single and two storey dwellings facing these properties which, noting the level of separation, is not likely to have any significant impact on residential amenity.

- 7.6.3 Rosedene Farm fronts onto Fenns Lane with the development proposed to wrap around the flank and rear boundaries of this property. The access road is shown close to the east flank with housing to be provided to the west flank and rear. With the details of layout, scale and appearance proposed to be provided at the reserved matters stage and the single/two storey nature of these properties, it is considered that the development could be accommodated with harm to the amenities of the occupiers of this dwelling. The proposed development is therefore likely to have an acceptable relationship with this property.

- 7.6.4 The Barn and Heathermead are located close to the east boundary of the west parcel. With the details of layout, scale and appearance proposed to be provided at the reserved matters stage and the single/two storey nature of these properties, it is considered that the development could be accommodated without harm to the amenities of the occupiers of the dwellings. The proposed development is therefore likely to have an acceptable relationship with these properties.

- 7.6.6 Whilst it is noted that any increase in traffic movements arising for the change of use of the land could result in a material increase in noise levels or increases in other pollutions (e.g. air pollution), the Council's Senior Environmental Health Officer has raised no objections to the proposal.

- 7.6.7 As such, no objection is raised on residential amenity grounds, with the development complying, in this respect, with Policy DM9 (iii) of CSDMP.

7.7 Impact on the Thames Basin Heaths Special Protection Area and Infrastructure

- 7.7.1 The application site partly lies within 0.4 kilometres of the Thames Basin Heaths Special Protection Area (SPA). However, the residential element of the proposal would lie beyond the 400 metre buffer edge. The TBHSPD identifies Suitable Alternative Natural Greenspaces (SANGs) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a contribution towards SANG delivery/maintenance if there is available capacity. Policy CP14 of the CSDMP indicates that "*developments of 10 or more net new dwellings will only be permitted within the identified catchment areas of SANGs.*" The application

site lies within the catchment of Chobham and Windlemere SANGs where there is capacity available for the proposed development. SANG contributions are secured through the Community Infrastructure Levy (CIL) process.

7.7.2 The current proposal would also be required to provide a contribution towards the SAMM (Strategic Access Management and Monitoring) project. This project provides management of visitors across the SPA and monitoring of the impact. This project does not form part of the CIL scheme and a separate contribution is required through an upfront payment or a planning obligation to secure this contribution for this development. The proposal has indicated details of dwelling size (number of bedrooms) but these details can only be confirmed at reserved matters stage and, as such, a contribution in accordance with the SPD would therefore be required. With this provision currently not secured through a legal agreement, an objection is raised on this ground with the proposal failing to comply with Policy CP14 of the CSDMP, Policy NRM6 of the SEP and the NPPF, as well as guidance within the TBHSPD.

7.7.3 Objectors have raised concerns over the impacts of this development upon existing infrastructure. The Infrastructure Delivery SPD 2014 and the CIL Charging Schedule was adopted by Full Council in July 2014. There are a number of infrastructure projects which would be funded through CIL (The Regulation 123 list). In addition to SANGs this includes, for example, community facilities. These projects are not directly related to the development proposal. CIL is a land charge that is payable at commencement of works. An informative advising of this is to be added.

7.8 Impact on land contamination, flooding and drainage

7.8.1 The proposal has been supported by a land contamination report which concludes that there is no significant contamination on this site. No objections have been raised by the Scientific Officer on these grounds. The proposal is therefore considered to be acceptable on these grounds.

7.8.2 The development element of the proposal would fall within an area of low flood risk (Zone 1 as defined by the Environment Agency). A small part of the development would fall within Zone 2 and the comments of the Environment Agency to the revised drainage/flood risk details are awaited. Subject to their comments, no objections are raised on fluvial flood risk grounds.

7.8.3 The LLFA have considered the impact of the proposal on surface water drainage and considered the proposal to be acceptable. The drainage strategy includes the use of ponds, swales, permeable paving, filter drains and rain gardens to mitigate the impact from water runoff. There is confirmation that there is adequate capacity in the foul system to accommodate this development. No objections are therefore raised to the proposal on surface water flood risk grounds.

7.8.4 As such, no objections are raised on land contamination, flooding and drainage grounds, with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

7.9 Impact on affordable housing provision

7.9.1 The proposal would deliver 74 (net) residential dwellings and accordingly, the provision of 30 affordable housing units within the scheme would be required to comply with Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012. The provision this level of affordable housing is to be secured through a legal agreement. Without the securing of this provision to date, an objection is raised on this grounds with the proposal failing to comply with Policy CP5 of the CSDMP.

7.10 Other matters

- 7.10.1 Policy CP14 of the CSDMP indicates that development that results in harm to or loss of features of interest for biodiversity will not be permitted. The ecological report provided with this application indicates that the application site has site value for roosting bats, nesting birds, common amphibians, reptiles and badgers. Avoidance/mitigation measures, would be put in place to allow the development to proceed without harm to these species and ecological enhancements provided. Surrey Wildlife Trust has raised no objections indicating that the avoidance/mitigation measures and proposed ecological enhancements would prevent adverse effect to legally protected species from the proposed development and help to offset any adverse effects to the biodiversity of the site resulting from the development. As such, no objections are raised on the grounds with the proposal complying with Policy CP14 of the CSDMP and the NPPF.
- 7.10.2 Policy CP2 of the CSDMP indicates that development should assist in supporting renewable and low carbon energy to reduce energy consumption. In this regard, the energy statement has indicated that the use of photovoltaic panels to south facing roof slopes and heat recovery ventilation systems, as well as passive measures (e.g. insulation) to provide benefits to energy consumption. These benefits are considered to be acceptable in meeting the requirements of Policy CP2 of the CSDMP in this respect.
- 7.10.3 Policy DM16 of the CSDMP indicates that development would be expected to provide or contribute towards open space and playspaces. The current proposal would provide a Local Equipped Area of Play (LEAP) and further open space within the development. As such, no objections are raised on these grounds with the proposal complying with Policy DM16 of the CSDMP.
- 7.10.4 Policy DM17 requires that development on sites over 0.4 hectares require an archaeological assessment. An evaluation has been provided and the SCC Archaeological Officer has raised no objections subject to a condition for the implementation of a programme of archaeological work. As such, no objections are raised on these grounds with the proposal complying with Policy DM17 of the CSDMP.

7.11 Very special circumstances

- 7.11.1 Paragraphs 143 and 144 of the NPPF indicate that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities, should ensure that substantial weight is given to any harm to the Green Belt. "Very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.11.2 The identified harm for this application is the impact of the proposal on the Green Belt and rural character. In addition, the identified harm includes the impact on affordable housing provision and the SPA on the basis that a legal agreement to mitigate these impacts has not been provided to date.
- 7.11.3 The applicant has indicated that the site should be considered as previously developed land, as a whole, and is in a poor visual condition. They have put forward very special circumstances in support of the proposal as follows:
- Lack of housing supply and delivery with the planning balance weighing in support of the proposal;

- Benefits of using previously developed land; and
- Provision of public open space, visual improvements to the site, the visual self-containment of the site and improvements to public right of way (PROW) i.e. Public Footpath No. 124.

Lack of housing supply and delivery with the planning balance weighing in support of the proposal

- 7.11.4 Paragraph 59 of the NPPF confirms that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. Paragraph 73 of the NPPF indicates that a five year supply of housing should be identified (with a buffer) and Paragraph 75 of the NPPF indicates that an action plan to increase the delivery of housing where the Housing Delivery Test (95% of annual provision) is not met for the previous three years.
- 7.11.5 Where a five year supply of housing (with buffer) cannot be identified, Paragraph 19(d) of the NPPF indicates that housing policies would be treated as out-of-date and planning permission should be granted unless other NPPF policies to protect specified areas provides a clear reason to refuse the application. Green Belt are one of these protected areas. As such, even if a five year supply of housing (with buffer) cannot be identified in the Borough, this would not be a sufficient justification to allow this development in the Green Belt. This approach has been agreed in recent case law.
- 7.11.6 The Council has provided an updated Housing Land Supply paper in August 2019 which indicates that a 5.32 year supply of housing is available and the Housing Delivery Test has been met. As such, the Council does not need to release further sites for housing in the Green Belt and so limited weight is given to this benefit.

Benefits of using previously developed land

- 7.11.7 The applicant considers that the site is previously developed land (PDL). The Council agrees that the mix of equestrian uses (across both parcels) and builders' yard and storage of caravans (on a small part of the eastern parcel) would be previously developed land as defined by Annex 2 of the NPPF. However, as indicated in Paragraph 7.3.2 above, this does not mean that all parts of previously developed land should be developed on. In addition, Paragraph 145(g) of the NPPF indicates that to meet this exception to inappropriate development, development on previously developed land would not have a greater impact on the openness of the Green Belt than the existing development.
- 7.11.8 The applicant has indicated the Council's support for the Fair Oaks village as an example of residential redevelopment of previously developed land in a more remote location in the Green Belt. However, no decision has been made yet on the Fair Oaks application (18/0624) which is still under consideration; and, in any event each proposal is assessed on its own merits.
- 7.11.9 As indicated in section 7.3 of this report, a large increase in built form and spread of development across the site would occur from this development. It is not considered that the previously developed nature of this site should lead to its redevelopment in the likely proposed form which would be significantly more harmful to openness than the existing development. As such, very limited weight is given to the argument.

Provision of public open space, visual improvements to the site and improvements to public right of way (PROW) i.e. Public Footpath No. 124

- 7.11.10 The proposal would include proposals to improve the visual appearance of the site, particularly to the southern portion with the provision of public open space in this location and improvements to the environment of the public footpath route which would have some benefits. It is noted that the UDC raises concerns about the potential for a more intensive use of this land including the urbanising impact resulting from an over-ornate soft landscaping scheme and the criss-crossing of footpaths across the open space suggested within the original SANG proposal and the boardwalk. The landscaping details would be dealt with at the condition stage, if minded to approve, and it is expected that the landscape design would be more simplified and would provide a landscape proposal akin to the general landscape and not an urban park. Notwithstanding this benefit, it is considered that this does not outweigh the likely harm from the development highlighted above.
- 7.11.11 It is considered that in combination, very special circumstances do not exist to outweigh the significant harm of the development on the Green Belt. An objection is raised on these grounds with the proposal failing to comply with the NPPF.

8.0 WORKING IN A POSITIVE MANNER

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

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

- 9.1 The proposal is acceptable in relation to its impact on residential amenity; housing mix; land contamination, drainage and flood risk, archaeology; ecology and highway safety.
- 9.2 The proposed development is inappropriate development in the Green Belt which is, by definition, harmful to the Green Belt. The development would cause significantly more harm to Green Belt openness than the existing development and would conflict with the purposes of including land within the Green Belt. In addition, further harm exists as it has not been demonstrated how the proposal could successfully integrate into its rural setting. Moreover, a legal agreement would be required to secure a SAMM payment and affordable housing provision and has not been secured to date. Very special circumstances do not exist to outweigh the identified harm. As such, this application is therefore recommended for refusal.

10.0 RECOMMENDATION

REFUSE for the following reason(s):-

1. The proposal by reason of the increase in the quantum of built form and spread of development across the site would have a substantially greater impact on the

openness of the Green Belt than the existing development, both spatially and visually, and would therefore be inappropriate development in the Green Belt. By association, the proposal would conflict with the purposes of the Green Belt by failing to safeguard the countryside from encroachment and preventing the merging of nearby towns. There are no very special circumstances to outweigh this harm to the Green Belt (and other harm resulting from the proposal, identified in reasons 2- 4 below). The proposal therefore fails to comply with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Policies 2012 and the National Planning Policy Framework.

2. The southern side of Fenns Lane is rural and open in character and it has not been demonstrated to the satisfaction of the Local Planning Authority that the indicative layout, by reason of its quantum of built form and spread of development across the site, could be accommodated on the site and integrate into this countryside setting. As such the development would urbanise and harm the rural character of the area and fail to promote local distinctiveness. The proposal would therefore be contrary to Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Policies 2012 and the National Planning Policy Framework.
3. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan 2009 (as saved) in relation to the provision of contribution towards Strategic Access Management and Monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2019).
4. The proposal fails to provide a satisfactory legal agreement under section 106 of the Town and Country Planning Act 1990 to secure the on-site delivery of affordable housing. The proposal therefore does not satisfactorily address the requirements of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.



APPLICATION NUMBER	SU/19/0154
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Fairfax Acquisitions Ltd

Location: Rosedene Farm & Land to the South of Fenns Lane, West End, Woking, GU24 9QF

Development: Outline application for the erection of 74 dwellings (and the retention of Rosedene Farm), provision of accesses, landscaping and play space along with a SANG following the demolition of existing buildings.

Contact Officer	Angela Goddard	Consultation Date	8 March 2019	Response Date	28 May 2019
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

1. No part of the development shall be first occupied unless and until the existing eastern vehicular access to Fenns Lane has been modified to include a 3m wide section of footway on one side of the access extending into the site and incorporating an informal crossing with pram crossing points and tactile paving on both sides of Fenns Lane and provided with visibility zones of 2.4 m x 43.3 m and 2.4 m x 41.1 m in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m high.
2. No part of the development shall be first occupied unless and until the proposed western vehicular/pedestrian access to Fenns Lane has been constructed and provided with visibility zones of 2.4 m x 49.8 m and 2.4 m x 47.9 m in accordance with drg no. 2018/4157/001 Rev B and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m high.
3. No part of the development shall be first occupied unless and until a vehicular passing bay has been provided on Fenns Lane in a location to be agreed with the Highway Authority on Fenns Lane in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
4. The development hereby approved shall not be first occupied unless and until raised access platforms have been constructed at:
 - a. the existing northbound bus stop opposite 89 Guildford Road
 - b. the existing southbound bus stop at the junction of Fellow Green Road and Guildford Road

in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles / cycles 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.

6. The development hereby approved shall not be occupied unless and until each dwelling is provided with a fast charge socket (current minimum requirement is 7 kW Mode 3 with Type 2 connector - 230 v AC 32 AMP single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

7. The development hereby approved shall not be first occupied unless and until a Travel Information Pack to be provided to residents regarding the availability of and whereabouts of local [public transport/walking/cycling/car sharing clubs/car clubs] has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) provision of boundary hoarding behind any visibility zones
- (e) vehicle routing
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles

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 and Policy

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012'.

Informatives

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

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

for guidance and further information on charging modes and connector types.

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, 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 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).
4. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. The developer is advised that Public Footpath Number 124 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

Note to Case Officer

Accessibility

The nearest bus stops to the site are located on Guildford Road, with the northbound stop approximately 450 m from the site and the southbound bus stop approximately 370 m. Both bus stops provide a shelter, seating and timetable information and will be upgraded to provide raised access platforms.

Vehicular Access

Vehicular access to the site will be provided by two vehicular access points. The existing eastern access will be modified to include a 3m wide section of footpath for shared pedestrian/cycle use and provide an informal crossing point with tactile paving across Fenns Lane.

The proposed western access from Fenns Lane will also be provided with a footway leading into the site.

In order to provide appropriate visibility splays for both accesses a speed survey was undertaken to determine the 85th percentile wet weather speed. In order to provide the visibility splays it will be necessary to remove some of the vegetation along the frontage of the site.

A vehicular passing bay has been proposed towards the narrower section of Fenns Lane to give vehicles additional room to be able to pass.

Accidents

A review of the accident data shows that there have been no personal injury accidents on Fenns Lane in the last 5 years involving vulnerable road users.

Pedestrian Access

Pedestrian access is provided by both the eastern and western accesses. A footway link is provided between the western and eastern parts of the site via the SANGS enabling residents to access the crossing point at the eastern access in order to utilise the public footway on the opposite side of Fenns Lane. Discussions have taken place between the Highway Authority and developer in order to provide a cycle/pedestrian route through the site as part of the SANGS.

Car Parking

It is proposed to provide 141 parking spaces in a mixture of garage/courtyard and car port spaces, across the site which meets the minimum parking requirement for residential development.

Servicing

It is proposed that refuse vehicles will enter the site in order to service the proposed dwellings and swept path analysis has been provided for both accesses to demonstrate that these vehicles will be able to enter and exit satisfactorily.

Existing Traffic Generation

The existing use of the site consists of equestrian uses. As full traffic information is not known with regard to the use of the stables and the level of traffic that may have been generated by such a use, the developer has made a number of assumptions in order to calculate the vehicular movements that may have existed. It is considered that this is a reasonable approach.

Based on the 27 stables on the site being fully occupied an estimation of a minimum 62 two-way vehicle trips associated with horse owners attending their horses twice a day, plus deliveries has been calculated. It is likely that the majority of these trips would have occurred before the morning peak hour (before work) and after the evening peak hour (after work). An assumption has therefore been made that none of these trips are present in the network peak hours for the purposes of calculating the net impact of the residential properties in the peak hour periods.

Proposed Traffic Generation

The TRICS database has been reviewed to determine the anticipated traffic generated by the proposals using sites comparable to the location and accessibility of the proposed dwelling.

Using the residential trip rate information the development of 74 dwellings are forecast to generate an additional 35 two-way vehicle movements in the AM peak and 33 two-way movements in the

PM peak (334 two-way daily movements).

It has been assumed that the majority of vehicles from the development will travel east through the A322 Guildford Road roundabout as this is the nearest junction to the site.

Development Impact

A Junctions 8 model has been used to forecast the impact of the development proposals on the existing A322 Guildford Road/Kerria Way/Fellow Green roundabout junction. A traffic survey was completed in September 2018 to record the baseline level of vehicle trips and movements into and out of each arm of the roundabout.

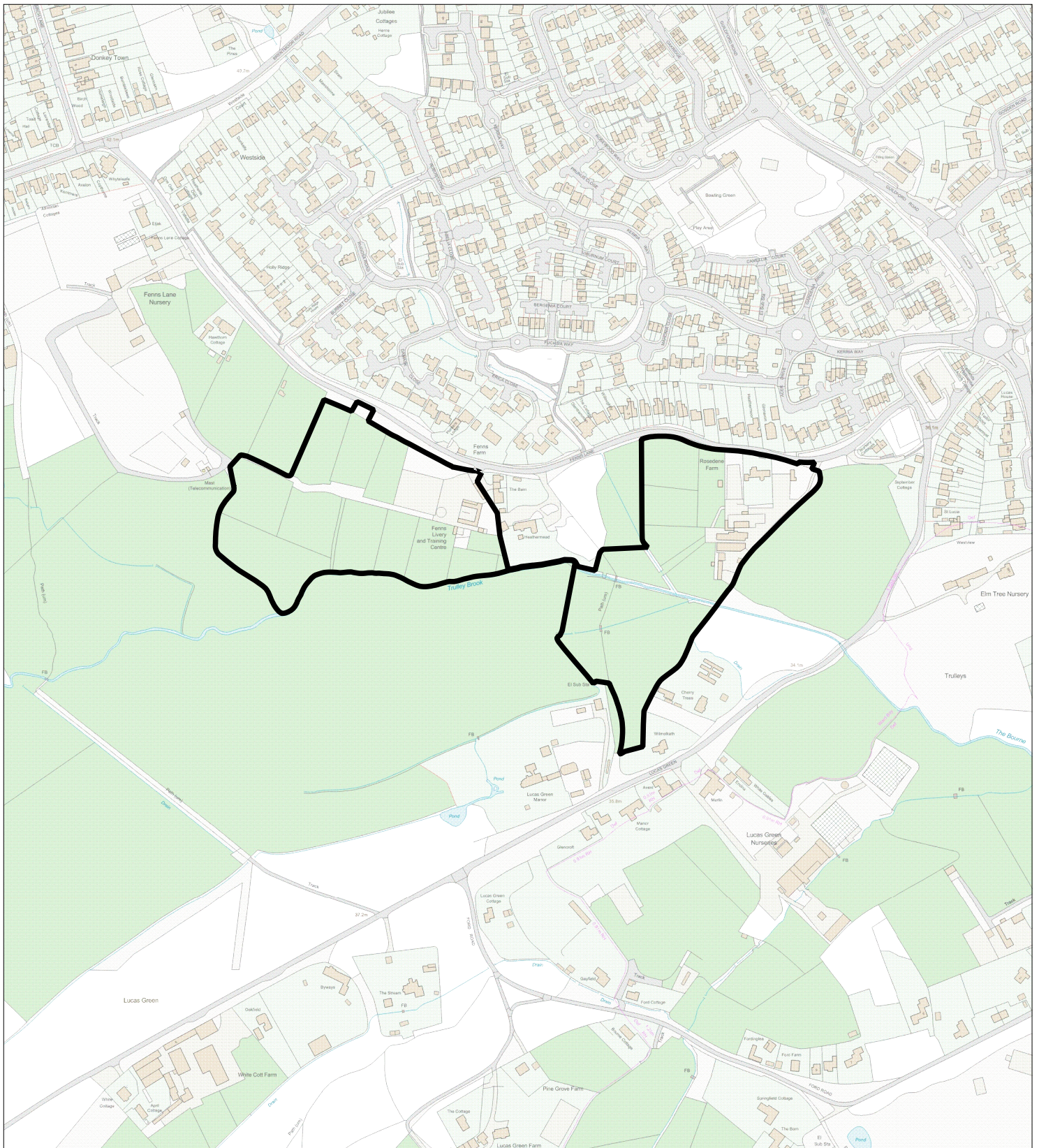
Traffic on all arms of the roundabout have been subjected to future traffic growth predictions based on the TEMPRO software to allow 5 years post development (to 2023) to be generated. The traffic growth has been applied to the baseline 2018 traffic flows to generate the likely traffic flows in 5 years post development in the am and pm peak hour periods.

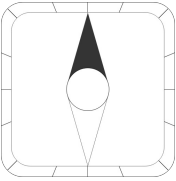


The results show that all arms of the roundabout are forecast to exhibit a similar level of delay per vehicle in the 'with development' scenario compared with the 2023 and 'committed development' scenario apart from the A322 North in the AM peak hour period. The worst 15 minute period of the AM peak period (08.00 - 08.15) shows an increase of 10 seconds delay per vehicle on this arm.

