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Tuesday, 6 October 2020

To: The Members of the **Planning Applications Committee**
(Councillors: Edward Hawkins (Chairman), Victoria Wheeler (Vice Chairman),
Graham Alleway, Peter Barnett, Cliff Betton, Colin Dougan, Shaun Garrett,
David Lewis, Charlotte Morley, Robin Perry, Darryl Ratiram, Morgan Rise,
Graham Tapper, Helen Whitcroft and Valerie White)

**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 Dan Adams, Richard Brooks, Sarah Jane Croke, Paul Deach,
Sharon Galliford, Ben Leach, Emma-Jane McGrath, John Skipper and Pat Tedder

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 virtually on **Thursday, 15
October 2020 at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded and live streamed on
<https://www.youtube.com/user/SurreyHeathBC>

Yours sincerely

Tim Pashen

(Acting) Chief Executive

AGENDA

	Pages
1 Apologies for Absence	
2 Minutes of Previous Meeting	

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 17 September 2020. (Minutes to follow).

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: 20/0226 - Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN	3 - 58
5	Application Number: 20/0012 - Bagshot Manor, 1 Green Lane, Bagshot, Surrey, GU19 5NL	59 - 86
6	Application Number: 18/0588 - Wyverne Lodge, Dukes Covert, Bagshot, GU19 5HU	87 - 106
7	Application Number: 20/0638 - 93 Worsley Road, Frimley, Camberley, Surrey, GU16 9BB	107 - 128

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

Glossary

20/0226/RRM

Reg. Date 7 May 2020

Mytchett & Deepcut

LOCATION:	Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,
PROPOSAL:	Reserved matters application pursuant to condition 4, attached to 12/546 as amended by 18/0619 and 18/1002 for the redevelopment of Princess Royal Barracks for 1200 dwellings, for the erection of 21 dwellings (phase 4a) with access, appearance, landscaping, layout and scale being considered and submission of details to comply with conditions 16 (ecological mitigation and management), 26 (electric vehicle charging points), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management plan), 40 (surface water drainage), 43 (foul sewerage disposal), 52 (archaeology) and 55 (ground contamination)
TYPE:	Reserved Matters
APPLICANT:	Trivselhus UK Limited
OFFICER:	Mrs Sarita Bishop

RECOMMENDATION: GRANT subject to conditions**1.0 SUMMARY**

1.1 This proposal relates to Phase 4a within the Mindenhurst development. This is a reserved matters application for 21 dwellings. The application also includes details to comply with a number of conditions imposed on the hybrid permission 12/0546, as amended, as detailed below:

- 16 (ecological mitigation and management),
- 26 (electric vehicle charging points),
- 29 (tree retention and protection),
- 32 (hard and soft landscaping),
- 33 (landscape management plan),
- 40 (surface water drainage),
- 43 (foul sewerage disposal),
- 52 (archaeology) and
- 55 (ground contamination)

1.2 Although this proposal is for less than 50 dwellings it was considered appropriate to submit this scheme for consideration by Design South East (DSe), given the overall importance of the Mindenhurst development and to ensure that the objectives of the Deepcut vision are achieved. They concluded that this proposal has a number of good qualities, particularly the contemporary approach to the proposed homes and their interior layouts. However, they raised concerns about the lack of connectivity which, in their view, would be fatal to the scheme. On the basis that this could be resolved and subject to some improvements to site layout, open space, materials and detailing, they were satisfied that a high-quality scheme could result. Amended plans were subsequently received which included links to the wider Mindenhurst development with revisions to the site layout, use of materials and landscaping. Subject to appropriate conditions concerning the pedestrian links the proposal is considered to be acceptable.

2.0 SITE DESCRIPTION

- 2.1 The application site is roughly triangular in shape and has an area of some 0.75 hectares. It has been cleared ready for development. There are no landscape features within the site, as this area was formerly occupied by a sport pavilion and tennis courts associated with the Princess Royal Barracks. There is a difference in levels across the site with the northern boundary being about 2.5 metres higher than the southern boundary and the eastern boundary being about a metre higher than the western boundary.
- 2.2 The site adjoins the Green Swale area to the west which incorporates strategic pedestrian/cycle links, landscaping and a drainage channel, with St Barbara's Garrison Church, a Grade II listed building set in landscaped grounds, beyond. The Village Green and the site for the proposed public house (The Frog) lie to the south with Mindenhurst Road to the north and east. This relationship to public open space and Mindenhurst Road results in the site appearing as an "island" in the emerging streetscene. There is an existing vehicular access on Mindenhurst Road. The completed primary school and nursery lie to the north east of the site.

3.0 RELEVANT 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 insertion of the word 'residential' into conditions 2 and 3. Approved.
- 3.4 12/0546/3 NMA application to allow for a change to the wording of condition 35 –code for sustainable homes –reducing level from 5 to 4. Approved.
- 3.5 12/0546/4 NMA application to allow for a change in wording of conditions 35, 48, and 50. Condition changes to 35 and 48 agreed as these were minor changes not affecting code compliance (35) or the requirements of the s106 pertaining to library provision (48). The proposed change to wording of condition 50 which would double the size of the church hall was not considered to be non-material and this element was refused.
- 3.6 15/1062 Reserved Matters for Infrastructure (Spine Road), Central SANGS, and Village Green. Approved.
- 3.7 17/0774 Section 73 application for a Minor material amendment to reserved matters permission 15/1062. Approved.
- 3.8 17/0871 Reserved Matters for Phase 2B –erection of 215 dwellings on the Brunswick Wood character area. Approved. A MMA application reference 19/0411 for altered access arrangements to plots on the eastern parcel has been approved.
- 3.9 17/1141 Reserved Matters for Phase 3A –erection of primary and nursery school. Approved. Amended by two NMA's (one to revise materials and the other to remove an additional 6 trees).
- 3.10 18/0619 Application under s.73 to vary condition 51 of 12/0546 to allow pub and site to increase from 220m² to 1000m² and 0.12 and 0.4ha. Approved.

- 3.11 18/1002 Application under s.73 to vary condition 50 of 12/0546 to allow the church hall to increase from 125m² to 250m². Approved.
- 3.12 18/1027 Reserved matters for 127 dwellings on Phase 2a. Approved. (Bovis Homes)
- 3.13 19/2331/
DTC Submission of details to comply with condition 55 (contaminated land) in respect of Phase 4a. Under consideration.
- 3.14 19/0440 Reserved matters application for the erection of a public house. Approved.
- 3.15 19/0735/
RRM Amended Phase 1 reserved matters application to replace permission 15/1062 as amended by 17/0774. This is under consideration.
- 3.16 20/0383 Application to vary the wording of condition 3 of 12/0546 as amended to remove the requirement for Design Codes to be submitted. Approved.
- 3.17 There have also been four deeds of variation to the s.106 agreement. The first of these dealt with changes to the sequencing of the SANGS delivery 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 back to 12/0546, while the 4th linked 18/1002 back to 12/0546 such the s106 requirements were carried forward.

4.0 THE PROPOSAL

- 4.1 This application seeks detailed planning permission for 21 dwellings on part of the Mindenhurst development known as Phase 4a, at a proposed density of 32 dwellings per hectare. This wider site has a hybrid approval for its redevelopment and this application seeks to gain approval for the detailed design and layout of the third residential phase of development to come forward.
- 4.2 In general terms the scheme proposes a combination of detached and terraced dwellings with two and three floors of accommodation. The housing mix comprises 8 three bedroom, 10 four bedroom and 3 five bedroom dwellings. The scheme has been amended to address the issues raised by Design South East as set out above.
- 4.3 The three terraces provide the three bedroom dwellings and a feature four bedroom at one end. They front onto Mindenhurst Road. The remaining dwellings are detached and located adjacent to the pedestrian links to the north, south and west. The larger of the detached dwellings are sited at the northern and southern ends of the site.
- 4.4 The proposed houses are bespoke designs created specifically for Mindenhurst and comply with the Nationally Described Space Standards. Five house types are proposed with a variation in ridge height ranging from 8.6 metres up to 9.9 metres. They have rectangular footprints and pitched roofs. The corner plots have been designed with dual frontages with projecting windows and/or upper level balconies. A predominant design feature is the use of strong gable forms fronting onto the public realm in key locations. Plot 1 has a recessed second floor balcony in its rear elevation with a “Juliet” style balcony in the side elevation overlooking the Green Swale area. Plots 2 and 3 have recessed second floor balconies in their rear elevations. The remaining plots have first floor “Juliet” style balconies. These are provided in the front elevations for plots 16 and 4-7, 10-13 and 18-21 inclusive and in the side elevations of plots 8, 9, 14, 15 and 17. They take the form of small scale bay style projections with solid sides.
- 4.5 All the dwellings have small front gardens. The size of private rear amenity space proposed within the development ranges from a minimum of 55m² for the 3 bedroom dwellings up to 155 m² for the five bedroom dwellings. Proposed back to back separation distances are in excess of 20 metres. As a result of the level changes within the site, step free access to each

home is to be provided to the rear to link the parking spaces/garages/car barns to the rear or side access doors. This results in steps being provided to a number of front doors (plots 1-5 inc, 7-13 inc and 15-17 inc).

- 4.6 The proposed materials for the buildings include red brick, dark timber style cladding, dark grey slate style concrete tiles, dark grey windows and matching rainwater goods and grey timber style cladding. The proposed surfacing materials include block paving and setts in silver grey, tarmac, charcoal grey or buff coloured paving flags and buff resin bound/self binding gravel.
- 4.7 As the development has been designed to be outward looking with active frontages, a feature landscaped area is provided within the site opposite the vehicular access from Mindenhurst Road.
- 4.8 The soft landscape strategy for the site includes native boundary hedging for the properties in the vicinity of the Village Green, shrub and perennial planting along the boundaries with Mindenhurst Road and specimen trees and shrubs in the public realm. Each rear garden is to be provided with one fruit tree of choice. Options include Fig, Apple, Quince, Damson, Pear, Plum and Black Mulberry. Sedum roofs are proposed for the car barns and garages.
- 4.9 The boundary treatments for the development include 1.8 metre high timber close boarded fencing with concrete posts and timber gravel boards, 1 metre and 1.8 metre high brick walls and metal railings (0.55 metres minimum). Furthermore, hedgehog holes will be provided to all walls and fences to allow free movement for these mammals.
- 4.10 The existing vehicular access onto Mindenhurst Road is proposed to serve the development. Car parking is provided to the rear of the dwellings in designated spaces and garages/car barns. The proposed car barns are shown to be semi open timber clad with sedum roofs. The proposed single garages are to be completed in brick with sedum roofs. Each property has two spaces with one on road visitor parking space also being provided. Each property is to have its own dedicated electric vehicle charging facilities. Provision has been made in the rear gardens for secure cycle parking, although no specific detail is provided. New public pedestrian links are proposed to connect the site to the adjacent footpath/cycleway networks which provide access to the wider development to the north and south with individual footpaths proposed for plots 15-21 inclusive to the west and south. Provision for bin storage is made within the rear gardens with bins being collected from designated points at the rear of the properties.
- 4.11 The application is supported by the following documents:
- Planning Statement
 - Archaeology submission
 - Landscape Maintenance and Management Plan
 - Design and Access Statement including Sustainable Drainage Solutions
 - Ground Contamination and Remediation Method statement

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--------------------------------|---|
| 5.1 | Environmental Health | No objection subject to Scientific Officer response |
| 5.2 | Scientific Officer | No objection subject to condition |
| 5.3 | SCC Transportation Development | No objection subject to condition, attached as Annex A. |
| 5.4 | Natural England | No objection subject to SANG mitigation |

5.5	Surrey Wildlife Trust	No objection subject to condition
5.6	SCC Lead Local Flood Authority	No views received
5.7	Drainage Officer	No views received
5.8	Thames Water	No objection in terms of foul or surface water drainage
5.9	Environment Agency	No comments to be provided as this is a reserved matters application
5.10	Joint Waste Solutions	No objection
5.11	Urban Design Consultant	No objection subject to condition
5.12	Planning Policy and Conservation	No views received
5.13	SCC Archaeology	No objection
5.14	Arboricultural Officer	No views received

6.0 REPRESENTATION

6.1 At the time of the preparation of this report no representations have been received in respect of this proposal.

7.0 PLANNING CONSIDERATION

7.1 Policy background

7.1.1 The planning policy considerations have not materially changed since the granting of the hybrid approval in 2014 and there has been no change, as is 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. The Council has, however, adopted a Residential Design Guide 2017 (RDG). 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 and the Deepcut SPD with regards to the following main topic headings:

- The principle of the development and the quantum proposed;
- Proposed Layout (Design Principles, Design Solution, Connectivity, Density)
- Scale and Appearance (including heights and land levels, built form and materials);
- Heritage;
- Tree retention and landscaping;
- Amenity considerations
- Housing Mix and Affordable Housing;
- Parking, highways, movement and access;
- Ecological considerations;
- Land contamination, flooding and drainage; and,
- Other matters (including sustainability, archaeology, CIL)

7.2 The principle of development and the quantum proposed

7.2.1 The principle of residential development on this site was established by the hybrid planning permission. This approval, as subsequently amended, includes plans and documents to guide the scale, massing and density of each phase/character area to ensure that the overall development makes the best and most efficient use of land. Approved plans

relating to indicative scale and density and definition of character areas are of particular relevance to the current proposal. The principle and quantum of development are therefore considered to be acceptable subject to the consideration of the following matters.

7.3 Proposed layout and design principles

7.3.1 Paragraph 124 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 127 goes on to say that planning decisions should aim to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture.

7.3.2 Policy CP2 of the CSDMP 2012 states that new development should be ensure that all land is used efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density, and that trees and vegetation worthy of retention should be protected. Policy DM17 states that development which affects a heritage asset should first establish and take into account its individual significance, and seek to promote the conservation of the Asset and its setting.

7.3.3 The site is located within the Village Green Character Area as defined by the Indicative Character Area Plan approved by the hybrid permission. The general design principles for the proposed development for the Village Green are set out in pages 39-41 of the Deepcut SPD. The SPD summarises these as follows:

- A mix use area that will provide the community heart for the village
- A variety of development intensities will be expected in this area;
- The protection of the Minden Ridge Vista and Church Spire views will be paramount
- Existing mature trees and hedges should be retained and incorporated into the amenity green space network
- Encourage connections to sustainable public transport routes along Deepcut Bridge Road and Brunswick Road

In commenting on the specifics of the Village Green the SPD also advises that a mix of uses is expected to front onto the Green with residential and small scale retail and community activities being encouraged.

7.3.4 The site layout has been modified to address the concerns raised by DSe and officers. It now benefits from a distinct layout with a clear back and front arrangement and a strong degree of integration of built elements, soft/hard landscaping and boundary treatment. The scheme provides a strong urban frontage with distinct rhythm along Mindenhurst Road, a staggered approach towards the Village Green, a calm green boundary along the Green Swale area and a well-defined edge to the north

Design Solution

7.3.5 This application was considered by DSe. Their main objection to the proposal related to the lack of connectivity and the impacts that this had on the site layout which are addressed below. They also made recommendations concerning the location and orientation of development in privacy/overlooking terms and in relation to the public house car park and the Village Green; improving the design of the garages by reconsidering their bulk and forms; and, introducing green roofs for the parking barns; reducing the number of trees in the feature landscaped area within the site; and, consider the use of materials by using brick detailing that reflects local character more consistently and without imitating the materials used in St Barbara's Garrison Church. The applicant has provided amended plans which address these concerns in terms of site layout, including the introduction of

footpaths to the north, south and west, replacing traditional pitched roofed garages with flat green roofed garages, the use of sedum roofs for the car barns and refining the landscaping scheme and materials palette.

- 7.3.6 The Urban Design Consultant advises that the scheme is considered to create a strong sense of place which relates well to the surrounding context. The use of low brick walls with integrated piers and well-designed ironwork along Mindenhurst Road gives the development an appropriate sense of enclosure which is beneficial to the street scene that is being created. The introduction of bespoke house types create a unique character with the feature end terraces at the site entrance which address both the Mindenhurst Road and new housing streetscenes creating a distinct gateway effect into the development. The location of a feature landscaped area within the site opposite the access from Mindenhurst Road provides an important focal point within the development and also affords views from Mindenhurst Road. Additional hedge planting provides a sheltered corner and separates the communal garden from the shared street.
- 7.3.7 The proposed development consists of a combination of terraced and detached buildings, all arranged along the perimeter of this prominent site. The Urban Design Consultant advises that this has the advantage of providing active frontages along all three boundaries which animates the street scene, maximises passive surveillance and contributes to a safe and secure neighbourhood. The approach is clear and distinctive with a short main access point from Mindenhurst Road, which leads to an informal green inner yard with private gardens on both sides of a shared street space. Prominent, 2.5 storey bookend buildings create a strong sense of arrival, and provide contrast to the main, two storey terraces along Mindenhurst Road. The proposed building height, mainly 2 storeys, with a step-up to 2.5 storeys in key locations is considered suitable for the site and its context. Buildings are highest at the northern end of the site to maintain key views at the southern end. Specific corner buildings provide active dual frontage also on secondary corner plots with active overlooking of, for example, the public footpath north of the Public House car park. The layout and the scale present the development well from key approaches such as the Village Green, where large, distinct villas mark the southern corner, and at the northern end, where three detached buildings create a feathered edge in views from Mindenhurst Road. The slight modification of the position of buildings Nos. 15, 16 and 17 accommodates a better overall layout with larger, more usable, private gardens.

Connectivity

- 7.3.8 As originally proposed there were no pedestrian connections to the north, south or west of the site. DSe advised that the main issue for this scheme was the relationship between access, connectivity and the layout of the new homes proposed. In their view, the absence of these pedestrian connections meant that the site layout and access arrangements were unworkable. This lack of connectivity and permeability was not supported by DSe nor by the local planning authority. The County Highway Authority also raised concerns about the lack of pedestrian connectivity. Following further discussions with Skanska, the DIO's development partner, the applicant was able to amend the site layout to include public pedestrian footpaths to the west and south and private pedestrian access paths to the north, south and west.
- 7.3.9 It is currently envisaged that, in due course, the Green Swale area would be adopted by the Council as public open space and infrastructure. Given the potential issues maintaining what would be private pedestrian footpaths to individual houses the applicant has proposed that the footpath to each house would be maintained by a Management Company (established by the applicant) to maintain these paths and the central area to the heart of the scheme – roads, footpaths, general and feature landscaped areas etc.

7.3.10 The applicant has outlined the following benefits of this approach:

- Public right of way over the green space outside the site boundary and over the individual house footpaths can be achieved without any ownership issues
- A consistent level of maintenance can be achieved by the Management Co. rather than leaving to individual house owners – some owners may neglect the maintenance obligations
- The Management Co. would ensure that the footpaths remain safe and that they are not restricted for access i.e. the erection of fences etc.
- The Management Co. would take ownership of the individual house footpaths, thus removing any conveyancing legal complications on sale
- Skanska will support this option

The Council's Greenspaces team are satisfied with this approach which is proposed to be secured by way of condition

7.3.11 From an urban design point of view the use of a single access point for motor vehicles from Mindenhurst Road is fully supported. The main pedestrian and cycle path allocated along the Green Swale area on the western side of the development supports the strategic green infrastructure of the Mindenhurst development, one of the key qualities of the new settlement. The principle of active frontages is supported by the proposed pedestrian access points which link into the pedestrian/cycleway which traverses the Green Swale area. The pedestrian link towards St. Barbara's Church at the northern most corner reflects the desire line to Mindenhurst Road and is supported.

Density

7.3.12 The approved density for this site is between 25-35 dwellings per hectare. The proposed development has a density of 32 dwellings per hectare. This is within the stated parameters and is acceptable.

7.4 Scale and Appearance

Heights and land levels

7.4.1 It is recognised that the heights of the proposed dwellings are not in accordance with the height limits set out in the SPD nor the approved indicative scale plan of between of 8.1 metres and 8.5 metres for two storey dwellings and up to 2.5 storeys in height and 8.5 metres in height for detached and semi-detached dwellings. In supporting the design of the development DSe made no specific comment on the height of the buildings. The Urban Design Consultant is supportive of the proposed buildings heights as set out above and for sustainability/living environment reasons as set out below.

7.4.2 The applicant has advised that one of the reasons for the proposed increase in height arises as a result of its aim to bring Scandinavian methods and quality of prefabricated construction to the proposed development and also to minimise noise transfer between floors through the use of additional suspended ceilings. It is also noted that the proposal incorporates generous ceiling heights to provide a higher quality living environment and a feeling of light and space within each house. This ceiling height is strongly supported by the Urban Design Consultant as it provides spacious living conditions with better light levels and an improved indoor climate.

7.4.3 The tallest dwellings within the scheme, plots 1-3 inclusive, are located at the north end of the site. They have a ridge height of some 9.9 metres. However, it is noted that, given the site levels established by the existing pavements, these houses are proposed to have finished floor levels between 0.45 metres to 0.6 metres lower than existing pavement level. As such they would sit appropriately within the landscape and be of a comparable height to the taller buildings approved within the Cala and Bovis phases.

- 7.4.4 The terraces have the lowest ridge heights within the scheme (some 8.7 metres for the three bedroom dwellings and 8.9 metres for the four bedroom dwellings). Whilst each terrace has a consistent finished floor level, due to the reducing site level from north to south established by the existing pavement on Mindenhurst Road the terraces will be at pavement level or between 0.15 metres to 0.45 metres below.
- 7.4.5 The detached houses to the west of the site have a ridge height of some 8.6 metres. Due to the changes in site level established by the adjacent Green Swale area these properties have proposed finished floor levels which decrease from 91.3 for the northern most dwelling decreasing to 90.7 for the southernmost dwellings. This stepped progression is considered to be an appropriate solution to address the change in level.
- 7.4.6 The detached houses at the south end of the site have a ridge height of just under 9.2 metres. Whilst consistent floor levels are proposed for these dwellings they are marginally higher (0.15 metres) than existing ground levels being proposed for these dwellings. This is not considered to be material in planning terms.
- 7.4.7 Given the island nature of the site the development creates its own character, and whilst acknowledging the increase in building height and having regard to the existing and proposed site levels, the development is cohesive and of an appropriate scale for this location. However, it is considered appropriate to impose conditions relating to site levels to ensure appropriate building relationships are secured and also to remove permitted development rights for alterations to the roof to ensure that any future alterations are appropriate in visual amenity terms and do not comprise the design ethos for the houses.

Built form

- 7.4.8 The proposed houses are bespoke designs created specifically for the Mindenhurst development. They have a contemporary, understated design approach which is supported by both DSe and the Council's Urban Design Consultant.
- 7.4.9 The Urban Design Consultant advises that the dwellings have well-proportioned and simple built form, traditional steeply pitched roofs, distinct gable features, calm and uniform brick facades with timber cladding on the upper storeys, minimalistic fenestration with a strong vertical emphasis and large door openings is successful as a modern interpretation of the local vernacular Surrey building tradition which are considered to make a positive and significant contribution to the emerging streetscene. Furthermore, stepped rooflines, gable elements of different scale and split facades (brick/wood) provide a distinctive character and assist in breaking up the massing as does the use of brick patterns in strategic locations. Bespoke design features such as large bay windows and chimneys provide additional interest. Given the bespoke nature of the development it is considered appropriate to remove permitted development rights for extensions, alterations and outbuildings to ensure that any future changes provide an appropriate design solution. Small scale car barns and garages with green roofs add to the informal character of the central area. The layout and integration of these small scale built structures together with the multi-layered landscaping strongly contribute to integrate the rear car parking spaces in a successful way.

Materials

- 7.4.10 The select palette of building materials and the generally earthy, warm colour scheme demonstrate the applicant's commitment to high-quality architectural design. The proposed use of an orangey-red brick, black composite wood like cladding and charcoal roof tiles are considered appropriate in this location.
- 7.4.11 However, the use of grey composite wood-like cladding for the protruding frame for the brick gables and walls as appropriate for plots 1-5 inc 11 and 12 and 15017 inc) requires careful consideration. Whilst the vertical split of wood/brickwork which characterizes the other house types forms an integral part of the architectural composition, and firmly

grounded in the local building tradition, the grey frame effect could appear rather artificial and subtract from the crisp, contemporary architectural quality of the scheme. As such, as part of any condition submission on materials it is important for the applicant to erect sample panels of the proposed cladding and matching brickwork to ensure that an appropriate visual appearance is secured. This would give the opportunity, if necessary, for the consideration of alternative materials such as bespoke high quality engineered wood or a smooth render.

7.4.12 With regard to the proposed surfacing materials, the shared surfaces are envisaged to deliver a scheme which first and foremost creates a safe, robust and attractive environment for the residents to enjoy and utilize their neighbourhood. Consequently a high quality, detailed design and attractive, durable landscaping materials are required which may be secured by condition.

7.4.13 Subject to the imposition of appropriate conditions which secures the submission of external and surfacing materials no objection is raised to the proposal in this regard.

7.5 Heritage

7.5.1 The application site is located to the east of St Barbara's Garrison Church, a Grade II listed building. It has its main frontage onto Deepcut Bridge Road and as such is currently seen in the context of this streetscene only. The church is constructed in galvanised corrugated iron sheeting with a white painted finish. It was designated for the following reasons:

- It is a good and relatively ambitious example of a prefabricated "tin tabernacle";
- Its survival for over a century is testament to the quality of the product and its fitness for purpose;
- The church is a repository of memorabilia that charts historic events relevant to the Deepcut, Blackdown, Hilsea and other regiments;
- Windows, memorials, art works and other fixtures exhibit considerable quality and interest

To the south of the church there is a small cemetery with a large surfaced car park to the west, accessed from Deepcut Bridge Road.

7.5.2 At its closest point St Barbara's is located some 24 metres to the west/north west of the application site. It is separated from the development by the Green Swale Area with the common boundary with the church benefiting from established trees and hedges. The footpath bridge link which connects the church and car park to the pedestrian/cycle links incorporated into the Green Swale area has been installed but is not yet available for public use.

7.5.3 Plot 1 is the closest property to the church. Given its prominent corner location within the scheme it benefits from active frontages onto both Mindenhurst Road and the Green Swale area. Furthermore, plots 18-21 sited to the south of plot 1 also overlook the cemetery. As a result, there is natural surveillance of the church and its cemetery from the development which brings a visual connectivity between the existing and proposed areas. This connectivity is further enforced by the proposed public footpaths to be provided at the northern end of the site which link into the pedestrian/cycle links within the Green Swale area and the footbridge linking into the church. As a result it is considered that the proposed development would assist in integrating the church into part of the emerging Mindenhurst streetscene.

7.5.4 As originally proposed the development included the use of white cladding as an external facing material to reflect the appearance of the church. However, DSe advised that extensive use of white boarding would detract from the setting of the Grade II listed church which in their view did not need to be copied or imitated. They recommended the use of materials and a design approach which carefully contrasted with the church which would better bring out its qualities. As a consequence the applicant amended the proposed

to grey cladding instead of the white as originally submitted. As discussed above the acceptability of this cladding is to be controlled by way of condition to ensure an appropriate visual appearance results with both the church and the wider streetscene. It is also considered appropriate to removed permitted development rights for alterations to the roof to ensure that an appropriate visual relationship with the listed building is maintained.

7.5.5 The SPD seeks to protect views of the church spire. The applicant has provided photomontages from various points within and outside the development which demonstrate that these views would be safeguarded.

7.5.6 Having regard to the above, the proposed development is not considered to be harmful to the setting of this listed building. As such, the development would be compatible with the objectives of Policy DM17 of the CSDMP and the NPPF.

7.6 Tree retention and landscaping

7.6.1 There are no existing landscape features on this site. As such there is no requirement for tree retention or protection. The proposal is therefore acceptable for the purposes of condition 29.

7.6.2 The application is supported by a detailed soft landscaping plan. The landscaping of a site is an important part of the placemaking and contributes to the overall quality of the development. The proposed scheme has an interesting “eco touch” in tune with the sustainable approach and strongly focusses on placemaking. The proposal incorporates a variety of elements such as green roofs, larger formal street trees, flowering fruit trees in the private rear gardens, distinct multi-stemmed trees in strategic key locations, hedge planting as plot dividers and the use of climbers and spring bulbs, which all contribute to the local distinctiveness. Subject to the submission of details concerning the surfacing materials as detailed above, the proposed landscaping scheme is considered to be appropriate for this development and is acceptable for the purposes of condition 32.

7.6.3 The applicant has also submitted a landscape maintenance and management plan. Given the proximity of the development to the Green Swale area the views of the Greenspaces team have been sought. They raised no objection to this plan subject to clarification on the use of herbicides and timing of activity to prevent conflict between the Council’s and applicants contractors. The applicant is currently considering this. Subject to this clarification the submitted plan is considered to be acceptable for the purposes of condition 33.

7.7 Amenity considerations

7.7.1 Paragraph 127 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form. Principle 8.3 of the RDG states that the occupants of new dwellings should be provided with good quality daylight and sun access, and that developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access. Principle 8.1 states that new development should have a degree of privacy and should not have a significant adverse effect on the privacy of neighbouring properties. Principle 8.4 sets out the minimum garden space standards.

7.7.2 The Council has a number of planning documents seeking to ensure residential amenity is not compromised. Policy DM9 of the CSDMP 2012 and the Residential Design Guide 2017 are relevant considerations.

- 7.7.3 Given the island nature of the site, the existing reserved matters approvals for the public house and the Green Swale, it is concluded that any further residential development would only take place to the east of the application site. The proposed houses sited adjacent to Mindenhurst Road have a typical frontage relationship to the street. Any future development proposals on land to the east would therefore have to consider any existing development or extant approvals to ensure appropriate building relationships would be provided.
- 7.7.4 With regard to future occupiers within the development the proposed dwellings are considered to relate well to each other in terms of amenity and are not likely to cause any material overbearing or overshadowing issues.
- 7.7.5 The RDG sets out a requirement to provide minimum back to back distances of 20m to ensure no material loss of privacy results. The proposed development exceeds these separation distances. In terms of design and layout the proposed dwellings have first and second floor rear facing windows. This will result in mutual overlooking between the dwellings and rear gardens. However, this pattern of overlooking is not uncommon in a residential environment, and as such is not considered to give rise to a material loss of privacy.
- 7.7.6 The proposed second floor rear balconies will introduce a different pattern of overlooking to the norm. However, given the separation distances retained and as the balconies are recessed within the built form, no material loss of privacy to future residents is considered to result. With the exception of plots 8 and 9 the proposed “Juliet” style balconies overlook the public realm (Mindenhurst Road, the Green Swale Area and the proposed car park for the public house). As these are public spaces there is no objection to these balconies on privacy grounds. The balconies for plots 8 and 9 are proposed in the side elevations which overlook rear gardens, the proposed internal access road and feature landscaped area. Given the solid design of the balcony surround which acts as a screen, no material loss of privacy is considered to result
- 7.7.7 The RDG advises that a separation distance of 15m between rear and side elevations is acceptable to safeguard occupational privacy. The proposed relationship between plots 17 and 18 does not achieve this degree of separation. However, given that there are no first floor windows in the side elevation of plot 18 and the angled siting of plot 17 in relation to plot 18 no material loss of privacy is considered to result such that permission should be refused in this regard.
- 7.7.8 The RDG also set out amenity space standards for dwellings being 55-65 square metres for three bedroom dwellings and 70-85 square metres for dwellings with four bedroom and above. The rear gardens for the proposed houses achieve these minimum sizes and are considered appropriate to meet the recreational needs of future occupiers.

7.8 Housing Mix and Affordable Housing

- 7.8.1 The proposal would deliver 21 private dwellings. There is a policy requirement as set out in the SPD that the unit sizes provided would be in compliance with the general requirements of policy CP6 of the CSDMP 2012. However, as set out below the Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032 (SHMA November 2016) identifies a different housing mix need for the Borough. The primary difference between the two mixes is the 2016 SHMA identifies a need for fewer small units. The table below sets out both mixes:

	CP6 requirement	SHMA 2016	Proposed % of 21
1	10%	6.7%	0
2	40%	28%	0
3	40%	44.3%	38% (8 units)
4+	10%	21%	48% 4 bed and 14% 5 bed (13 units)

- 7.8.2 It is recognised that the proposed mix is balanced towards the provision of 4+ dwellings. It is, however noted, that this is largely due to non-provision of 1 and 2 bedroom units against the policy percentage. These smaller units tend to be the type of units delivered in the office to residential conversions and as such it is considered that this need is currently being met. The proposal would deliver a mix of 3, 4 and 5 bedroom family dwellings. Whilst recognising the variance with policy this mix of housing is not considered to be so materially harmful in planning terms such that permission should be refused on this ground. Furthermore, it is noted that each reserved matters application will be determined on its own merits and as such the housing mix as proposed within this application should not be taken as setting a precedent for other phases of development
- 7.8.3 With regard to the provision of affordable housing, a submission was made in respect of phase 4a seeking to provide no affordable housing on this phase. At the Planning Applications committee held on 7 March 2019 it was resolved that:
- i) the land parcel 4a deliver nil (0%) affordable housing but the decision letter be caveated to make clear this agreement relates solely to parcel 4a as identified on the attached plan, is limited to the delivery of up to 30 units from that parcel; and
 - ii) any future affordable housing submissions proposing less than 35% from any parcel on the site must be supported by a detailed and robust viability statement and be subject to approval by the Planning Applications committee
- 7.8.4 Given this there is no requirement to provide affordable housing within the application site and no objection is raised to the proposal in this regard.

7.9 Parking, highways, movement and access

- 7.9.1 Paragraph 108 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.9.2 The traffic impacts associated with the re-development of the Mindenhurst development 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.
- 7.9.3 Given the extant vehicular access point onto Mindenhurst Road the principle of a single vehicular access to serve the development is accepted.
- 7.9.4 The Vehicular and Cycle Parking Guidance January 2018 published by Surrey County Council recommends that two spaces are to be provided for 3 and 4+ bedroom dwellings. The proposal provides two spaces for each dwelling in a combination of surface parking, car barns and garages. One visitor space is also being provided in the centre of the site.
- 7.9.5 The County Highway Authority has confirmed that the proposal provides sufficient parking within the site and adequate turning space which will allow for all vehicles to enter and leave in a forward gear. Tracking has been provided for cars, fire vehicles and waste collection vehicles and this has demonstrated that all vehicle types can navigate the site effectively. Subject to the imposition of conditions relating to access, car parking, a construction management plan, cycle storage, electric charging points, the provision, retention and maintenance of the footpaths (north-west and south) and accessibility of footways, cycleways, roads and carriageways, the County Highway Authority considers that the proposal would not have a material impact on highway safety.

7.9.6 Given the Government's policy on promoting electric vehicles, it is appropriate that the development makes appropriate provision for charging points and electricity infrastructure to enable "at home" charging to take place. The proposal details that each property would have a charging point within its curtilage. This is acceptable for the purposes of condition 26 and as set out above is to be secured by way of condition.

7.9.7 In summary, the proposal is considered acceptable in highway terms and, subject to the conditions set out it is considered no conflict would arise with Policies CP11, DM11 and CP4 of the CSDMP, the Deepcut SPD nor the NPPF.

7.10 Ecological considerations

7.10.1 The existing site has been cleared and is devoid of any viable habitats. The proposal includes details to comply with condition 16. In this regard it is noted that the proposal would change a previously developed site into a housing area interspersed with green spaces in the form of gardens and a feature landscaped area. It is proposed that biodiversity enhancement would take place primarily through the introduction of new trees, shrubs and hedgerows, green roof areas for the garages and car barns. This approach is supported. However, having regard to the views of Surrey Wildlife Trust it is considered that the scheme could provide further enhancements through the introduction of nest boxes for birds and roosting boxes for bats which may be secured by way of condition.

7.10.2 The wider Mindenhurst development is to provide SANGS land to mitigate the development's impact on the Thames Basin Heath SPA. This is secured through the s106 agreement pursuant to 12/0546 (as amended) as is the SAMM payment

7.10.3 Subject to the condition referred to above it is considered the proposal would be acceptable in biodiversity terms. However, it is considered that further detail is required to fully address the requirements of condition 16. Subject to the imposition of conditions to secure these details and also the additional biodiversity enhancements referred to above the proposal would be compatible with the aims and objectives of Policy CP14 of the CSDMP 2012 and the NPPF.

7.11 Land contamination

7.11.1 Contaminated land is addressed by submissions pursuant to condition 55 on the hybrid permission, as amended. There is a current submission under consideration as set out in the planning history above. This condition application advises that this site is subject to two phases of remediation. The first relates to an enabling phase remediation and the second to construction phase remediation.

7.11.2 The submitted reports advise that Phase 4a (referred to in these reports as Parcel E) has been significantly remediated such as to form a platform for the construction of homes. However, it is noted that this remediation was carried out before the current proposal was assessed by the local planning authority and further clarification of the efficacy of the remediation undertaken in relation to approved site layout and levels will be required. This will be dealt with under the condition application.

7.11.3 The Scientific Officer notes that the use of an engineered capping system comprising a capping layer of 1 metre is proposed to be placed over made ground in garden and landscaped areas. He is satisfied with this approach but notes that future excavations within the garden areas by residents could breach the capping layer and result in potential exposures to residents. Given this he is recommending measures which remove permitted development rights and require the developer to provide information on the capping layer to residents concerning its location, retention and maintenance. It is therefore considered appropriate to impose conditions which remove permitted development rights for any works which may involve excavation, on a precautionary basis, and also to ensure that residents are provided with detailed information about how to maintain their properties.

7.12 Flooding and drainage

- 7.12.1 Wider flooding and foul/surface water drainage matters were considered at outline stage under application 12/0546. The proposal seeks approval of details pursuant to conditions 40 and 43. The surface water management strategy will include measures for the diversion of surface water away from buildings where it will infiltrate through green spaces or be intercepted by drainage elements. These elements will route the surface water through a piped network within the site where it will be attenuated before discharge to the wider surface water management scheme. Two attenuation tanks are proposed and are shown to be sited under the access road to the rear of plots 11-14 inclusive and 15 and 16. It is noted that the streets within the development have been designed to allow self-drainage of surface water adhering to a minimum of 1% fall.
- 7.12.2 The proposed foul water strategy shows a connection into the existing foul water sewer at the entrance into the site from Mindenhurst Road.
- 7.12.3 Thames Water has confirmed that they are satisfied with the details submitted for the purposes of conditions 40 and 43. In the absence of any other contrary comments from drainage consultees, the submitted details are considered to be acceptable for the purpose of condition 40.

7.13 Other matters

Sustainability

- 7.13.1 The sustainable building construction, based on timber framed prefab modules, the high standard of insulation and triple glazing throughout the scheme sets a positive example for the Mindenhurst development as it contributes to low energy consumption, high energy performance and effective noise insulation. The increase in height, due to increased depth of insulation, is therefore permissible. Furthermore, it is noted that the development is subject to the provisions of condition 35 of the hybrid permission, as amended which requires dwellings to achieve at least Code Level 4 of the Code for Sustainable Homes or equivalent.

Archaeology

- 7.13.2 The submission details that there has been widespread substantial ground disturbance within this site. As a result of this the site was deemed to be of low archaeological potential and as such no further archaeological investigation or recording was requested. The County Archaeologist has no archaeological concerns on this site nor any further archaeological requirements. As such the submission is acceptable for the purposes of condition 52.

CIL

- 7.13.3 The proposal is not CIL liable as it benefits from the s106 secured by the hybrid permission granted in 2014. This secured a raft of financial contributions and on/off site infrastructure. The s106 secured on site SANGS for the Mindenhurst development as a whole and is also the mechanism by which SAMM monies are secured. There is no impact on the integrity of the Thames Basin Heaths Special Protection Area as a result.

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 the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 The proposal is considered to be an appropriate form of development for the next phase of the emerging Mindenhurst streetscene. Subject to conditions, as set out below, it would have an acceptable relationship with adjoining land uses and occupiers including the Grade II listed church, provide an acceptable residential environment for future residents, and be acceptable in relation to the provision of car parking and access/servicing and connectivity terms. The resulting proposal is considered to meet the objectives of the Deepcut SPD, development plan policy and associated supplementary planning documents and the NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

Location and Masterplans

00752D-JTP-MP-01 rev H, 04 rev D, 05 rev F, 06 rev E (this plan is indicative and subject to the provisions of condition 20 below) and 07 rev E

Landscape

D0378_001_R17, 002_R17, 003 R03, 004 R02 and 005 R02

House types and garages/car barns

00752D-JTP-HTA1/2-EL-XX-002 rev A, HTA1-2-EL-XX-001 rev H, HTA1-PL-GA-001 rev E and 002 rev A and HTA2-PL-GA-002 rev A,

00752D-JTP-HTA3-EL-XX-001 rev E and 002 rev A and PL-GA-001 rev E and 002 rev A

00752D-JTP-HTB-EL-XX-01 rev F and 02 rev A and PL-GA-01 rev E and 02 rev A

00752D-JTP-HTC-EL-XX-01 rev F and 02 rev F and PL-GA-01 rev G and 02 rev H

00752D-JTP-HTD1-EL-XX-001 rev F and PL-GA-001 rev E, 002 rev E and 003 rev E

00752D-JTP-HTD2-EL-XX-001 rev E, and PL-GA-001 rev E, 002 rev E and 003 rev E

00752D-JTP-HTE1-EL-XX-001 rev G and 002 rev G and PL-GA-001 ref F and 002 rev F

00752D-JTP- HTE1-EL-XX-003 rev A and 004 rev A, PL-GA-003 rev A and 004 rev A

00752D-JTP-HTE2-EL-XX-001 rev G and 002 rev E and PL-GA-001 rev F and 002 rev G

00752D-JTP-HTE2-PL-GA-001 rev E and 002 rev F

000752-JTP-GT-PL-GA-001 rev B

Drainage plans

1196-01-CIV-SV-DR-D-1001 rev P10 and 1002 rev P10

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. All hard and soft landscaping works shall be carried out in accordance with drawing numbers D0378_001_R17 and 002_R17

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.

3. Prior to first occupation of the development hereby approved, details of biodiversity enhancements such as bird boxes and roosting boxes for bats shall be submitted to the Local Planning Authority for approval. These measures shall be erected prior to the first occupation of the dwelling they are related to and thereafter retained and maintained.

Reason: To promote biodiversity in line with the objectives of the National Planning Policy Framework.

4. Prior to the first occupation of any dwelling the feature landscape area as shown in detail on drawing number D0378_002_R17 shall be provided, landscaped and made available for use and thereafter retained and maintained for its designated use.

Reason: To ensure the provision of open space to serve the development in a timely manner.

5. Prior to the first occupation of any dwelling the proposed vehicular access hereby approved linking into Mindenhurst Road shall be constructed in accordance with the approved plans and thereafter shall be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users having regard to Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

6. 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 within the site, specifically ensuring that no vehicles or deliveries associated with the development may wait or be parked, loaded or unloaded at any time from Mindenhurst Road
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway
 - (f) 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 if any implementation of the development takes place after the first opening of the Mindenhurst Primary School or associated Nursery;
 - (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: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to protect the amenities of residents/adjoining occupiers in accordance with Policies DM9, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework.

7. No dwelling shall be occupied unless and until the fast charge Electric Vehicle charging point (current minimum requirements -7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with drawing number 00752D-JTP-MP-01 rev H relevant to that dwelling has been provided and made available for use. Once installed it shall be thereafter retained and maintained for its designated purpose to the satisfaction of the Local Planning Authority.

Reason: To promote alternative modes of transport.

8. No dwelling shall be occupied unless and until that dwelling is provided with a metal cycle shed for the secure, covered parking of bicycle within its curtilage in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority. Once approved the shed shall be provided and made available for use prior to first occupation of the dwelling to which it relates. Once provided it shall be thereafter retained and maintained for its designated purpose to the satisfaction of the Local Planning Authority.

Reason: To promote alternative modes of transport.

9. No part of the development shall be occupied unless and until a continuous pedestrian route is provided through the site which connects to the footpaths north-west and south of the site boundary in accordance with drawing number 000752D-JTP-MP-01 rev H. Once constructed such routes shall be permanently retained and maintained to the satisfaction of the Local Planning Authority

Reason: To ensure that the site connects into the wider Mindenhurst development and to safeguard permeability within the site.

10. All proposed footways, cycleways, roads and carriageways within the development shall remain open and accessible to pedestrians and cyclists for permanent use, free of any impediment at all times. Once constructed such routes shall be permanently retained and maintained for public use to the satisfaction of the Local Planning Authority

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, to promote alternative modes of transport and the permeability of the development.

11. Plots 15-21 inclusive shall not be occupied unless and until the access footpath onto the pedestrian/cycle link as shown on drawing number 000752D-JTP-MP-01 rev H relevant to that plot has been provided and made available/accessible for use. There shall be no enclosure of these footpaths or planting of landscaping without the prior written approval of the Local Planning Authority.

Reason: To ensure that appropriate pedestrian access is provided for plots 15-21 inclusive and the open character of the Green Swale area and Village Green is retained.

12. The landscaping of the site as approved by condition 2 above shall be maintained and managed in accordance with the Landscape Maintenance and Management Plan Stage 3 reference SP0378_02 prepared by Neil Tulley Associates dated February 2020.

Reason: In the interests of the visual amenities of the area and to ensure the development accords with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

13. The archaeology of the site shall be undertaken in accordance with document reference DCB-HYD-XX-XX-CO-GE-1024 prepared by Hydrock dated 16 September 2019.

Reason: In the interests of protecting the historic environment and ensure the development accords with Policies CP4 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut.

14. Notwithstanding any information submitted with the application and before the commencement of any construction,, details of the finished floor and surface levels shall be submitted to the Local Planning Authority for approval. Once approved the development shall be undertaken in accordance with the approved details and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the finished floor and surface levels of the development are appropriate for the development and in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. Notwithstanding the provisions of Schedule 2 Part 1 Classes A, B, D, E and F and Part 2 Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re enacting that Order) no further extensions, outbuildings, excavations, hard surfaces, gates, fences or walls shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of visual amenity and as a precautionary measure in relation to contamination having regard to Policies DM9 and CP4 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

16. Notwithstanding the details shown on drawing number 00752D-JTP-MP-06 rev E no external facing, roofing or surfacing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

17. No part of the development shall be occupied until a scheme has been submitted to the Local Planning Authority for approval which provides for the following:

- a specification for the proposed public footpaths to the north, south and west of the site and the footpaths that serve plots 15-21 inclusive;
- a maintenance and management plan for the maintenance and management of these footpaths in perpetuity including details of the management company.

Once approved the footpaths shall be provided, maintained and managed in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and to ensure that appropriate pedestrian access is provided to serve individual properties and the wider development.

18. Prior to the occupation of any dwelling a scheme shall be submitted to the Local Planning Authority for approval which provides future residents with the location and details of the engineered capping layer that has been installed in the relevant garden areas and information on maintenance to ensure that the capping layer is not breached or compromised unless otherwise agreed by the Local Planning Authority.

Reason: As a precautionary measure in relation to contamination having regard to Policy CP4 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

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 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).
3. The applicant is advised that planning permission under the Town and Country Planning Act 1990 as amended should not be construed as approval for the purposes of road adoption by Surrey County Council in its capacity as Highway Authority. It is unlikely that the roads and footpaths within this proposed development would be eligible for adoption due to the geometric layout and lack of suitable service margins. Further details about the post planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.
4. The permission hereby granted shall not be construed as authority to carry out works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works.
5. The applicant is reminded that various conditions imposed on hybrid approval 12/0546 are applicable to the proposed development and further submissions will be required prior to the commencement/occupation of development.

APPLICATION NUMBER	SU/20/0226
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Trivselhus UK Limited

Location: Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey GU16 6RN

Development: Reserved matters application pursuant to condition 4, attached to 12/546 as amended by 18/0619 and 18/1002 for the redevelopment of Princess Royal Barracks for 1200 dwellings, for the erection of 21 dwellings (phase 4a) with access, appearance, landscaping, layout and scale being considered and submission of details to comply with conditions 16 (ecological mitigation and management), 26 (electric vehicle charging points), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management plan), 40 (surface water drainage), 43 (foul sewerage disposal), 52 (archaeology) and 55 (ground contamination).

Contact Officer	Matthew Strong	Consultation Date	19 May 2020	Response Date	24 September 2020
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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:

Conditions

1. The proposed vehicular access to Mindenhurst Road hereby approved shall be constructed in accordance with the approved plans and thereafter shall be permanently maintained.
2. 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, Drawing No. 00752D-JTP-MP-01 Rev H, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
3. 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 within the site, specifically ensuring that no vehicles or deliveries associated with the development may wait or be parked, loaded or unloaded at any time from Mindenhurst Road.
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway

(f) 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 if any implementation of the development takes place after the first opening of the Mindenhurst Junior School or associated Nursery.

(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.

4. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast-charge Electric Vehicle charging point (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. 00752D-JTP-MP-01 Rev H, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

5. No part of the development shall be first occupied unless and until each of the proposed dwellings are provided with a metal cycle shed for the secure, covered parking of bicycles within the development site 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.

6. No part of the development shall be first occupied unless and until a continuous pedestrian route is provided through the site which connects to the footpaths north-west and south of the site boundary in accordance with the approved plans, Drawing No. 00752D-JTP-MP-01 Rev H. Once constructed such routes shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.

7. All proposed footways, cycleways, roads and carriageways within the development shall remain open and accessible to pedestrians and cyclists for permanent use, free of any impediment at all times. Once constructed such routes shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

Informatives

The applicant is advised that planning permission under the Town and Country Planning Act should not be construed as approval for the purposes of road adoption by Surrey County Council in its capacity as Highway Authority. It is unlikely that the roads and footpaths within this proposed development would be eligible for adoption due to the geometric layout and lack of suitable service margins. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.

The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

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).

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.