Mitigation

A mitigation scheme for the A322/Kerria Way/Fellow Green roundabout junction was put forward to the Highway Authority in 2015 as mitigation for the committed developments at Beldam Bridge Road and Kings Road, West End and came as a result of a modelling assessment of the traffic impacts of both sites individually and in combination. This demonstrated that the junction, in its current form, is operating close to capacity and would in future, suffer from queuing and delays on both the A322 approaches, particularly on the A322 north arm. The developers of both sites worked together to put forward a mitigation scheme to provide an improvement to the capacity and operation of both arms of the junction.

It is considered by the Highway Authority that the scheme put forward would provide an improvement to the future queuing and delays that the existing junction would suffer from which was identified by the modelling assessment in 2015 and that provided with this current application. The proposed scheme has been included with the application documents. It is considered that this improvement scheme is likely to be delivered through the CIL process.

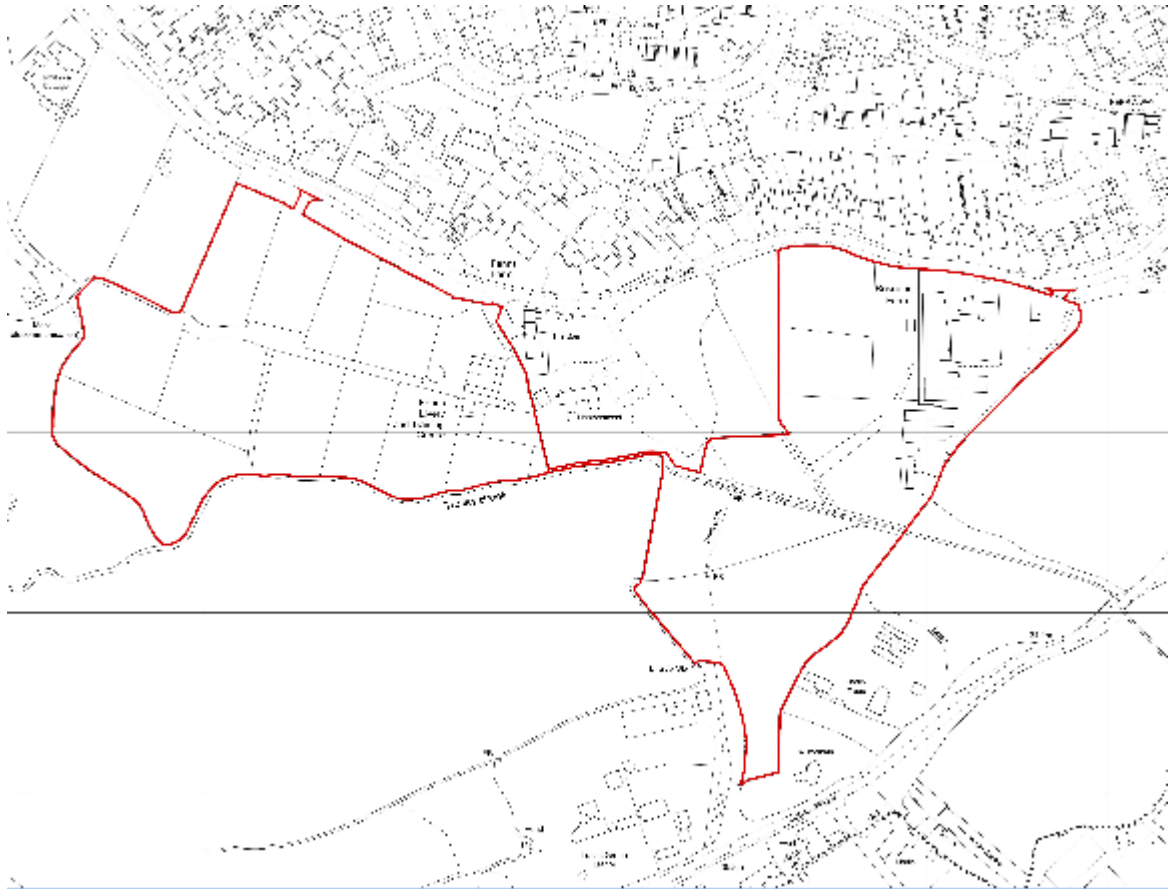


Title	Planning Applications		
Application number	19/0154		Scale @ A4 1:5000
Address	ROSEDENE FARM & LAND TO THE SOUTH OF FENNS LANE, WEST END, WOKING, GU24 9QF		Date 19 Dec 2019
Proposal	Outline planning permission for: the erection of up to 74 residential dwellings and the retention of Rosedene Farm; provision of new access, associated landscape and infrastructure following the demolition of existing building and structures across the site (all matters reserved matters apart from access): and the change of use of land	 0120 m  Page 89	
Version 4	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019	Author: DE	

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19/0154 – ROSEDENE FARM AND LAND TO THE SOUTH OF FENNS LANE, WEST END

Location plan



Proposed Indicative Site Plans



Existing site photos

Application site – West Parcel



Application site – East Parcel





Fenns Lane



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2019/0440

Reg Date 01/07/2019

Mytchett/Deepcut

LOCATION: PRINCESS ROYAL BARRACKS, BRUNSWICK ROAD, DEEPCUT, CAMBERLEY, GU16 6RN

PROPOSAL: Reserved matters submission comprising full details of access, appearance, landscaping, layout and scale for a new public house pursuant to planning permission 12/0546 (as subsequently amended by permission 18/619 and 18/1002), including a section of footpath / cycleway connection forming a part of the Village Green to the north of the public house site, together with submissions to discharge the following conditions: Condition 9 (Affordable Housing Strategy), Condition 16 (Ecological Mitigation and management), Condition 17 (Public Open Space), Condition 23 (Visibility Zone), Condition 28 (Cycle Parking [Non-Residential]), Condition 29 (Tree Protection & Retention), Condition 32 (Hard & Soft Landscaping), Condition 34 (Hedges & Hedgerows) and Condition 52 (Archaeology). (Amended plans and additional information rec'd 04/09/2019.) (Amended plans and additional information rec'd 18/09/2019.) (Amended plans and additional plans & information recv'd 23/10/2019.) (Amended plan recv'd 1/11/19.) (Amended plans recv'd 12.11.19.)

TYPE: Reserved Matters

APPLICANT: Hall & Woodhouse

OFFICER: Michelle Fielder

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application site comprises an area of land approximately 0.4ha in size located within the wider PRB development in Deepcut. This application is one of a number of reserved matter applications (RMA's) submitted for the site following the outline approval of 12/0546 (as amended by 18/0619 and 18/1002) for the comprehensive redevelopment of the site for up to 1,200 dwellings and associated infrastructure. This application seeks detailed planning permission for the public house detailed in the outline element of 12/0546 (as amended).
- 1.2 The application also seeks to part discharge a number of planning conditions imposed on 12/0546 as detailed below:
- Condition 9 – Affordable housing (this submission simply confirms no AH is proposed as the development does not include any independent housing)
 - Condition 16 – Ecological mitigation and management
 - Condition 17 – public open space, in the form of the village Green and NEAP/LEAP (this submission simply confirms this condition has been met by the approval of 15/1062), and notes that this current RMA completes the boundary between the two areas
 - Condition 23 – Visibility zones

- Condition 28 – Cycle parking
- Condition 29 – Tree retention
- Condition 32 – Hard and soft landscaping
- Condition 34 – Hedges and hedgerows

Condition 52 – Archaeology

- 1.3 The proposal was subject to review by Design South East (DSe) at pre-application stage.
- 1.4 Condition 3 of 12/0546 (as amended) requires the submission of a Design Code prior to the submission of the reserved matters application. A draft of the code was submitted along with the pre-application enquiry and both were subject to review by DSe. The draft code has been subject to amendments and the most recent submission dating from 29 October 2019 is appended to this committee report. This submission is, save for a few minor amendments, considered acceptable. In the event the Planning Applications Committee agrees the recommendation to approve application 19/0440 the submitted code will be approved under delegated powers.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises an area of land on the PRB site. This wider site benefits from a hybrid approval for its re-development for the erection of 1,119 new build dwellings, 81 homes to come forward from the conversion of existing buildings, a C2 care home, a 2 form entry school and nursery along with an extensive range of other infrastructure, community facilities and open space.
- 2.2 The application site to which this proposal relates extends to approximately 0.4ha. The site location is the same as was indicated in the outline plans, however the size of the site, and of the pub itself, has increased from 0.12ha and 250sqm respectively to 0.4ha and around 670sqm. This follows the approval of the S.73 application referenced as 18/0619 detailed at section 3.8 of this report.
- 2.3 The site is located in a prominent position at the edge of the Village Green (VG) and the new spine road. The site is highly visible from multiple public vantage points and each elevation of the building will be highly visible.

3.0 RELEVANT PLANNING HISTORY

- 3.1 12/0546 - Hybrid planning application for a major residential-led development totalling 1,200 new dwellings. *Approved.*
- 3.2 12/0546/1 - NMA application to allow for the approved roundabout access at Deepcut bridge Road; Blackdown Road and Newfoundland Road and the spine road to be re-aligned. *Approved.*
- 3.3 12/0546/2 - NMA application to allow for the approved roundabout access at Deepcut bridge Road; Blackdown Road and Newfoundland Road and the spine road to be re-aligned. *Approved.*
- 3.4 12/0546/3 – NMA application to allow the development to meet the CfSH code level 4.

Approved.

- 3.5 15/0676 – Variation of condition 35 to allow for a change to the code for sustainable homes the development is to achieve. *Resolution to approve – this application was however withdrawn in favour of NMA 12/546/3.*
- 3.6 15/1062 granted planning permission for the detailed design for the village green, central SANGS and spine road. Application 17/0774 approved minor material amendments to this permission. *This approval has not been implemented in accordance with approved details and as a consequence the applicant team have submitted a revised application (19/0735) which is pending consideration.*
- 3.7 17/0871 – RMA for Brunswick Woods character area for the erection of 215 dwellings. *Approved. As amended by 17/0871/1 and 17/0871/2. Application 19/411 for an amended access arrangement to the eastern parcel and minor alteration to fenestration to flatted blocks and some rear garden boundaries has been agreed under S.73 of the Town and Country Planning Act 1990.*
- 3.8 18/0619 – Section 73 MMA application to vary the wording of condition 51 of 12/0546 to a permit a larger public house. *Approved.*
- 3.9 18/1002 - Section 73 MMA application to vary the wording of condition 52 to a permit a larger Church Hall. *Approved.*
- 3.10 18/1027 RMA for Phase 2A - Alma and Newfoundland character areas. 127 dwellings. *Pending.*

There have also been four deeds of variation to the s.106 agreement. The first of these dealt with changes to the sequencing of SANGS delivery and, and the second allowed for the spine road and northern access roundabout to be delivered at the same time and amended the triggers for the delivery of school and nursery. The 3rd linked 18/0619 to 12/0546, while the 4th linked 18/1002 to 12/0546 such that the s106 requirements were carried forward.

4.0 THE PROPOSAL

- 4.1 This application seeks detailed planning permission for the public house to be delivered as part of the wider redevelopment of PRB.
- 4.2 The site location is in accordance with that detailed in the hybrid application and the site shares boundaries with the VG to the west, the new spine road to the east and south (partially formed by Brunswick Road). The northern boundary is formed by a pedestrian / cycle link between the pub site and a residential parcel located the other side of this. The size of the proposed pub and the site itself is however larger than was originally approved but is within the larger size parameters agreed under permission 18/0619.
- 4.3 The pub itself is proposed to be located in the southern part of the site and the footprint of the building would occupy approximately a third of the site. A relatively small garden / external seating area would be provided (mainly to the western boundary of the site) and the remaining site would form the parking / turning area.
- 4.4 The form of the building would predominately be 2 storey with a one and half storey (single storey eaves height) element. The maximum height would be 8.5m for the 2 storey element and 7.4m for the one and a half storey element. These measurements are taken from a spot level on the existing site. This point is one of the highest points on the existing site which has a level difference of approximately 2m from the highest part to the northern boundary to the

lowest levels towards the southern boundary.

- 4.5 The first floor would house the customer toilets, staff kitchen area and staff changing room (for non-resident staff) with small store area. Ancillary residential accommodation comprising a kitchen, living area, 2 bath / shower rooms and 7 bedrooms would also be provided
- 4.6 At ground floor just under 140sqm would accommodate a range of back of house uses (i.e cellar, glass wash, kitchen) while 274sqm would function as the primary customer area. The customer area would accommodate 160 internal covers with additional standing / seating areas. Approximately 150 external covers will be provided with around 60 of these under cover under the proposed veranda. Approximately half the site area would be laid to parking and would provide 70 parking spaces, of which 4 would be marked out as disabled and 8 (11%) would be fitted for electric vehicle charging. 22 Cycle parking spaces would be provided.
- 4.7 The site layout shows a terrace (some under an overhanging canopy), this would be edged by a wall designed to act as a decorative feature, a means of demarcation and additional seating. Beyond this would be a small landscaped area before the site boundary meets the VG boundary. The gable end of the proposed pub facing the VG features a chimney which provides both an internal and an external fireplace. The red line of the application site extends to include the pedestrian / cycle access to the immediate north of the pub site.
- 4.8 Access to the site for vehicles would be provided off the new spine road as would a pedestrian access. A further pedestrian access would be provided in the north west corner of the site and this would link into the 3m wide cycle / pedestrian access which sits within the application site red line (but outside the pub demise).
- 4.9 The submitted design and access statement advises that the proposal will provide a total of 28 fulltime equivalent jobs as follows:
- General Manager
 - 1 Deputy Manager
 - 2 Assistant Manager
 - 1 House Trainer
 - 5 Fulltime front of house team members (bar staff)
 - 11 part time front of house team members
 - 1 Kitchen Manager
 - 1 sous Chef
 - 3 assistant Chefs
 - 3 Kitchen Porters
 - 1 Kitchen Cleaner
- 4.10 In addition to the design and access statement referenced above, the application is supported by the following documents:
- Planning Statement

- Ecological Mitigation and Management Plan
- Archaeology Statement

A number of post validation documents have also been provided to aid the assessment of the application.

5.0 CONSULTATION RESPONSES

5.1	SCC Highways	No objection subject to conditions. (Please note that detailed comments have not been provided due to the reserved matters nature of the application (only details of the required conditions have been provided) and as such the consultation response is not provided as an appendix).
5.2	SCC LLFA	No objection.
5.3	SCC Archaeological Officer	No objection.
5.4	SHBC Environmental Health Officer	No objection subject to conditions.
5.5	SHBC Arboricultural Officer	Objection.
5.7	SHBC Senior Environmental Health Officer (Housing)	No objection.
5.8	SHBC Drainage Officer	No comments received.
5.9	SHBC Recycling and Refuse	No comments received.
5.10	Surrey Wildlife Trust	No comments received.
5.11	Deepcut Liaison Group	No comments received.
5.12	Mytchett, Frimley Green and Deepcut Society	No comments received.
5.13	Guildford Borough Council	No objection.
5.14	Woking Borough Council	No comments received.
5.15	Rushmoor Borough Council	No objection.
5.16	West End Parish Council	No objection.
5.17	Windlesham Borough Council	No comments received.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 1 representation of support has been received. While stating support for the proposal this representation also states that the parking seems excessive and that the design of the building, while visually appealing, does not match the style of the reference images in the design and access statement.

It is also stated the design looks very modern in appearance and unlike a traditional public house.

7.0 PLANNING CONSIDERATION

7.1 This application seeks planning permission for the erection of the public house facility detailed for delivery as part of the redevelopment of PRB approved under permission under 12/0546 (as amended by 18/0619 and 18/1002).

7.2 It is noted the planning policy considerations have not materially changed since the determination of the hybrid approval in 2014 and there has been no change, as is materially relevant to the determination of this application, in the National Planning Policy Framework (NPPF) or the suite of documents forming the Council's Development Plan. In light of this the principal consideration in the determination of this application is conformity with the hybrid permission and the specific requirements of Policy CP4 of the Core Strategy and Development Management Policies 2012, the Deepcut SPD and approved Site Wide Design Code (the parcel specific design code for this parcel has been submitted and is attached for reference – as set out in earlier paragraphs this document is considered to be largely acceptable). In light of all of the foregoing the following main topic headings to be addressed in this report are:

- The principle of the development and the quantum proposed;
- Character and appearance;
- Amenity considerations;
- Parking, highways, movement and access;
- Ecological considerations;
- Flooding and drainage; and,
- Other matters – sustainability

7.3 The principle of the development and the quantum proposed

7.3.1 The site redevelopment of PRB has been agreed under permission 12/0546 and subsequent planning permissions. The size of the pub site and the building itself was originally set at 250sqm and 0.12ha by the s106 and relevant planning condition. The marketing strategy required under the s106 for both the A4 and A3 parcels indicated that the size limits imposed would, in all likelihood, make the pub unattractive to operators. This prompted the submission of a S.73 application to vary the terms of the planning condition and s106 limiting the size of the facility / site. This application was referenced 18/0619. In approving application 18/0619 weight was given to the marketing strategy submission that the 5 largest pub chains favoured sites around 3 to 4 times larger than was permitted under the hybrid approval as originally cited. Application 18/0619 was therefore agreed. The size of the both the site and pub itself comply with the terms of the revised condition 51 (and s106) pursuant to permission 18/0619.

7.3.2 The application includes staff accommodation at the first floor. This comprises seven bedrooms in addition to shared / communal areas. The provision of ancillary residential accommodation to service the public house is expected, however the quantum of this element of the proposal gave rise to concern at pre-application stage. The current provision as indicated in this application has responded to the concerns raised at pre-

application stage and now provides one unit. This said it is noted that the provision of 7 double bedrooms as ancillary accommodation for staff is at the outer limits of what may reasonably be considered ancillary to the pub itself. The applicant justifies this level of provision as simply meeting the need of the licenced industry in the delivery public houses generally and their recognition of the importance of meeting the needs of staff that may not be able to secure housing in the open market or may not qualify for affordable housing. Reference is also made to staff accommodation provision at other public house sites (in other Borough / District Council's). It is considered this justification is limited, however on balance, and subject to a suitable condition to tie the use of the residential accommodation to staff working at the public house and its retention as a purely ancillary facility to that use, it is considered this provision is acceptable. The principle of the development and the scale proposed is therefore considered acceptable.

7.4 Character and appearance

- 7.4.1 Policy DM9 of the CSDMP2012 requires all development proposals to have regard to their scale and massing so to ensure that the development respects the receiving environment. Linkages are to be provided to surrounding areas and services. Policy CP4 of the same document requires development at PRB to be high quality and reflective of its rural setting. Policy DM17 requires proposals to seek to enhance the setting of any heritage assets.

Siting, orientation and access arrangements

- 7.4.2 The application site is located approximately 150m south east of the retained St Barbara's Church (Grade II) and over 250m north of the Basingstoke Canal Conservation Area. These distances and intervening features are considered sufficient to prevent any detrimental impact on the designated heritage assets. No conflict with policy DM17 is therefore found.
- 7.4.3 There is a requirement (planning condition 3 of 12/0546 (as amended)) for each parcel to develop a design code and for the subsequent reserved matters application to comply with that code. As was the case with the school application the code process and the submission of the application have run concurrently. This is not ideal. However the Site Wide Code (SWC) provides a framework, albeit limited, for the assessment of both the site specific code and this application and weight is given to this document.
- 7.4.4 The SWC builds upon the approved design and access statement pursuant to 12/0546 (as amended) and the adopted Deepcut SPD. These documents place the pub within the Village Green Character Area and advise its location seeks to provide an active use to the VG while the development as a whole should provide a contemporary interpretation of a traditional Surrey Village pattern of development. The building should front the VG and provide natural surveillance for this area of open space.
- 7.4.5 The proposal complies with the aspiration for the pub to provide natural surveillance of the VG with the terrace areas and large glazed panels of the elevation facing this space allowing for views across the VG. These features, along with the dual aspect fireplace and canopy, also aid in creating a sense of arrival and providing a warm and inviting public interface. The main entrance to the pub is also located on this elevation. This focuses the bulk of activity along the VG interface, however this does come at the cost of activity from customers not being focused on any other elevation / public interface.
- 7.4.6 When considering the proposed access arrangements to the buildings itself DSe agreed that the pub should address the VG but expressed concern that questions regarding the accessibility from / to this area had not be addressed. This concern largely arises due to a conflict in the desire for the pub grounds to blend seamlessly (both visually and

functionally) with the VG and what DSe view as an arbitrary site boundary. While noting this concern, it remains that all planning applications have to be accompanied by a 'red line' location plan. It is however conceded that this concern is also about a wider Council desire, as the intended land owner of the VG, to have a formal boundary demarcation between the two areas such that there is a clear distinction between what is public open space and the pub grounds. The wider Council is also concerned that a seamless boundary between the two areas will encourage customers of the public house to spill out on to the VG with concerns that this could give rise to public liability concerns. DSe suggested that anything less than a seamless boundary / interface would undermine the desire to deliver a traditional public house set in a VG context. In weighing these differing views it is considered a pragmatic middle ground is the provision of a low boundary treatment comprising a post and rail fence. This would clearly indicate to users of both areas a change in function of the respective areas and help identify the transition from one to another while still allowing for views across both as intended by the suite of policy documents in place. The proposed plans show this detail along the shared site / VG boundary.