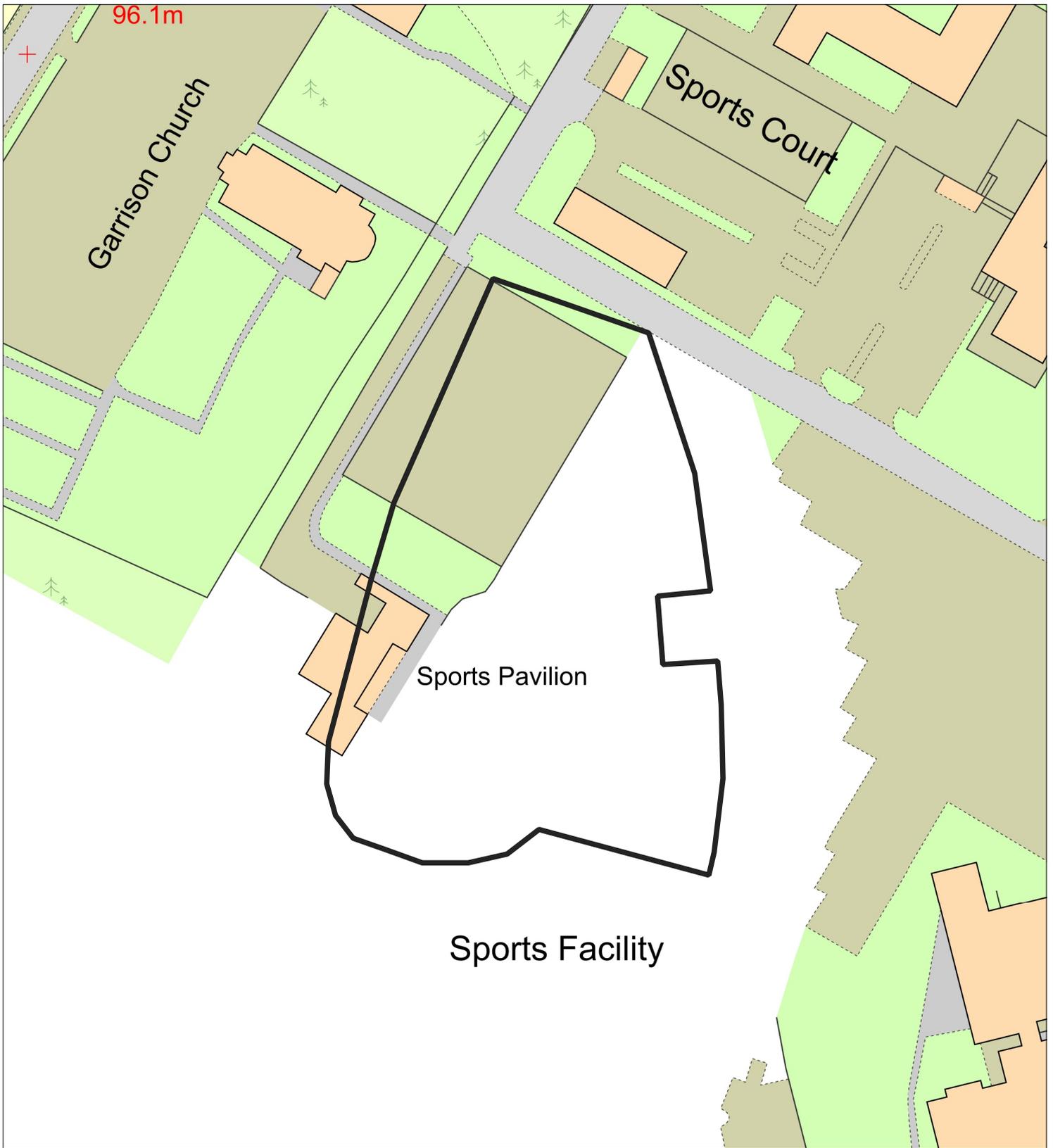
Note to Planner

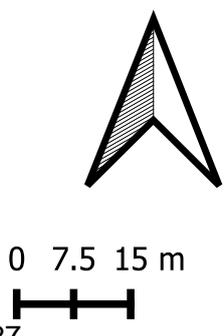
This response supercedes the previous comments submitted on 25th June 2020.

The proposal will lead to the erection of 21 dwellings. The proposal provides sufficient parking within the site and adequate turning space which will allow for all vehicles to enter and leave in forward gear. Tracking has been provided for cars, fire vehicles and waste collection vehicles and this has demonstrated that all vehicle types can navigate the site effectively.

The inclusion of fast-charge Electric Vehicle charging points will encourage sustainable modes of travel to/from the site. To further encourage sustainable modes of travel, cycle parking will be provided for each of the proposed dwellings. The Highway Authority would prefer the erection of brick cycle storage units for each of the houses, however, if this is not possible, metal units should be provided, rather than wooden structures, as they will provide longer lasting facilities. The Highway Authority considers that the proposal would not have a material impact on highway safety.

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Title	Planning Applications		
Application number	20/0226/RRM		Scale @ A4 1:1000
Address	Princess Royal Barracks Brunswick Road Deepcut Camberley Surrey GU16 6RN		Date 28 Sep 2020
Proposal	Reserved matters application pursuant to condition 4, attached to 12/546 as amended by 18/0619 and 18/1002 for the redevelopment of Princess Royal Barracks for 1200 dwellings, for the erection of 21 dwellings (phase 4a) with access, appearance, landscaping, layout and scale beina considered and submission of details to		
Version 5		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020	

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SITE LAYOUT



00752D Trivselhus, Mindenhurst - Accommodation Schedule

Unit Type	Private		Social		No.	%	
	HT	HT	HT	HT			
HTA-1	30SP	1088	101.1	4,353	404.4	4	19%
HTA2 & HTA3	30SP	1088	101.1	4,353	404.4	4	19%
HT-B	40TP	1388	129.0	4,130	387.0	3	14%
HT-C	40TP	1653	151.7	6,052	606.9	4	19%
HT-D1 & HT-D2	40TP	1892	174.8	5,846	524.5	3	14%
HT-E1 & HT-E2	50SP	2112	190.2	6,330	599.8	3	14%
Totals				31,285	2,918.7	21	100.0%

TRIVSELHUS

itp

Trivselhus
17 Colton Road
Barnsley, S70 2JH
Tel: 0114 252 8888
www.itp.co.uk

Project:
Mindenhurst, Phase 4a

Drawing Title:
**Masterplan
Accommodation Layout**

HTA 1 and 2 ELEVATIONS – PLOTS 5 (HANDED –H), 6 (H) ,7 (H), 10 and 13 (H)



Front Elevation (HT A1)



Rear Elevation (HT A1)

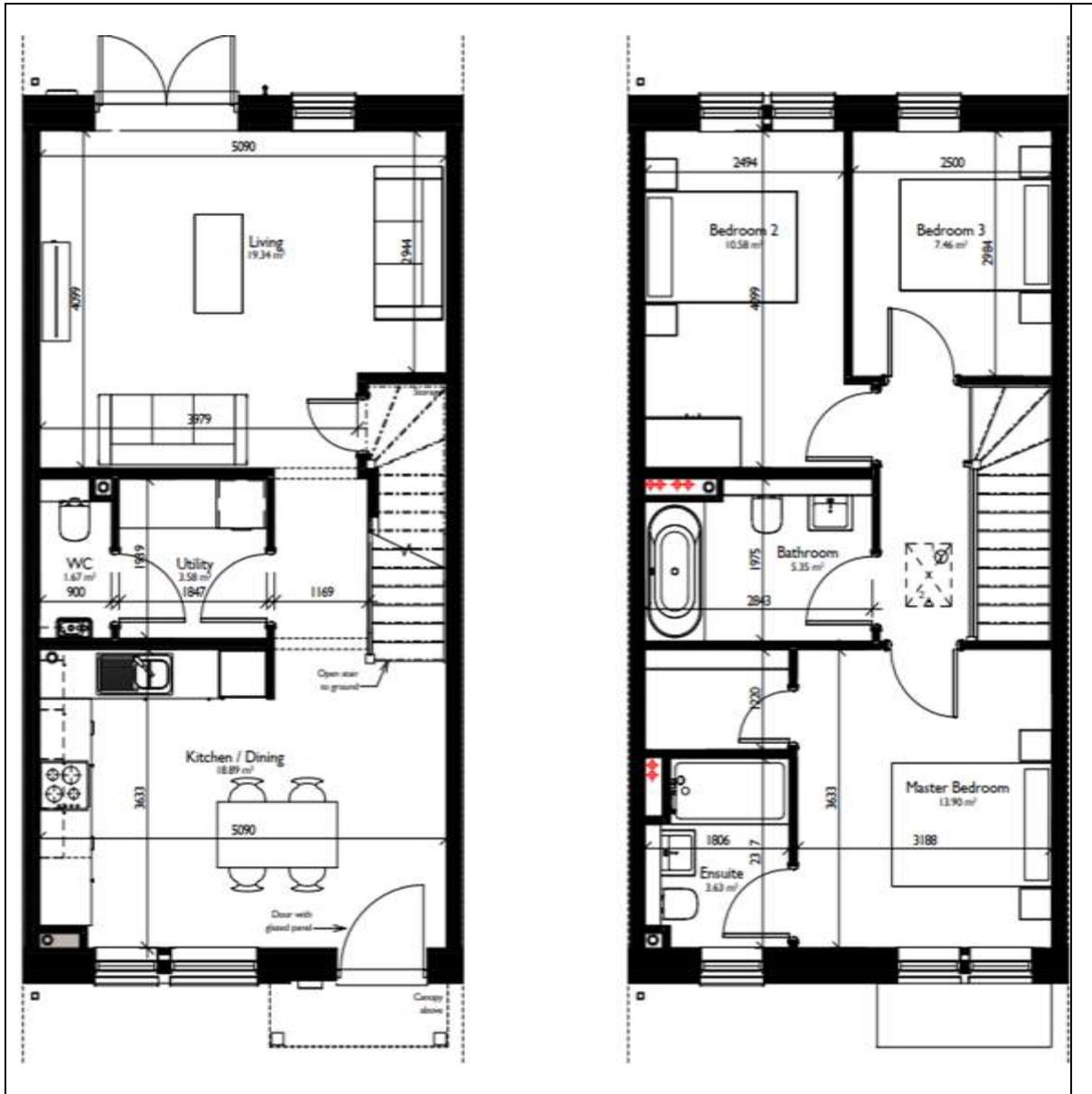


Front Elevation (HT A2)



Rear Elevation (HT A2)

HTA FLOORPLANS



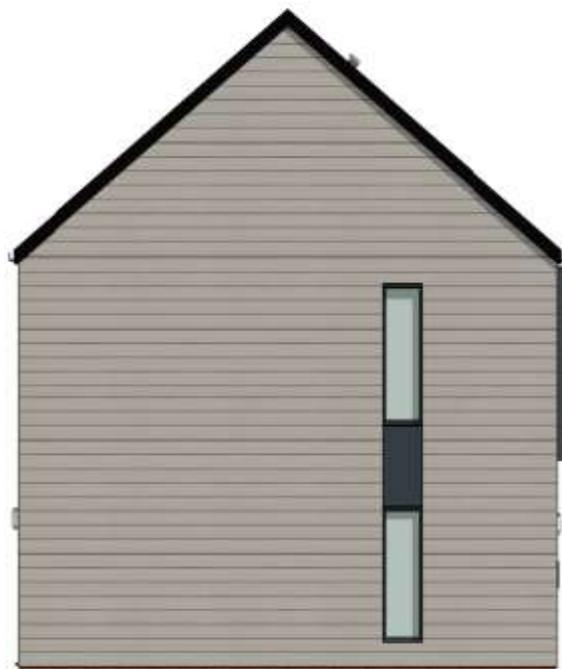
HT-A3 ELEVATIONS PLOTS 4 (H), 11 and 12 (H)



Front Elevation



Rear Elevation



SIDE ELEVATION

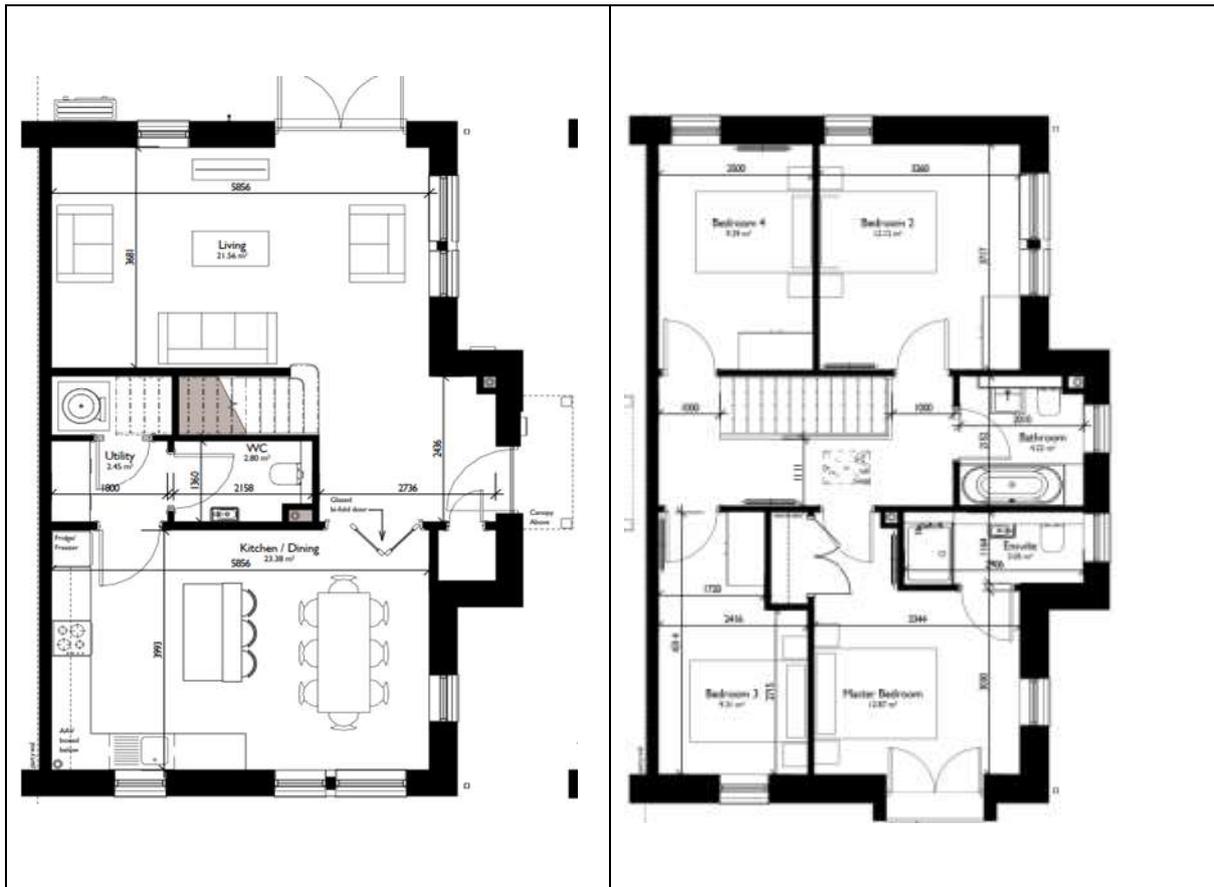
FLOORPLANS



HTB ELEVATIONS PLOTS 8 (H), 9 AND 14 (H)



HTB FLOORPLANS



HTC FRONT AND REAR ELEVATIONS PLOTS 18-21 inc



HTC SIDE ELEVATIONS PLOTS 18-21 inc



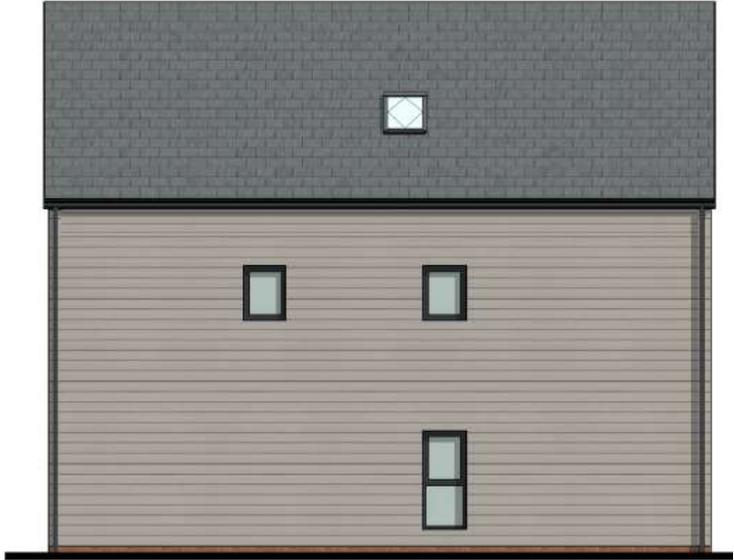
HTC FLOORPLANS



HT-D1 ELEVATIONS PLOT 1



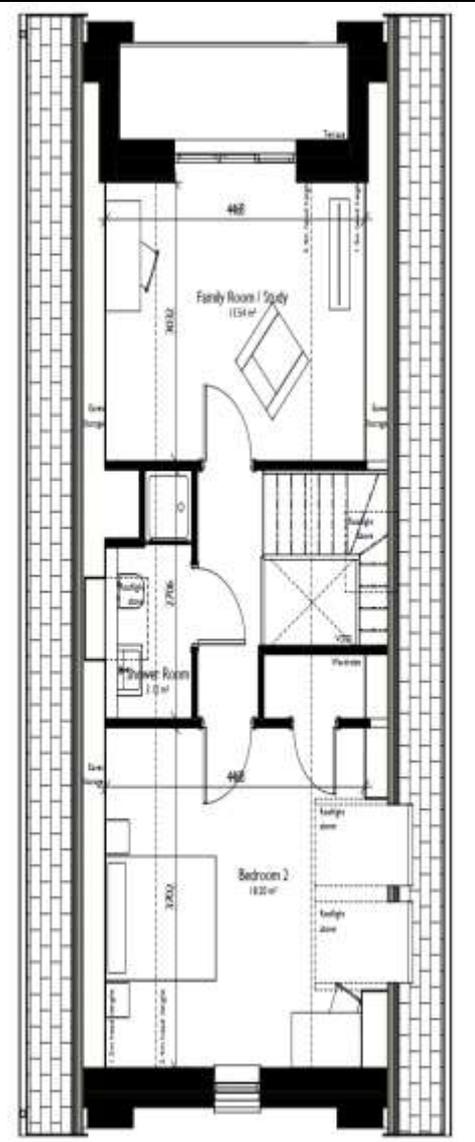
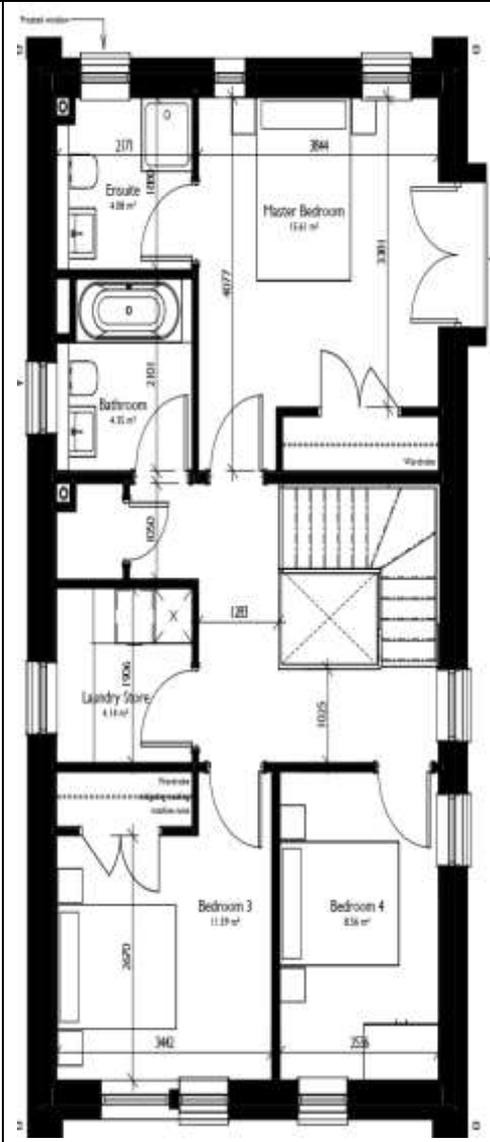
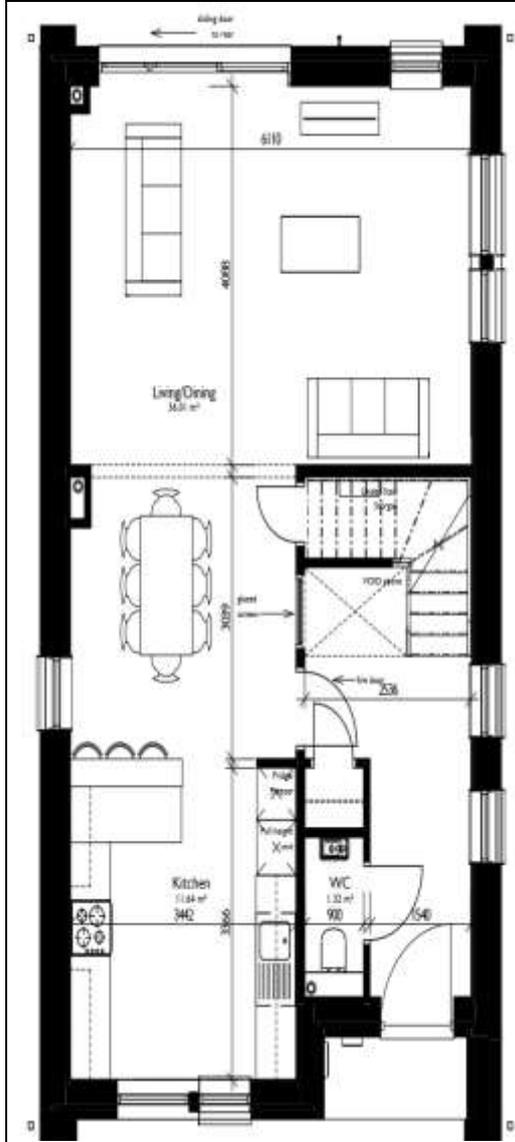
Front Elevation



Side Elevation



HT-D1 FLOORPLANS



HTD2 ELEVATIONS PLOTS 2 and 3



Front Elevation



Side Elevation



HTD2 FLOORPLANS



HT-E1 PLOT 15 FRONT AND REAR ELEVATIONS



PLOT 15 HT-E1 SIDE ELEVATIONS



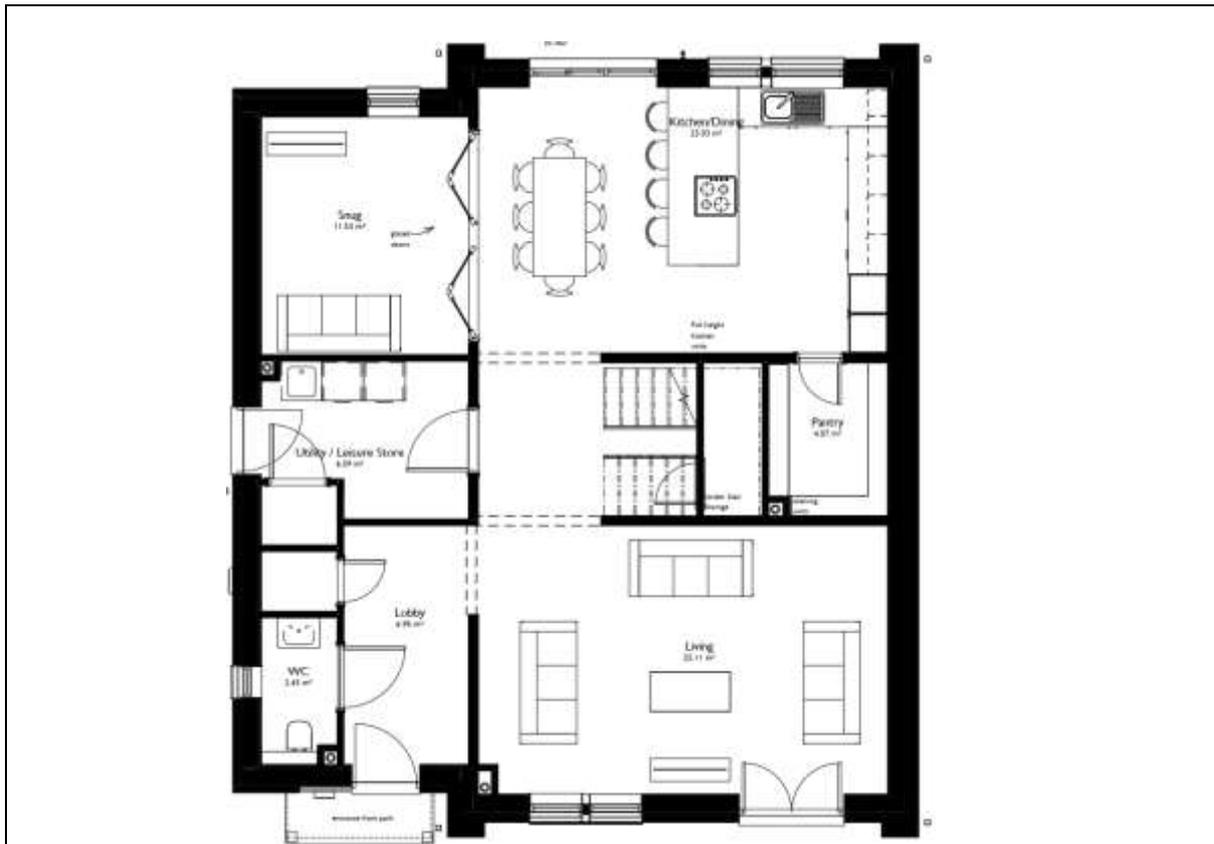
PLOT 16 HT-E2 FRONT AND REAR ELEVATIONS



PLOT 16 HT-E2 SIDE ELEVATIONS



PLOT 16 HT-E2 FLOORPLANS



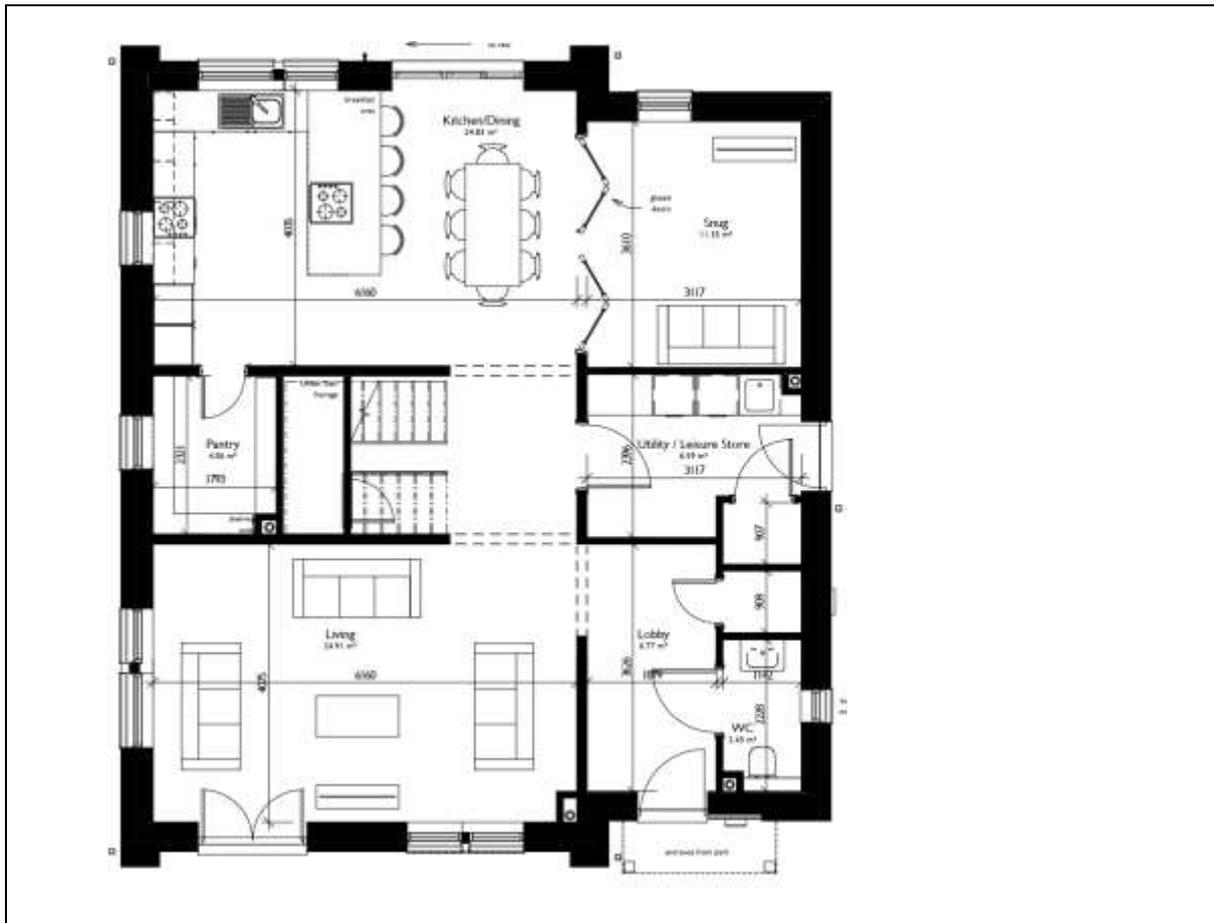
PLOT 17 HT-E1 FRONT and REAR ELEVATIONS



PLOT 17 HT-E1 SIDE ELEVATIONS



PLOT 17 FLOORPLANS



SITE PHOTOGRAPHS

LOOKING NORTH AND WEST FROM SOUTHERN END OF SITE



LOOKING WEST AND SOUTH FROM THE EASTERN BOUNDARY



LOOKING SOUTH TOWARDS THE POND, THE PUBLIC HOUSE SITE AND CALA DEVELOPMENT



VIEWS FROM MINDENHURST ROAD LOOKING INTO SITE



VIEWS LOOKING NORTH AND SOUTH MINDENHURST ROAD



LOOKING SOUTH TOWARDS SITE MINDENHURST ROAD



LOOKING EAST FROM THE GROUNDS OF ST BARBARA'S GARRISON CHURCH - NORTH END OF SITE



VIEW OF FOOTPATH LINK INTO THE GREEN SWALE AREA FROM ST BARBARA'S CHURCH



20/0012/FFU

Reg. Date

15 January 2020

Bagshot

LOCATION:	Bagshot Manor, 1 Green Lane, Bagshot, Surrey, GU19 5NL,
PROPOSAL:	Erection of 5 dwellings comprising 4 x 3 bed semi-detached and 1 x 4 bed detached with associated landscaping and parking.
TYPE:	Full Planning Application
APPLICANT:	Bagshot Manor Developments Ltd
OFFICER:	Mr Ross Cahalane

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 about overdevelopment, overlooking and highway issues.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks planning permission for the erection of 5 new dwellings comprising 4 x 3 bed semi-detached and 1 x 4 bed detached with associated landscaping and parking. It is considered that the proposed dwellings would respect the character and quality of the surrounding area, and would be sited at sufficient distance from surrounding neighbours to avoid adverse harm to neighbouring amenity. The proposal would be served by ten off-street parking spaces within the site (two per dwelling), and would not lead to any loss of the 80 approved dedicated parking spaces approved under 19/2321/GPD. The proposal is supported by Surrey County Highway Authority and the Council Arboricultural Consultant, subject to conditions.
- 1.2 To address the concerns raised by the Council's Drainage Engineer, the proposal no longer includes a surface water connection to the existing watercourse along the east of the site. Drainage attenuation measures to control surface water flows within the site are proposed instead, using Sustainable Drainage Systems (SuDS). A maintenance and management plan to include the relevant specific areas of the wider site has now also been provided. Subject to conditioning, it is considered that it has now been adequately demonstrated that the development would not lead to a material increase in flood risk within or around the site.
- 1.3 The application is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises part of an existing parking and landscaping area serving a vacant two storey office block, located to the south of this building and on the eastern side of Green Lane. The office block has prior approval for conversion to 79 flats, as approved under 19/2321/GPD. The current application would use the existing southernmost access off Green Lane. However, the current proposed additional dwellings are outside of the red line of this prior approval application.
- 2.2 The site is surrounded by detached bungalows on Broomsquires Road to the south, two storey dwellings of Elizabeth Avenue and recently developed contemporary wooden-clad dwellings of Manor Wood Grove to the east, along with a variety of single storey and two storey dwellings along Green Lane to the west. The surrounding area is therefore residential

in character and although there are a variety of architectural eras and roof forms, surrounding dwellings are limited to two storey in height. The wooded area immediately to the east of the existing building is covered by a Woodland Tree Preservation Order (Ref: TPO 13/87).

3.0 RELEVANT PLANNING HISTORY

- 3.1 2018/0897 Application for the prior approval under schedule 2, part 3, class O of the general permitted development order for the conversion of the existing office building to provide 85 flats across three floors.
Decision: Refused
- 3.2 2019/0185 Application for the Prior Approval under Schedule 2, Part 3, Class O of the General Permitted Development Order for the conversion of the existing office building to provide 84 flats across three floors.
Decision: Withdrawn
- 3.3 2019/0271 Application for the prior approval under Schedule 2, Part 3, Class O of the General Permitted Development Order for the conversion of the existing building to provide 83 flats across three floors.
Decision: Granted
- 3.4 2019/0675 Roof lights and fenestration alterations in connection with the residential use approved under prior approval 19/0271.
Decision: Granted
- 3.5 19/2321/GPD Application for the prior approval under Schedule 2, Part 3, Class O of the General Permitted Development Order for the conversion of the existing building to provide 79 flats across three floors.
Decision: Granted

4.0 THE PROPOSAL

- 4.1 Planning permission is sought for the erection of 5 new dwellings comprising 4 x 3 bed semi-detached and 1 x 4 bed detached with associated landscaping and parking.
- 4.2 The proposed dwellings would comprise of four two-storey semi-detached dwellings (Units 1-4) and one two-storey detached dwelling (Unit 5). Each dwelling consists of pitched roofs with side gable ends, front dormer windows and rear rooflights. Unit 5 would also include a flat roof attached side garage.
- 4.3 The proposed semi-detached dwellings would each have a width of approx. 5.5m, depth of approx. 10.1m, eaves height of approx. 5.8m and maximum height of approx. 9.7m. The proposed detached dwelling would have a maximum width of approx. 10.2m (reducing to approx. 7.2m at first floor), maximum depth of approx. 13.3m (reducing to approx. 11.4m at first floor), with the same eaves height and as the semi-detached dwellings. The proposed external materials comprise painted brickwork with some decorative panels adjacent the windows and fibre cement roof tiles.
- 4.4 The application site would utilise one of the two existing vehicle accesses off Green Lane. The extant 19/2321/GPD prior approval for 79 flats would continue to utilise the two existing vehicular accesses to the site off Green Lane, which lead to a total of 80 existing off-street parking spaces within the site. These approved parking areas would remain unaltered, as the proposed dwellings would be served by ten off-street parking spaces within the site (two per dwelling).

- 4.5 Amended plans have been received to include the proposed rooflights on the cross section, and to clarify that access to and from all of the 80 parking spaces for the Bagshot Manor flats would remain unaffected.
- 4.6 The application is supported by the following:
- Design and Access Statement
 - Planning Statement
 - Tree Survey Report
 - Replacement planting schedule
 - Transport Statement
 - Flood Risk Assessment and Drainage Strategy
 - Drainage Technical Note and SuDS Maintenance Plan
 - Energy and Sustainability Report

The above documents will be referred to in the report below where appropriate.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority No objection, subject to conditions [See Section 7.6 and Annex A]
- 5.2 Joint Waste Solutions Comments - request that each dwelling is provided with its own bin storage [See Section 7.6]
- 5.3 Council Arboricultural Consultant No objection, subject to condition [See Section 7.7]
- 5.4 Council Drainage Officer Comments [See Section 7.8]
- 5.5 Windlesham Parish Council No response received

6.0 REPRESENTATION

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

Character and design [Officer comment: See Section 7.4]

- More open space needed on development
- Out of keeping with character of area
- Overdevelopment

Residential amenity [Officer comment: See Section 7.5]

- Loss of privacy
- Loss of light
- Close to adjoining properties
- Development too high
- Increase in noise, air and light pollution
- Negative impact from construction work

Highway matters [Officer comment: See Section 7.6]

- Insufficient parking - will overflow onto local roads
- Inadequate access
- Inadequate public transport provisions
- Loss of existing parking
- Will add to congestion on Green Lane – many cars already parked on roadside – school located at end of road

- Whitmoor Road is already congested – links to Connaught Park estate and A322
- Additional weekend traffic – already congested – Curley Park Rangers football club (Whitmoor Road)
- Proposal is not an issue on its own, but it is when combined with the development of the proposed adjoining flats.

Other matters

- Increase danger of flooding
[Officer Comment: See Section 7.8]
- Affect local ecology
[Officer Comment: Development of the site would be subject to a Natural England bat licence]
- Strain on local facilities – school, health etc
[Officer Comment: See Section 7.9]
- Potentially contaminated land
[Officer Comment: See Section 7.11]
- Impact on property prices
[Officer Comment: This is not a material planning consideration]

7.0 PLANNING CONSIDERATION

7.1 The application site is located in Bagshot, a settlement area as outlined in the Surrey Heath Core Strategy & Development Management Policies 2012 (CSDMP). The proposal is considered against the principles of Policies CP1, CP2, CP3, CP5, CP6, CP8, CP14, DM9, DM10 and DM11 of the CSDMP, and the NPPF. The Residential Design Guide Supplementary Planning Document (RDG SPD) was adopted in 2017 and therefore forms an additional material consideration in the determination of this application.

7.2 The main issues to be considered are:

- Principle of development;
- Impact on character of the host building and surrounding area;
- Impact on amenities of neighbouring properties and future occupiers;
- Impact on access, parking and highway safety;
- Impact on trees;
- Impact on flood risk;
- Impact on local infrastructure;
- Impact on the Thames Basin Heaths SPA, and;
- Other matters.

7.3 Principle of the development

7.3.1 At the heart of the NPPF is a requirement to deliver a wide choice of quality homes, and to boost significantly the supply of housing. As set out in the updated 5 Year Housing Land Supply Paper (August 2020), Surrey Heath now does not currently have a 5-year housing land supply as required by the NPPF, and can currently demonstrate a 4.85 year supply.

7.3.2 The application site is within a defined settlement area of Bagshot and it is considered that the proposal would be a sustainable form of development, being within this settlement area and approx. 700m walk to Bagshot District Centre and approx. 850m walk to its rail station,

with bus links along Guildford Road en-route. Although the proposal is within the grounds of a vacant office site, the site is outside of a Core Employment Area and benefits from extant Prior Approval for full conversion to flats.

- 7.3.3 In light of all the above, the principle of residential development in this location is therefore considered acceptable, subject to the other planning considerations as outlined below.

7.4 Impact on character of the host building and surrounding area

- 7.4.1 Policy DM9 (Design Principles) promotes high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density (DM9 i and ii). The National Planning Policy Framework also seeks to secure high quality design, that also takes account of the character of different areas. Development which fails to integrate into its context, promote or reinforce local distinctiveness and fails to take the opportunity to improve the character and quality of the area and the way it functions should be refused (paragraphs 59, 61 and 64 of the NPPF).
- 7.4.2 Principle 6.4 of the RDG SPD advises that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents or compromising local character, the environment or the appearance of an area. Principle 6.6 of the RDG SPD advises that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. The supporting paragraphs advise that plots are important elements in the character of an area. Their sizes, especially the widths along a street frontage are key determinants of the rhythm of buildings and spaces along a street. Development that disrupts the rhythm of the existing plots can create unattractive streetscenes.
- 7.4.3 Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings, especially when these are historic local patterns. Principle 7.5 advises that proposals to introduce roof forms on residential development that diverge from the prevailing character of residential development will be resisted unless it can be demonstrated that the proposals would make a positive contribution to the streetscape. Where a building has been designed to reflect traditional forms and styles flat roof should not be used to span overly deep buildings.
- 7.4.4 The proposed dwellings would be two storey in height to eaves level, with pitched roofs that include front flat roof dormers. The proposed plot layouts for semi-detached units would be narrower than the detached bungalow dwellings of Broomsquires Road to the south, although the proposed detached Plot 5 would be considerably wider. All the front elevations would face the Bagshot Manor building to the north. Although the proposed pitched roofs would be partially visible at a distance from Broomsquires Road behind the row of bungalows, the proposed cross-section shows that the ridge lines would not be higher than the existing Bagshot Manor building. Although three trees would be removed to facilitate the proposal, the remaining tree line would be retained. The proposed dwellings would also be sited at significant distance away from the Green Lane Highway to the west and although this street also contains a number of bungalows, it is also sited at higher ground level.
- 7.4.5 It is therefore considered that the proposal site is sufficiently contained away from the surrounding established streetscenes to allow for a two storey development with a finer grain than the surrounding plots. The proposed gaps between the dwellings would be 2m, which is considered sufficient to avoid a cramped appearance. It is accepted that the proposal would further intensify the residential use of the wider Bagshot Manor site. However, the proposed dedicated parking spaces would be broken by landscaped strips, with space retained to the east to provide further landscaping. Additionally, although the dwellings would be sited on existing parking spaces, these were not included in the prior approval scheme for 79 flats, which would still be provided with 80 parking spaces outside of the current application site.

- 7.4.6 The proposed dwellings would include contemporary features, including flat roof front dormers and brick enclosed balconies at each front corner. The Design and Access Statement advises that the roof tiles would be grey to reflect Bagshot Manor and the external bricks would be painted. The front elevation windows also do not entirely align with each other, which would further contribute towards a contemporary appearance. However, it is considered such a contemporary approach is acceptable within this site, given the distances from the surrounding roads. The elevations would be articulated through the use of brick corbel panels and chamfered entrance porches cut in to the built volume. The precise specification and colours can be secured by planning condition.
- 7.4.7 In light of all the above, it is considered that the proposed dwellings would respect the character and quality of the surrounding area, in compliance with the design requirements Policy DM9 of the CSDMP and the relevant Principles of the RDG.

7.5 Impact on amenities of neighbouring properties and future occupiers

- 7.5.1 Policy DM9 (Design Principles) states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development. Principle 8.1 of the RDG states that new residential development should be provided with a reasonable degree of privacy to habitable rooms and sensitive outdoor amenity spaces. Paragraph 8.4 of the RDG advises that a minimum distance of 20m is this Council's generally accepted guideline for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e. a back to back relationship). For two storey rear to side relationships it may be possible to reduce the separation distance to 15m.
- 7.5.2 Principle 8.2 of the RDG advises all habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces where nearby man-made and natural features do not appear overbearing or visually intrusive. Paragraph 8.12 further advises that potential design solutions to prevent material loss of daylight to neighbouring windows and overshadowing of habitable external spaces include applying a 25 degree vertical angle from a point 2 m above the floor at the façade, to ensure it is not obstructed.
- 7.5.3 The proposed dwellings would face towards the rear elevations of the detached bungalows of Nos 5, 7, 9 and 11 Broomsquires Road to the south. The existing ground level rises towards these neighbours. Each proposed dwelling would include one first floor rear bedroom window facing these neighbours, along with a second floor rooflight. The proposed cross-section plans demonstrate that the positioning of the rooflights would be sufficient to avoid overlooking, owing to their height above internal floor level and their angle towards the skyline.
- 7.5.4 The proposed Unit 1 would be sited at an angle towards No. 5 Broomsquires Road, at distance of approx. 20.5m between the nearest ground floor windows. The proposed first floor bedroom of Unit 1 would be sited slightly further away at a more angled distance of approx. 21m. This window would also be sited at an angle away from the dwelling of No. 7, at distance of approx. 22.5m. This proposed window would be narrow and obscure-glazed, as the primary bedroom window would be on the side elevation facing Green Lane. The adjoining Unit 2 would contain one larger and clear-glazed first floor bedroom window sited more directly towards the rear of No. 7, at distance of approx. 22m. It is considered that the above relationships would be sufficient to avoid adverse impact upon No. 5 and No. 7.
- 7.5.5 The proposed first floor bedroom of Unit 3 would be sited approx. 24m from the nearest rear window of No. 9. The proposed first floor bedroom of the adjoining Unit 4 would also face this neighbour, at distance of approx. 23.5m. The proposed clear-glazed first floor bedroom of the detached dwelling of Unit 5 would be sited approx. 22m from the rear elevation of No. 11 Broomsquires Road. All these proposed windows would be clear-glazed. A proposed cross-section drawing has been provided, showing the incline in

land level of approx. 0.8m from the proposed Unit 4 towards No. 9, and the respective land level differences towards the other Broomsquires Road neighbours would be similar. It is therefore considered that these built form relationships and separation distances are sufficient to avoid adverse impact upon the abovementioned Broomsquires Road neighbours in terms of loss of light, privacy or overbearing impact.

- 7.5.6 The proposed Unit 5 would also contain a clear-glazed first floor side elevation bedroom window sited approx. 12m from the rear garden side boundary of the detached two storey dwelling of "Tara", 1A Elizabeth Avenue to the southeast. However, the distance to the rear elevation of this neighbour would be approx. 21.5m, as it is sited further to the southeast at roughly a right angle. There are also a number of mature trees within this neighbouring site towards the rear, which would restrict views directly across from the proposed side bedroom window. Given these built form and boundary relationships, it is considered that no adverse impact would arise in terms of loss of light, privacy or overbearing impact.
- 7.5.7 The proposed front elevations would face the vacant office building at distance of approx. 19.5m, with a number of window openings that could be used as flats under the extant prior approval schemes.
- 7.5.8 The proposed Unit 5 would be sited approx. 31m from the rear elevation of No. 8 Manor Wood Grove to the northeast, with some mature shrubbery covered by a Woodland Tree Preservation Order sited in between. This is considered sufficient to avoid adverse harm to amenity.
- 7.5.9 The proposed units would comply with the minimum floor areas as set out in the RDG SPD and the Government's technical housing standards. The proposed rear gardens would also meet the minimum private garden sizes as advised under Principle 8.4 of the RDG, even when accounting for the tree line along the rear. It is also considered that future occupiers would be afforded with sufficient outlook.
- 7.5.10 It is therefore considered that the proposed development would comply with the amenity requirements of Policy DM9 of the CSDMP and the supporting guidance of the RDG. It is however considered necessary and reasonable to impose a planning condition removing permitted development rights for all extensions and outbuildings, to preserve the amenity of surrounding neighbours. This includes roof extensions, given the height difference towards the Broomsquires Road dwellings to the rear. The restriction of outbuildings is to also ensure that sufficient garden space is retained for future occupiers, taking account of the retention of the mature tree line along the rear boundary.

7.6 Impact on access, parking and highway safety

- 7.6.1 The site would use the southernmost access from Green Lane which has adequate visibility of 2.4M x 43M. The extant 19/2321/GPD prior approval for 79 flats would continue to utilise the two existing vehicular accesses to the site off Green Lane. Additionally, the flats would continue to be served by 80 existing off-street parking spaces within the site, as approved under 19/2321/GPD. Each proposed dwelling would be provided with two dedicated off-street parking spaces immediately to the front. This includes a large integral garage for Unit 5 which can be conditioned to avoid conversion. The transport statement includes a trip generation and traffic impact assessment using TRICS data, and also includes vehicular tracking plans to demonstrate that the resultant site would still be provided with sufficient turning space for larger refuse vehicles. Each proposed dwelling would have dedicated bin storage adjacent the proposed parking, as shown on the proposed site plan and as requested by the Council's Joint Waste Solutions team.
- 7.6.2 Green Lane is a local residential road, which leads from Whitmoor Road and the A322 and includes a primary school. Concerns have been raised by neighbours in respect of increased traffic generation and insufficient parking provision on a road leading to a primary school and to main roads that already suffer from peak hour and weekend congestion. However, the County Highway Authority (CHA) has raised no objections on safety, capacity or policy grounds, subject to conditions (their consultation responses are appended).

7.6.3 In light of the above, no objections are raised on grounds of highway safety, capacity or policy.

7.7 Impact on trees

7.7.1 An arboricultural report including impact assessment, method statement and tree protection plan has been provided. This advises that a total of seven trees (two moderate quality and five low grade) would be removed to facilitate the development – all within the car park area, along with pruning of one third party tree just within the rear garden side boundary of Tara, 1A Elizabeth Avenue. Tree fencing protection measures are recommended to protect the Root Protection Areas (RPAs) of all other trees surrounding the parking area and along the rear boundary with Broomsquires Road/Elizabeth Avenue. The proposed dwellings would be outside of these RPAs, and the report also does not identify any future conflicts that would lead to pressure to remove these trees post-occupation.

7.7.2 Replacement planting is proposed, in the form of two large trees along Green Lane in front of the flat conversion building, three smaller trees further to the north along Green Lane and a replacement thorn hedge adjacent the southern communal parking area for the flat building. The Council's Arboricultural Consultant has raised no objection, subject to conditions to secure the replacement planting and to ensure that all tree and ground protection measures are implemented in accordance with the Tree Protection Plan. It is considered that the proposed replacement planting would compensate for the loss of trees arising from the development.

7.8 Impact on flood risk

7.8.1 The proposal site falls within Flood Zone 1. It is therefore considered that the sequential test does not need to be applied. However, the eastern part of the plot containing the detached dwelling of Unit 5 is within areas of low, medium and high risk from surface water flooding, due to the existing watercourse running along the eastern boundary of the site.

7.8.2 A site-specific Flood Risk Assessment and Drainage Strategy has been provided, which states that there is a surface water flood risk depth of up to 150mm in this area of the site. The finished floor level of Unit 5 (the only dwelling within the flood risk area) would use low permeability construction. Potential flood risk management and SuDS measures are also outlined, with the proposed development reducing the amount of impermeable area within the site.

7.8.3 Following concerns raised by the Council's Drainage Officer, an updated drainage technical note and SuDS maintenance plan have been provided, which outlines that the existing watercourse, along the east of the site and leading to neighbour gardens, will no longer be utilised for the surface water drainage scheme. The surface water runoff from the dwelling roofs and impermeable surfaces will now be attenuated within the proposed porous paving in their paths, patios and driveways. The existing parking area across from the dwellings (to be used by the flat conversion) will also contain a geocellular storage tank underneath to attenuate surface water runoff from the access road. A flow control device will be used to restrict the discharge rate to 5l/s into the existing 300mm diameter surface water drain (as advised by the Council's Drainage Officer). Some existing surface water drains within the car park will also be replaced with perforated pipes within the porous paving.

7.8.4 It is also advised that the ground will slope towards the geocellular tank to the north. Any roof runoff from the converted office building outside of the proposed boundary would drain directly into the existing surface water drain. Proposed finished floor levels for the dwellings, along with proposed levels for the drainage systems and the site as a whole, have also been provided, to confirm that flows would be possible towards the above mentioned proposed controlled surface water connection.

- 7.8.5 A maintenance schedule table for the permeable paving and the flow control device is also included within the SuDS maintenance plan. This advises that on-site private drainage systems will be managed by the site owner or their appointed management company. This now also includes a maintenance schedule for the geo-cellular tanks below the parking spaces for the converted flats, and can be secured by planning condition.
- 7.8.6 The Council's Drainage Engineer has commented that no trees should be planted adjacent to the porous surface areas in front of the dwellings, as root growth of mature trees may compromise the construction, or otherwise affect the ability for the construction to be maintained or rebuilt within the lifetime of the development. This can also be secured as part of the planning condition to agree overall landscaping.
- 7.8.7 In light of all the above, it is not considered that it has been adequately demonstrated that the development would not lead to a material increase in surface water flood risk within or around the site, contrary to Policy DM10 of the CSDMP and the NPPF.

7.9 Impact on local infrastructure

- 7.9.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential developments involving one or more new dwellings through new build. As the proposal includes five new dwellings, the development is CIL liable, with the amount estimated to be £202,608.03. CIL is a land charge that is payable at commencement of works. An informative advising of this would be added.

7.10 Impact on Thames Basin Heaths SPA

- 7.10.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 states that no new residential development is permitted within 400m of the SPA. The application site is not within 400m of the SPA but all new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available.
- 7.10.2 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance, a payment of £3,651.00 is needed. This has been paid by the applicant.

7.11 Other matters

- 7.11.1 The site has not been classified as contaminated land for the purposes of Part 2A of the Environmental Protection Act 1990. Under the previous prior notification applications, a Phase 1 Contaminated Land Risk Assessment desktop study advised a low risk of asbestos present within the made-ground/infilled pond materials on the site. The Phase 1 assessment advised that further investigation or remedial measures will need to be undertaken in any future garden or landscaped areas, which would include the current proposal site. It is therefore considered necessary and reasonable to impose a

pre-commencement planning condition requiring investigations and assessment to characterise risks posed and to determine any mitigation measures required to ensure the site cannot be determined as contaminated under the provisions of the Environmental Protection Act 1990 - Part 2a.