- 7.4.7 This solution does not, however, address further concerns raised, both by DSe and Officers', that the location of the main entrance (facing the VG) and the provision of only a secondary entrance on the elevation facing the southern site boundary does not allow for any direct access into the building from either the proposed carpark or from the new spine road. The applicant notes that there is no public footpath edging the spine road for much of the application site boundary and on this basis there is little merit in providing the main entrance on the elevation facing either the Cala site to the south (a secondary access from the terrace is however located on this elevation) or the elevation facing east (the spine road). The resulting proposed site layout does, however, mean that customers arriving on foot via the pedestrian access off the spine road have to walk past the service yard and either around the southern (side) elevation to the access via the terrace or past this to the elevation facing the VG. Customers accessing the public house from the carpark or from the cycle/pedestrian link (albeit it to a lesser degree) have to travel around the building to access the main entrance on the elevation facing the VG. This arrangement is not considered ideal, however the site constraints are noted and, it is considered subject to the provision of suitable landscaping, materials and customer signage the resulting development would not be so harmful as to warrant the refusal of the application.
- 7.4.8 Linked to the above concerns is the applicant's decision to site the service yard on the rear elevation facing the spine road. This and the external stair case servicing the 1st floor accommodation will be visible from the spine road. Concern over this arrangement was raised at the pre-application stage. The applicants have reduced some of the visual clutter from this elevation as a result of this concern. This has been achieved by removing roof space accommodation and in doing so reducing the external (fire escape) staircase and from a minor re-siting of the building with the site. It is accepted that all elevations of the building are highly visible and that all boundaries have a strong public interface to the wider PRB site and accordingly, there will be a visual impact wherever these features are sited. Moreover, the plans show a 2.2 timber boarded wall to screen the service yard and this with boundary screening to the spine road will help screen and soften this area. On balance therefore no objection is raised to this arrangement.

Scale and appearance / design

- 7.4.9 The design response and plan form of the proposed building itself has not materially changed from that reviewed by DSe at pre-application stage. In this regard the panel were not wholly supportive of the proposed farmhouse and barn style buildings proposed and did not consider the retained St Barbara's Church was an appropriate reference for

the design of the public house to take its cues from. The panel also considered the building could benefit from being broken into two distinctive elements like, for instance, a main coaching inn and associated smaller coach house. These views are shared by the Council's Urban Design Officer. However these suggestions have not been taken forward. The applicant team rely on an early, not agreed, design code to support their proposal and submit that the concept of a farm house with a barn attached is a common building type throughout rural England. It is further submitted that this form can be styled to suit the character of the area. In this case the design response employs a contemporary response and provision of this is supported by the general guidance in the SWC and the SPD. In addition, while noting the advice of DSe and the Urban Design Officer, the case officer for this application considers the elevation treatment and form of the proposal to be acceptable in context of the existing village and does not consider this would be at odds with vision for the wider PRB site. Nor would it undermine the objective of delivering a high quality development set in a heathland setting.

- 7.4.10 The Deepcut SPD provides guidance on what may be considered appropriate materials and advocates the use of natural materials wherever possible. Brickwork is expected to be earthy but the use of some contrasting materials / colours is stated as being acceptable. The submitted Design and Access Statement advises the ground floor walls to the main building, its gabled elevations and chimney stacks are to be constructed from dark red brown stock brickwork with contemporary detailing and textured panels to evoke traditional qualities. Oak framing around glazing will be complimented by rough sawn uprights supporting the canopy areas while the first floor would be clad in rough-sawn timber boarding installed in a vertical pattern to counter the horizontal emphasis of the building. The walls of the barn, the rear elevation and rear service yard of the main building are to be boarded with natural finished timber and left to weather naturally. The roof of the main building would be clad with a green coloured standing seam zinc metal sheeting while the barn would be roofed with a green coloured corrugated iron. The applicant states this is both an appropriate vernacular material and a homage to the retained St Barbara's Church. It is considered that subject to an appropriate condition to secure samples of the materials for agreement prior to their use, this is acceptable.
- 7.4.11 The approved scale plan listed in the approved plans condition for 12/0546 (as amended) also informs the scale of the proposed building and in this regard this plan shows the height of the pub at 8.5m including its roof with a footprint of 10-20m wide and 10-20m deep. The site has level changes with the northern part being around 2m higher than the lowest level towards the southern boundary. In order to provide a level access and the best internal access / movement arrangements the floor plan does not step down or up these. Instead the applicant has taken a spot height and the ridge height of 8.5m for the two storey element is measured from this point and this provides a level internal floor height. The footprint of the building is also larger than the stated figures of 10x20m, however given the permitted increase in the size of the building as a whole it is not considered the 32m by 21m footprint is excessive. It is considered this complies with the aim and objectives of these elements of the hybrid approval.

Landscaping

- 7.4.12 Concern has been raised over the amount of parking to be provided along with the extensive manoeuvring areas which account for approximately half of the site. The level of parking (70 spaces) has been agreed with SCC as the Highway Authority as appropriate and on this basis the case officer does not object to this. The applicant states there has been a reduction in the amount of hardstanding to the car park. However this is not noticeable and in the officers opinion it remains extensive, moreover the parking areas have not been broken up as requested with a landscape strip between every 5th space and indeed the longest run comprises 8 spaces. This is unfortunate and limits

- provision of soft landscaping. The area is however to be broken up with different coloured block paving and subject to a condition controlling this and, to ensure the parking bays are demarked in an appropriate manner it is considered this is acceptable.
- 7.4.13 Landscaping details are provided pursuant to condition 32 of 12/0546 (as amended). These have been reviewed by the Arboricultural Officer and an objection raised. The concerns initially raised have, in part, been addressed however that officer maintains an objection to the proposed landscaping. The basis of this objection is the use of single species in blocks of identical planting. This is likely to require extensive containment/and or thinning/pruning as plants compete with one another. This concern is maintained as despite amendments being submitted the plans still show the proposed planting of 25 birch in two blocks. As the remaining elements of the proposed planting are considered to be acceptable it is considered a condition should be imposed to address this matter as opposed to the application being refused on this basis.
- 7.4.14 In conclusion, the proposal would deliver a satisfactory form of development and would not undermine the objectives of the Deepcut SPD, the Site Wide Design Code, or policies CP4, DM9 and DM17 of the Core Strategy and Development Management Policies 2012.
- 7.57.5.2 The design and access statement advises the opening hours would be:
- 0730 to 2330hrs Monday to Thursday;
- 0730 to 0000hrs Friday and Saturday;
- 0800 to 2300hrs Sunday; and,
- 0730 to 0000 Bank holidays and New Year's Eve 0730 to 0130hrs.
- 7.5.3 It is considered the above is generally acceptable; however, it is considered Bank Holiday opening should not exceed the opening on Sunday. In addition, discussions with the Council's Environmental Health Officer conclude that the above, and the operation of the public house generally, is acceptable subject to conditions as detailed at draft conditions 4 – 6.
- 7.5.4 It is also noted that any development has the potential to give rise to temporary effects which can cause inconvenience and disruption to residents and businesses. The hybrid permission sought to address this by imposing planning conditions to control amongst other things, delivery routes, piling techniques, dust suppression techniques and hours of working. Subject to compliance with the planning conditions already imposed it is not considered the development proposed would give rise to conditions not considered at hybrid application stage.
- 7.5.5 The proposal includes on site ancillary staff accommodation. This takes the form of 7 double bedrooms of 12sqm. This exceeds the 11.5sqm baseline contained within the Technical Housing Standards. In addition, the communal areas provided in terms of their size and general provision are considered to be acceptable. The proposal has been reviewed by the Senior Environmental Health Officer (Home Solutions Team Leader) and the Fire Safety Officer and both confirm the accommodation meets the required amenity and safety standards.
- 7.5.6 In light of the above it is considered the proposal is acceptable in terms of its amenity impact and provision.

The proposal is therefore considered compliant with Policy CP4 and Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

7.6 Parking, Movement and access

- 7.6.1 The traffic impacts associated with the re-development of the PRB site were considered in full in the assessment and determination of 12/0546. A number of highway improvements have been secured to mitigate the impact of the development on the local and wider highway network as set out in the s106. On site requirements for the development are also set out in a number of planning conditions imposed on this permission. This mitigation cannot be revisited in this application.
- 7.6.2 Surrey County Parking guidelines require an individual assessment for parking standards for A4 Public House uses located outside of a town centre. The proposed 70 spaces have been reviewed by the County Highways Authority and this level of provision is considered acceptable
- 7.6.3 Vehicle access to the site is from the new spine road and no objection is raised by County Highways. The proposal includes the footway/cycle link between the pub site and the residential parcel to the north. This link connects the spine road and the VG and forms part of the wider cycle strategy network. There is an access point to this from the pub grounds. The proposed landscaping treatment to this boundary provides some structural planting interspersed with lower level understory planting. This will help provide visual mitigation to the carpark and a 'greening' of this route, while still allowing for mutual views to be obtained of both areas. This is important to ensure a safe and inviting route is provided. The applicant has advised that while the cycle / pedestrian link within the red line of the application forms part of the LPA's considerations they have no control over its delivery. However, it is considered this link should be in place prior to the public house coming into use, moreover how this can be achieved is a matter for the applicant to agree with the wider developer team. Accordingly condition 10 is proposed to deal with this. All other suggested conditions cited by SCC as the highway authority have been taken forward in (in part) condition 5 and 8-9 and 11-15. Subject to compliance with the conditions drafted (and where relevant imposed on the hybrid approval) no objection is raised.

7.7 Ecological considerations

- 7.7.1 Condition 16 of planning permission 12/0546 also requires detailed consideration of ecological considerations as part of the reserved matters application process by requiring the submission of an Ecological Management and Mitigation Strategy. The submitted strategy is based on survey works undertaken between 2009 and 2017.
- 7.7.2 The survey notes that prior to any development the site was amenity grassland associated with the military use of the site. However, most recently the site has been used as a contractor compound to facilitate the delivery of the Phase 1 infrastructure works. Trees were removed as part of those works. The ecological value of this particular area of the wider PRB site is therefore very low. The submitted strategy details the standard array of environmental measures such as pre-commencement ecological checks, appropriate native planting and the provision of bat roosting facilities to the west elevation of the building facing the VG.

- 7.7.3 Surrey Wildlife Trust has been asked to review and comment on the submitted strategy in their role as the Council's retained ecologist. Any comments provided will be provided by way of update to the committee.
- 7.7.4 Given the nature of the development, and subject to the imposition of condition 2, it is not considered the application will have any impact on the integrity of the Thames Basin Heath SPA.
- 7.7.5 On the basis of the information provided and in the absence of any objections raised by statutory and non-statutory consultees it is considered the proposal would not give rise to harm to ecological features or to the biodiversity of the area. The proposal is therefore considered to comply with the aims and objectives of Policy CP14 of the CSDMP 2012 and the NPPF.

7.8 Flooding and drainage

- 7.8.1 Wider flooding and surface water drainage matters were considered at outline stage under application 12/0546 and indeed a number of planning conditions were imposed on that decision notice to deal with those matters. These conditions have been taken forward in 18/619 and 18/1002.

7.9 Sustainability and CIL

- 7.9.1 Condition 36 of permission 12/0546 (as amended) requires non-residential development to achieve BREEAM 'very good' rating. The wording of this condition requires the submission of a certificate of compliance prior to the use of the building commencing. While this application does not seek to agree details pursuant to this to condition a tracker has been submitted which shows that the development will achieve this. This does not, however, discharge the requirements of the condition.
- 7.9.2 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.
- 7.9.3 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. As the proposed development would involve the provision of a new A4 use with a floor area of approximately 671sqm (GIA) and is not exempt the development would be CIL liable. The site falls within the 'other charging zone' as set out in the CIL charging schedule. The CIL charge is therefore approximately £67,100.

8.0 WORKING IN A POSITIVE/PROACTIVE MANNER

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 National Planning Policy Framework. This included:

1. Providing pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

2. Providing 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.
3. Suggested and negotiating amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
4. Proactively communicating with the applicant through the process to advise of progress, timescales and recommendation.

9.0 CONCLUSION

- 9.1 This application relates to the public house approved in outline in the hybrid permission 12/0546 (as amended).
- 9.2 The size and location of the facility being delivered accords with the permissions granted. It is considered the design and siting of the building and the general arrangement shown on the proposed site plan is acceptable and would meet the aims and objectives of the Deepcut SPD, policies DM9, DM11, DM17, CP4, CP11 and CP14 of the CSDMP2012 and the NPPF. It is therefore considered the application should be granted and, the design code submitted for this phase approved under delegated powers.

10.0 RECOMMENDATION

GRANT subject to the following conditions:-

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

Location Plan 1272-002
Proposed site plan 1272-101 Rev J

Proposed north elevation 1272-120 Rev F
Proposed south elevation 1272-121 Rev F
Proposed west elevation 1272-123 Rev G
Proposed east elevation 1272-122 Rev F
Proposed west long elevation 1272-124

Proposed sections 1272-115 Rev D

Proposed ground floor 1272-102 J
Proposed 1st floor 1272-103 Rev I
Proposed roof 1272-105 Rev B

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.

2. The residential accommodation provided at the first floor of the public house hereby permitted (comprising 7 bedrooms, a kitchen, living area, bathroom, WC, shower) shall only be occupied by person(s) mainly or solely employed at the public house and their spouses/partners or dependents.

The approved accommodation shall not be let, sold off or occupied independently from the public house and shall only be occupied by staff of the public house in an ancillary capacity to the primary use of the building as a public house.

There shall be no subdivision of the bedrooms shown on the approved plans and no additional residential accommodation shall be created anywhere on site.

Reason: To ensure a satisfactory form of development in accordance with Policy DM9 and CP4 of the Core Strategy and Development Management Policies DPD 2012 and to ensure the integrity of the Thames Basin Heath SPA in accordance with Policy CP14 of the aforementioned DPD, the Thames Basin Heaths SPA Avoidances Measures SPD, Policy NRM6 of the South East Plan and the NPPF.

3. No external facing or surface materials shall be installed, erected, placed or used anywhere on site (including but not limited to any material used in / on any elevation, roof, gable, chimney stack, hard surface, fence or wall) until samples and details of them have been provided to and agreed in writing by the Local Planning Authority.

The details to be provided shall include details of all hard surfaced areas and include the detail of the contrasting block paving to be used to mark out the parking spaces.

The details to be submitted / provided shall be in accordance with those specified in the submitted Design and Access Statement where such detail has been specified.

Only the agreed materials shall be used on site.

Reason: In the interests of the visual amenities of the area and to ensure a satisfactory form of development in accordance with the Policy CP4, DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD and the NPPF.

4. The public house hereby approved shall only be open to the public between the hours of 07:30 and 23:30 Monday to Thursday, 07:30 and 00:00 Friday and Saturday and 08:00 and 23:00 Sunday's, and, between 07:30 and 23:00 on any recognised Public Holidays except for New Year's Eve when the development hereby approved shall only be open to the public between the hours of 0730 and 0130hrs.

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

5. Collections from and deliveries to the public house shall only take place between the hours of 07:30 and 20:00 on Mondays to Saturdays and between 08:00 and 18:00 on Sundays, Bank and Public Holidays.

In addition there shall be no HGV movements to or from the site between the hours of 0830 to 0915 and 1515 and 1600hrs on any day when the Mindenhurst Primary School is open. Nor shall any HGV contractor associated with any part of the construction of the development hereby approved, or its on-going use be permitted to park, wait or lay up in Mindenhurst Road or Brunswick Road during these times.

Reason: In the interests of residential amenities and highway safety in accordance with the Policy DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

6. Before the first and each subsequent occupation of the public house hereby approved, a scheme shall be submitted to and agreed in writing with the Local Planning Authority detailing measures to minimise noise disturbance from the operation of the public house to residential properties.

The scheme shall include details for minimising noise from delivery vehicles and for locating noise generating uses, plant or equipment within the envelope of the building where possible.

Where it is not possible to site plant or equipment within the building it should be located within the rear service yard and screened from any public vantage point and shall be the subject of application(s) for detailed planning permission as required.

Once agreed the measures included within scheme shall be implemented on the site prior to that occupation commencing and retained for the duration of that use / occupation.

Reason: In the interest of residential amenities and to accord with Policy CP4 and Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

7. Prior to the undertaking of any works above slab level details of measures to increase bird and bat nesting opportunities on site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of the development hereby approved commencing and thereafter retained. In all other regards the development shall be undertaken in accordance the Ecological Mitigation and Management Plan dated May 2019 prepared by Nicholas Pearson Associates.

Reason: To ensure the development complies with the aims and objectives of Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

8. The development hereby approved shall not be first opened for trading unless and until a revised forward visibility splay along the site frontage has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall be maintained clear of any obstruction above 600mm high to the satisfaction of the Local Planning Authority.

Reason: To ensure the development does not prejudice highway safety or cause an inconvenience to other highway users in accordance with Policy DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

9. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plan 1271-101 Rev J for vehicles to park and turn so that they may leave the site in a forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: To ensure the development does not prejudice highway safety or cause an inconvenience to other highway users in accordance with Policy DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

10. The development hereby approved shall not be first opened for trading unless and until a footway/cycle link route has been provided in the north-west corner of the site, broadly in accordance with the approved Drawing No. 1271-101 J, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To a satisfactory, sustainable form of development in accordance with Policy CP4, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD and the NPPF.

11. The development hereby approved shall not be first opened for trading unless and until at least 8 of the proposed parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans, Drawing No. 1271-101 J, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To a satisfactory, sustainable form of development in accordance with Policy CP4, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD and the NPPF.

12. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered and lit parking of bicycles within the development site for the use of resident staff, non-resident staff and customers, have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To a satisfactory, sustainable form of development in accordance with Policy CP4, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD and the NPPF.

13. The details provided within the approved Travel Statement REF: TR8190798/VT/DW/001 shall be implemented upon first occupation and thereafter

retained and maintained for its designated purposes.

Reason: To a satisfactory, sustainable form of development in accordance with Policy CP4, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD and the NPPF.

14. The development hereby approved shall not be first opened for trading unless and until the vehicular access from the site access to Mindenhurst Road has been provided with vehicular visibility zones in accordance with the approved Drawing No. 1271-101 J. Once provided the splays shall be maintained clear of any obstruction above 600mm high to the satisfaction of the Local Planning Authority.

Reason: To ensure the development does not prejudice highway safety or cause an inconvenience to other highway users in accordance with Policy DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

15. The development hereby approved shall not be first opened for trading unless and until revised pedestrian visibility splays have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall be maintained clear of any obstruction above 600mm high to the satisfaction of the Local Planning Authority.

Reason: To ensure the development does not prejudice highway safety or cause an inconvenience to other highway users in accordance with Policy DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

16. Within 6 weeks of the commencement of the development hereby approved a revised planting scheme shall be submitted to address concerns over the proposed planting of 25 Birch trees on the shared boundary between of the carpark and shared cycle / pedestrian path to the northern most part of the application site. The details to be submitted shall provide for substitute species planting to this boundary in place of the proposed 25 Birch trees. In all other regards the details to be submitted shall be in accordance with the submitted landscape plan ref: DC306/02 Rev D.

The approved details together with the remaining elements shown on plan ref: DC306/02 Rev D shall be implemented in full prior to the first use of the development hereby approved.

Reason: To ensure a satisfactory form and high quality development in accordance with the Deepcut SPD, Policy CP4 and DM9 of the Core Strategy and Development Management Policies 2012, the Site Wide and Parcel specific Design Code and the NPPF.

17. Within 6 weeks of the commencement of the development hereby approved details of wayfinding signage to be erected on the site to aid customer and visitor navigation shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the first use of the public house hereby permitted.

Reason: To ensure a satisfactory form and high quality development in accordance with the Deecput SPD, Policy CP4 and DM9 of the Core Strategy and Development Management Policies 2012, the Site Wide and Parcel specific Design Code and the NPPF.

18. No external lighting shall be erected anywhere on site without details of it having been first submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented.

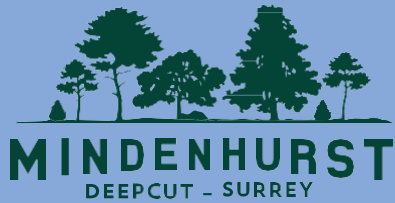
Reason: To ensure a satisfactory form and high quality development and to ensure that external lighting does not harm biodiversity or ecological value of the wider site in accordance with the Deecput SPD, Policy CP4, CP14 and DM9 of the Core Strategy and Development Management Policies 2012, the Site Wide Design Code and the NPPF.

19. The development hereby permitted shall be used for solely as a public house falling within Class A4 of the Town and Country Planning (Use Classes) Order 1987 ((as amended) or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order) and for no other purpose (including any other purposes in Class A4).

Reason: To protect visual and residential amenity, to protect the integrity of the Thames Basin Heaths SPA and to ensure an appropriate form of development is retained on site, all in accordance with Policy CP4, DM9 and DM17 of the Core Strategy and Development Management Policies 2012, the Deepcut SPD, hybrid permission 12/0546 (as amended) and the NPPF.

Informative(s)

1. CIL Liable CIL1
2. The applicant is reminded that this planning permission does not give any indication of any consent necessary under the Town and Country Planning (Control of Advertisements) Regulations 2007 which may or may not be required nor any indication that this consent will be forthcoming.