- 7.11.2 Policy CP2 of the CSDMP supports sustainable development including measures to promote energy efficiency would be supported. The Energy and Sustainability Report supporting this proposal outlines that roof-mounted photovoltaic (PV) collectors, which create electricity from natural daylight, can be provided on the rear (south facing) roof slopes within the development. It would also be possible to provide air source heat pumps. The above could be secured by condition. As such, it is considered that this provision would support sustainability and would comply with Policy CP2 of the CSDMP.

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 includes the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
 - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
 - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
 - d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 It is considered that the proposed dwellings would respect the character and quality of the surrounding area, and would be sited at sufficient distance from surrounding neighbours to avoid adverse harm to neighbouring amenity. The proposal would be served by ten off-street parking spaces within the site (two per dwelling), and would not lead to any loss of the 80 approved dedicated parking spaces approved under 19/2321/GPD. The proposal is supported by Surrey County Highway Authority and the Council Arboricultural Consultant, subject to conditions. Subject to conditioning, it is now also considered that it has been adequately demonstrated that the development would not lead to a material increase in flood risk within or around the site.

10.0 RECOMMENDATION

GRANT subject to conditions:

1. The development hereby permitted shall be begun within one year of the date of this permission.

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

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

Proposed Unit 5 floor plans, elevations, roof plan and sections (Drawing No. 0923 P1)
- received on 07 January 2020;

Proposed block plan (Drawing No. 0919 P3); Proposed site plan (Drawing No. 0920 P3); Proposed Units 1 and 2 floor plans, elevations, roof plan and sections (Drawing No. 0921 P2); Proposed Units 3 and 4 floor plans, elevations, roof plan and sections (Drawing No. 0922 P3) - received on 03 March 2020, 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 external facing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

4. Before first occupation of the development hereby approved the bedroom window in the first floor rear elevation of Unit 1 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 hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Report prepared by Barrell Consultancy [Alex Needs] and dated 05 December 2019, and the proposed Structural Tree Planting Strategy (Drawing No. 18393-BT6 B - received on 23 June 2020). No development shall commence until digital photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of any facilitation tree works and the physical tree and ground protection measures having been implemented and maintained in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

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

6. No soft or hard landscaping works within the curtilages of the dwellings hereby approved shall take place until full details of both have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out as approved and implemented prior to first occupation. The details shall include indication of all hard surfaces, walls, fences, access features, land level changes, rear patio/terrace details. The existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development. The details shall also ensure compliance with all the approved flood risk and drainage details as set out in Condition 8 below.

Any landscaping which, within 5 years of the completion of the landscaping scheme, dies, becomes diseased, is removed, damaged or becomes defective in anyway shall be replaced in kind.

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

7. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the local planning authority. The scheme will include investigations and assessment to characterise risks posed and to determine any mitigation measures required to ensure the site cannot be determined as contaminated under the provisions of the Environmental Protection Act 1990 - Part 2a. A verification report substantiating the implementation and completion of agreed mitigation measures to be submitted to and approved in writing by the Council prior to occupation of the development.

Reason: To comply with the National Planning Policy Framework (NPPF) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution (paragraph 170) and to ensure that adequate site investigation information, prepared by a competent person, is presented (paragraphs 178 to 181).

8. The development hereby approved shall be undertaken in accordance with the submitted Foul and Surface Water Drainage Strategy (Drawing No. XASGreenLane.23_01 Rev P4), SuDS Maintenance Plan [Mayer Brow, August 2020] and supporting technical note [Meyer Brown - 04 August 2020]] - all received on 06 August 2020, unless otherwise agreed upon in writing by the Local Planning Authority.

Reason: To ensure a satisfactory drainage system and no material increase in flood risk within and around the site, to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. 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, Drawing No. 0920 P2, for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

10. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

11. Notwithstanding the provisions of Class A, Class B, Class C and Class E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re enacting that Order) no further extensions, roof alterations or outbuildings shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

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

12. The development hereby approved shall be undertaken in accordance with the recommendations within the submitted Planning Energy and Sustainability Report (Ref: 4181 - dated 24 January 2020 and received on 28 January 2020).

Reason: To ensure that the proposed development would support sustainability to comply with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

1. The development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

In accordance with CIL Regulation 65, the Council will issue a Liability Notice in respect of chargeable development referred to in this decision as soon as practicable after the day on which this decision first permits development. The Liability Notice will confirm the chargeable amount calculated by the Council in accordance with CIL Regulation 40 (amended) and in respect of the relevant CIL rates set out in the adopted Surrey Heath Charging Schedule. Please note that the chargeable amount is a local land charge.

Failure to pay CIL in accordance with the CIL Regulations and Council's payment procedure upon commencement of the chargeable development referred to in this decision may result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including the assuming, withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the Council's website.

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.

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APPLICATION NUMBER	SU/20/0012
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Bagshot Manor Developments

Location: Bagshot Manor, 1 Green Lane, Bagshot, Surrey GU19 5NL

Development: Erection of 5 dwellings comprising 4 x 3 bed semi-detached and 1 x 4 bed detached with associated landscaping and parking.

Contact Officer	Matthew Strong	Consultation Date	23 January 2020	Response Date	12 February 2020
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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:

Conditions

1. 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, Drawing No. 0920 P2, for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

2. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

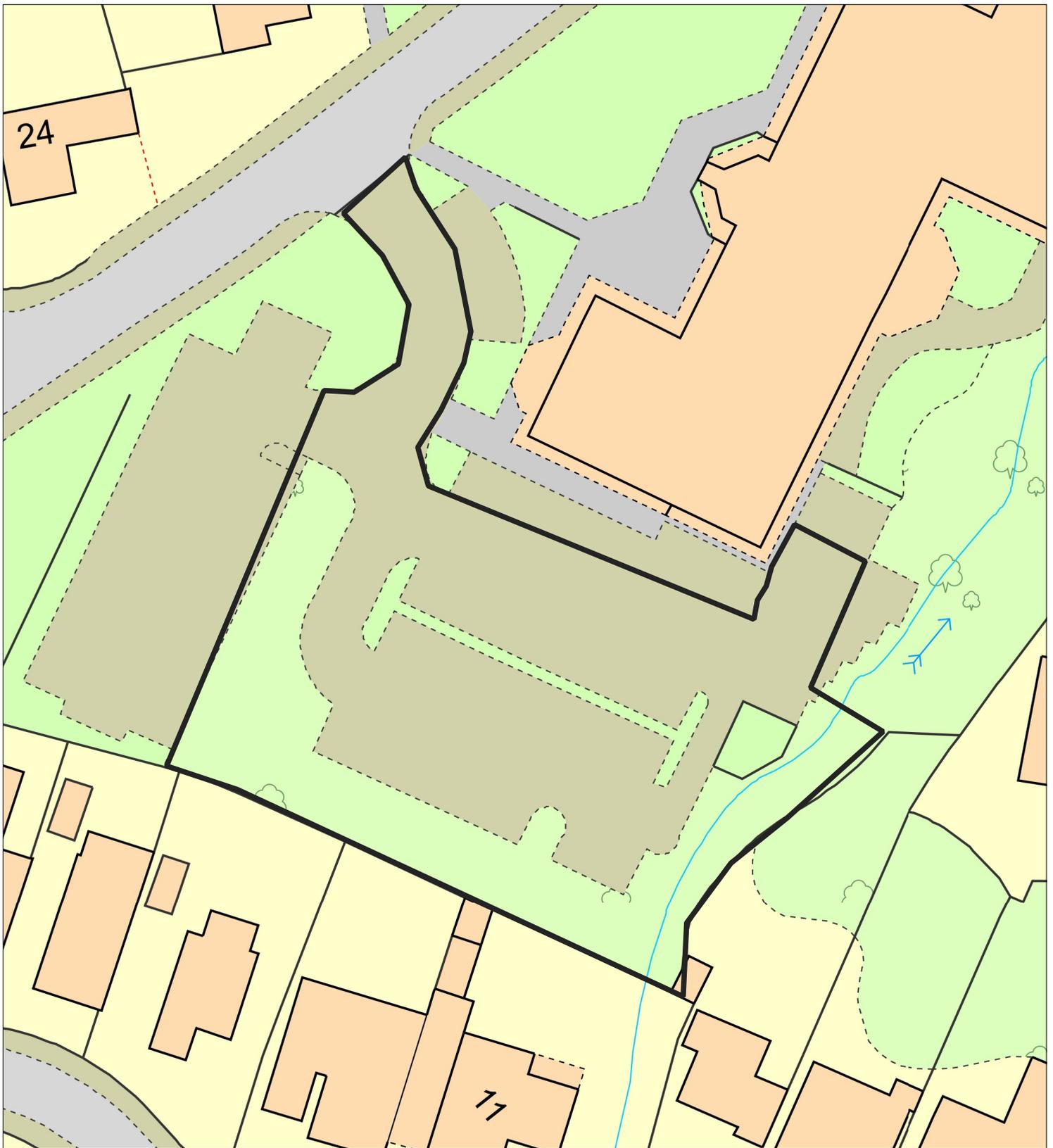
Informatives

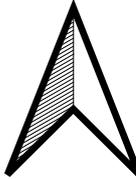
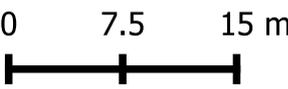
It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

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

Note to Planner

The proposal provides adequate parking within the site and space has been provided for a refuse vehicle to enter and exit in forward gear. Cycle storage will be provided for each unit and condition 2 has been included above to provide a further sustainable mode of travel. The site has close links to local bus services, Bagshot train station and local facilities. The Highway Authority considers that the proposal is unlikely to have a material impact on highway safety issues.



Title	Planning Applications		
Application number	20/0012/FFU	 	Scale @ A4 1:500
Address	Bagshot Manor 1 Green Lane Bagshot Surrey GU19 5NL		Date 28 Sep 2020
Proposal	Erection of 5 dwellings comprising 4 x 3 bed semi-detached and 1 x 4 bed detached with associated landscaping and parking.		
Page 75			
Version 5		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020	
		Author: DE	



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20/0012/FFU – BAGSHOT MANOR, 1 GREEN LANE, BAGSHOT GU19 5NL

Location plan



Site photo – streetscene - Green Lane



Proposed Block Plan



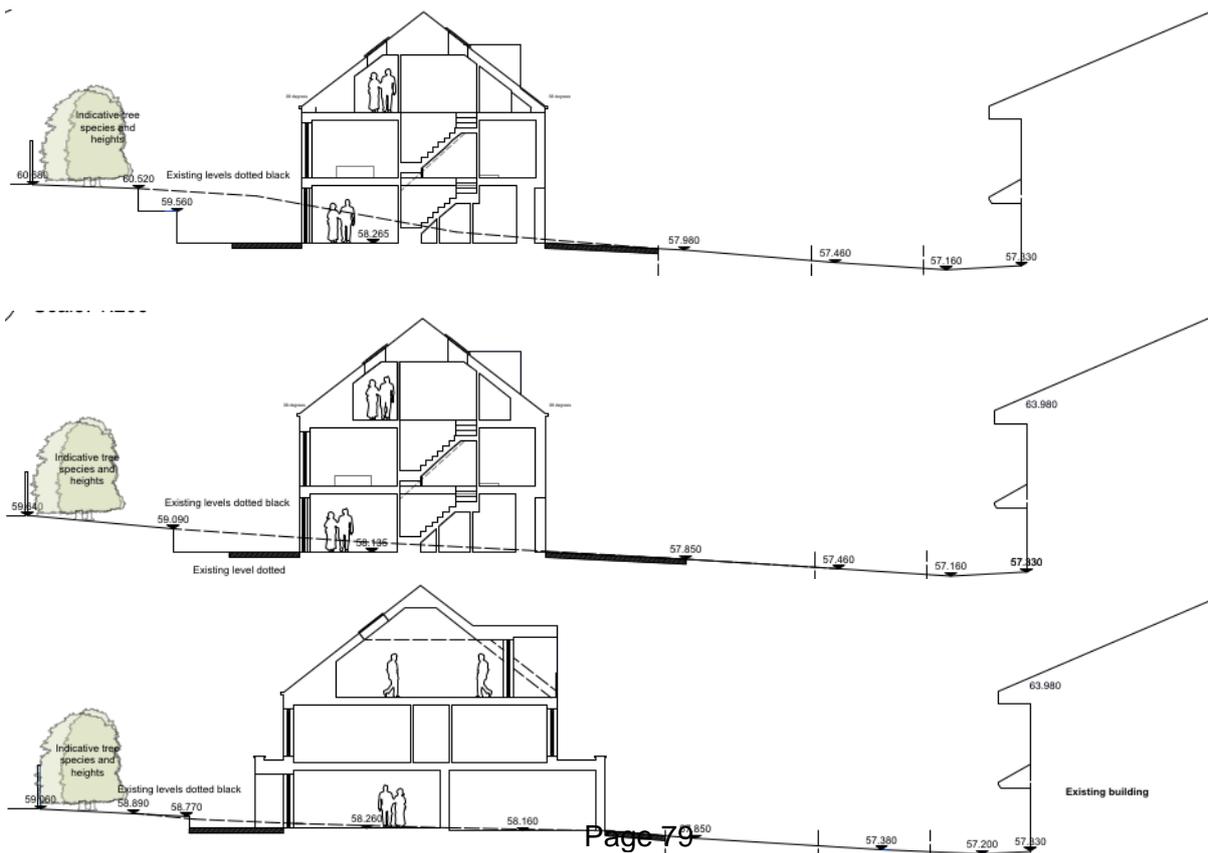
Proposed streetscene



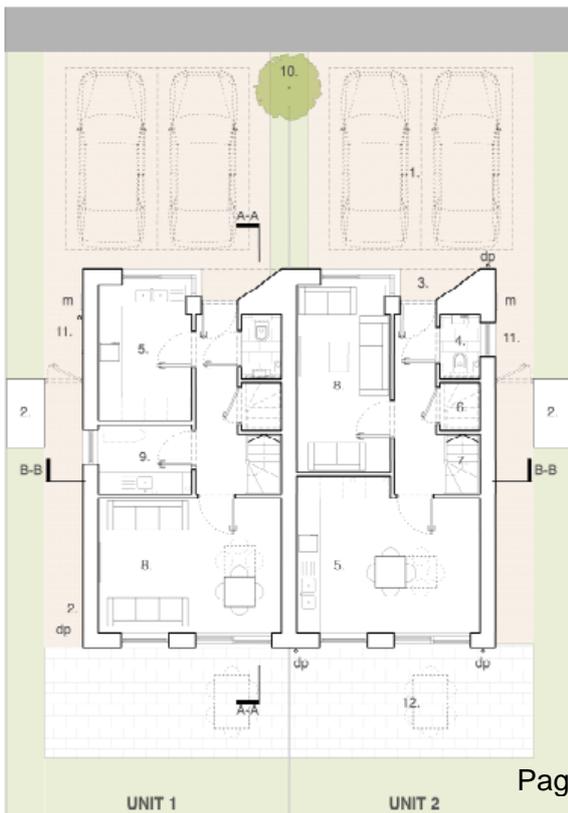
Proposed site plan



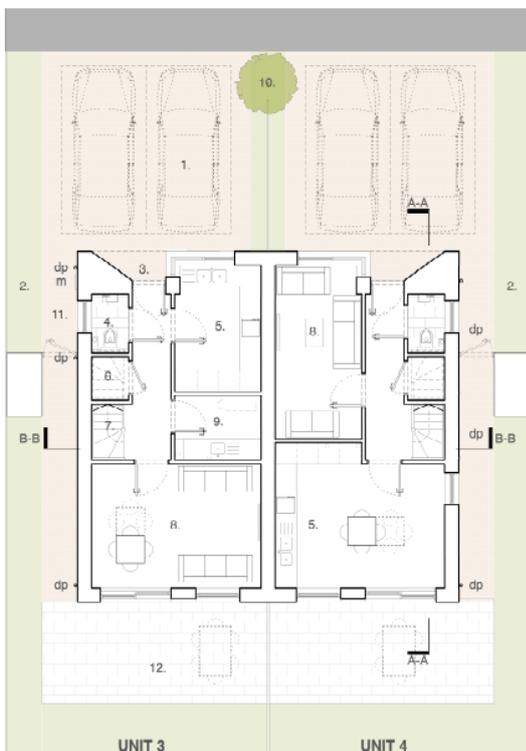
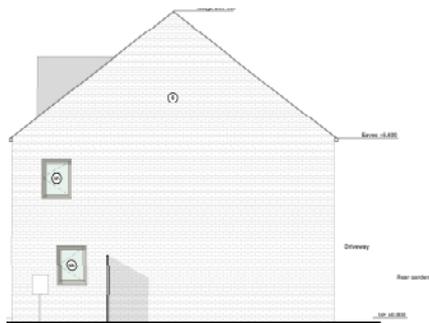
Proposed site sections



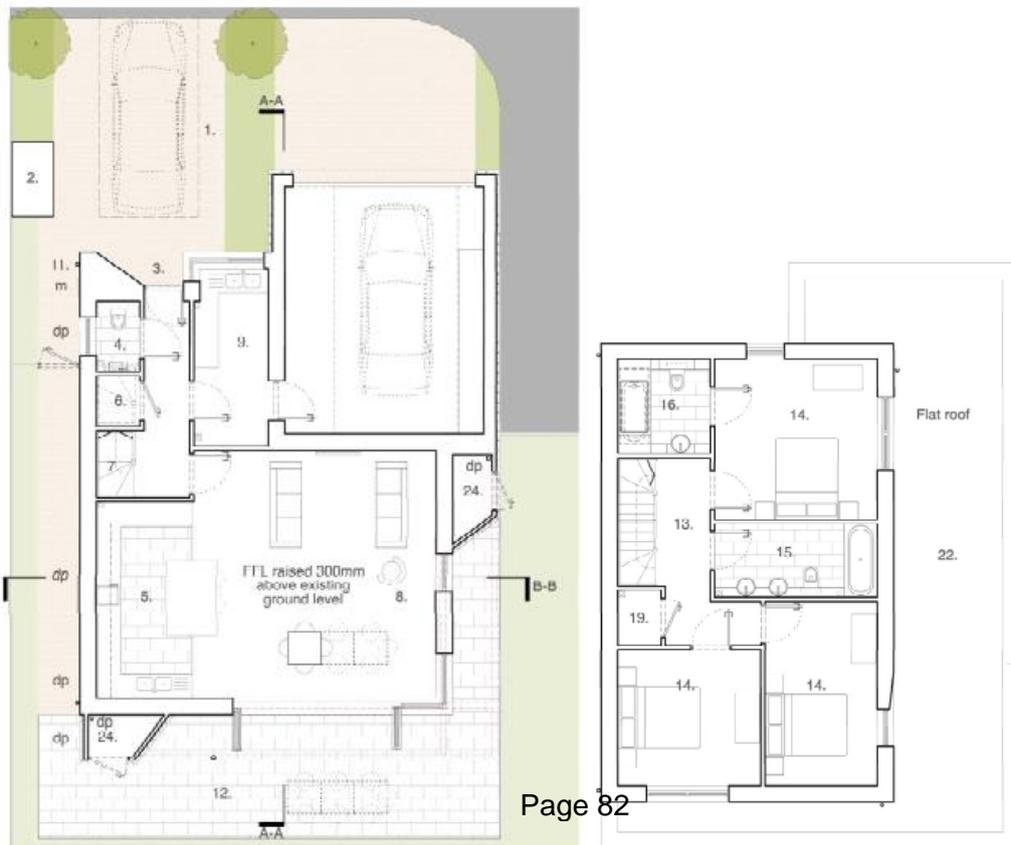
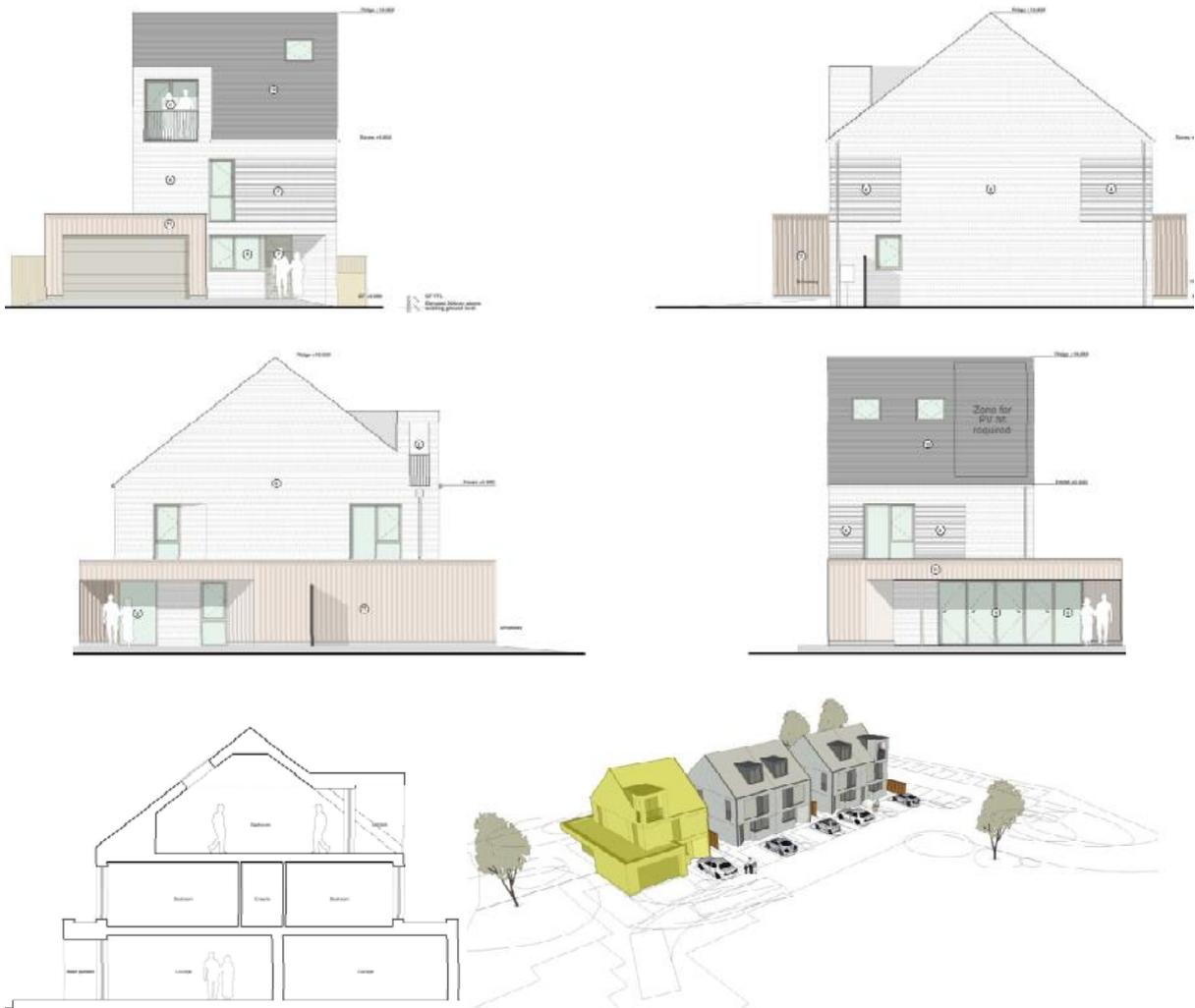
Proposed elevations, floor plans and section – Units 1 & 2



Proposed elevations, floor plans and section – Units 3 & 4



Proposed elevations, floor plans and section – Unit 5



Site photos

Streetscene – Green Lane (facing southeast)



Green Lane (facing northeast)



Broomsquires Road/Elizabeth Avenue



Application site – facing southeast



Site facing towards Manor Wood Grove & Elizabeth Avenue



Site facing towards Broomsquires Road rear boundaries



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18/0588

Reg. Date 2 July 2018

Bagshot

LOCATION: Wyverne Lodge, Dukes Covert, Bagshot, GU19 5HU

PROPOSAL: Erection of rear swimming pool building including changing room facilities to facilitate external swim schools/teachers (retrospective) and proposed side infill extension to provide a one-way entrance and exit.

TYPE: Full Planning Application

APPLICANT: Mrs Husna Hussein-Mohammed

OFFICER: Mr Ross Cahalane

This application would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee at the request of the Executive Head of Regulatory.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This application seeks retrospective planning permission for the erection of a rear swimming pool building including changing room facilities, and a proposed side infill extension to provide a one-way entrance and exit.
- 1.2 Although views of the building from the street are limited, the proposal is inappropriate and harmful development in the Green Belt, as the application dwelling has already been substantially extended. However, no other harm exists in terms of character, impact on highways or residential amenities. In the officer's opinion there are very special circumstances to outweigh the harm. This includes the fact that the owner/occupier could still implement permitted development rights if the use of the premises was not part commercial and erect a similar sized swimming pool as a legitimate fallback. The commercial use itself is low key and is considered to have limited harm to the Green Belt and provides additional benefits by meeting a local community need.
- 1.3 Therefore, subject to planning conditions to remove permitted development rights on the site and restrictions on the intensity of the use the application is recommended for approval. This includes a maximum session limit of nine per day, along with an attendance limit of five per session, to avoid adverse impacts on residential amenity and the highway.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises a two storey detached dwellinghouse on the southern side of Dukes Covert, a cul-de-sac off the northern side of the A322 Bracknell Road, Bagshot. The character of the area is rural and verdant, characterised by large residential properties on generous curtilages.