Phase 3c

DESIGN CODE

Public House

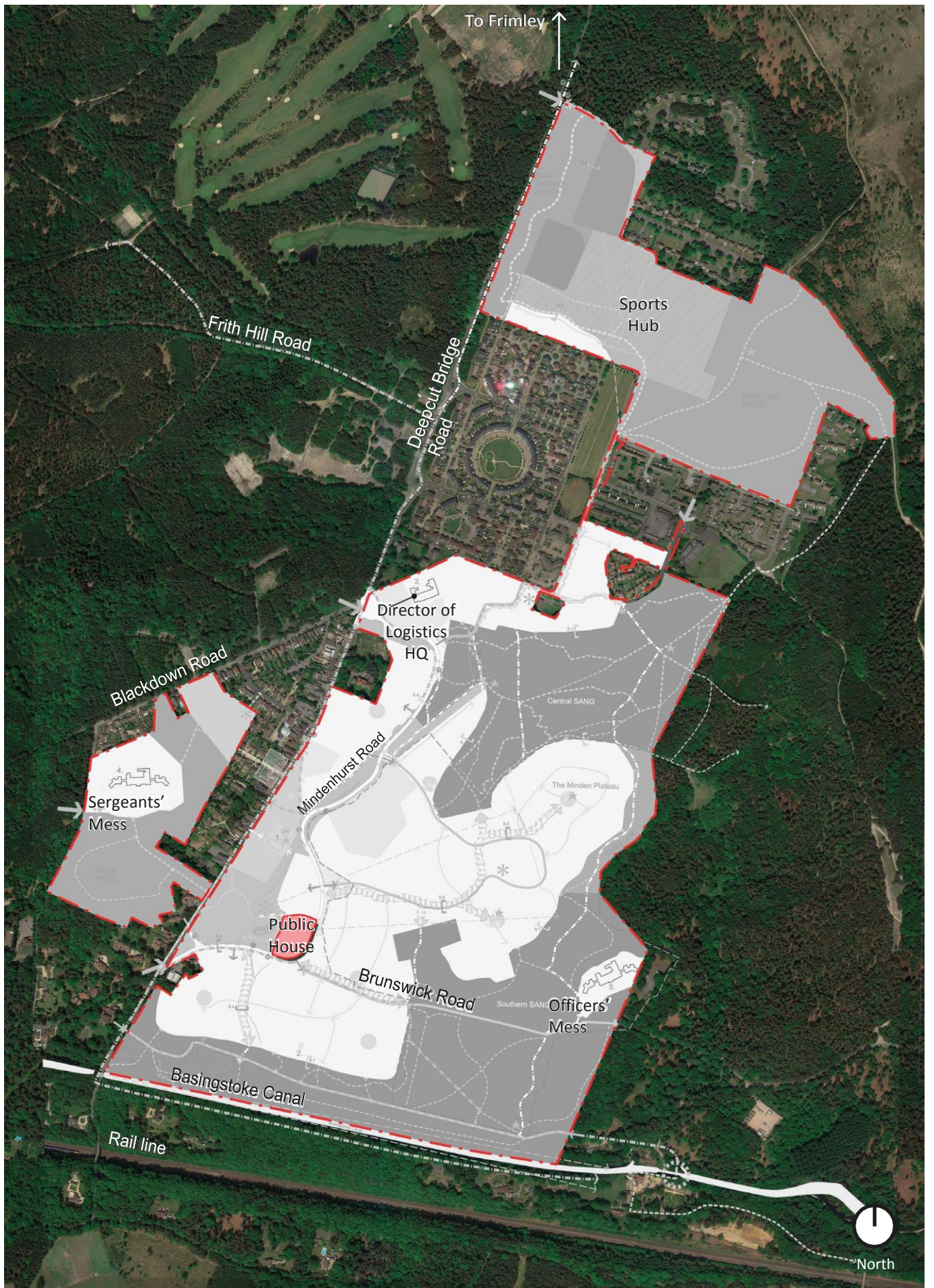


Fig 1 : Plan of the site showing the Mindenhurst site boundary and the location of the Phase 3c Public House.

MINDENHURST, DEEPCUT, SURREY

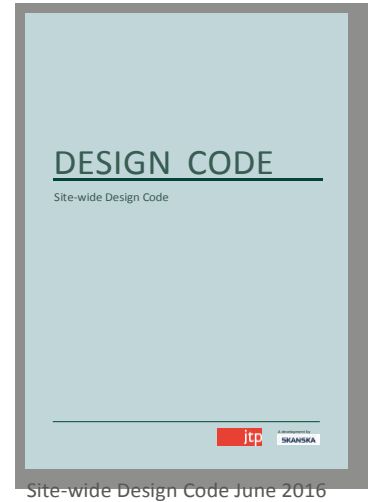
This Design Code has been prepared in response to Condition 3 of the Outline Planning Permission* for redevelopment of the Princess Royal Barracks site at Deepcut, and covers the Public House site.

Condition 3 of the outline planning permission for Mindenhurst required preparation of specific design codes. An overarching Site-wide Design Code was prepared in December 2016 in response to this condition which sets the design principles for this development. The Site-wide Design Code sets out a mandatory framework for Mindenhurst. This Design Code sets out further design fixes relating to the Public House (Class A4).

The Public House site refers to a site of 0.4 hectares in size to include a Public House, servicing and parking, a substation, and outdoor space. The Public House building can be a maximum of 1,000 sq.m. in floor area and include associated staff living accommodation.

This Design Code also covers the secondary pedestrian and cycle route linking the Village Green to Mindenhurst Road which is intended to be delivered at the same time as the pub. This route and the associated landscaping runs along the northern edge of the Public House site, but outside of its demise.

Detailed proposals for this site will be expected to conform to the principles set out in this document. The Reserved Matters Application(s) will also be expected to include a fully completed copy of the Checklist as provided at pages 12-13.



Site-wide Design Code June 2016

LIST OF ABBREVIATIONS

ABBREVIATIONS	DESCRIPTION
ha	Hectare
DAS	Design and Access Statement
SANG	Suitable Alternative Natural Greenspace
SCC	Surrey County Council
SHBC	Surrey Heath Borough Council
SPD	Supplementary Planning Document (specifically, the Deepcut Regulation 19 Supplementary Planning Document)
SWDC	Site-wide Design Code

* Application Reference - 12/0546 (as amended); The original permission has been subject to a Section 73 planning application (18/0619). Further Application drawings and documents can be downloaded from the Mindenhurst website - <http://www.mindenhurst.co.uk>

- Revision F Submission: October 2019
- Revision E Submission: December 2016
- Revision D Submission: December 2016
- Revision C Submission: December 2016
- Revision B Submission: December 2016
- Revision A Submission: November 2016
- Detailed Design Code Phase 1 Southern Residential Submission: October 2016.

PROJECT CODE	00752
CREATED BY	VB / RF / AD
CHECKED BY	GP
ISSUE TYPE	PLANNING REV F
ISSUED ON	29 OCTOBER 2019

DISCLAIMER:

This Design Code has been prepared for approval and subsequent adoption by Surrey Heath Borough Council. This report has been prepared for the sole use of Skanska and for the intended purpose assisting the agreement between Skanska and JTP. No responsibility or liability is accepted towards any other person in respect of the use of this report or for reliance on the information contained in this report by any other person or for any other purpose. The use of this report by unauthorized third parties without written authorisation from JTP shall be at their own risk, and JTP accept no duty of care to any such third party. This document may contain photographs of and/or quotes from participants in the Community Planning process. Publication is intended as a record of the event(s) rather than a representation of the views of the subject(s).

INTRODUCTION

SITE-WIDE REGULATORY PLAN

The Site-wide Regulatory Plan sets out a framework within which this Design Code sits. The plan sets a template of mandatory requirements and design fixes. Where flexibility in the precise positioning of uses, spaces or routes exists the plan indicates this by defining 'indicative' status.

Applicants preparing a Reserved Matters Application should fully familiarize themselves with the Site-wide Design Code and Regulatory Plan in order to understand the design framework within which the Public House site sits.

Attention is also drawn in particular to the following pages of the Site-wide Design Code:

- 30: Land Use – Public House
- 57: Principles for Mixed Use Built Form
- 85: Boundaries to Open Space
- 94: Retail Parking (car and cycle parking)

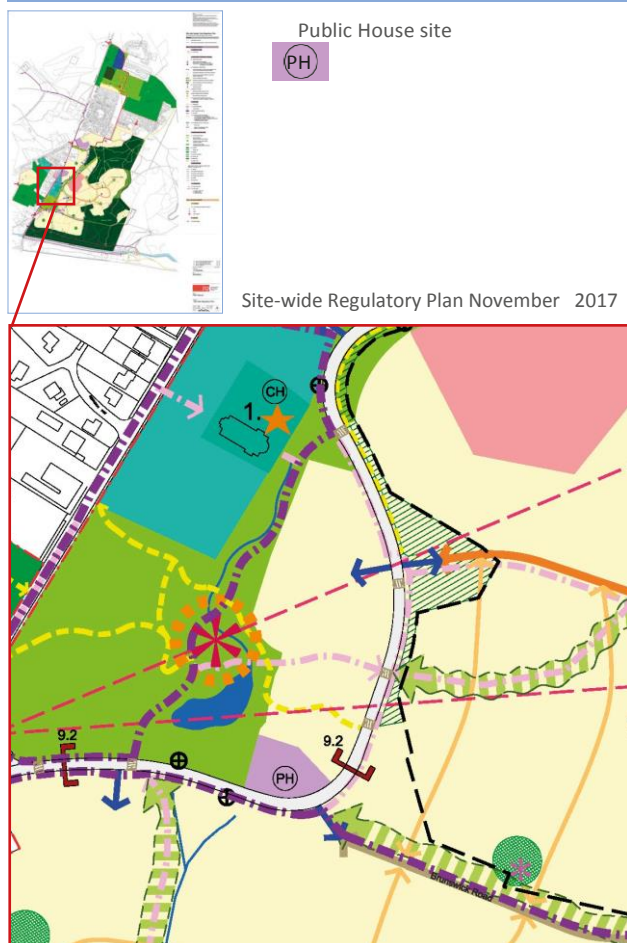
This Detailed Design Code adds further information to the Site-wide Regulatory Plan, setting out design principles relating specifically to the Public House site.

Note that in response to market demand for a Public House site, the size of the site differs slightly from that shown in the Outline Planning Application Material and the approved Site-wide Regulatory Plan (Revision P5, November 2017). The revised site area is 0.4 ha compared to the previous area of 0.12 ha. The Public House location is broadly in compliance with the previously approved drawings and accords with the principles of the SPD and DAS.

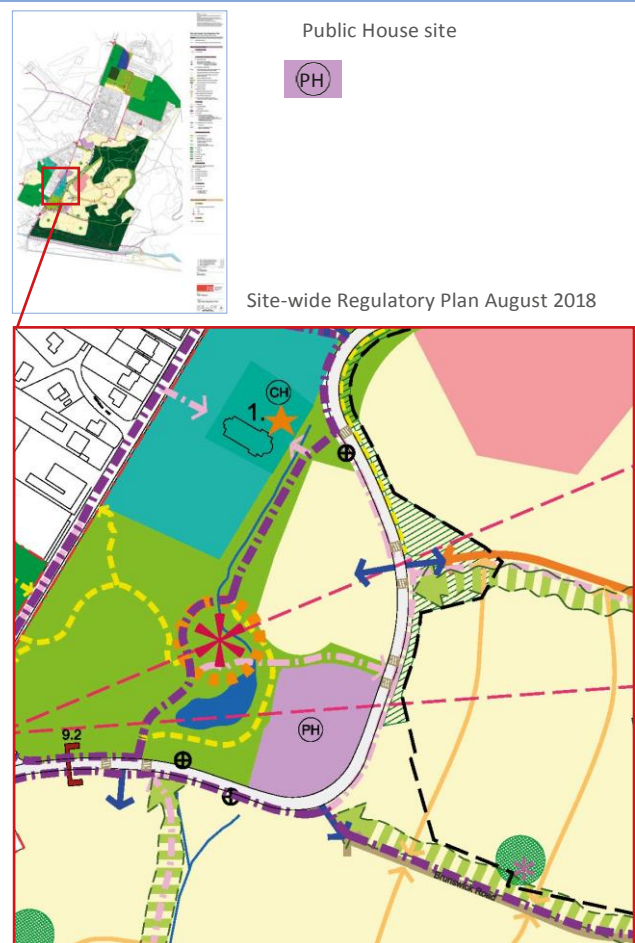
A revised Site-wide Regulatory Plan (Revision P06, August 2018) sets out the updated Public House location. This identifies the importance of the Village Green in the context of the entire site, and locating the Public House adjacent to this to create a focal point for the community in a central location. The relationship with the Village Green and views towards it will influence the location of the Public House.

SITE-WIDE REGULATORY PLAN

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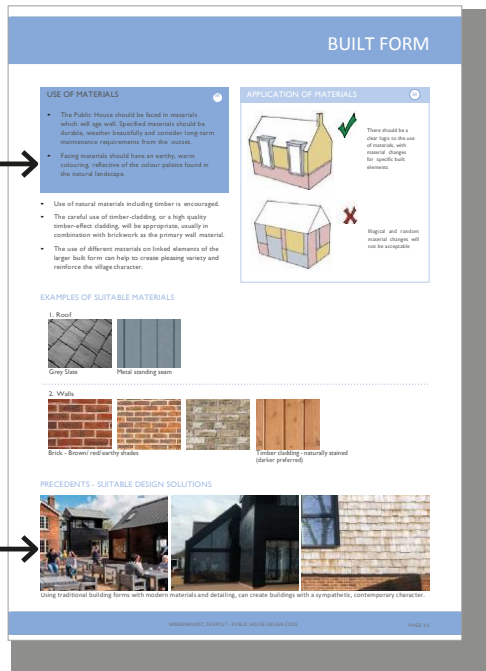
Extract of Site-wide Regulatory Plan November 2017



Extract of Site-wide Regulatory Plan August 2018

HOW TO USE THE CODE

Mandatory design principles



Illustrative precedent images

This Detailed Design Code expands upon the information in the Site-wide Design Code. It sets out design principles relating to the character of the parcel and provides the guiding principles for the Public House, boundary and car parking treatments to which detailed proposals will be expected to refer.

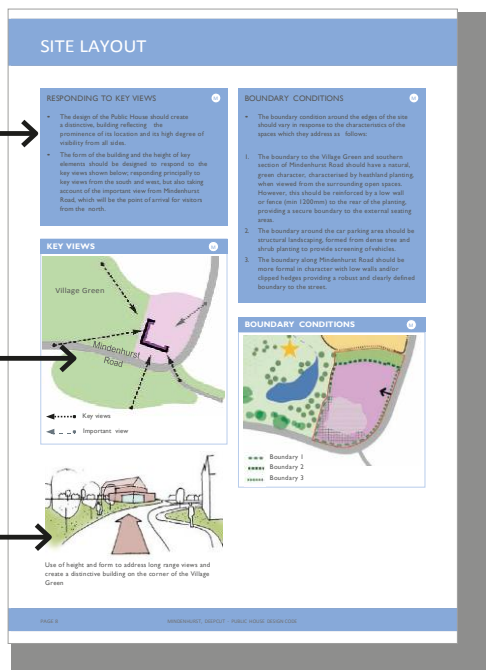
Applicants will be expected to demonstrate that the design and layout of the public house site complies with both the Detailed Regulatory Plan and design principles in this document, or provide design justification as to why they do not. To aid this process, a compliance checklist is provided at the end of this document, and this should be completed and submitted as part of any Reserved Matters Application pertaining to this parcel.

The example page layouts on the left illustrate the way in which key principles, design guidance and precedents are presented in this document. Specifically, they show how to differentiate between information which is mandatory and that which is illustrative and provided for guidance only.

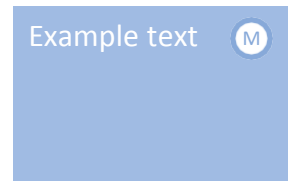
Mandatory design principles

Mandatory illustration

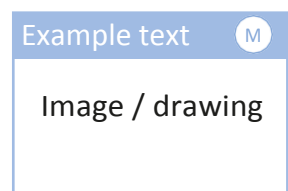
Illustrative diagram



MANDATORY

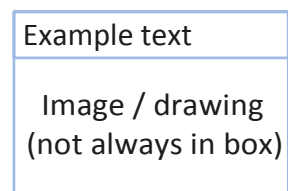


Mandatory design principles



Mandatory design principles/illustration

DESIGN GUIDANCE



Design guidance illustration

Example text

Design guidance

DESIGN VISION

A Prominent Site

The Public House site is located close to the southern entrance into Mindenhurst. It is a prominent site and the building will be highly visible in key views. For this reason it is important that the building both creates a high value sense of arrival and is representative of the quality and character of the wider development.

A Focal Point

The Public House will act as a focal point, drawing the eye through the landscape, and terminating key views from several directions. The design should reflect this prominent location, providing a high quality building with a distinct character - a contemporary village pub. Extensive use of glass will be encouraged, maximizing opportunities for views in and out, and creating interest and activity through the day and into the evening.

Sitting within the Landscape

The site is adjacent to the newly created Village Green, a high-profile location offering the potential for attractive views across this key community space. The Village Green will be used for community events, informal sports and fetes. An area of natural play and a pond create areas of interest and more informal opportunities for social interaction.

The Public House is sited so that it can positively connect with this landscaped space; with opportunities for outdoor seating fronting onto the green and a variety of indoor/outdoor spaces within the building offering attractive views across the green. This will help to activate the space and encourage people to stay and enjoy the outdoors for longer.

Well-designed landscaping and boundary treatments will help to soften the transition between the site and its surroundings while reinforcing the special character of the building. A new pedestrian/cycle link to the north of the site will ensure that the Public House is linked-in to the wider Mindenhurst movement network.



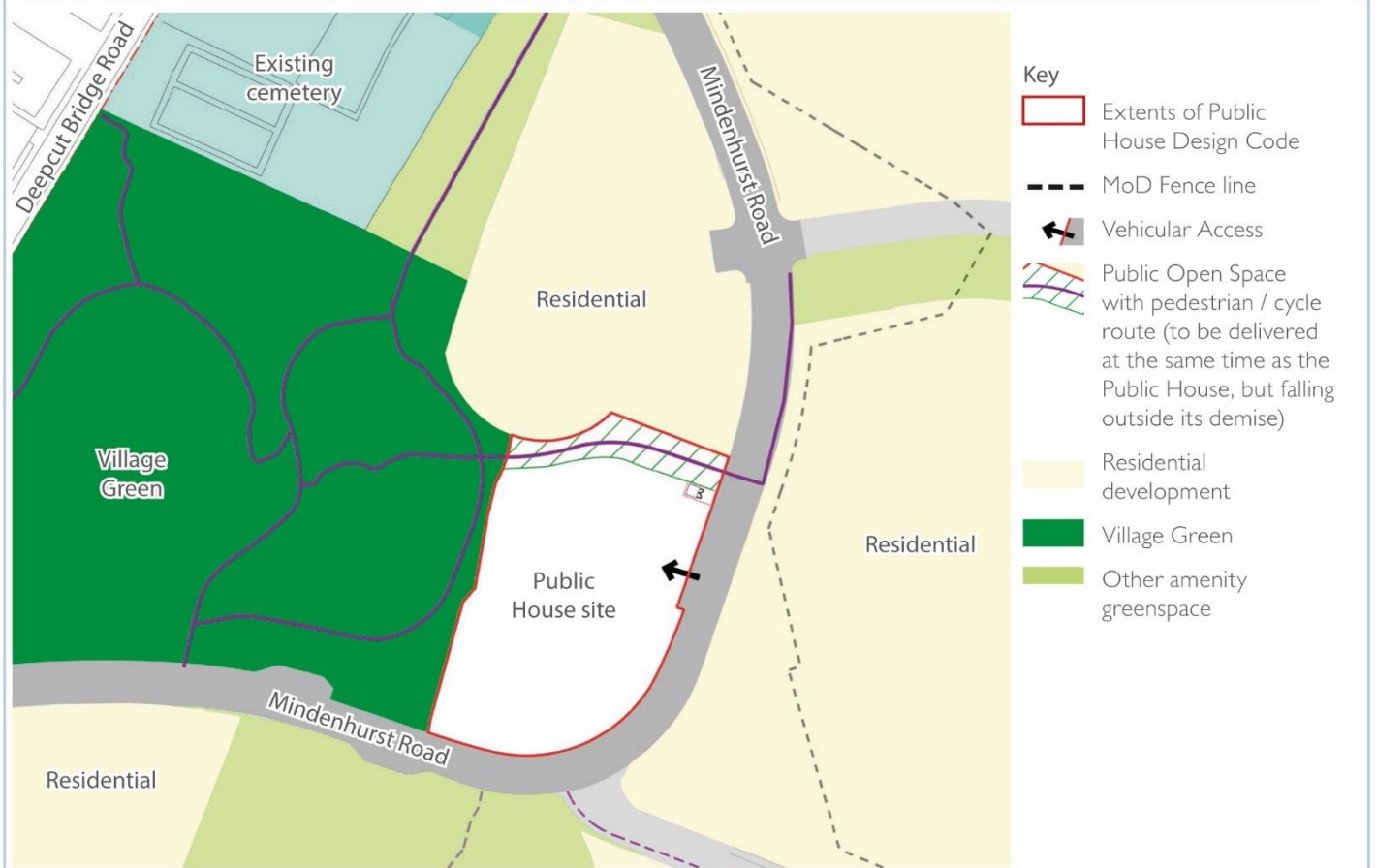
Extensive areas of glazing and large internal volumes create feelings of light and space both inside and out.

ACCESS AND MOVEMENT M

The proposal will comply with the following key principles:

- Vehicular access will be from one access point with due consideration of visibility splays on Mindenhurst Road.
- The site should provide easy access to the wider network of cycle and footways to encourage walking and cycling to and from the Public House (including providing good access to the bus service running along Mindenhurst Road).

LOCATION PLAN M



SITE LAYOUT

URBAN DESIGN PRINCIPLES

M

- The building should be located in a prominent location within the site to maximize its visibility from the Village Green and Mindenhurst Road
- The building should be sited to provide positive public realm frontage to the Village Green, Mindenhurst Road and the car park
- In particular, the building will be aligned to optimise aspect onto and across the Village Green
- Designs should achieve appropriate definition of space by clearly distinguishing publicly accessible areas from private/inaccessible areas. Structural landscaping is one way of achieving this.
- The building should be located on the site to minimize the impact on the amenities of future occupiers of the residential phases of the development
- External amenity space should be screened to minimise impact on any emerging residential units.
- Hard landscaped car parking and service areas should be softened visually by planting areas as well as variation in surface materials and colour
- Pedestrian and cycle access should be provided to the nearby public open spaces and surrounding rights of way network.
- Boundary treatments should allow public views into the site and enable the development to respond to the surrounding landscape.

Note: The relative size and position of the building and car park on the plan below are indicative only.