3.0 RELEVANT PLANNING HISTORY

Application site

- 3.1 BGR 3199 Erect one detached house and garage
Decision: Granted (21 October 1960 - implemented)
- 3.2 BGR 4675 single storey side and rear extension
Decision: Granted (implemented)
- 3.3 80/0220 single storey side and rear extension
Decision: Granted (implemented)
- 3.4 85/0121 Erect a garage and first floor extension
Decision: Granted (implemented)
- 3.5 93/0227 Erection of pitched roof over existing garages, lobby and kitchen
Decision: Granted (implemented)
- 3.6 97/0958 Erection of a single storey front extension
Decision: Withdrawn (planning permission not required - implemented)
- 3.7 16/1152 Lawful Development Certificate for the proposed erection of a front porch, two storey rear extension, roof and fenestration alterations and rear swimming pool building.
Decision: Granted (swimming pool implemented only)

Downwind, Dukes Covert (across from application site)

- 3.8 19/0576 Application for Certificate of Lawfulness for existing use of swimming pool for purposes incidental to the private enjoyment of Downwind as a dwellinghouse and by external swim schools/instructors for teaching children and adults to swim and use of existing drive for parking purposes by both the occupiers of Downwind and users of the pool for teaching purposes between 08:00 to 18:00 comprising a maximum number of 7 sessions per day and a maximum number of 8 persons in the pool area, comprising the pool and its environs, per session.
Decision: Granted

4.0 THE PROPOSAL

- 4.1 Retrospective planning permission is sought for the erection of a rear swimming pool building including changing room facilities, and a proposed side infill extension to provide a one-way entrance and exit. The building is used for commercial swimming pool lessons.
- 4.2 The swimming pool building as-constructed consists of pitched roofs with front and rear gable ends and has a maximum depth of approx. 25m, maximum width of approx. 9.5m, maximum eaves height of approx. 2.3m and maximum ridge height of approx. 3.2m.
- 4.3 The constructed swimming pool building's size varies from the building granted a lawful development certificate under 16/1152, as follows:
- The building as-built is approx. 9.5m longer, when including the narrower section (approx. 4m width) alongside the main dwelling side elevation. This section contains a WC room and male/female changing rooms, with a plant room adjoining at the rear;
 - The maximum ridge height of the main swimming pool roof is approx. 0.8m lower.

- 4.4 The swimming pool as-built requires planning permission, as the overall structure has a maximum height greater than 2.5m, but now contains extra footprint referred to above that is within 2m of the side boundary. Additionally, permission is required because the building is being used for part commercial use i.e. for a purpose not incidental to the enjoyment of the dwellinghouse.
- 4.5 The infill extension facilitates a fully enclosed one-way entry and exit system for external users of the swimming pool, to take into account current Covid-19 guidance. The infill extension would have a front elevation width of approx. 1.6m, and wrap around the dwelling to adjoin with the other swimming pool side elevation, with an eaves height of approx. 2.3m and maximum height of approx. 3.2m.
- 4.6 The applicant has outlined the following as the current proposed hours of use of the building for swimming lessons:
- Mondays: 10.00-12.00 and 15:30-18:00
 - Tuesdays: 09:25-11.55 and 15:00-18:30
 - Wednesdays: 13.30-15.30 and 16:00-18:30
 - Thursdays: 09.25-11.55 and 15:30-18:30
 - Fridays: 09.00-12.00 and 15:30-17:30
 - Saturdays: 08:00 to 14:00
 - Sundays: 08.05 to 13.55

The applicant has also indicated that to account for Covid-19 guidance, classes would have no more than five participants. Classes run for between 30-45 minutes, with 15 minutes needed in between for changeover. The two schools that currently use the pool provide lessons for children.

- 4.7 The site has one vehicular access with parking provided at a paved area fully across the front of the dwelling. A supporting statement has been provided by the applicant, to confirm that there are currently no more than 5 swimmers per lesson, leading to a maximum of ten cars within the front driveway at any given time. Photographs of the parking layout within the site have been provided, and the statement also sets out the local demand for these lessons and the health and social benefits - which are outlined in Section 7.6 below.

5.0 CONSULTATION RESPONSES

- 5.1 Windlesham Parish Council: Objection made for the following reason:
- The Committee noted that it does not support retrospective applications. It also queried if the pool is in business use and therefore make the appropriate application for this.
- [Officer comment: A planning condition is proposed to restrict the hours of use and the number of participants]*

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, a representation of support from one neighbour, and objections from two neighbours, have been received.
- 6.2 The representation of support comments that the building has been built to a high specification and the wooden structure compliments the woodland setting of the area.
- 6.3 The objections raise the following concerns:
- Cars in relation to swimming class business have been parked on the narrow road, blocking driveways and forcing large vehicles to mount pavements
 - Single access in and out of property is difficult

- Road is poorly lit and these obstructions could pose a danger for pedestrians in the evening
- No existing or proposed Master Plan showing car parking and access - insufficient space for the needed swimming pool car parking
- No statement to include the proposed hours and overall access arrangements

[Officer comment: See Sections 7.4 and 7.5]

- Applicants have purposefully misled Council by changing building specification from what was approved and then commencing and then commencing a swimming pool business
- Retrospective proposal is not lawful – it has not been in continuous use for more than 10 years, unlike Downwind (19/0576/LDC)

[Officer comment: Each application must be considered on its own planning merits based on site-specific circumstances]

- Loss of business from neighbouring swimming pool

[Officer comment: This is not a material planning consideration]

7.0 PLANNING ISSUES

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), and in this case the relevant policies are Policies DM9, DM10 and DM11. The National Planning Policy Framework (NPPF) and the advice contained within the Council’s Residential Design Guide Supplementary Planning Document (RDG) are also material considerations to the determination of this application. The main issues to be considered are:

- Principle and appropriateness of development in the Green Belt;
- Impact upon the character of the area;
- Impact on residential amenity;
- Impact on access, parking and highway safety, and;
- Other matters.

7.2 Principle and appropriateness of development in the Green Belt

7.2.1 Paragraph 145 of the NPPF states that:

“A local planning authority should regard the construction of new buildings as inappropriate in Green Belt”.

One of the listed exceptions at paragraph 145 is:

“the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building”

7.2.2 The NPPF does not provide any guidance as to whether outbuildings can be considered as extensions rather than as new buildings. The swimming pool building as-built is considered to be sited sufficiently near to the main dwelling to be assessed as an adjunct to it and therefore an extension for the purposes of para 145 c) of the NPPF. However, as set out in the planning history in Section 3 above, the application site main dwelling has already been substantially extended from its original form. The dwelling as originally built has a footprint of approx. 112 sq m, and this has been extended by approx. 70 sq. m, leading to an approx. 62% increase from its original form (70 / 112 x 100), with the narrower extension on the southeast side being two storey in form an integrating with the original main roof.

- 7.2.3 The swimming pool building, along with the proposed infill extension, amounts to a total footprint of approx. 222 sq m. leading to a cumulative increase of approx. 284% from its original form (70 + 222 / 112 x 100). Therefore, given the additional footprint in relation to the main dwelling as originally built and given the accumulation of extensions since, the swimming pool building alone and coupled with the proposed infill extension clearly represents disproportionate additions and is therefore inappropriate development in the Green Belt. Furthermore, the development would be harmful to the openness of the Green Belt given its size and given the spread of development over the site.
- 7.2.4 Moreover, the commercial use of the site, particularly unfettered, has the potential to have an urbanising effect upon the Green Belt. This is because of the parked cars and the comings and goings of vehicles and visitors.
- 7.2.5 Given the identified Green Belt harm, very special circumstances are required to clearly outweigh this harm and any other harm. The following paragraphs firstly consider whether any other harm exists and then section 7.6 considers very special circumstances.

7.3 Impact on character of the surrounding area

- 7.3.1 Policy DM9 (Design Principles) seeks to promote high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density. Principle 10.1 of the RDG advises that extensions will be expected to be subordinate and consistent with the form, scale and architectural style and materials of the original building. Developments that are over-dominant or out of keeping will be resisted.
- 7.3.2 The current swimming pool building contains wooden external cladding, with low eaves level and maximum ridge height of approx. 3.2m. The additional built footprint from the 16/1152 scheme, extends around the side elevation of the main dwelling and up to its front elevation line, but has a narrow width and low height when compared to the host dwelling. The additional proposed infill extension would integrate with the existing sloped roof forms. A planning condition can be imposed to ensure that matching external materials are used. It is considered that the single storey scale and positioning would respect the character of the existing dwelling, with views from the streetscene along the front limited.
- 7.3.3 The use of the swimming pool for lessons would impact on the residential character of the area in terms of trip movements and parking of vehicles. In order to limit this impact to an acceptable level, controls are proposed under Section 7.4 below in terms of hours of use, number of attendees per session and number of sessions per day.
- 7.3.4 Therefore, notwithstanding the Green Belt objection outlined in Section 7.2 above, it is considered that the swimming pool building and the proposed extension to it would sufficiently respect the architecture of the existing dwelling and the character of the surrounding area, thus complying with the design requirements of Policy DM9 and of the CSDMP and the RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 (Design Principles) states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development. Principle 10.1 of the RDG SPD advises that extensions should not result in a material loss of amenity to neighbouring properties as a result of overshadowing, eroding privacy or being overbearing.
- 7.4.2 The main side elevation of the current swimming pool building is sited approx. 2m from the rear garden side boundary with the detached dwelling of Tanglewood to the southeast. However, it is considered that the site orientation and the separation distance from the rear elevation of this neighbour is sufficient to avoid adverse harm in terms of loss of light, outlook, privacy or overbearing impact. No side elevation windows face this neighbour, and a planning condition can be imposed to secure this.

- 7.4.3 The current swimming pool building is sited approx. 15m from the other rear garden side boundary with the detached dwelling of Treetops to the northwest. It is considered that this separation distance is sufficient to avoid adverse impact on the residential amenity of this neighbour.
- 7.4.4 The proposed infill extension would not project beyond the existing front or rear elevations of the swimming pool building. Therefore, it is not considered that this infill extension would lead to adverse impact on neighbouring amenity.
- 7.4.5 The application site only benefits from one vehicular access. However, the entire area in front of the application is paved, with the natural ground level declining noticeably towards the main dwelling. There is also mature shrubbery and a mixed wall/fenced enclosure along the front boundary, which restricts views of vehicles from the streetscene.
- 7.4.6 The recently granted lawful development certificate (19/0756) at the dwelling of Downwind (opposite the application site) has established that a swimming pool at this neighbouring site has been in use for a number of years for teaching purposes, between 08:00 to 18:00 - comprising a maximum number of 7 sessions per day and a maximum number of 8 persons per session. Although this dwelling has two vehicle accesses to allow for generous off-street parking, this activity would still have an appreciable impact on the character of the area in terms of vehicle movements, and is now deemed to be lawful.
- 7.4.7 As set out in Section 4 above, the applicant has proposed restrictive time periods for lessons, and a planning condition can control the hours of use. It has also been indicated that to account for Covid-19 guidance, classes would have no more than five participants. Therefore, it is considered that if this attendance limit was also included in the above planning condition in perpetuity, it would limit the number of trips to an acceptable level, bearing in mind what is deemed lawful under 19/0756. A maximum session limit of eight per day is considered appropriate, given the weekday hours of 08:00 – 18:30 proposed and subject to an attendance limit of five per session. It also considered appropriate to allow no lessons beyond 14:00 on Saturdays, Sundays, with no lessons allowed on Bank Holidays. Subject to this condition, it is considered that the development would not have an adverse impact on the residential amenity of the area in terms of trip movements, parking of vehicles and general noise and disturbance, to accord with Policy DM9 of the CSDMP and the RDG.

7.5 Impact on access, parking and highway safety

- 7.5.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.5.2 As already stated, although the application site only benefits from one vehicular access, the entire area in front of the dwelling is paved, with the natural ground level declining noticeably towards the main dwelling. This parking area has a maximum depth of approx. 14m and maximum width of approx. 35m, which would allow for a good amount of parking and turning space. At the time of the most recent site visit, which covered a changeover period between lessons, up to ten parked vehicles were observed within this paved parking area, including swim instructor, users of the lessons, and vehicles associated with the application main dwelling, including a domestic cleaner. It was also noted that vehicles emerging from lessons had sufficient turning space to exit the site in forward gear.
- 7.5.3 It is considered that subject to the recommended planning condition restricting the hours of use, the numbers of classes and numbers of participants, sufficient space within the existing front driveway would remain for off-street parking. The Local Planning Authority is therefore satisfied that the proposal would not conflict with the aims of Policy DM11 of the CSDMP.

7.6 Very Special Circumstances

7.6.1 Paragraph 144 of the NPPF states that:

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.

The preceding paragraphs of this report identify harm to the Green Belt but no other material harm to character, residential amenities or the highway.

7.6.2 The applicant's has provided a statement outlining the social benefits of the proposal, which is discussed in Para 7.6.7 below. Case law has held that all factors which are in favour of a grant of planning permission for inappropriate development in the Green Belt are capable of contributing towards the assessment of very special circumstances. Whether the very special circumstances test is met, on the facts of a particular proposal, is a matter for the decision-maker.

7.6.3 It is the quantum of built form, rather than the commercial use of the building, that causes the most discernible harm to the Green Belt. In the officer's opinion the harm caused by the use is limited, particular when the impacts of this can be controlled by robust planning conditions and this use by itself has a negligible effect upon openness. As such it is reasonable to compare the swimming pool as built with what the applicant could otherwise build under permitted development and if the pool was built and solely used for domestic purposes. The 16/1152 lawful development certificate therefore remains a legitimate fall-back position and a size comparison is given in the table below.

	Current proposal	16/1152 outbuilding	Unimplemented 16/1152 extensions
Footprint	222 sq m (incl. 28 sq m proposed infill)	156 sq m	30 sq m
Height	3.2 m	4 m	7m
Difference from proposal		- 66 sq m in footprint + 0.8m in height	- 36 sq m (cumulative footprint – including 16/1152 outbuilding) + 3.8m in height

7.6.4 The swimming pool building as originally built has a footprint approx. 38 sq. m greater than the 16/1152 building. However, the maximum ridge height is approx. 0.8m lower than the 16/1152 building. The proposed infill extension would lead to an additional footprint of approx. 28sq m. However, this would also be single storey and significantly lower in height than the unimplemented two storey rear extension

7.6.5 The front porch and two storey rear extension, as also authorised in the 16/1152 lawful development certificate, have not been implemented. These unimplemented extensions would have a footprint of approx. 30 sq m. The additional swimming pool footprint (including proposed infill) would still be approx. 66 sq. m greater than these unimplemented extensions. However, the pool building would remain significantly lower in height than the unimplemented two storey rear extension. Additionally, the proposed infill extension would be largely sited between the main dwelling and swimming pool side elevation, which would mitigate the visual impact on the Green Belt.

- 7.6.6 More crucially, the volume coverage associated with the combined proposed swimming pool footprint increase of approx. 66sq m, with ridge height of approx. 3.2m, would still remain similar to the unimplemented two storey rear extension. This is because although this unimplemented extension would have a smaller footprint of approx. 28 sq m, it would have a much greater bulk on account of its full two storey form and maximum ridge height of approx. 7m.
- 7.6.7 The applicant's supporting statement argues that as well as a sport, swimming is a lifesaving skill and a form of exercise that is very much needed in this day and age for the younger generation. The statement sets out a number of particular health and social benefits arising from the use of the swimming pool for lessons, including combating child obesity rates and developing wellbeing and personal skills such as confidence and leadership. The two schools that currently use the pool provide lessons for children and also operate from other locations in the region. The property of Downwind opposite has also been providing swim lessons for children for a number of years, as set out in application 19/0576. As such, there appears to be strong demand in the area for these lessons. The NPPF also supports planning decisions that enable and support healthy lifestyles.
- 7.6.8 The proposed condition limiting hours of use, sessions per day and number of attendees per session, would limit the intensity of such a use in the Green Belt. Subject to this condition, it is not considered that this use would in itself be harmful to the Green Belt. On this basis, weight can also be given to the use of the building providing swimming pool lessons for children.
- 7.6.9 In light of all the above, in this instance it is considered that subject to the above condition, and an additional condition restricting further development across the Green Belt through the removal of permitted development rights, to include the unimplemented 16/1152 extensions, very special circumstances would exist to clearly outweigh the harm to the openness of the Green Belt.

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 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 inappropriate and harmful development in the Green Belt, as the application dwelling has already been substantially extended. However, no other harm exists in terms of character, highways or residential amenities. In the officer's opinion there are very special circumstances to outweigh the harm. This includes the fact that the owner/occupier could still implement permitted development rights, if the use of the premises was not part commercial and erect a similar sized swimming pool as a legitimate fallback. The commercial use itself is low key and is considered to have limited harm to the Green Belt and provides additional benefits by meeting a local community need. Therefore, subject to planning conditions to remove permitted development rights on the site and restrictions on the intensity of the use the application is recommended for approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

1. The side infill extension to the swimming pool building 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 development hereby approved relates to the following approved plans:

Location plan, block plan, floor plans and elevations (all received on 02 July 2018); Proposed extension elevations (received on 06 July 2020), 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 side infill extension, hereby approved, shall be constructed in external fascia materials to match those of the existing swimming pool 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. No additional windows shall be created in the southeast side elevation (facing Tanglewood) of the development hereby permitted 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 use of the swimming pool building hereby approved shall be limited to:

Purposes incidental to the private enjoyment of Wyverne Lodge as a dwellinghouse, and;

By external swim schools/instructors for teaching persons to swim, using the existing drive only for parking purposes, to also include the occupiers of Wyverne Lodge and users of the pool for teaching purposes, between the hours listed below only, comprising a maximum number of 9 sessions per day and a maximum number of 5 lesson users in the pool area, per session.

Hours of use:

- 08:00 -18:00 Monday to Friday
- 08:00 - 14:00 Saturdays and Sundays

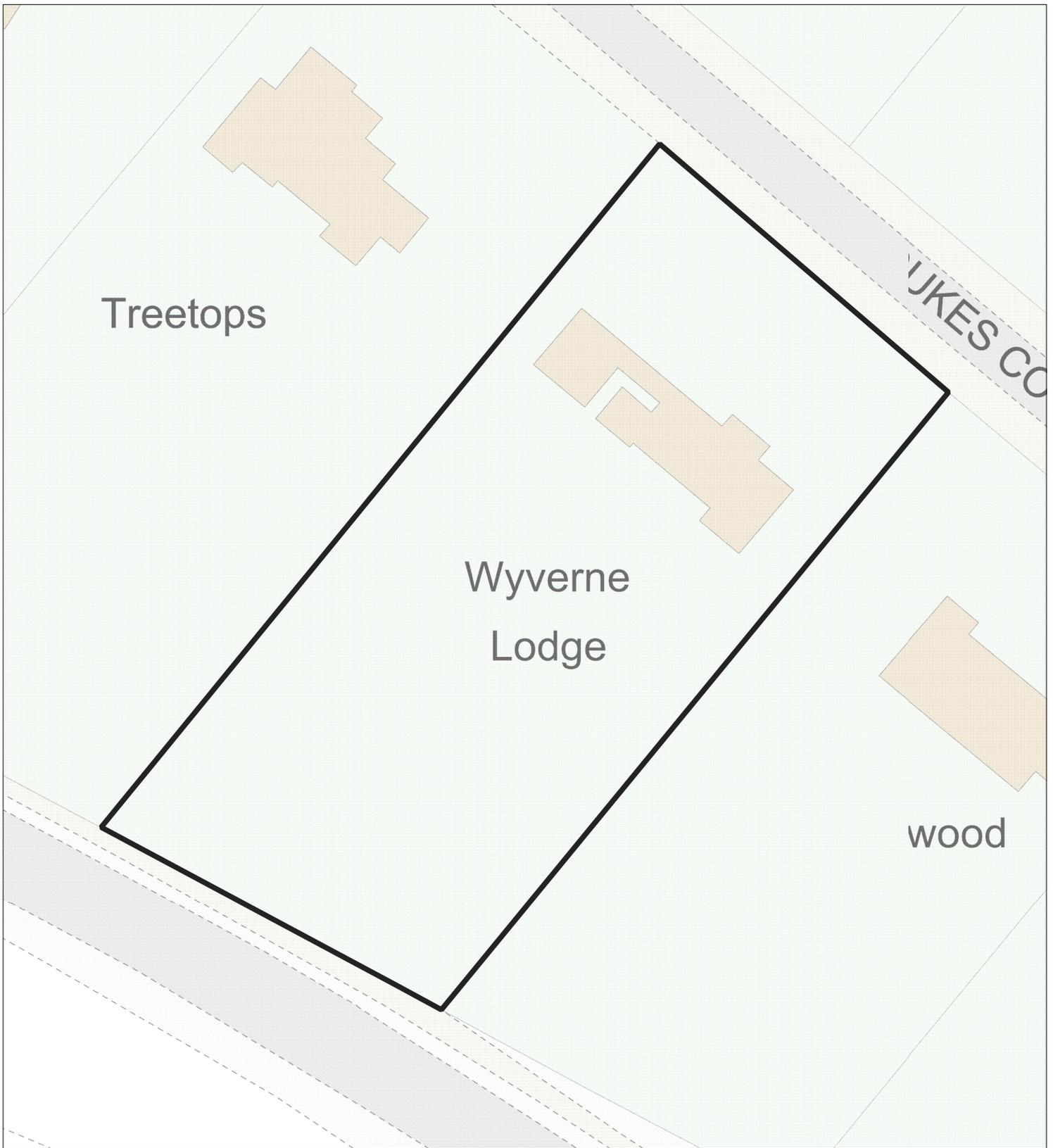
No use of the swimming pool by external swim schools/instructors for teaching persons to swim shall take place on Public Holidays without the prior agreement in writing of the Local Planning Authority. For the avoidance of doubt 'Public Holidays' include New Year's Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day and Boxing Day.

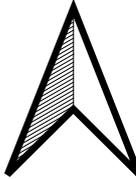
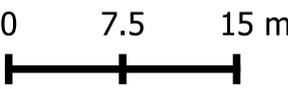
Reason: In the interests of the amenities of adjoining residential occupants and to accord with objectives of the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. Notwithstanding the provisions of Class A, Class B, Class D and Class E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re enacting that Order), no further extensions (including those granted a lawful development certificate under application 16/1152), roof alterations or outbuildings shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Any development under the Classes stated above, or any unimplemented house extensions granted a lawful development certificate under application 16/1152, undertaken or implemented between the date of this decision and the commencement of the side infill extension hereby approved, shall be demolished and all material debris resulting permanently removed from the land within one month of the implementation of the infill extension hereby approved.

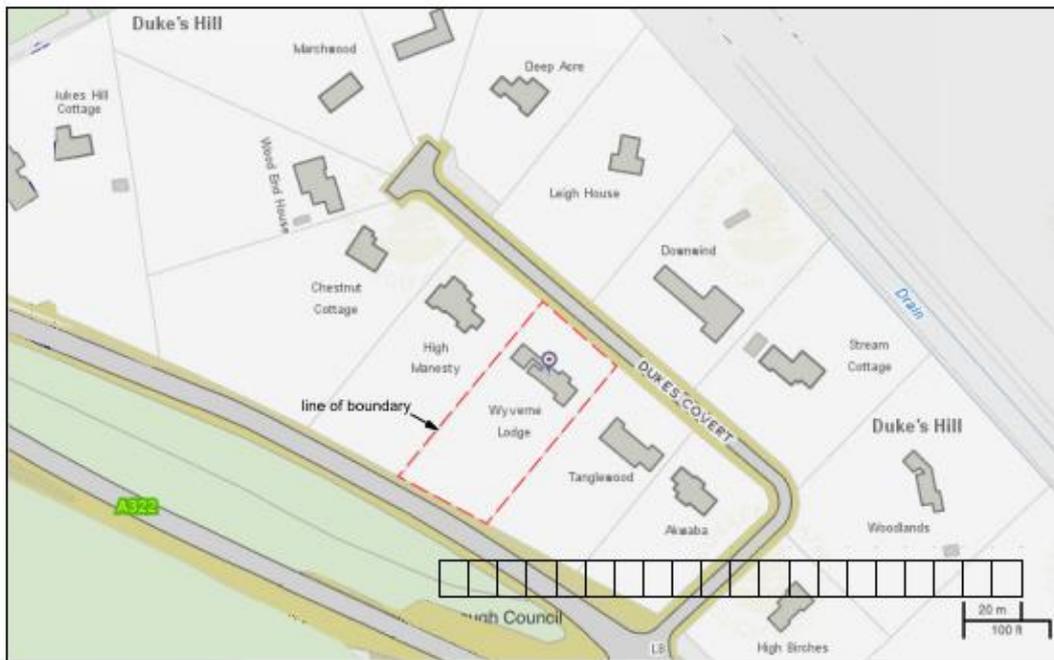
Reason: To enable the Local Planning Authority to retain control over the enlargement to the development in the interests of the openness of the Green Belt and visual amenity, to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning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



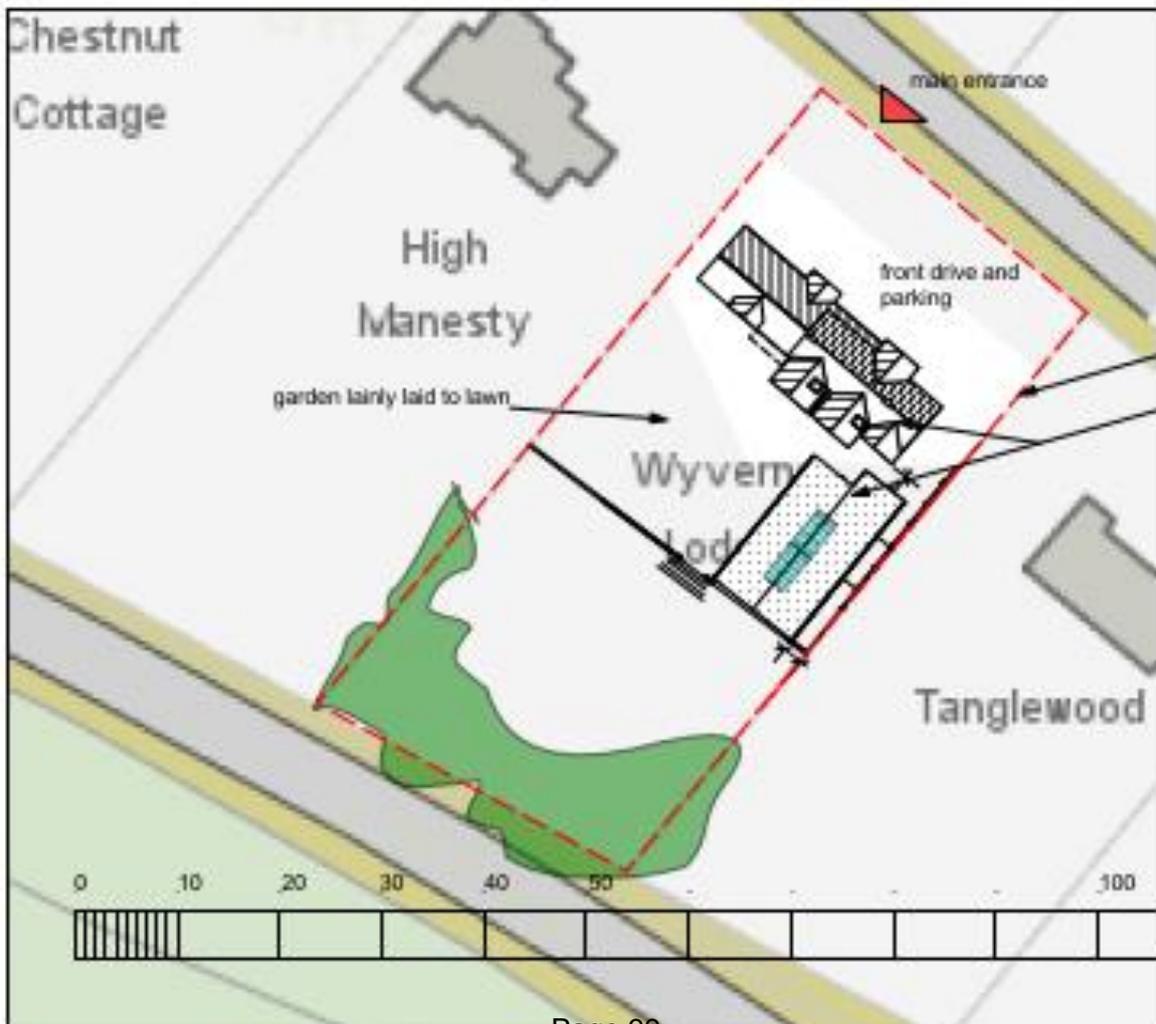
Title	Planning Applications		
Application number	18/0588	 	Scale @ A4 1:500
Address	Wyverne Lodge Dukes Covert Bagshot GU19 5HU		Date 27 Aug 2020
Proposal	Erection of rear swimming pool building including changing room facilities (retrospective).		
			
<p>Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020 Author: DE</p>			

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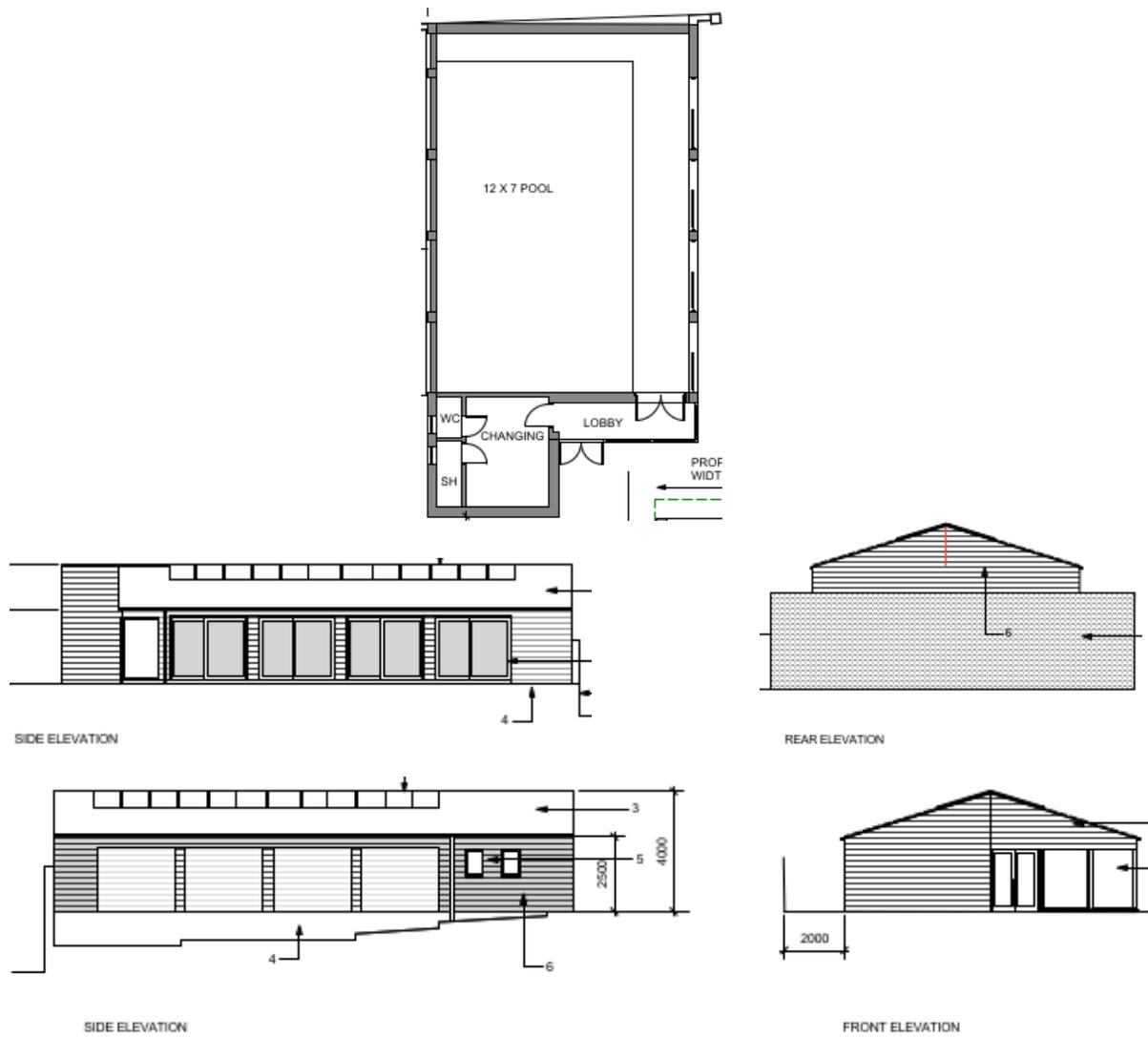
Location plan



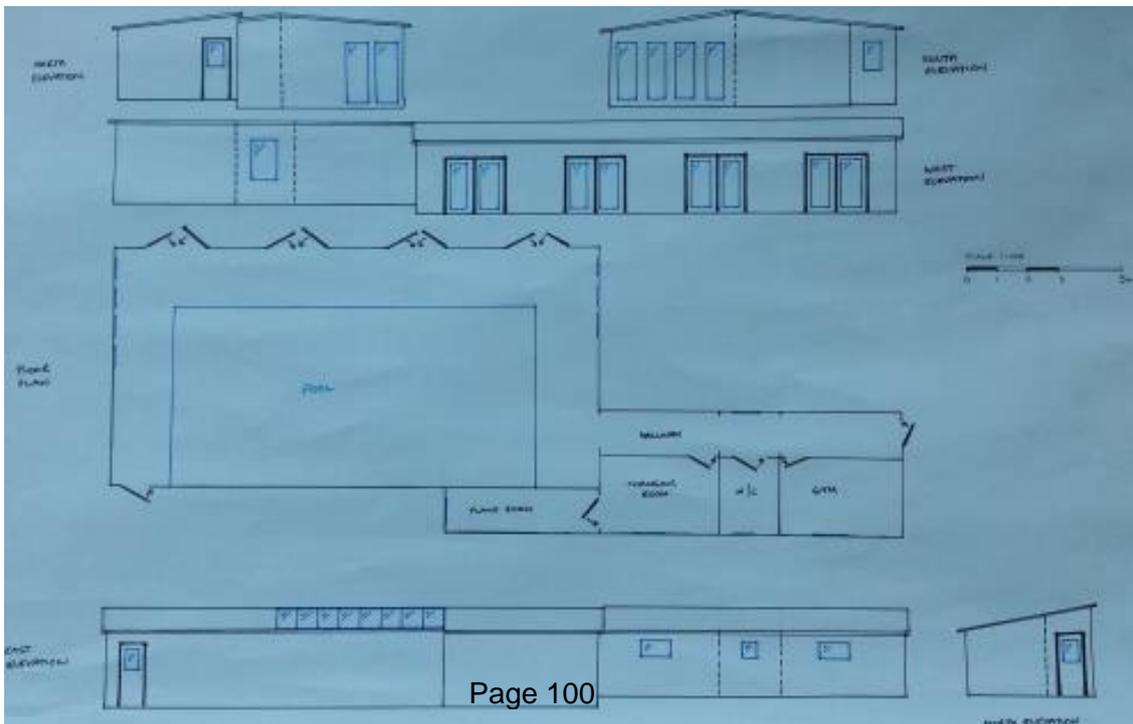
Site Plan – with 16/1152 approved swimming pool building



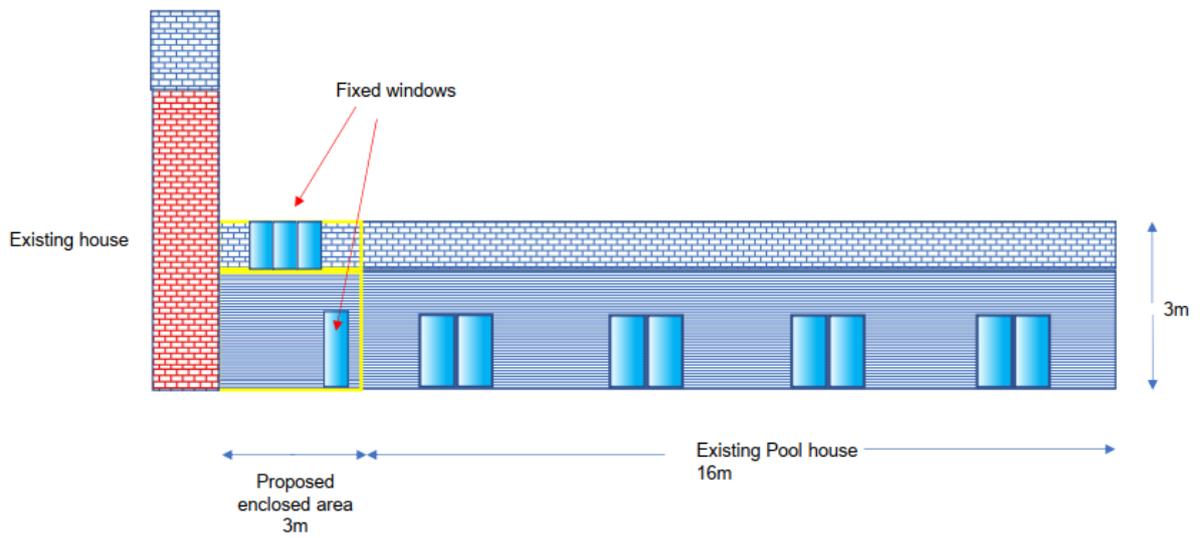
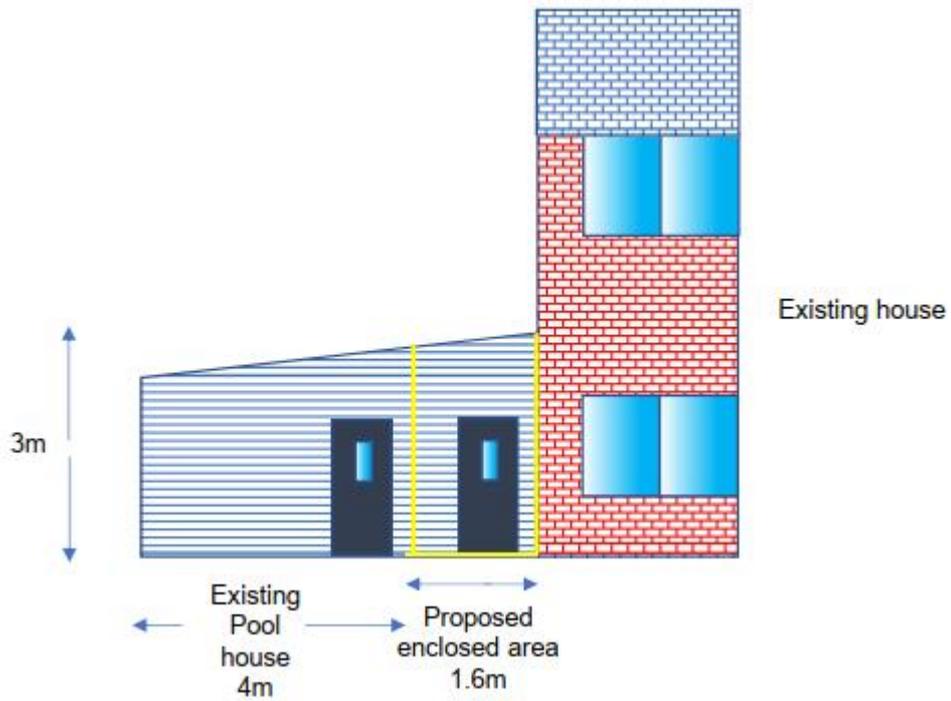
16/1152 approved swimming pool plans



Swimming pool as-built



Proposed infill extension



Existing site photos

Site entrance and road frontage



Front parking area

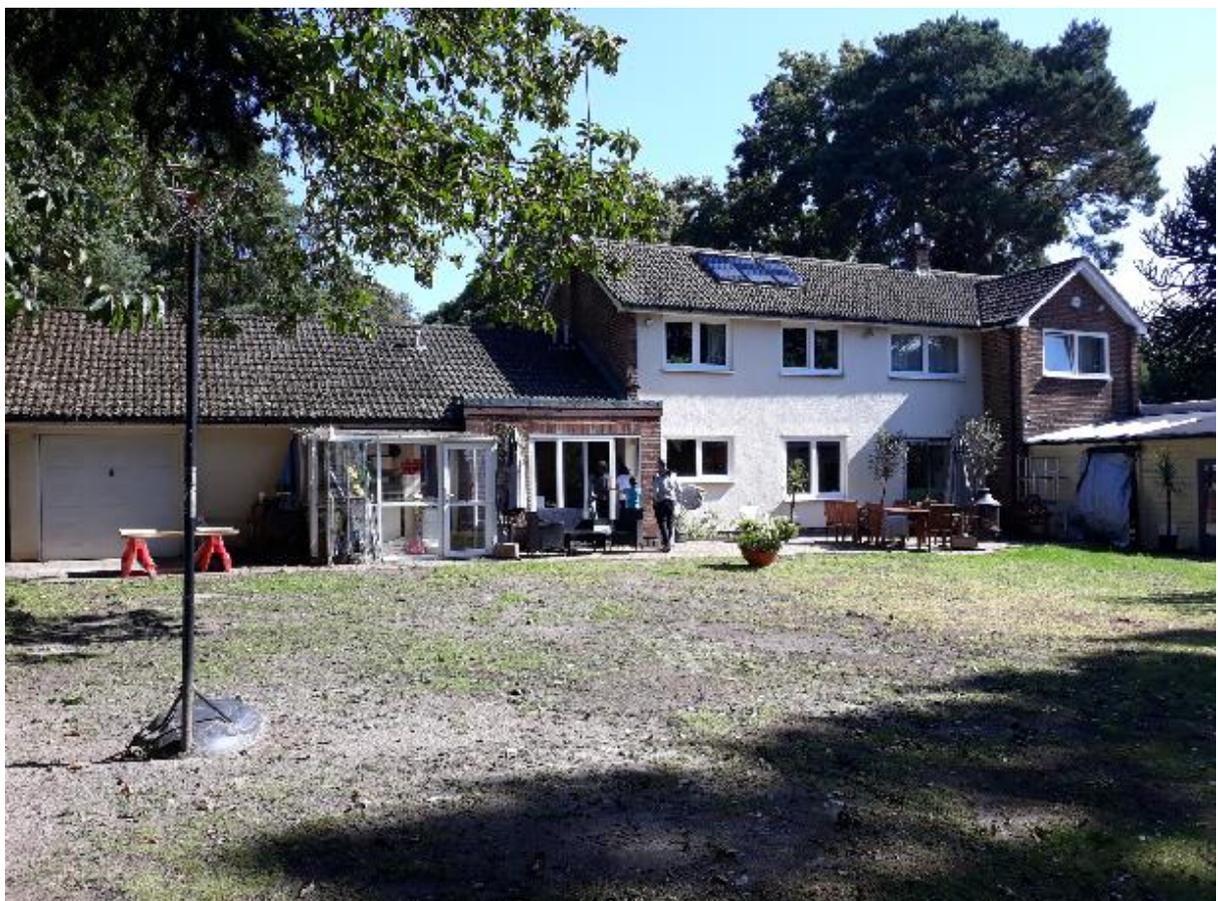




Swimming pool front elevation



Swimming pool within rear garden



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20/0638/FFU

Reg. Date 27 July 2020

Frimley Green

LOCATION:	93 Worsley Road, Frimley, Camberley, Surrey, GU16 9BB,
PROPOSAL:	Erection of detached three bedroom dormer bungalow dwelling with access off Dunbar Road and associated car parking and landscaping.
TYPE:	Full Planning Application
APPLICANT:	Mr & Mrs Bell
OFFICER:	Mr Ross Cahalane

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 Sashi Mylvaganam due to concerns about overdevelopment and fitting in with the current streetscene.

RECOMMENDATION: REFUSE

1.0 SUMMARY

- 1.1 This application seeks planning permission for the erection of a detached three bedroom dormer bungalow dwelling with access off Dunbar Road and associated car parking and landscaping. It is considered that the proposal would be a sustainable form of development in terms of its location in a settlement area and as such, no objection is raised to the principle of development at this site.
- 1.2 However, it is considered that the chalet bungalow design of the proposed dwelling, along with its plot layout and siting in close proximity to the side and rear boundaries, would give rise to an unacceptably cramped, contrived and incongruous addition to the surrounding streetscene, forming poor relationships with the surrounding dwellings and plots which would be harmful to the established pattern, scale, and appearance of development. As such the proposal would fail to respect and improve the character and quality of the area including the Post War Council Estates Character Area, of which it is located within, and fail to provide a satisfactory visual transition to the adjoining Post War Open Estates Character Area.
- 1.3 In terms of neighbouring amenity, the proposed dwelling would lead to an un-neighbourly and overbearing impact on No. 95 Worsley Road. It is also considered that the proposed dwelling would lead to unacceptably adverse impact on the amenity of No. 93 Worsley Road in terms of loss of light and overbearing impact. The proposed first floor side bedroom window of No. 22 is also considered to lead to unacceptably adverse impact upon 22 Morton Close in terms of loss of privacy. The proposal is therefore recommended for refusal.

2.0 SITE DESCRIPTION

- 2.1 The application property comprises a semi-detached two storey dwelling located on the eastern side of Worsley Road on a corner plot adjacent to the junction with Dunbar Road, within the settlement area of Frimley Green. The site steeply declines to the rear, with a brick wall and closeboard fencing above along the side boundary with Dunbar Road. The surrounding area is residential in character, comprising of two storey semi-detached, detached and maisonette properties, many with similar post-war red brick architectural appearance.

- 2.2 A two storey detached dwelling has recently been approved (ref: 19/0042) to the rear of No. 91 Worsley Road, directly across from the current proposal site. This dwelling is now substantially complete.
- 2.3 The application site currently forms part of the rear garden residential curtilage of No. 93 Worsley Road, which is one half of a pair of semi-detached properties within the Post-War Council Estates Character Area (as defined under the Western Urban Area Character Supplementary Planning Document). This dwelling is part of a regimented post-war layout built in the 1950s, with properties facing a crescent-shaped green. Dunbar Road forms a link road uphill to a large open-market residential estate built in the late 1970s/early 1980s, and is subsequently within the Post-War Open Estates housing character area.

3.0 RELEVANT PLANNING HISTORY

- 3.1 20/0385/FFU Single storey side extension following demolition of garage.
Decision: Granted (19 June 2020 – implemented)

No. 91 Worsley Road (the opposite corner plot)

- 3.2 17/0553 Erection of pair of two bedroom semi-detached dwellings with access off Dunbar Road, associated landscaping and retention of No 91 Worsley Road on a reduced curtilage
Decision: Refused (15 August 2017 - appeal dismissed 05 October 2018)
- 3.3 19/0042 Erection of a two storey detached 4 bedroom dwelling with access off Dunbar Road, associated landscaping and retention of 91 Worsley Road on a reduced curtilage.
Decision: Granted (19 June 2020 – implemented)

4.0 CONSULTATION RESPONSES

- 4.1 County Highway Authority No objection, subject to conditions [See Section 7.6]
- 4.2 Council Joint Waste Solutions Team No objection, subject to waste storage requirements to be provided for the proposed dwelling.

5.0 THE PROPOSAL

- 5.1 Permission is sought for the erection of a detached three bedroom dormer bungalow dwelling with access off Dunbar Road and associated car parking and landscaping.
- The proposed dwelling would consist of a pitched roof with side hips and a smaller front and rear gable form, and would a width of approx. 11.4m, maximum depth of approx. 7.3m, single storey eaves height of approx. 3.8m and maximum ridge height of approx. 6.8m.
 - The proposal would provide a new vehicular access off Dunbar Road to provide two off-street parking areas, with the existing boundary wall with closeboard fencing above retained at each side.
 - Amended site and block plans have been received to show the correct footprint of the nearby new dwelling to the rear of 91 Worsley Road.

6.0 REPRESENTATION

6.1 At the time of preparation of this report, two objections have been received, raising the following concerns:

- Overlooking from first floor window
 - Obscure glass could easily be changed in future
- [Officer comment: See Section 7.5]*
- Inadequate parking provision
 - Concerns over additional off road parking - new property built opposite, this potential development, plus existing residents from Worsley Road and Dunbar Road already using this road.

[Officer comment: See Section 7.6]

7.0 PLANNING ISSUES

7.1 The application site is located in Frimley, a settlement area as outlined in the Surrey Heath Core Strategy & Development Management Policies 2012 (CSDMP). The site is also within the Post-War Council Estates Character Area as defined under the Western Urban Area Character Supplementary Planning Document (WUAC). The proposal is considered against the principles of Policies CP1, CP2, CP3, CP6, DM9 and DM11 of the CSDMP, the WUAC and the National Planning Policy Framework (NPPF). The Residential Design Guide (RDG) SPD was adopted in 2017 to form an additional material consideration.

7.2 The main issues to be considered are:

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

7.3 Principle of the development

7.3.1 At the heart of the NPPF is a requirement to deliver a wide choice of quality homes, and to boost significantly the supply of housing. Within the settlement area such as where this site is located, the principle of residential development is acceptable. As set out in the updated 5 Year Housing Land Supply Paper (August 2020), Surrey Heath now does not currently have a 5-year housing land supply as required by the NPPF, and can currently demonstrate a 4.85 year supply.

7.3.2 It is considered that the proposal would be a sustainable form of development in terms of its location in a settlement area and as such, no objection is raised to the principle of development at this site.

7.4 Impact on character of the surrounding area

7.4.1 The application site currently forms part of the residential curtilage of No. 93 Worsley Road which is one half of a pair of semi-detached properties, within the Post-War Council Estates Character Area. This dwelling is part of a regimented post-war layout built in the 1950s with properties facing a crescent-shaped green. Dunbar Road forms a link road uphill to a large open-market residential estate built in the late 1970s/early 1980s and is subsequently within the Post-War Open Estates housing character area. There is a noticeable visual gap between the two estates and character areas arising from the deep rear gardens of the corner dwellings of No. 91 and 93 Worsley Road.

7.4.2 Policy DM9 (Design Principles) promotes high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density. Guiding Principle PC1 of the Post-War Council Estates Character Area (as defined under the WUAC) advises that new development should pay particular regard to the following criteria:

(a) Maintenance of space between, and around buildings. Particular attention should be paid to maintaining side gardens and gaps between the side elevations of buildings.

(b) Continued use of red brick materials and designs that reflect the simple post war architecture

(c) Consist principally of 2 storey detached buildings set in individual plots enclosed by red brick front walls

(d) Provision of space to enable the retention and provision of trees and mature vegetation.

(e) New plots to reflect the rhythms of the existing plots in the estates. The shape and size of the rectangular plots is a distinctive characteristic of the character Area.

(f) Creation of attractive roofscapes

Guiding Principle PC1 (a) is directly replicated by Guiding Principle P01 (a) of the Post-War Open Estates character area to the north of the application site. Also of note is Guiding Principle P01 (b), which advises that new development should use designs that reflect the post war architecture. Particular attention should be paid to existing building proportions, materials, colours, gabling and window design.

7.4.3 Guiding Principle PC2 of the WUAC (for Post-War Council Estates) advises that development which results in the loss of gaps between buildings, the creation of a terracing effect and loss of views to rear landscapes will be strongly resisted. Guiding Principle PC4 advises that development that erodes the integrity of the post war architectural design will be unacceptable. Development should reflect the estate's original ridgeline heights, building lines, architectural detailing, materials and colours.

7.4.4 The RDG provides further guidance relating to the design of residential developments. In particular, Principle 6.6 sets out that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Proposals with plot layouts that are out of context with the surrounding character will be resisted. Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings. Principle 7.5 advises that proposals to introduce roof forms on residential development that diverge from the prevailing character of residential development will be resisted unless it can be demonstrated that the proposals would make a positive contribution to the streetscape.