URBAN DESIGN PRINCIPLES PLAN



- Key
- Extents of Public House Design Code
 - Public House site
 - ↔ Vehicular Access
 - ↔ Pedestrian and cycle route
 - ↔ Green link
 - Indicative area of parking (with trees)
 - Substation with indicative area of landscaping
 - Trees and dense structural planting to screen car park
 - Low wall/fence (min 1200mm) with informal heathland planting in front
 - Formal hedge/ low wall interspersed with trees
 - ▤ Potential for paved/ 'spill-out' area
 - Village Pond and trees forming part of Village Green design
 - ★ Play area in Village Green

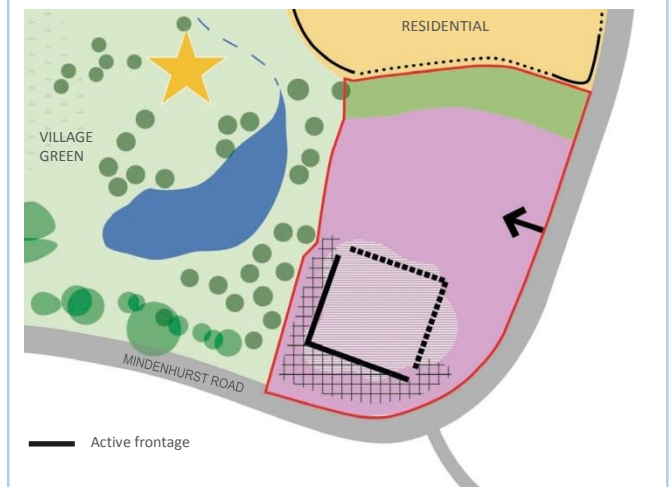
BUILDING FRONTAGES

M

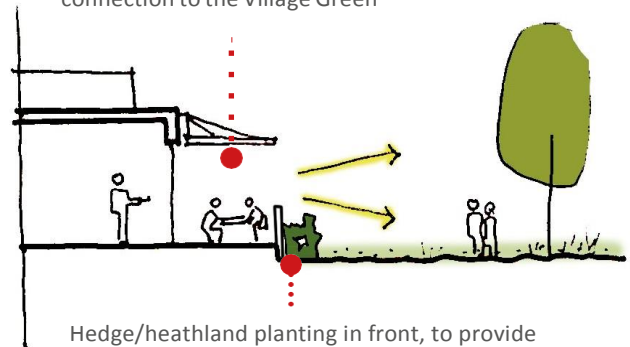
- Due to its prominent location, the building should be designed with frontages on all sides (as shown on the adjacent diagram and described below).
- Key entrances to the building should be located on the street side and/or Village Green side to generate activity.
- Plant rooms and servicing should be well screened from the public realm.
- Active frontages should face towards the Village Green and south towards Mindenhurst Road and the open space beyond it.
- The west and south elevations provide opportunity for large areas of glazing and external seating areas to maximize views onto and across these spaces and optimize the benefits of solar orientation.
- The entrance(s) to the building should be clearly visible and easily accessible from the car parking area(s).
- Any elevation containing servicing elements should still provide a positive attractive frontage

BUILDING FRONTAGES

M



Use of glazing and open or semi-enclosed facade to provide visual connection to the Village Green



Hedge/heathland planting in front, to provide clearly defined boundary between the Public House and Village Green

SITE LAYOUT

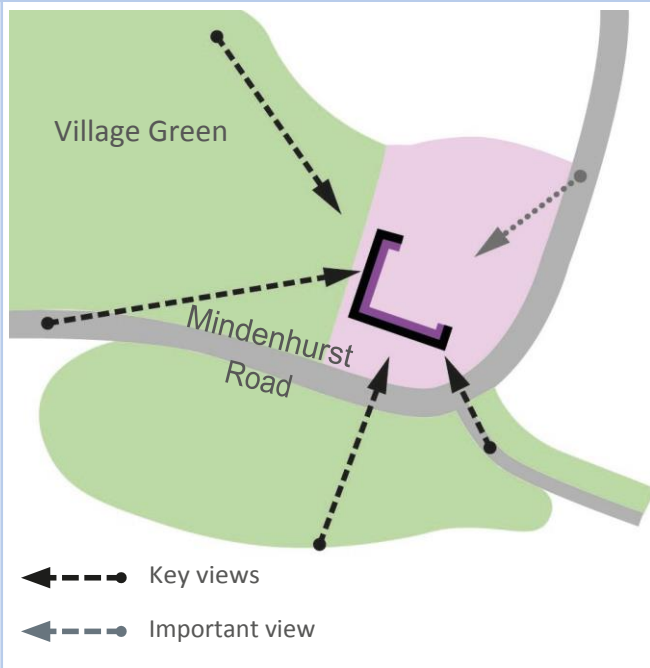
RESPONDING TO KEY VIEWS

M

- The design of the Public House should create a distinctive building reflecting the prominence of its location and its high degree of visibility from all sides.
- The form of the building and the height of key elements should be designed to respond to the key views shown below; responding principally to key views from the south and west, but also taking account of the important view from Mindenhurst Road, which will be the point of arrival for visitors from the north.

KEY VIEWS

M



Position, scale, height and built form are important to address long range views and create a distinctive building on the corner of the Village Green.

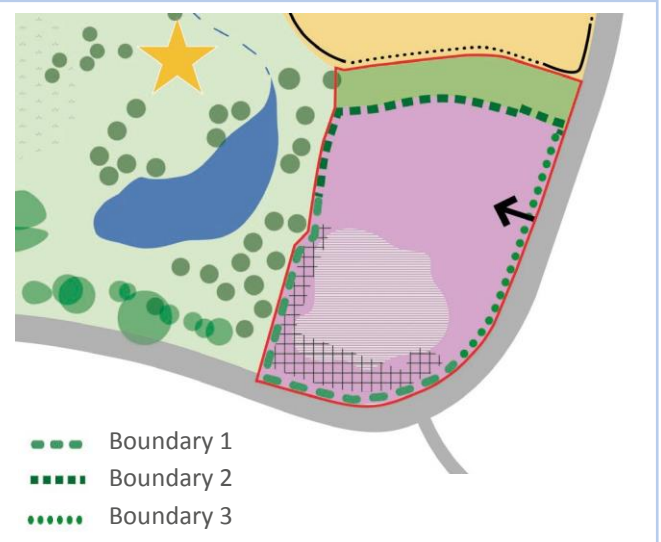
BOUNDARY CONDITIONS

M

- The boundary treatment should reflect the use and scale of the building and should vary in response to the characteristics of the spaces which they address as follows:
 1. The boundary to the Village Green and southern section of Mindenhurst Road should have a natural, green character, characterized by heathland planting, when viewed from the surrounding open spaces. However, this should be reinforced by a low wall or fence (min 1200mm) to the rear of the planting, providing a secure boundary to the external seating areas.
 2. The boundary around the car parking area should be a mix of structural landscaping, formed from dense tree and shrub planting to provide screening of vehicles and allow level planting to provide an attractive and safe route.
 3. The boundary along Mindenhurst Road should be more formal in character with low walls and/or clipped hedges providing a robust and clearly defined boundary to the street. Service areas/back of house should be well screened from road frontages.

BOUNDARY CONDITIONS

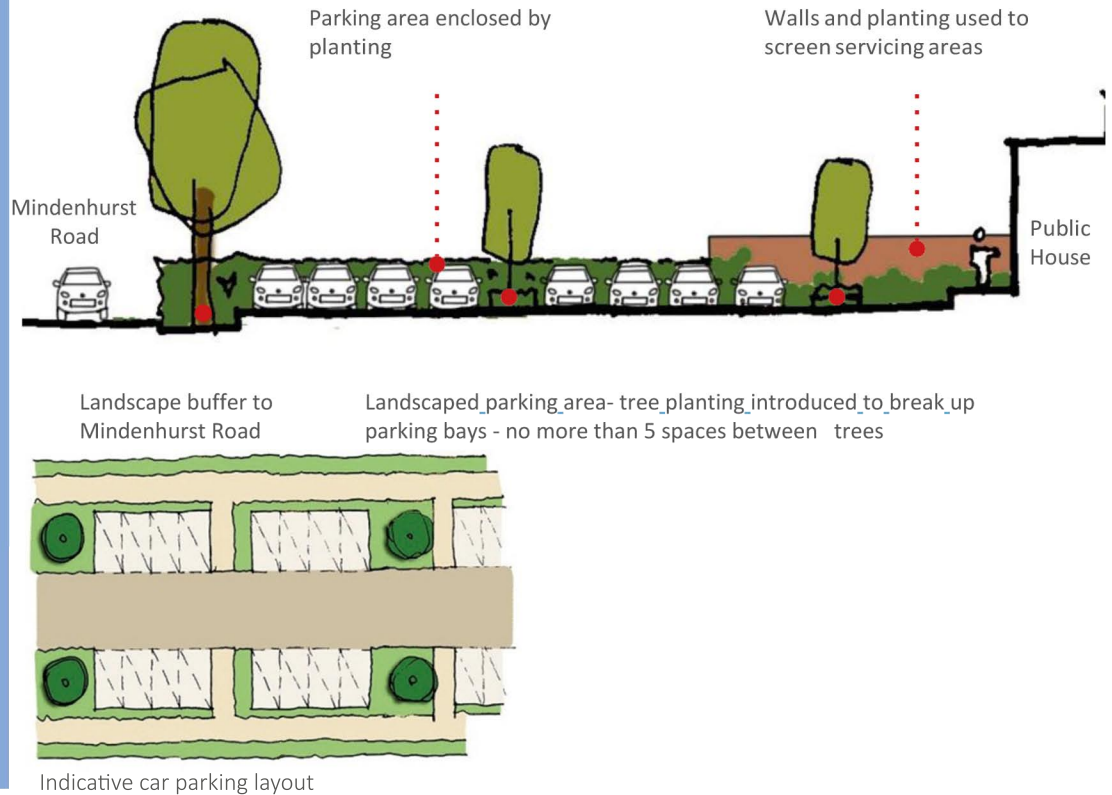
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CAR PARK

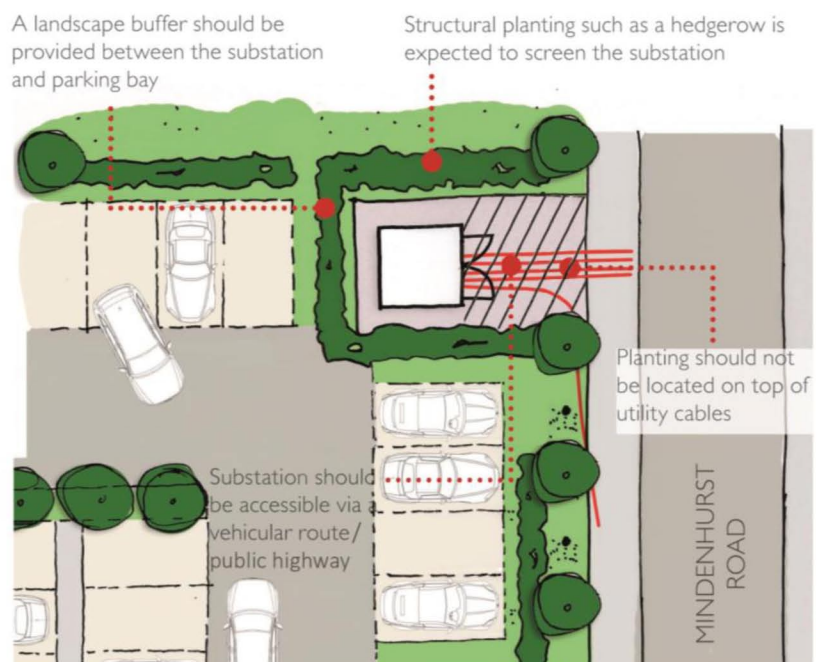
M

Reserved Matters Applications will be expected to demonstrate that the proposed car parking and servicing area is proportionate to the size of the public house and will be well screened by structural planting/walls. The landscape strategy for the car park should have consideration for the potential need to provide access for a 34 tonne vehicle to service the



SUBSTATION

- The substation must be easily accessible from Mindenhurst Road and be located on a vehicular accessible route; accessed through the car park, or directly from Mindenhurst Road.
- An area south of the substation compound should be reserved for direct access.
- It will be located to minimise negative impacts on the functioning of the pub car park.
- The car park should be designed so that service vehicles accessing the substation can manoeuvre without obstruction.
- A landscape buffer will be provided between the substation and any adjacent parking bay.



Illustrative sketch

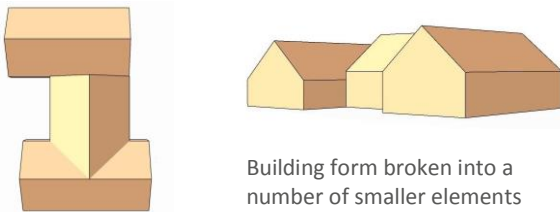
BUILT FORM

BUILT FORM PRINCIPLES M

Architectural built form will comply with the principles set out below, ensuring the delivery of an attractive building with a distinct character.

SCALE AND MASSING M

- The building should be no more than 2.5 storeys in height - up to 8.5m inclusive of the roof.
- The design of the building should reflect its importance as a focal point next to the Village Green, but still have a human scale appropriate to a village setting.
- Divide the form of the building into a number of smaller, linked elements to reduce the apparent bulk of this large footprint building.



Building form broken into a number of smaller elements

WINDOWS M

- Windows should generally be as large as possible to optimise the potential for views out while maximizing access to daylight and sun light internally* (see note below).
- The design should utilise a variety of window sizes to create visual interest, with the size of window appropriate to the uses within.

* Capturing lower level sunlight in colder months may be beneficial in reducing heating requirements within the building, but full consideration should also be given to avoiding summer overheating by the provision of appropriate shading—for example by trees, canopies or other external building features.

ROOFSCAPE AND SILHOUETTE M

- The building should have a pitched roof divided into a number of smaller elements, to limit the ridge height and create a more varied and interesting roofline.
- Design the roof to create an attractive silhouette, with chimneys and/or dormer windows used to break-up long stretches of roofline.



Division of the roof into a number of smaller elements and expressed gable ends creates interest and variety.

CELEBRATE ENTRANCES M

- Provide active frontage to the public realm and ensure that the main entrance is clearly visible from the street.
 - Provide clear wayfinding from the Village Green, ensure the layout is logical and the building is easily accessible also from the west.
- Shelter from the elements can be provided as part of the overall design in the form of beautiful roofscape/sailing canopies.

HONESTY M

- Simple, honest design and natural materials.
- Avoid unnecessarily complicated detailing but demonstrate skillful craftsmanship.
- Keep the palette of materials simple and encourage the use of genuine natural materials.

USE OF MATERIALS

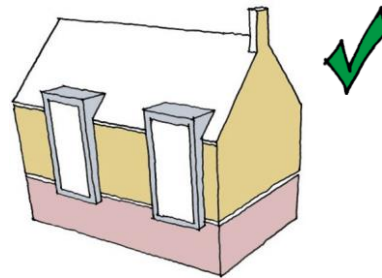
(M)

- The Public House should be faced in materials which will age well. Specified materials should be durable, weather beautifully and consider long-term maintenance requirements from the outset.
- Facing materials should have an earthy, warm colouring, reflective of the colour palette found in the natural landscape.

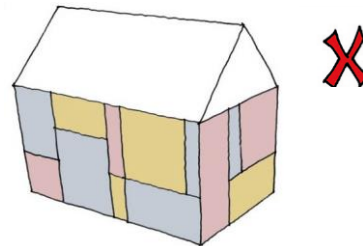
- Use of natural materials including timber is encouraged.
- The careful use of timber-cladding, or a high-quality timber-effect cladding, will be appropriate, usually in combination with brickwork as the primary wall material.
- The use of different materials on linked elements of the larger built form can help to create pleasing variety and reinforce the village character.

APPLICATION OF MATERIALS

(M)



There should be a clear logic to the use of materials, with material changes for specific built elements



Illogical and random material changes will not be acceptable

EXAMPLES OF SUITABLE MATERIALS

1. Roof

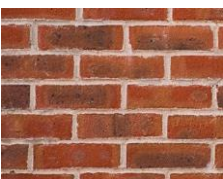


Grey Slate

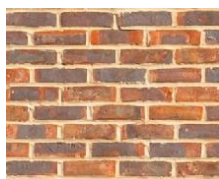


Metal standing seam

2. Walls

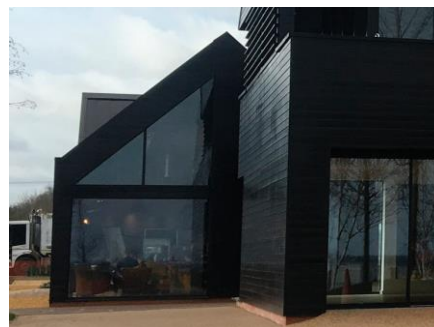


Brick - Brown/ red/ earthy shades



Natural oak timber cladding

PRECEDENTS - SUITABLE DESIGN SOLUTIONS



Using traditional building forms with modern materials and detailing, can create buildings with a sympathetic, contemporary character.

LANDSCAPE

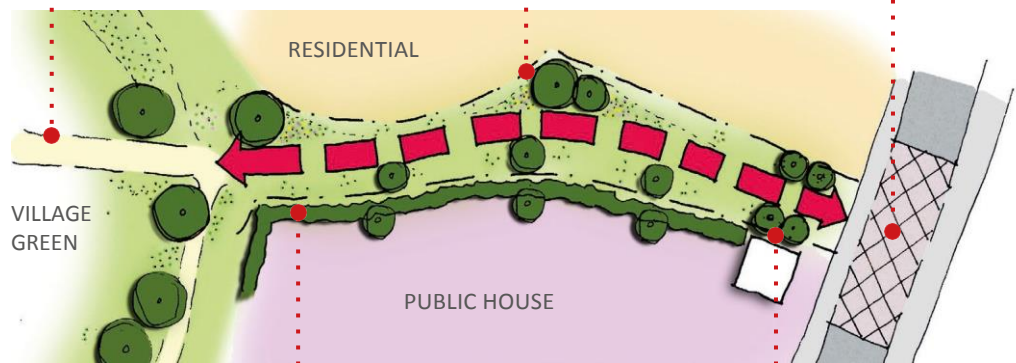
GREEN LINK WITH PEDESTRIAN AND CYCLE ROUTE

Reserved Matters Applications will be expected to provide a 3m surfaced pedestrian and cycle route to the north of the Public House site, connecting the Village Green to Mindenhurst Road.

The pedestrian and cycle route should connect into routes within the Village Green

The landscape design should tie seamlessly with the Village Green

The pedestrian and cycle route should form a coherent part of the design of Mindenhurst Road and the proposed raised table to aid connectivity



A mix of high and low level planting should be provided to delineate the boundary between the 'green link' and the pub car park and provide an attractive and safe route.

Suitable screening of the substation should be incorporated into the landscape strategy

Precedents of pedestrian / cycle route with landscaping providing a natural edge and subtle separation to ensure natural surveillance.



BOUNDARY TREATMENTS

M

The following general principles should be adhered to:

- Use methods of enclosure appropriate to the Character Area within which they are located (see Site-wide Design Code).
- Clearly distinguish publicly accessible areas from private/inaccessible areas.
- Provide appropriate levels of safety between green infrastructure areas and vehicular movement routes.
- Prevent uncontrolled/informal car parking within and on the fringes of public green infrastructure.
- Be built and/or planted with robust and durable elements to ensure their longevity.
- Be hedgehog friendly by providing 13cm squared gaps at the base of walls/fencing at suitable spacing.

SOFT LANDSCAPING/ ECOLOGY

A simple mixture of native type planting which gives seasonal colour and interest will be expected. The outdoor spaces surrounding the pub should connect with the wider surrounding landscape.

A linear arrangement is encouraged to reduce the disruption to bats and birds and create feeding corridors for bats. Using native wild cherry will encourage pollinators and is not detrimental to the biodiversity of the landscape. The use of non-native, ornamental planting, especially when placed in a non-linear fashion, is discouraged.

The use of structural planting in the form of hedgerows is encouraged to give a hierarchy between spaces and screen parking areas.

Coppiced and pollarded type trees are encouraged for character and intimate and visual scale linking the surrounding large wooded areas

The Public House sits at the point at which the woodland setting of the Southern SANG and the heathland setting north of Mindenhurst interweave. The planting strategy should therefore reflect this using a simple palette combining shrubs and heathland:

Palette of shrubs (Dogwood, box, spindle and rose) – approximately 40% and herbaceous groundcover (approximately 60% with bulbs).

Heathland species are suitable for open areas, hillsides and embankments, or along pathways. Surrey is surrounded by large swathes of open heathland so it is essential that these species are encouraged to grow at Mindenhurst. Potential species include:

- Common heather (*Calluna vulgaris*)
- Bell heather (*Erica cinerea*)
- Cross-leaved heath (*Erica tetralix*)

HARD LANDSCAPING

The quality, appearance and durability of materials used in surfacing public routes and spaces play a crucial role in the creation of a high quality public realm and a characterful wider environment.

The following materials may be acceptable, subject to appropriate detailing.



Concrete setts / block paving



Permeable keyblock paving



Keyblock paving



Keyblock paving



Tegula paving



Breedon gravel



Bound gravel



Planting along a pedestrian route



Native-style planting

BREEAM

M

Reserved Matters Applications for the Public House must demonstrate that the proposed design achieves BREEAM 'very good' certification or such equivalent scheme and standard that shall operate at the time of construction of the building.

INCLUSIVE DESIGN

M

Reserved Matters Applications will be expected to demonstrate how they incorporate the principles of inclusive design: Creating places without barriers that involve people in undue effort, separation or special treatment and enable everyone to take part in mainstream activities independently.

In order to deliver an Inclusive Design, particular consideration should be given to the requirements of the following key standards:

[The Approved Document Part M \(Access\)](#)

The proposed development will be designed and built in full accordance with the Building Regulations that set out technical standards for the quality and performance of buildings. Part M (Volumes 1 and 2) of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled.

[The Equality Act \(2010\)](#)

The Equality Act replaces the Disability Discrimination Act (DDA) and aims to end the discrimination which many disabled people face; legally protecting people from discrimination in the workplace and in wider society. Any requirements set out in the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access), but the provisions of the Act are relevant to the commercial elements of the building and the wider public realm.

VEHICULAR & CYCLE PARKING

M

Standards for non-residential parking should follow the Surrey County Vehicular and Cycle Parking Guidance (January 2018).

Note: These standards may be reviewed in the future based on changing circumstances and all design proposals should take account of this and ensure that they comply with current standards.

The layout and design of vehicle parking proposals should take account of:

- The type and number of vehicles that are expected to be parked at the site;
- The height, width, length and maneuvering characteristics of those vehicles;
- The need to avoid complicated, or excessive maneuvering and reversing of vehicles, in order to reduce risk of accidents;
- The desirability of providing parking spaces that are sufficiently wide as to avoid the risk of damage from opening doors (The minimum car parking size is 2.4m x 4.8m); and
- The need to produce a design that fits in with, and takes account of, local environmental considerations, and enhances the character and appearance of the local area.

Parking for those with limited mobility should be in addition to the parking standards set out in the Deepcut Regulation 19 Supplementary Planning Document (SPD).

The parking guidance sets out standards for retail uses based on the type of retail and accessibility level. A Public House falls into the A4 (Drinking establishments) Use Class. Car and Cycle parking standards for this use are as follows:

Car Parking - Individual assessment/justification
Cycle Parking - 1 space* per 100m²

*Parking not necessarily required in town centres.

LIGHTING

M

Reserved Matters Applications will be expected to demonstrate how the proposed lighting strategy responds to both the specific character of a Village Pub within the setting of the Village Green and the site wide lighting strategy. Lighting should be unobtrusive and low level, while also according with safety and wayfinding standards. It should be specified to ensure that no ecological impacts arise.

The Urbis Schreder Pharos lighting shown on the right is an example of what might be acceptable, but detailed proposals will need to be reviewed and agreed.



WASTE AND RECYCLING

M

Reserved Matters Applications will be expected to demonstrate how storage for waste and recycling has been planned into the site layout at an early stage and how it will be adequately screened so that it is not visible from the public realm (including Mindenhurst Road, the Village Green, the Green Link to the north of the site and public footpaths).

The size, location and orientation of waste storage facilities must be carefully considered.

- They must either be integrated within the building or designed as a roofed enclosure and sited unobtrusively.
- They should be discretely placed to avoid visual intrusion and nuisance, whilst ensuring a safe use and collection at all times.
- Facilities should be positioned within close proximity of vehicle collection routes.
- Facilities may be screened by a structure and/or robust planting to minimise their visual impact.

SIGNAGE/ STREET FURNITURE

M

Reserved Matters Applications should demonstrate that a carefully considered branding/signage strategy has been developed so as to not dominate the building or the setting. The signage must not have a negative impact on the Village Green and the Mindenhurst Road street scene and should reflect the character of the public open space.

Signage should be sensitively designed and in keeping with the site-wide strategy. A language has already been developed for the Village Green (see examples below) and the Public House signage should not detract from this.

The signage and street furniture will be expected to employ a similar language to that used across the rest of Mindenhurst. An alternative approach may be acceptable where the design has been justified and establishes the Public House as a focal point.



Precedents of signage and street furniture from the site and elsewhere

COMPLIANCE CHECKLIST

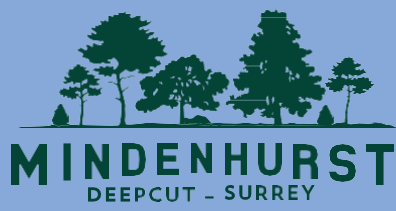
The Reserved Matters Application will be expected to include a fully completed copy of the Checklist below. This highlights key requirements of compliance with the Detailed Design Code, and offers columns to be completed by the Applicant and submitted alongside detailed proposals. Where stipulations of the Code have not been met, the

Checklist offers the opportunity to highlight the fact that specifically related design justification has been provided OR to acknowledge that no design justification has been provided. It is envisaged that SHBC will complete their own versions of the Checklist as part of their assessment of the Reserved Matters Application.

		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
1	Is the vehicular access from one access point with due consideration of visibility splays on Mindenhurst Road?					
2	Does the site provide easy access to the network of cycle and footways surrounding the site to encourage walking and cycling to and from the Public House?					
3	Is the Public House located in a prominent position and does it optimise views onto and across the Village Green?					
4	Does the design clearly distinguish between publicly accessible areas and private/inaccessible areas?					
5	Does the building provide active frontages to the Village Green and Mindenhurst Road, positioning entrances and windows to positively address these spaces?					
6	Have key entrances to the building(s) been placed on the street side / Village Green side to generate activity, with plant rooms and servicing well screened from the public realm?					
7	Does the design create a distinctive building, reflecting the prominence of its location?					
8	Does the form of the building and the height of key elements respond to the key views identified in the SPD?					
9	Do the boundary conditions vary in response to the characteristics of the spaces they address as set out?					
10	Is the proposed car parking and servicing area well screened by trees / walls /structural planting?					

COMPLIANCE CHECKLIST

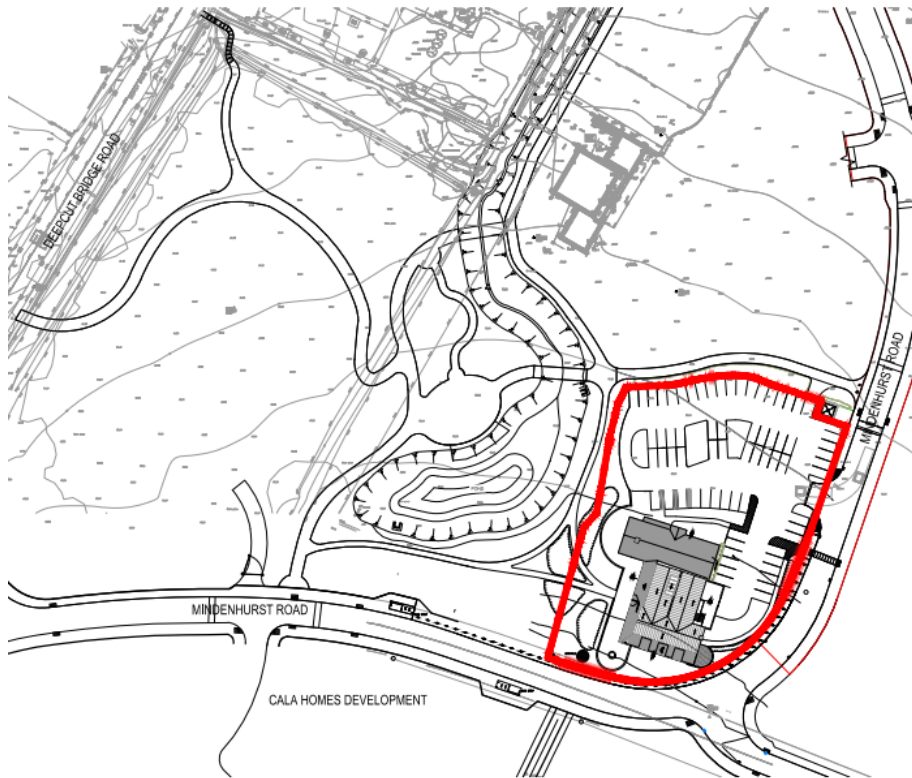
		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
11	Has the substation been located on a vehicular accessible route and has a landscape buffer been provided between the substation and any adjacent parking bay?					
12	Does the building design comply with the built form principles set out?					
13	Is the proposed building faced in materials which will age well, and have an earthy, warm colouring?					
14	Has a 3m wide surfaced pedestrian and cycle route been provided north of the Public House site connecting the Village Green to Mindenhurst Road?					
15	Do the proposed boundary treatments comply with the principles set out?					
16	Does the proposed design achieve BREEAM 'very good' certification (or equivalent standard operating at the time of construction)?					
17	Do the proposals incorporate the principles of inclusive design?					
18	Does vehicle and cycle parking provision follow the guidance in Surrey County Vehicular & Cycle Parking Guidance (January 2018)?					
19	Does the lighting strategy respect and respond to the wider strategy across the site? Are the proposals unobtrusive?					
20	Has the waste strategy been designed in from the start and are bins suitably screened with structures and/or robust planting?					
21	Has the signage strategy been designed to ensure there is not a negative impact on the Village Green and the street scene of Mindenhurst Road?					



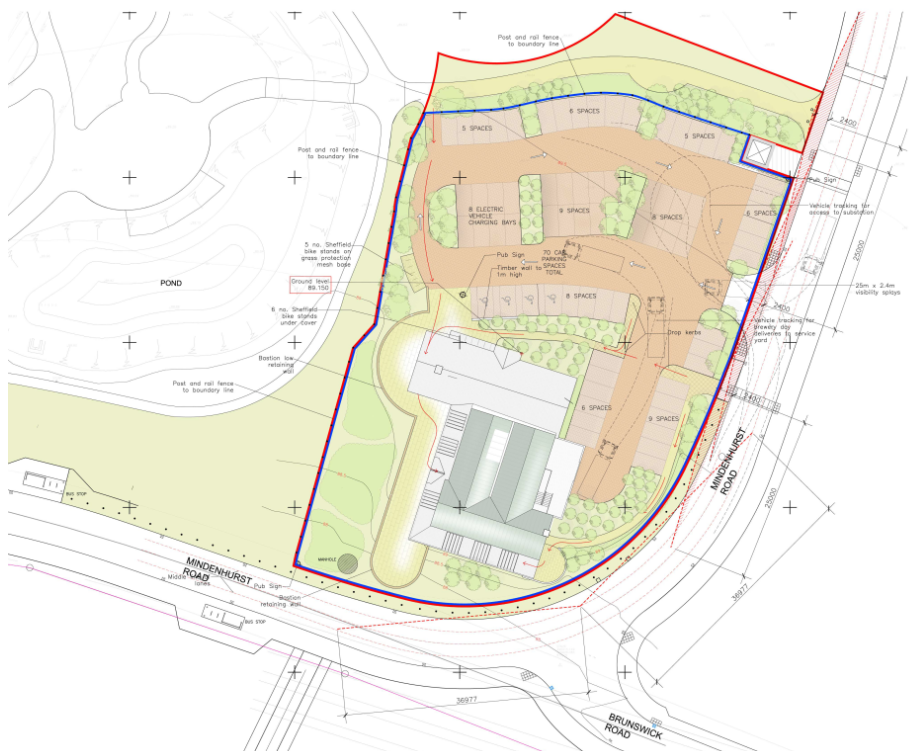
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SKANSKA

19/0440 – PRB PHASE 3C – PUBLIC HOUSE

Location Plan



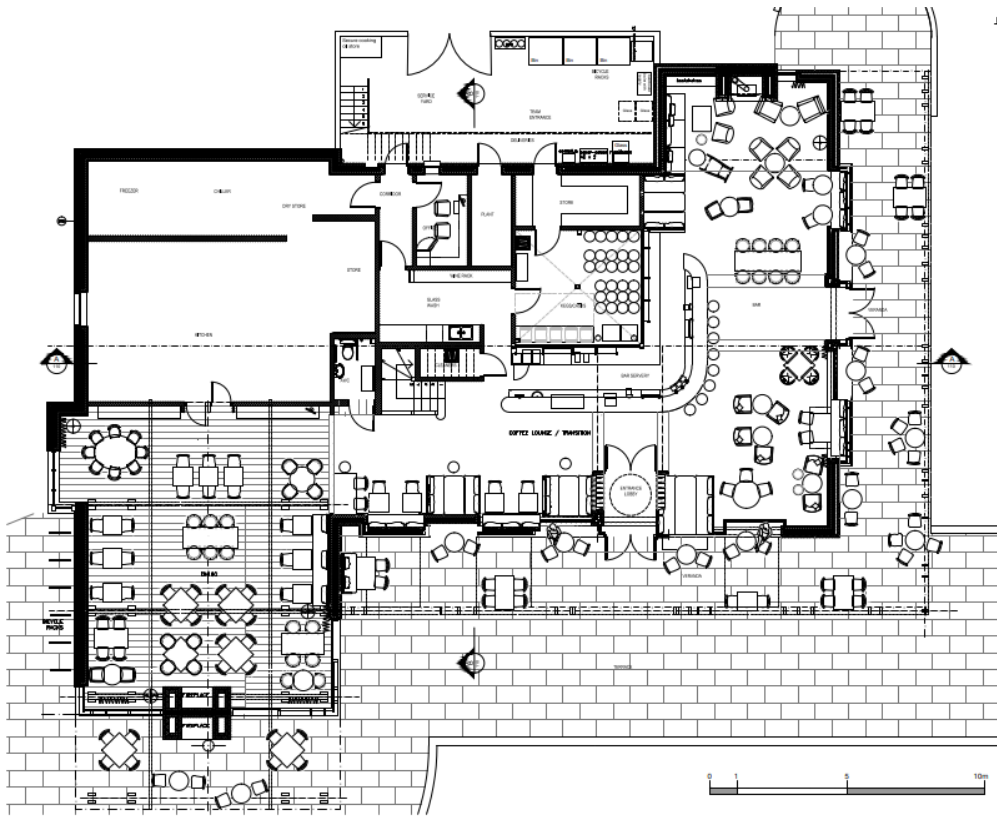
Block plan



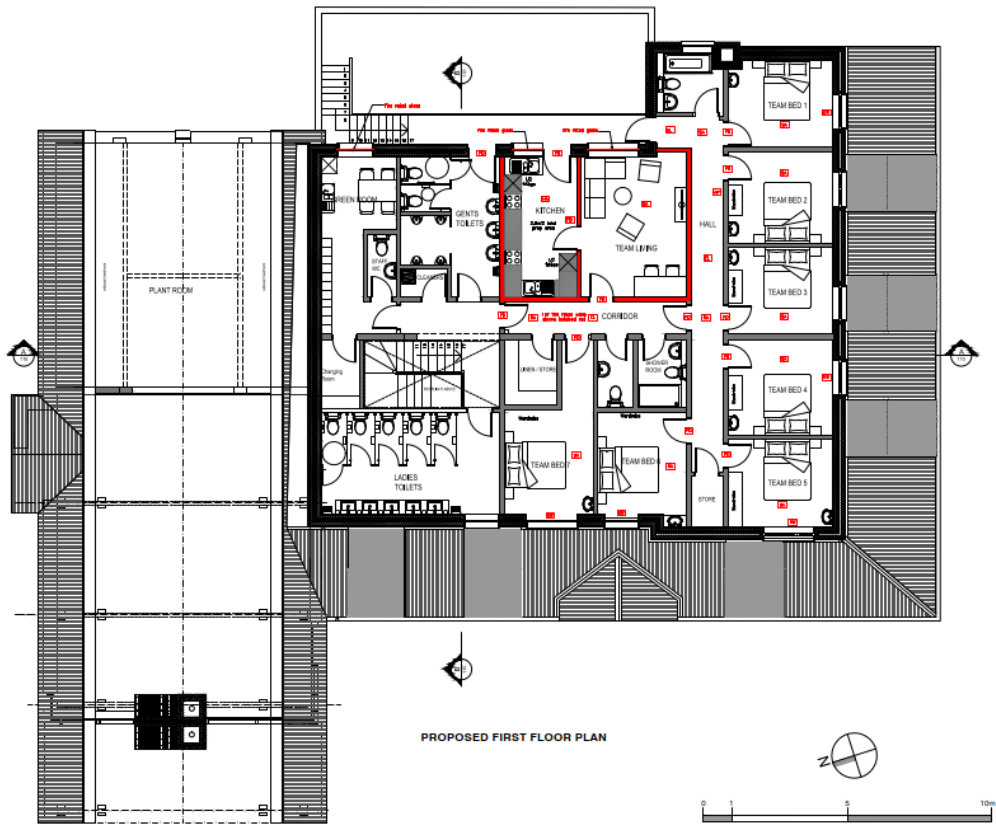
Wider context plan



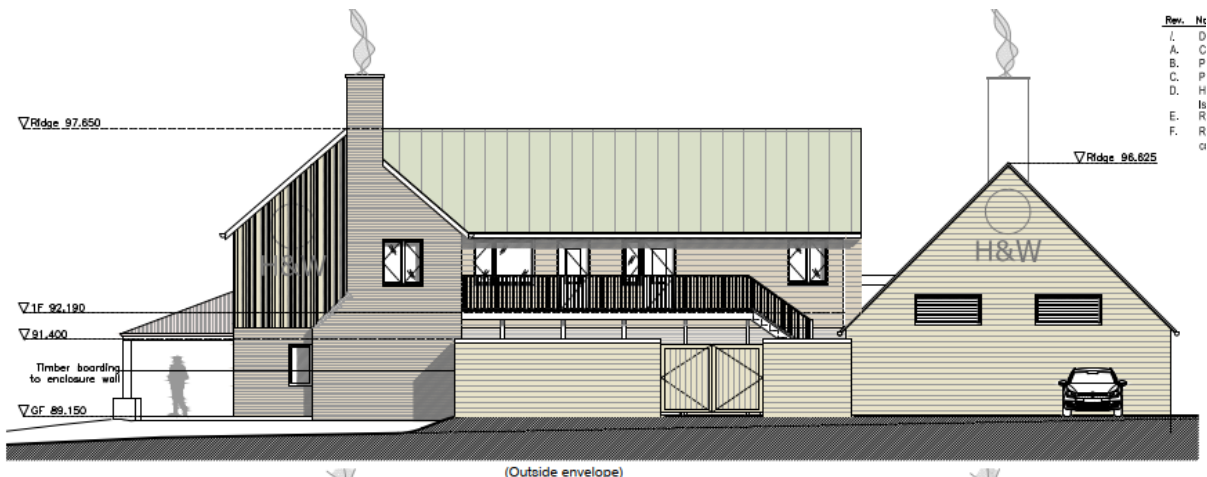
Ground Floor Plan



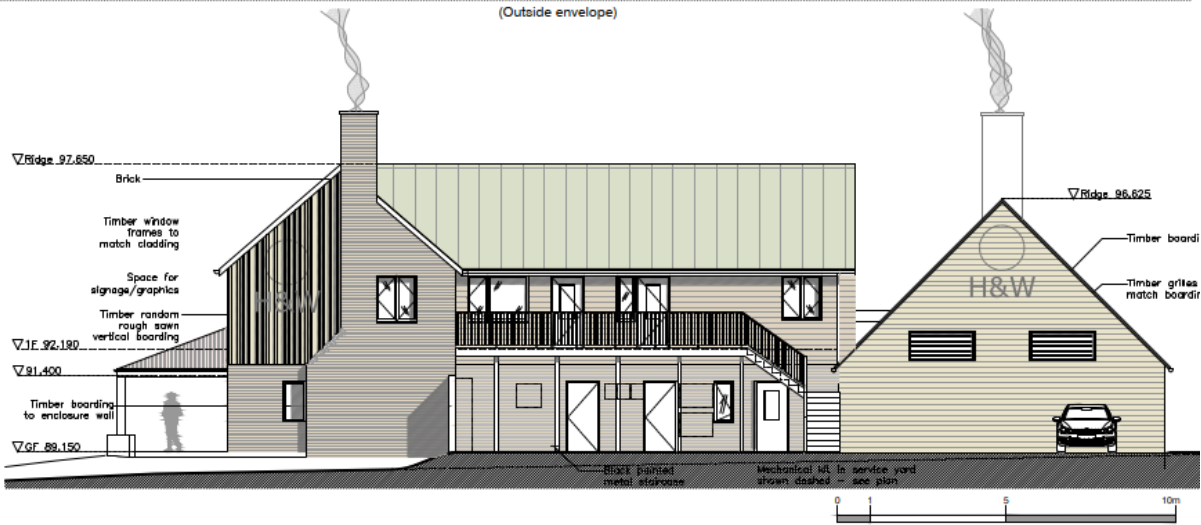
1st Floor Plan



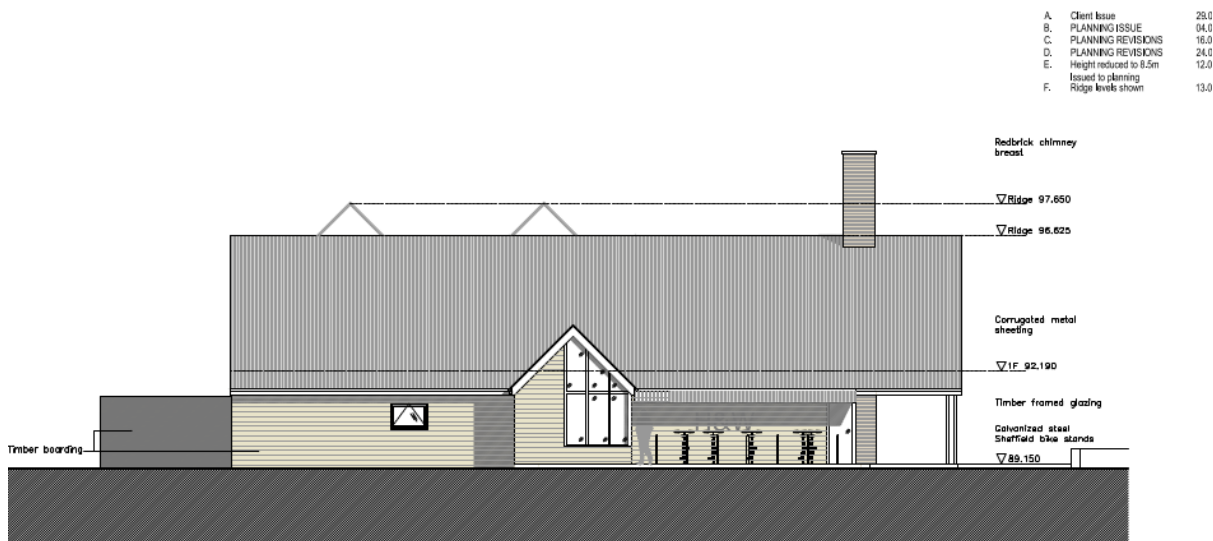
East elevation facing the Spine Road



(Outside envelope)