7.4.5 A two storey detached dwelling has recently been approved (ref: 19/0042) to the rear of No. 91 Worsley Road (directly across from the current proposal site), and is now substantially complete. It is accepted that this recently approved development is a material planning consideration. The Design and Access Statement (DAS) argues that No. 93 Worsley Road, and particularly the land to the rear, shares many similarities with the aforementioned site at No.91. However, the depth the existing plot of No. 93 facing Dunbar Road becomes narrower to the rear than the No. 91 plot, due to the irregular garden boundary with the adjoining dwelling No. 95. The DAS also argues that the current proposed design reflects a characteristic detached chalet dwelling, carefully positioned and articulated to fit well on the plot as a backland or infill development, to avoid any jarring effects within the street scene or surrounding area. Full render is proposed for the external walls. However, this design approach again differs from the new dwelling at No. 91, which is two storey with full gable ends to reflect the immediate roof forms, and also has a mix of red brick and render.

7.4.6 It also noted that the current proposed dwelling would comprise a lower chalet style design including dormers and hipped roof forms at each side. The proposal would also be noticeably set back from the recently extended side elevation building line of No. 93 Worsley Road, to provide off-street parking directly in front. However, this proposed siting and layout

of the dwelling leads to a close proximity of approx. 1.5m – 3.2m at the rear with the rear garden side boundary of No. 95. This requires provision of the primary garden area to the side towards No. 22 Morton Close and it is accepted that its size would reflect the size of this neighbouring garden. The DAS also argues that the proposed garden area is in excess of the proposed dwelling footprint and the RDG guidance for amenity areas.

- 7.4.7 However, having regard to the wider established plot rhythms of the surrounding character areas, along with the newly created plot opposite with a primary garden area at the rear, it is considered that the layout of the proposed plot and the siting of the proposed dwelling would give rise to an unacceptably cramped, contrived and incongruous addition to the surrounding streetscene. This is due to the close proximity of the dwelling to the rear garden of No. 95 Worsley Road, necessitating the siting of the main private amenity area off the side elevation, which does not follow the established rear garden layouts of the surrounding area. It is considered that this siting and layout would form poor relationships with the surrounding plots and would fail to respect their pattern of development, failing to therefore achieve a successful visual transition between the two WUAC character areas.
- 7.4.8 Furthermore, although the proposed dwelling includes front and rear gable forms, it is considered that its overall chalet bungalow design, including dormer windows and fully rendered walls, is another indicator that the proposed design is contrived, as it would appear out of place with the immediate two storey full-gabled dwellings containing brick elevations and simpler post-war fenestration.
- 7.4.9 In light of all the above, the proposed development is considered to be contrary to the design requirements of Policy DM9 of the CSDMP, guiding principles PC1(a), PC1(e), PO1(a) and PO1(b) of the WUAC and Principle 6.6 of the RDG.

7.5 Impact on amenities of neighbouring properties and future occupiers

- 7.5.1 Policy DM9 of the CSDMP states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development. Principle 8.1 of the RDG advises that new residential development should be provided with a reasonable degree of privacy to habitable rooms and sensitive outdoor amenity spaces. Developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Paragraphs 8.5-8.6 of the RDG advises 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 adjacent buildings being overbearing or visually intrusive. Para 8.12 further advises that potential design solutions to prevent material loss of daylight to neighbouring windows and overshadowing of habitable external spaces include ensuring that a 25 degrees vertical line of sight, taken from a point 2m above the floor at the building façade, is not obstructed.
- 7.5.2 The proposed side elevation of the dwelling would be sited approx. 9m – 11m from the rear elevations of No. 93 Worsley Road. This proposed elevation contains no upper floor openings facing No. 93. The proposed cross-section shows that there would be no breach of the 25 degree line of sight from the main dwelling rear elevation kitchen window. However, the implemented 20/0385/FFU extension is not included, which contains a ground floor rear elevation bedroom window projecting approx. 1.3m beyond the main dwelling. The proposed dwelling would be sited across this bedroom window, at a significantly greater land level and in breach of the abovementioned 25 degree vertical line of sight. Given this along with the site orientation, it is considered that the proposed dwelling would lead to unacceptably adverse impact on the amenity of No. 93 in terms of loss of light and overbearing impact, contrary to Policy DM9 of the CSDMP and Paragraphs 8.5, 8.6 and 8.12 of the RDG.
- 7.5.3 The proposed dwelling rear elevation would be sited approx. 1.5m – 3.2m from the rear garden side boundary of No. 95 Worsley Road (adjoining No. 93). It is noted that the Inspector commented that the 17/0553 proposal at No. 91, with first floor rear elevation obscure-glazed windows, would not lead to adverse harm to the adjoining dwelling of No. 89 in terms of loss of privacy, perceived or otherwise. Given the similarity in relationships and

sizes of the windows, the two proposed first floor rear elevation obscure-glazed windows (serving a bathroom and a secondary high-level light source to a bedroom) are considered acceptable.

- 7.5.4 No. 93 contains a rear conservatory, outlined on the proposed block plan but not included on the proposed site plan. The corner of the proposed dwelling would be sited approx. 10m to the northeast of the midpoint of this conservatory, and the proposed site section shows that the existing steeply inclining land level to the rear will be reduced by between approx. 0.3m – 1.1m to facilitate the dwelling. This would mean that the proposed rear gable facing the garden of No. 95 would be approx. 5.7m above adjacent ground level, with the side eaves towards the conservatory reducing to approx. 3.2m. No. 95 has a dense tree line within and along its boundary and. However, the proposed dwelling would still protrude above this tree line and given its length and proximity to the garden boundary of No. 95, it is considered that the impact on the current and future enjoyment of this neighbour's garden would be unacceptably un-neighbourly and overbearing, contrary to Policy DM9 of the CSDMP and Paragraphs 8.5 and 8.6 of the RDG.
- 7.5.5 The proposed side elevation of the dwelling would be sited approx. 6.7m from the rear garden side boundary of the two storey link-detached dwelling No. 22 Morton Close. The ground level rises noticeably towards this neighbour. Given this land level change along with the site orientation, it is considered that the proposal would not lead to adverse harm to the amenity of No. 22 in terms of loss of light, outlook or overbearing impact. However, a first floor clear-glazed bedroom window is proposed on the side elevation facing this neighbour. Despite the land-level change, this window would be noticeably above the fenced boundary. As such, this proximity and relationship with No. 22 is considered to lead to unacceptably adverse impact upon this neighbour in terms of loss of privacy, contrary to Policy DM9 of the CSDMP and Principle 8.1 of the RDG.
- 7.5.6 It is considered that the proposed development would be sited at sufficient distance from other neighbouring boundaries and elevations to avoid material harm to residential amenity.
- 7.5.7 It is considered that sufficient internal living space and outlook would be provided for future occupiers of the proposed dwelling. The proposed primary amenity area for the dwelling would be to its side towards the northeast. Principle 8.4 of the RDG advises that that outdoor private amenity spaces facing predominantly north, such as the proposal site, should have a minimum size of 65 sq m for 2/3 bed dwellings. The proposed usable primary amenity area would be approx. 84 sq m and based on the proposed land level reductions, it is considered that the existing hard boundary along the Dunmar Road streetscene would provide sufficient privacy for future occupiers to meet the RDG guidance.

7.6 Impact on highway safety

- 7.6.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.6.2 The proposal would involve a new vehicular access off Dunbar Road to provide two off-street parking spaces in the drive. The County Highway Authority (CHA) has been consulted and has raised no objections on highway safety, policy or capacity grounds. The CHA has recommended planning conditions requiring implementation of satisfactory pedestrian intervisibility splays, along with provision of electric vehicle charge sockets. The proposed off-street parking is considered sufficient for the three bedroom dwelling proposed. The Local Planning Authority is therefore satisfied that the proposal would not conflict with the aims of Policy DM11.

7.7 Impact on local infrastructure

- 7.7.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges

CIL on residential developments involving one or more new dwellings through new build. As the proposal includes a new dwelling, the development is CIL liable. CIL is a land charge that is payable at commencement of works. An informative advising of this would be added.

7.8 Impact on Thames Basin Heaths SPA

7.8.1 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2012 states that no new residential development is permitted within 400m of the SPA. The application site is not within 400m of the SPA but all new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available.

7.8.2 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance a payment of £711 is needed. At time of preparation of this report has been paid by the applicant.

7.9 Other matters

7.9.1 Although the proposal would occupy a sustainable location, that matter alone does not mean it would constitute 'sustainable development' as couched in the NPPF when assessed against its three economic, social and environmental strands. Moreover, whilst the NPPF is a material consideration, it does not alter the statutory status of the development plan as the starting point for decision making. Even in the circumstance that some of its policies are judged to be out of date for the purposes of the NPPF, they may still carry weight. Therefore, notwithstanding the engagement of paragraph 11 d) of the NPPF owing to the lack of a 5 year housing supply, it is considered that the proposal would give rise to significant harm and that the contribution of one dwelling to the Borough's housing supply would not outweigh this harm.

8.0 WORKING IN A POSITIVE/PROACTIVE MANNER

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

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

9.0 CONCLUSION

9.1 The proximity of the proposed dwelling to the side and rear boundary, the layout of its primary amenity area along with its chalet bungalow design, would give rise to an unacceptably cramped, contrived and incongruous addition to the surrounding streetscene, forming poor relationships with the surrounding plots and failing to respect their pattern of development. In terms of neighbouring amenity, this would also lead to an un-neighbourly and overbearing impact on No. 95 Worsley Road. The proposed dwelling would also lead to unacceptably adverse impact on the amenity of No. 93 Worsley Road in terms of loss of light and overbearing impact. The proposed first floor side bedroom window of No. 22 would also lead to unacceptably adverse impact upon 22 Morton Close in terms of loss of privacy.

10.0 RECOMMENDATION

REFUSE for the following reasons:

1. The proposed dwelling, by reason of its proximity to the side and rear boundary and its design including chalet bungalow roof form and the layout of its primary amenity area, would give rise to an unacceptably cramped, contrived and incongruous addition to the surrounding streetscene, forming poor relationships with the surrounding dwellings and plots which would be harmful to the established pattern, scale, and appearance of development. As such the proposal would fail to respect and improve the character and quality of the area including the Post War Council Estates Character Area, of which it is located within, and fail to provide a satisfactory visual transition to the adjoining Post War Open Estates Character Area. This would be contrary to the design requirements of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, guiding principles PC1(a), PC1(e), PO1(a) and PO1(b) of the Western Urban Area Character Supplementary Planning Document 2012, Principles 6.6 and 7.5 of the Residential Design Guide Supplementary Planning Document 2017 and the National Planning Policy Framework.
2. The proposed dwelling, by reason of its bulk and proximity at a higher land level to the ground floor rear bedroom window of No. 93 Worsley Road, would lead to unacceptably adverse impact on the amenity of this neighbour in terms of loss of light and overbearing impact, contrary to the amenity requirements of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Principle 8.1 of the Residential Design Guide Supplementary Planning Document 2017 and the National Planning Policy Framework.
3. The proposed dwelling, by reason of the size, height and proximity of its first floor side bedroom window facing the rear garden of No. 22 Morton Close, would lead to unacceptably adverse impact on the amenity of this neighbour in terms of overlooking, contrary to the amenity requirements of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Principle 8.1 of the Residential Design Guide Supplementary Planning Document 2017 and the National Planning Policy Framework.
4. The proposed dwelling, by reason of its height and projection along the rear garden side boundary of No. 95 Worsley Road, would lead to an unacceptably un-neighbourly and overbearing impact upon current and future users of this garden, contrary to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Paragraphs 8.5 and 8.6 of the Residential Design Guide Supplementary Planning Document 2017 and the National Planning Policy Framework.
5. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan, in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures to mitigate against the new dwelling proposed, contrary to the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document 2019.

Informative(s)

1. The applicant is advised that if this application had been acceptable in all other respects, the scheme would be Liable to the Community Infrastructure Levy (CIL) Schedule which came into effect on 1st December 2014. Therefore, if this decision is appealed and subsequently granted planning permission at appeal, this scheme will be liable to pay the Council's CIL upon commencement of development.

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APPLICATION NUMBER	SU/20/0638
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr & Mrs Bell

Location: 93 Worsley Road, Frimley, Camberley, Surrey GU16 9BB

Development: Erection of detached three bedroom dormer bungalow dwelling with access off Dunbar Road and associated car parking and landscaping.

Contact Officer	Matthew Strong	Consultation Date	30 July 2020	Response Date	3 August 2020
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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:

Conditions

1. No vehicle shall access the site unless and until the proposed vehicular access to Dunbar Road hereby approved has been constructed in accordance with the approved plans and thereafter shall be permanently maintained.
2. The proposed vehicular access to Dunbar Road shall be provided with a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access, the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
3. The development hereby approved shall not be occupied unless and until the proposed dwelling is provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

Informatives

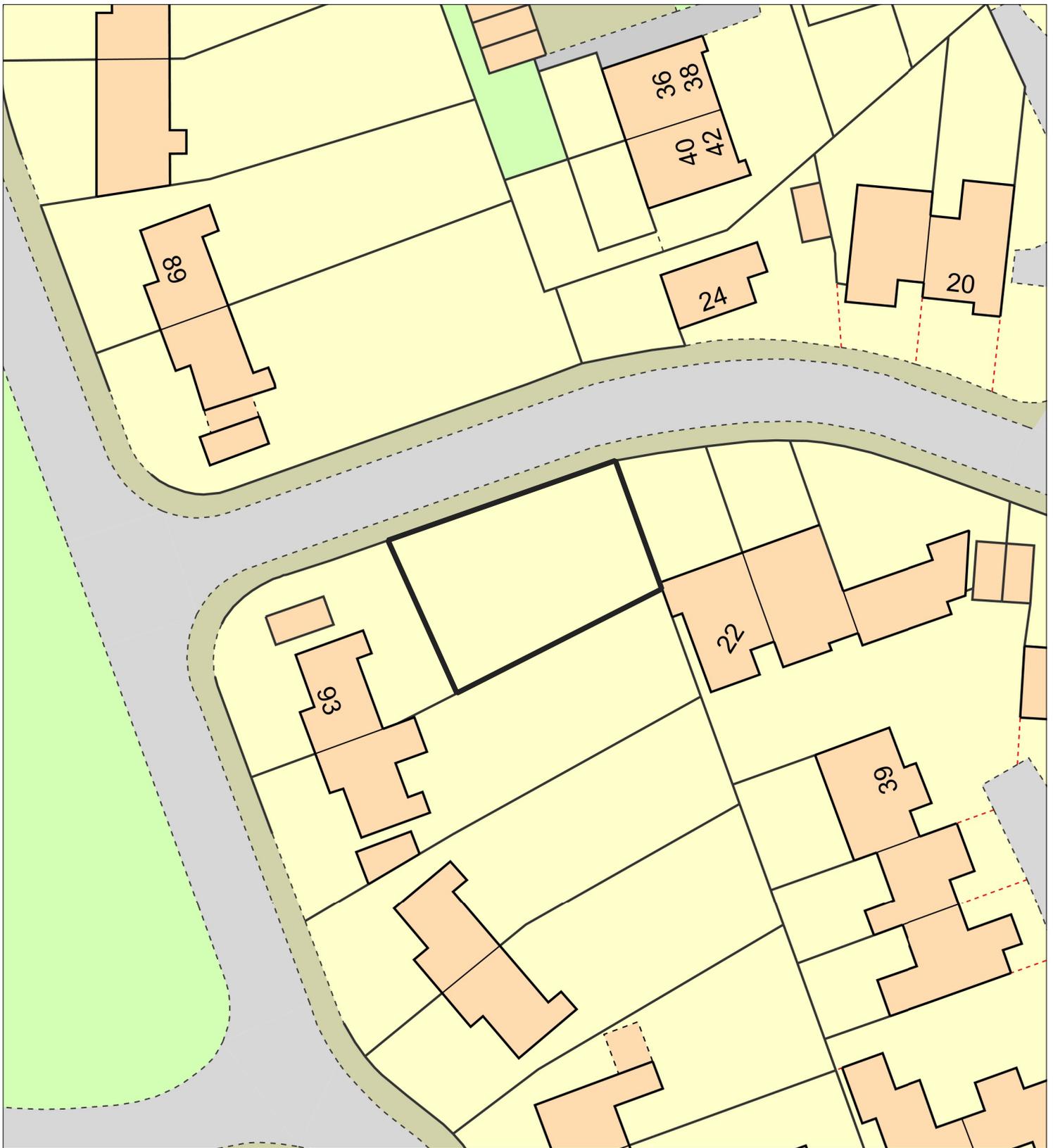
The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see

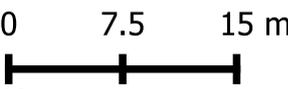
www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.

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.

Note to Planner

The Highway Authority considers that the proposal will not have a material impact on highway safety.



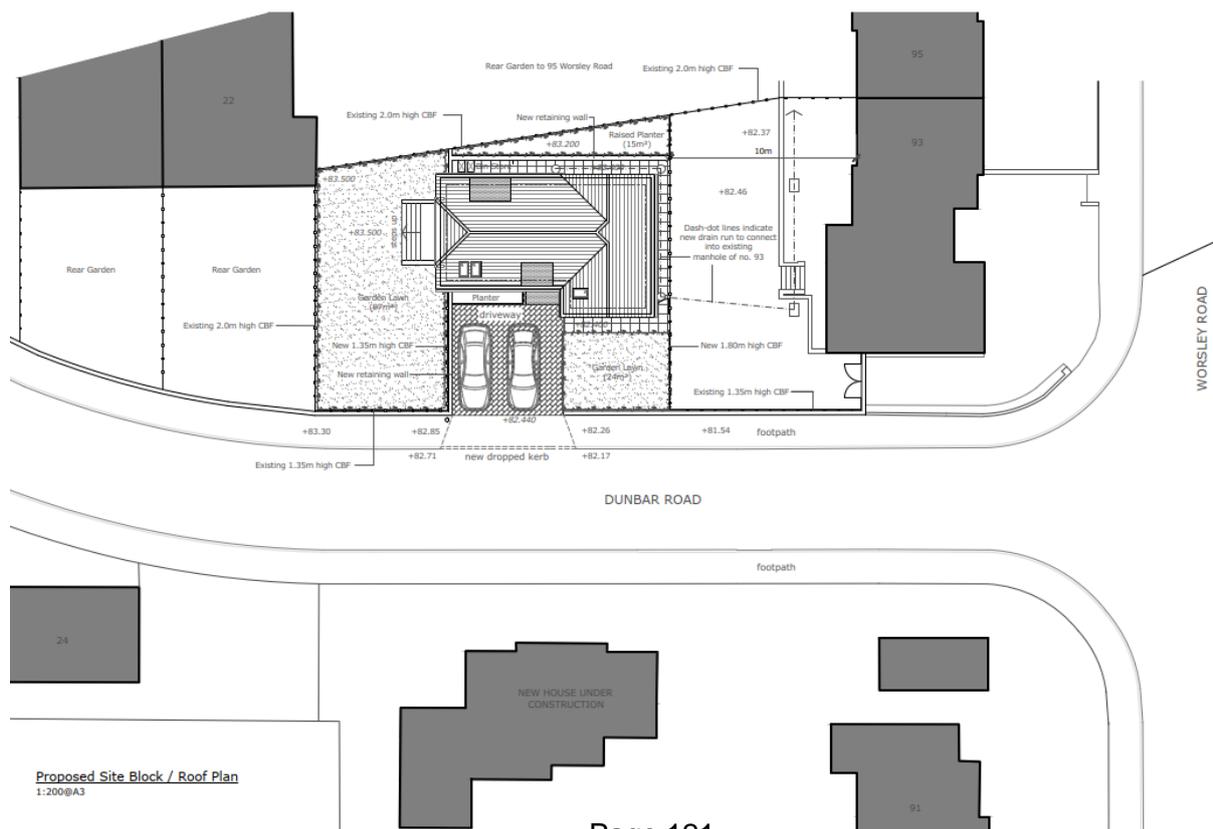
Title	Planning Applications		
Application number	20/0638/FFU	 	Scale @ A4 1:500
Address	93 Worsley Road Frimley Camberley Surrey GU16 9BB		Date 28 Sep 2020
Proposal	Erection of detached three bedroom dormer bungalow dwelling with access off Dunbar Road and associated car parking and landscaping.		
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Location plan/Proposed block plan



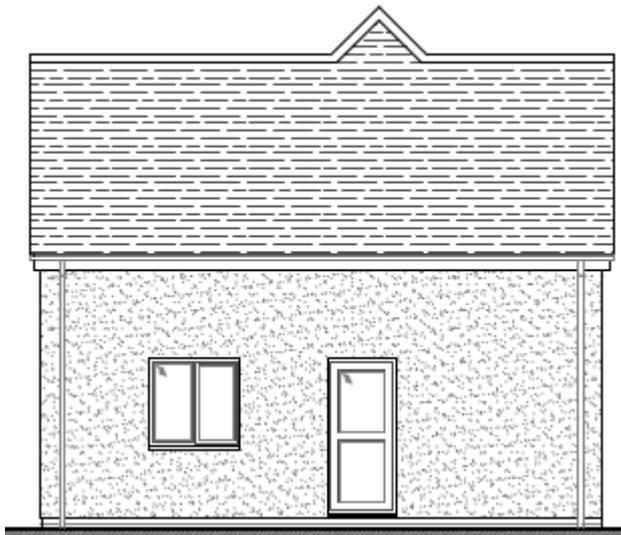
Proposed site plan



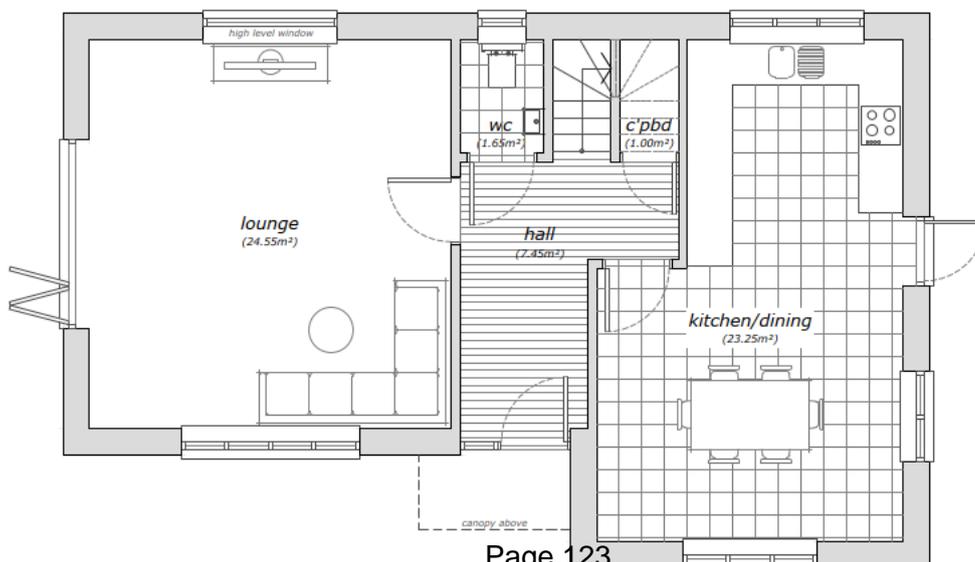
Proposed side elevation facing No. 22 Morton Close



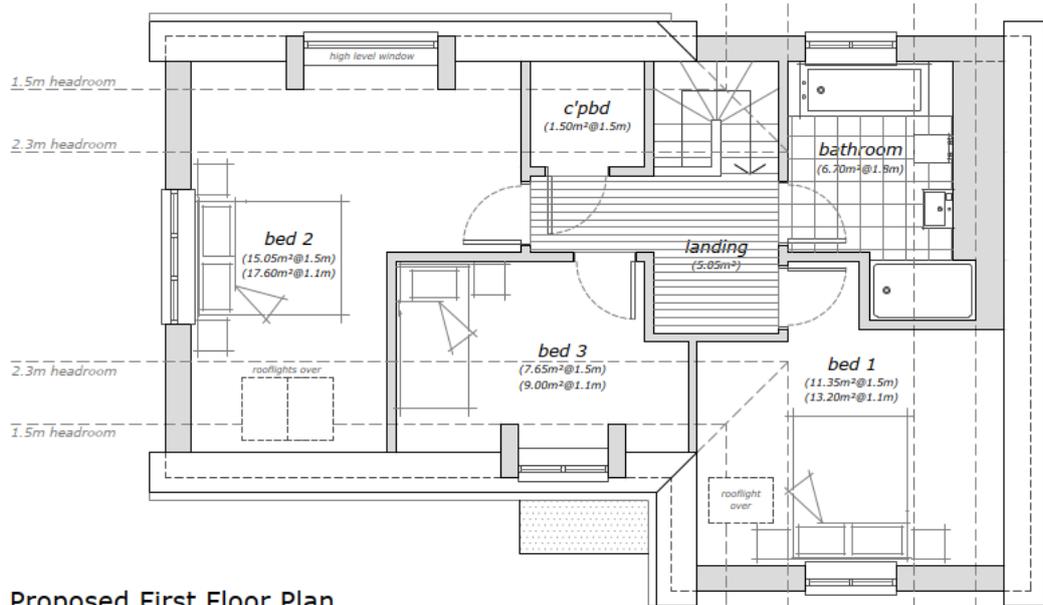
Proposed side elevation facing No. 93 Worsley Road



Proposed floor plans



Proposed Ground Floor Plan



Proposed First Floor Plan

Site photos

Application dwelling



Worsley Road/Dunbar Road streetscene – No. 91 Worsley Road on left side



Dunbar Road streetscene



Application site facing No. 93 and 95 Worsley Road



Rear of No. 22 Morton Close



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

NOTES

Officers Report

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

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

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

How the Committee makes a decision:

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

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

The Committee cannot base decisions on:

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

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

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