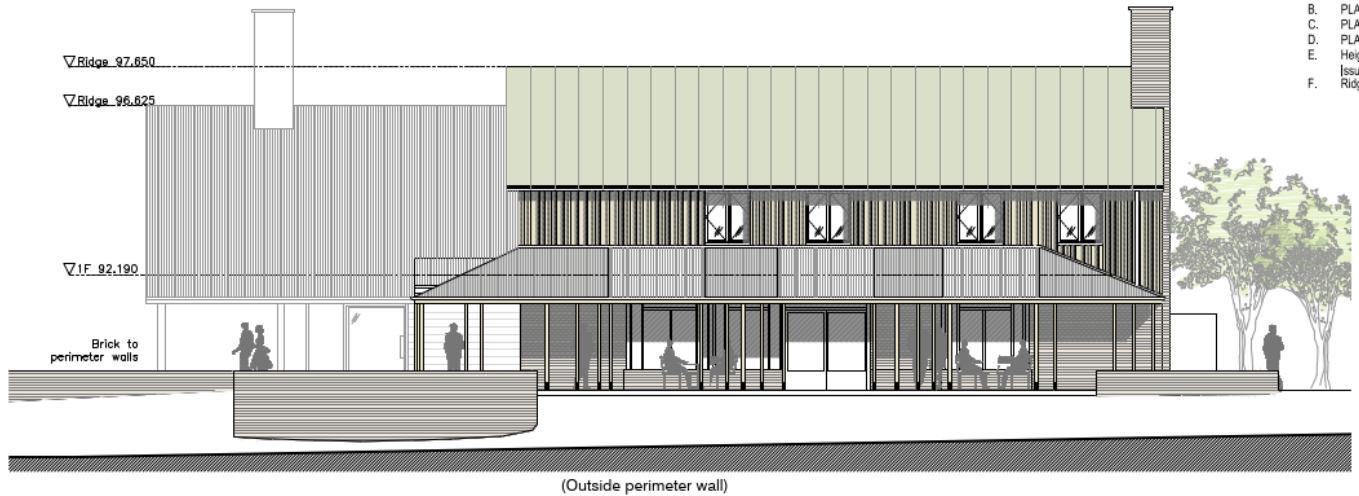


North elevation facing the carpark



PLANNING

South elevation facing the Brunswick Road



- A. Client Iss
- B. PLANNIN
- C. PLANNIN
- D. PLANNIN
- E. Height re
- F. Issued to
- F. Ridge lev

VM Zinc Pigmento

West elevation facing the Village Green



- Rev. Note
- J. Draft Is
- A. Client I
- B. PLANN
- C. PLANN
- D. PLANN
- E. Height
- F. Issued
- G. Scale s
- G. Dimens

Site Photos: From Deepcut Bridge Road –Looking East across the Village Green



Site Photo: Application site as seen from Spine Road being constructed



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2019/0728

Reg Date 06/09/2019

Bagshot

LOCATION: 9 HEYWOOD DRIVE, BAGSHOT, GU19 5DL
PROPOSAL: Raising of land levels in garden up to 1m in height and erection of a 1.8m closed board fence on new land levels to the sides, and a 2.2m fence to the rear on previous land levels (retrospective).
TYPE: Full Planning Application
APPLICANT: Mr & Mrs Scott
OFFICER: Mr N Praine

The application would normally be determined under the Council’s Scheme of Delegation, however, it has been called in for determination by the Planning Applications Committee at the request of Cllr Valerie White due to concerns regarding overlooking and loss of privacy at neighbouring properties.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks part retrospective planning application for raising of land levels in the garden up to 1m in height and erection of a 1.8m closed board fence on the new land levels to the sides and a 2.2m fence to the rear on previous land levels. The proposed development is considered to be in keeping with the established character of the area and will not form any over-dominant impacts or any significant overshadowing of neighbouring properties. In addition screening is proposed to boundaries to mitigate any adverse loss of privacy and therefore the application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site falls within the settlement area of Bagshot. The application site comprises a detached two storey style dwelling. Historically the rear garden fell away from the rear of the house as the rear garden headed east toward 7 Heywood Drive. The drop was gradual starting at approximately 280mm from the finished floor level of the dwelling but increasing to nearer 1.3m below finished floor at the far eastern corner of the garden, at the boundary shared with 7 Heywood Drive.

3.0 RELEVANT PLANNING HISTORY

- 3.1 18/0945 - Erection of a two storey side extension and single storey rear extension following demolition of existing detached garage – approved 04/01/2019 and at the time of the officer site visit was under construction.

4.0 CONSULTATION RESPONSES

- 4.1 Windlesham Parish Council: No objection, however, the Parish Council also noted that it does not support retrospective applications.

5.0 THE PROPOSAL

- 5.1 The application proposed is part retrospective and follows a Corporate Enforcement investigation, this investigation invited a planning application to allow a full planning assessment of the proposal. Therefore, this part retrospective planning application seeks to regularise the raising of land levels in the garden of up to approximately 0.3m at its shallowest sections and up to approximately 1m in height at its deepest sections (far eastern corner of the garden, at the boundary shared with number 7 Heywood Drive). It is also proposed to erect a 1.8m closed board fence on new land levels to the sides, and a 2.2m fence to the rear on previous land levels.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no letters of support and three objections have been received. The objections raise the following concerns:

- Loss of privacy - [*Officer comment: see Section 7.3*]
- Overbearing - [*Officer comment: see Section 7.3*]
- 1.5m hedge not sufficient to screen views - [*Officer comment: see Section 7.3*]
- Loss of light - [*Officer comment: see Section 7.3*]
- Issues with damp proof course, access to rainwater pipes and structural loading – [*Officer comment: these are not material planning considerations*]

7.0 PLANNING ISSUES

- 7.1 The application site is located in the settlement area of Bagshot. The application should therefore be determined against Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012. The Residential Design Guide Supplementary Planning Document (RDG) SPD 2017 and National Planning Policy Framework are also material planning considerations.

7.2 Impact on the character of the area

- 7.2.1 Policy DM9 (Design Principles) of the CSDMP seeks to promote high quality design that respects and enhances the local environment. The NPPF has a presumption in favour of sustainable development and to secure high quality design, as well as taking account of the character of different areas. Paragraph 129 of the NPPF requires design policies to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- 7.2.2 The application site sits within a cul-de-sac of five properties off of Heywood Drive and dwellings in the area are all of similar age, but design finish is mixed. The proposals are to the rear of no. 9 Heywood Drive and in the main are not visible from public vantage points. That said, the proposed 1.8m fence to the south side of the garden (facing 10 Heywood Drive) will sit approximately 800m above the existing wall. This would be visible for a length of approximately 3m along the wall before ending at the existing detached garage which serves no. 10 Heywood Drive, this garage will obscure further views of the fence.

Given the fence would only sit above the existing wall by approx. 800mm for a length of approximately 3m this is not considered to adversely impact on the wider character of the area.

- 7.2.3 Having regard to the above built form relationships it is considered that this proposal would respect the character of the area and the development is therefore considered to be in accordance with the design requirements of Policy DM9, of the CSDMP and the NPPF in respect to its impacts upon the wider character of the area.

7.3 Impact on residential amenity

- 7.3.1 Paragraph 127 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. The Residential Design Guide (RDG) Supplementary Planning Document 2017 sets out at paragraphs 8.1 and 8.2 that residential amenity, in the form of light, privacy, outlook is an important design matter that has a very strong influence on the quality of resident's living environment.
- 7.3.2 Principle 8.1 of the RDG states that developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Principle 8.3 of the RDG advises that developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access.
- 7.3.3 Paragraph 8.3 of the RDG explains the importance of people being able to enjoy a degree of privacy which makes them feel comfortable inside their dwellings and also able to enjoy their private outdoor spaces without feeling overlooked. The RDG identifies areas of particular sensitivity as habitable rooms and the first 3m of private space behind a rear elevation of a dwelling. Page 37 of the RDG explains that screening (such as walls, fencing, hedges and general landscaping), provided it does not create significant overshadowing, can be used to provide privacy to private spaces.
- 7.3.4 Paragraphs 8.5 and 8.6 of the RDG states that although there is no right to a view, residents should be able to enjoy good quality outlook to the external environment from habitable rooms, without walls (or fences) being overbearing or visually intrusive. A poor outlook can be caused by dense high vegetation significantly dominating the outlook of a habitable room or area. Topographical changes can also create overbearing relationships and poor outlooks.
- 7.3.5 No. 7 Heywood Drive is located to the rear of the application property and sited east of the proposal. By reason of this easterly orientation and the height of boundary fence at 2.2m in height, it is not considered to result in any adverse overshadowing or overbearing impacts. For the same reasons the proposed 1.5m hedge is also not considered to result in any adverse impact upon neighbour amenity enjoyed at 7 Heywood Drive.
- 7.3.6 Turning to the raising of the land, it is noted that the increase in height will allow views over the fence into the garden area of 7 Heywood Drive. This would also enable views onto the side elevation of this neighbouring dwelling, however, no primary windows exist on this side elevation. The pathway down the side of no. 7 is also not considered to be a sensitive area either (see paragraph 7.3.3 above). On this basis the proposal would not achieve any views into the habitable or sensitive areas of the dwelling house itself. That said, when standing in the southeast corner of the garden of the application site, views into the most sensitive areas of no. 7's garden are possible. While at this corner point of the applicant garden, the views are particularly penetrating, the applicant has offered to plant this eastern rear boundary with a hedge to a minimum of 1.5m in height and this is considered

to considerably reduce opportunities for overlooking. However, an actual height of 1.8m in height is considered to be a more appropriate to reduce opportunities for any actual or perceived overlooking. The most penetrating views can only be achieved from a corner in the rear garden of the application site and people often spend the least amount of time occupying these far corners of gardens (the first 3m of private space behind a rear elevation of a dwelling are the most used, RDG para 8.3). On this basis and subject to a condition to secure the planting, no objections are raised in respect to any impacts upon no. 7 Heywood Drive.

- 7.3.7 No. 8 Heywood Drive is located to the side of the application property and sited north of the proposal. The land levels are such that the height of boundary fence will undulate between 1.8m and at 2.2m in height and will be no higher than the existing trellis of the existing fence. However, given the change in levels, the proposed fence will be sited up to 2.8m above ground at the far end of number 8 for approximately 2 metres in length. While this height is noted as being significant, it is sited at the least sensitive rear section of the garden where the land levels drops by approximately 1m with the main dwelling and primary garden levels sited on higher land. As such the fence will not be overbearing or overshadowing to these higher, primary areas and only runs for a distance of approximately 2m. No objections are raised in respect to any loss of privacy upon 8 Heywood Drive.
- 7.3.8 No. 10 Heywood Drive is located to the south side of the application property and sited south of the proposal. The closest windows of this neighbour are approximately 5m from the closest boundary of the applicant property where the fence is proposed. As indicated above at paragraph 7.2.2, the proposed 1.8m fence to the south side of the garden (facing 10 Heywood Drive) will sit approximately 800m above the existing wall. This would be visible for a length of approximately 3m along the wall before the existing detached garage, which serves number 10, will obscure views of the fence. The officer also notes that number 10, is splayed away from the proposal, so direct views from these windows are to the north west away from the proposed fence. Coupled with the separation distance of at least 5m (further increasing, due to the splayed siting, to nearer 7m away) and northerly orientation of the proposal, in the officer's opinion this is sufficient to ensure the fence will not be overbearing or overshadowing to the windows of no. 10. Views from the garden area of 10 Heywood Drive are screened by their existing detached garage. Therefore, the proposal is not considered to be adversely overbearing or result in any significant overshadowing of no. 10. Finally, given the presence of a 1.8m fence along the boundary no objections are raised in respect to any loss of privacy upon 10 Heywood Drive.
- 7.3.9 Having regard to the retained separation distances and / or screening to all other adjoining or nearby neighbours in Heywood Drive and beyond, it is considered that no undue loss of residential amenity will result from this proposed development to the occupiers of any other adjoining or nearby residential properties.
- 7.3.10 In conclusion the proposal is considered to comply with Policy DM9 (Design Principles) of the Surrey Heath Core Strategy and Development Management Policies 2012, the RDG and the NPPF.

8.0 CONCLUSION

- 8.1 The proposed development is considered to be in keeping with the established character of the area and will not form any over-dominant impacts or any significant overshadowing of neighbouring properties. In addition screening is proposed to boundaries to mitigate any adverse loss of privacy and therefore the application 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, proactive and creative 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.

RECOMMENDATION

GRANT subject to the following conditions:-

1. The building works, hereby approved, shall be retained / constructed in external fascia materials to match those as specified on the application forms and drawings, unless otherwise agreed in writing with the Local Planning Authority .

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

2. The proposed development shall be retained in accordance with the following approved plans: CS2, CS3 and GP 1 unless the prior written approval has been obtained from the Local Planning Authority.

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

3. Within 2 months of the date of this decision notice, full details of all soft landscaping to the rear boundary of the application site (i.e. facing 7 Heywood Drive) shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented within 2 months of agreement. The submitted details should include an indication of species, spread, location, heights of planting (to be maintained at 1.8m in height required) and programme for maintenance. Once implemented the landscaping shall be retained to the satisfaction of the Local Planning Authority and if 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.

Informative(s)

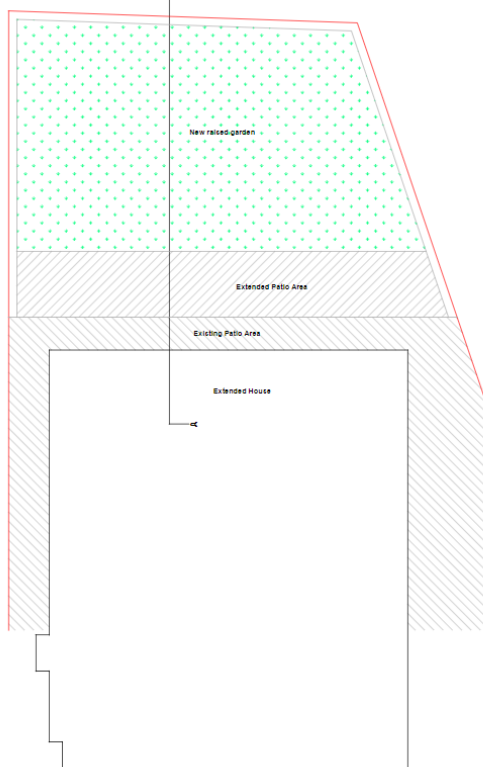
1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5
3. Party Walls (etc) Act 1996 DE3
4. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.
5. Whilst it would appear from the application that the development is to be entirely within the curtilage of the application site, care should be taken to ensure that no part of the development, including the foundations, eaves and roof overhang will encroach on, under or over adjoining land.

19/0728 - 9 HEYWOOD DRIVE, BAGSHOT, GU19 5DL

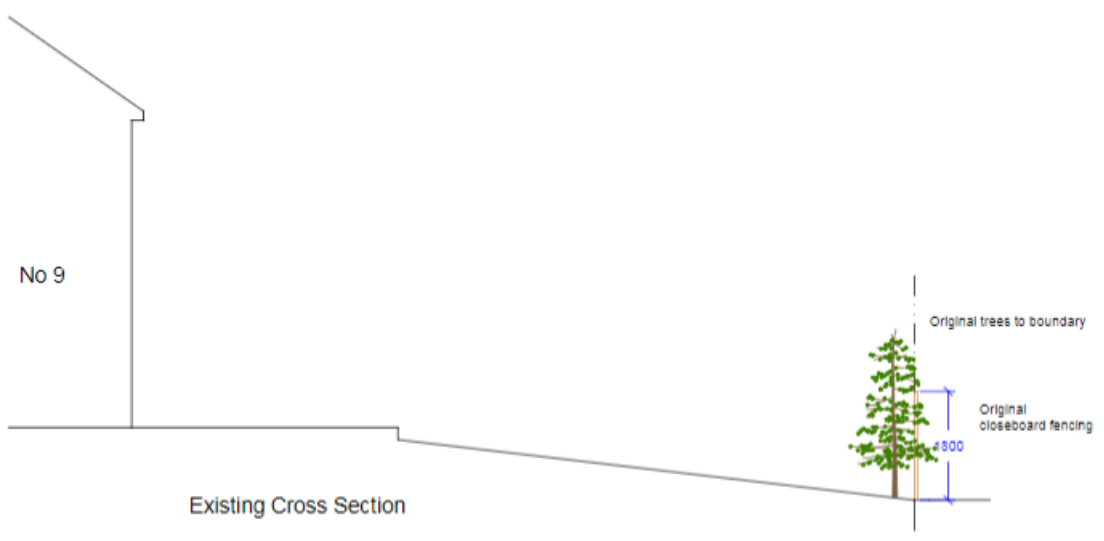
Location plan



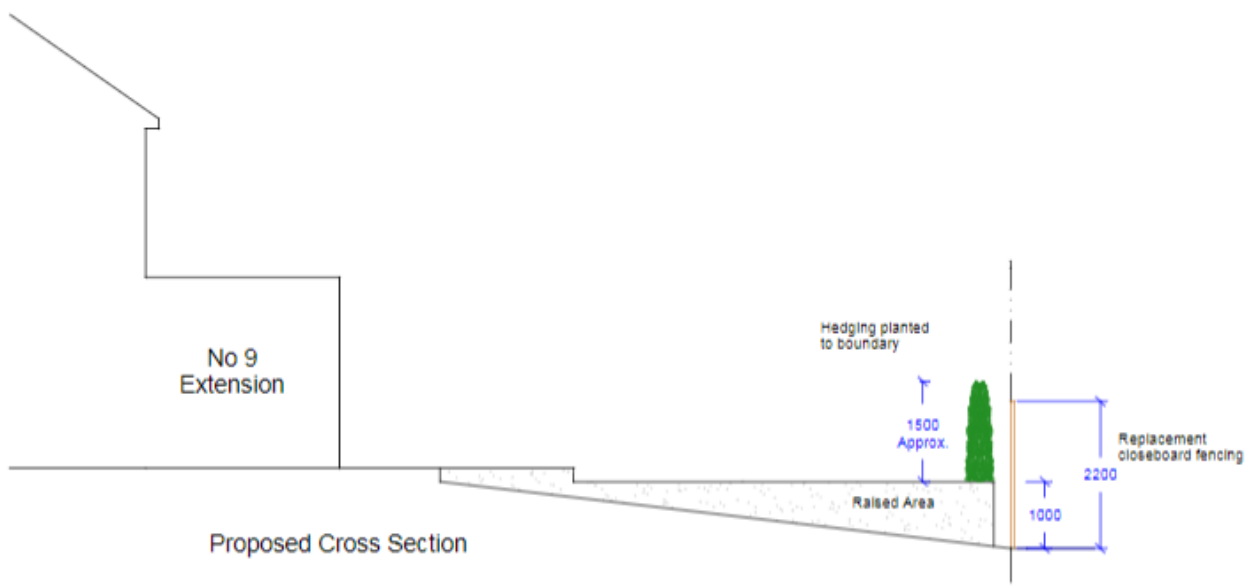
Existing garden cross-section



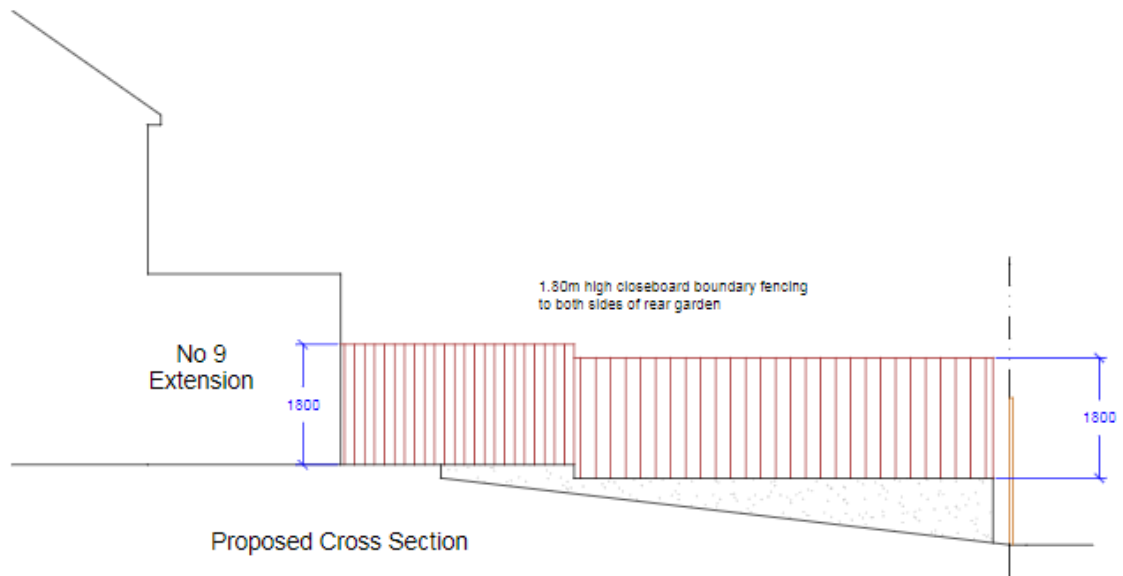
Existing garden cross-section



Proposed garden cross-section



Elevation of proposed side fence



Site Photos

Previous garden layout



Proposed garden layout looking toward number 7 Heywood Drive



Current view looking toward the application site from the garden of number 7 Heywood Drive



19/2052/FFU

Reg. Date

1 November 2019

Parkside

LOCATION: 23 Prior Road, Camberley, Surrey, GU15 1DB,

PROPOSAL: Erection of a part two storey and part single storey side extension to the existing, detached garage, following the demolition of the existing store, and the conversion of the games room in the loft space to form an annexe.

TYPE: Full Planning Application

APPLICANT: Mr MARK TERRY

OFFICER: Miss Shannon Kimber

This application has been reported to the Planning Applications Committee because the applicant's wife is a Council employee.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application is for the erection of a part two storey and part single storey side extension to the existing, detached garage, following the demolition of the existing store, and the conversion of the games room in the loft space to form an annexe. It is considered that this proposal would result in no adverse impact on the character of the area, host building, health of protected trees or residential amenities of the occupiers of the neighbouring dwellings. The application is therefore recommended for approval subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 23 Prior Road is detached, two storey dwelling located to the north of the highway. It is a large dwelling in a large plot. To the rear there is a detached outbuilding. This has low eaves and a steeply pitched roof with accommodation over two floors. It is located within the wooded hills housing character area. The site is immediately bounded by Camberley Health Golf Course, which is designated as a green space within a settlement area. There is a group Tree Preservation Order (reference: TPO 64/89 G1) beyond the northern boundary of the site. The wider surrounding area is predominantly residential and the site lies within the Wooded Hills Character Area.

3.0 RELEVANT HISTORY

- 3.1 No relevant planning history.

4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the erection of a part two storey and part single storey side extension to the existing, detached, enclosed garage, following the demolition of the existing store. The development will also include the conversion of the games room in the loft space to form an annexe. This part of the proposal will not alter the dimensions of the existing loft space.
- 4.2 The proposed two storey element will have a width of 3.3 metres, a depth of 2.3 metres, a maximum height of 6 metres, with an eaves height of 4.3 metres.

This will be a dual-pitched structure, with a gable to the front and will provide a lobby and staircase.

- 4.3 The proposed single storey element will have a width of 1.9 metres, a depth of 1.3 metres, a maximum height of 2.8 metres, with an eaves height of 2.2 metres. This will be a mono-pitched structure and will provide a store.

5.0 CONSULTATION RESPONSES

- 5.1 No consultations were required.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no representations have been received.

7.0 PLANNING CONSIDERATION

- 7.1 The application site is located within the defined settlement boundary, as set out in the proposals map included in the Core Strategy and Development Management Policies document 2012 (CSDMP). For this proposed development, consideration is given to policy DM9 of the CSDMP. The Residential Design Guide (RDG) Supplementary Planning Document 2017 as well as the Western Urban Area Character (WUAC) Supplementary Planning Document 2012 also offer relevant guidance. The development is not CIL liable.

- 7.2 The main issues to be considered within this application are:

- ☒ Impact on character and appearance of the area, host building and trees; and,
- ☒ Impact on residential amenity of neighbouring properties

7.3 Impact on the character and appearance of the area, host building and trees

- 7.3.1 Para 127 of the National Planning Policy Framework (NPPF) requires good design principles; subparagraphs b and c clarify that a visually attractive extension which is sympathetic to local character should be acceptable. Policy DM9 of the CSDMP states that development will be acceptable where it achieves a high-quality design which respects and enhances the local character in its urban setting, paying particular regard to scale, materials, massing and bulk. Policy DM9 also seeks to protect trees worthy of retention.

- 7.3.2 The WUAC sets out the importance of achieving a good design which builds on the existing character of an area. The application site is located within the Wooded Hills Character Area characterised by hilly areas, large irregular plots, winding roads, heavy vegetation and a scattering of Victorian/Edwardian buildings. This area has a semi-rural residential character, despite its proximity to Camberley Town Centre.

- 7.3.3 One of the guiding principles of the WUAC (WH2) states that the low density of dwellings contribute to the semi-rural character, proposal which appear cramped or result in the loss of a side garden will not be supported. Guiding principle WH6 states that high quality design that reflects the wooded, hilly character of the area in terms of materials and building form will be expected.

- 7.3.4 The proposed development will be screened from the highway by the existing dwelling. No removal of the vegetation denoting the front of the site is proposed by this development, therefore the proposal will not result in a dominating impact on the streetscene, and nor would it have a negative effect on the green character of the area. Whilst it is acknowledged that the proposal will reduce the gap between the existing outbuilding and the host dwelling, this is considered acceptable due to the size of the plot, the development will consolidate the built form and the sense of spaciousness surrounding the site will be retained.

- 7.3.5 The proposed extension would result in a minor increase in footprint of 3.7 sq.m. The ridgeline over the proposed two storey element will be set 0.7 metres lower than the ridge over the existing outbuilding. It has been confirmed in the submitted application form that the materials to be used for the proposed development will match in appearance those used in the host building, as such the development will be considered in keeping.
- 7.3.6 The single storey element of the proposal will be sited 2.3 metres from the boundary. Due to land levels falling to the south, the outbuilding is sited at a lower level than the vegetation on the boundary. In addition, the proposal will be erected on an area already laid to hardstanding. As such, it is not considered that the proposed development will result in an adverse impact on the health of protected trees.
- 7.3.7 Subject, therefore, to a condition to ensure that the outbuilding remains ancillary to the main house, the proposal would comply with Policy DM9 of the CSDMP and the WUAC on character grounds.

7.4 Impact on residential amenity of neighbouring properties

- 7.4.1 Policy DM9 of the CSDMP states that development will be acceptable where the proposal respects the amenities of the occupiers of neighbouring properties and uses. This is supported by para 127(f) of the NPPF, which seeks to create a high standard of amenity for existing and future users. The importance of appropriate design for extensions, so as not to result in a material loss of amenity for the occupiers of neighbouring properties, is set out in principles 8.1 and 10.1 of the RDG.
- 7.4.2 Camberley Health Golf Course surrounds the application site. As such, there are no residential properties close enough to the application site to be materially affected by the proposed development. The proposal would therefore comply with CSDMP Policy DM9.

8.0 POSITIVE/PROACTIVE WORKING

- 8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included 1 or more of the following:-
- a) Provided 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 suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
 - c) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 The proposed development would have no adverse impact on the character of the area, host building or residential amenities of the occupiers of the neighbouring dwellings. The proposal will not have a detrimental impact on the health of protected trees. The proposed development will comply with the NPPF, policy DM9 of the CSDMP, the RDG and the WUAC.

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. The proposed development shall be built in accordance with the following approved plans:
Site Location Plan, Existing Elevations and Floor Plans, Drawing reference: Sheet 1, Received 07.10.2019
Proposed Block Plan, Elevations and Floor Plans, Drawing reference: Sheet 1, Received 07.10.2019
Unless the prior written approval has been obtained from the Local Planning Authority.

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

3. The building works, hereby approved, shall be constructed in external fascia materials to match those of the existing building.

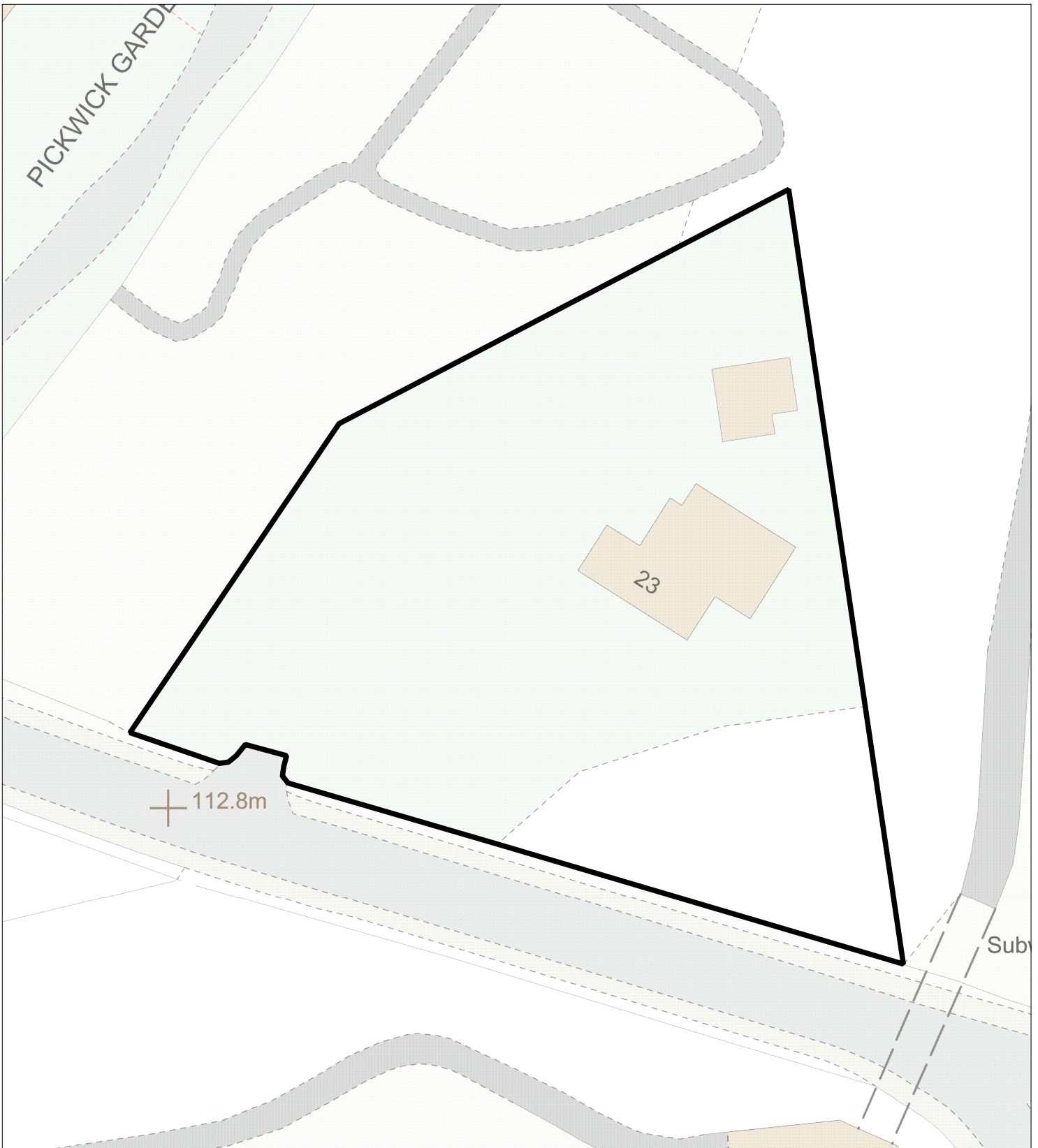
Reason: In the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

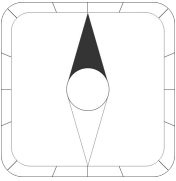
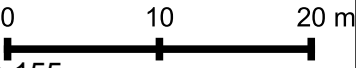
4. The first floor of the outbuilding, hereby enlarged and converted, shall be used for purposes ancillary to the use of 23 Prior Road as a single dwellinghouse. It shall not be sub-divided, sub-let or form a separate dwelling unit unless otherwise agreed in writing by the local planning authority.

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

Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
3. 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.



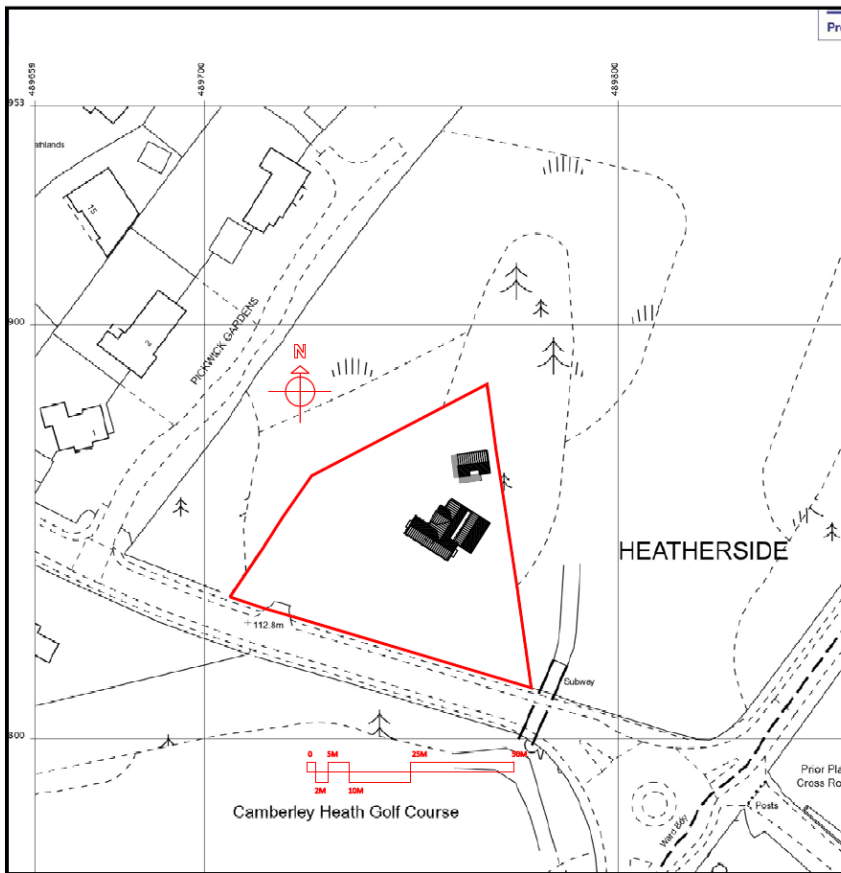
Title	Planning Applications		
Application number	19/2052	Scale @ A4	1:500
Address	23 PRIOR ROAD, CAMBERLEY, GU15 1DB	Date	19 Dec 2019
Proposal	Erection of a part two storey and part single storey side extension to the existing, detached garage, following the demolition of the existing store, and the conversion of the games room in the loft space to form an annexe.		
	 		
Version 4	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2019		Author: DE



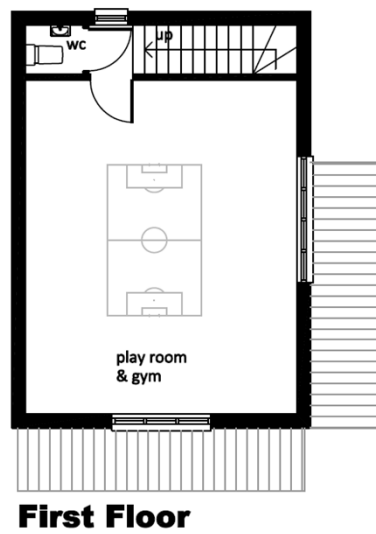
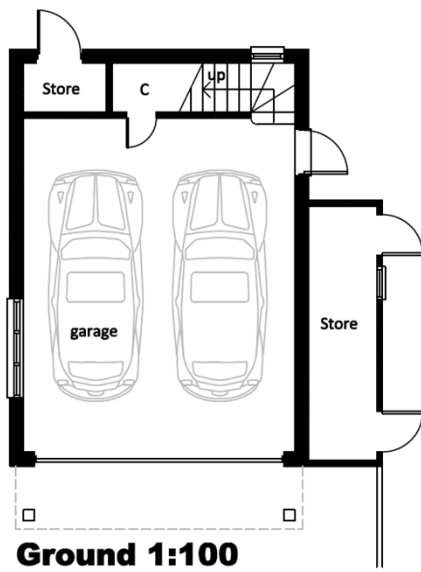
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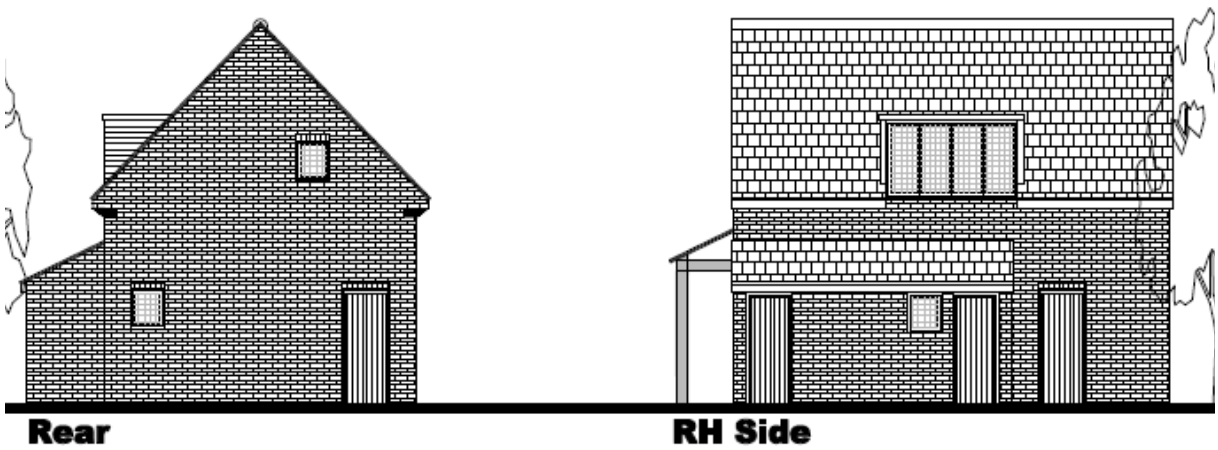
19/2052/FFU - 23 Prior Road, Camberley, GU15 1DB

Location Plan

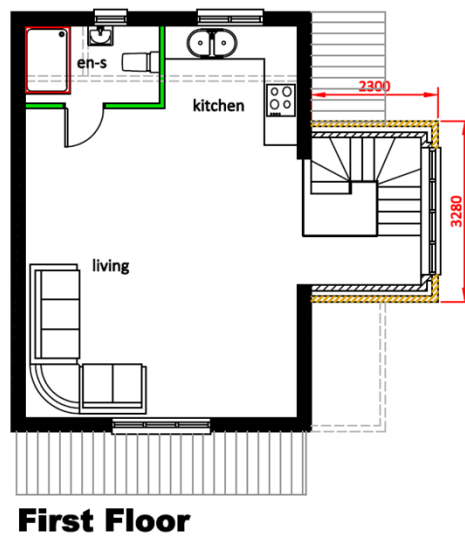
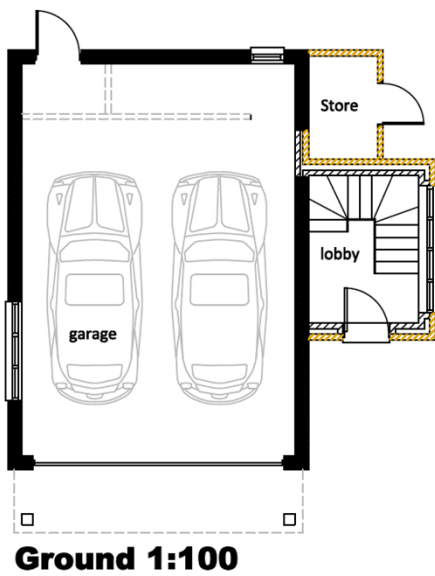


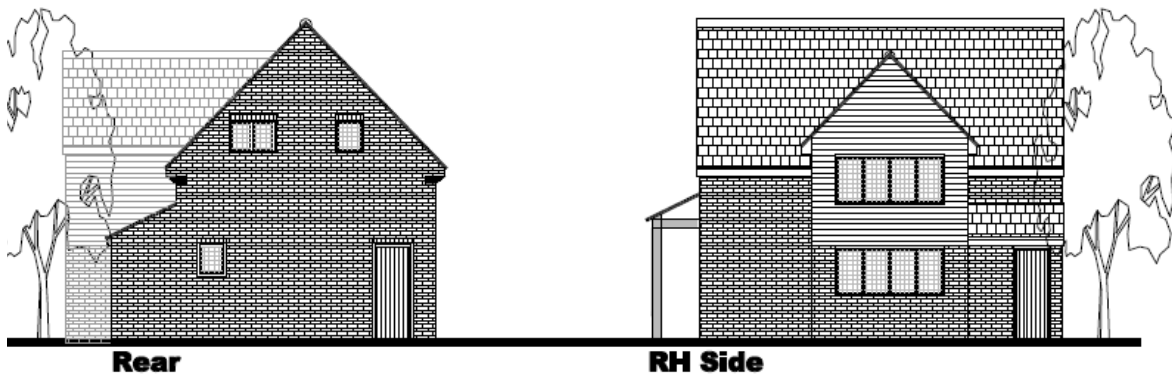
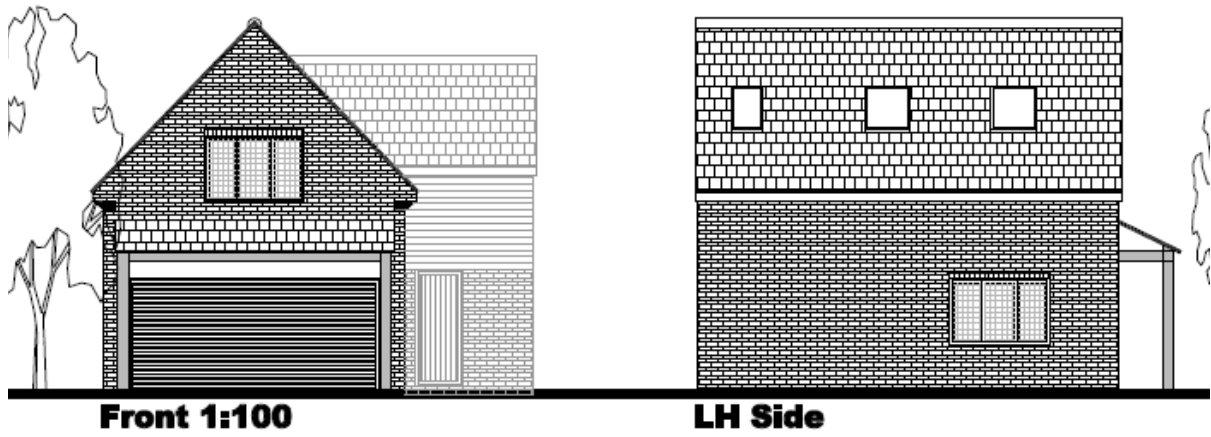
Existing outbuilding





Proposed outbuilding





Site photos

Front of existing outbuilding



Side elevation of existing garage and area to be extended



Image taken from entrance to site showing outbuilding from street



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

NOTES

Officers Report

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

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

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

How the Committee makes a decision:

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

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

The Committee cannot base decisions on:

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

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

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