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Tuesday, 5 January 2021

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

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held virtually on **Thursday, 14 January 2021 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

1 Apologies for Absence

Pages

2 Minutes of Previous Meeting

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 17 December 2020. (Minute pack 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: 20/0747 - Kamkorp Park, Chertsey Road, Windlesham, Surrey, GU20 6HZ | 3 - 52 |
| 5 | Application Number: 19/2041- Land To The North Of Bagshot Road, Bagshot Road, Chobham, Woking, Surrey * | 53 - 72 |
| 6 | Application Number: 20/0153 - Land To The Rear Of 42 Station Road, Frimley, Camberley, Surrey GU16 7HF * | 73 - 100 |
| 7 | Update on the Planning Inspectorate's decision on APP/D3640/W/20/3248476: Woodside Cottage Chapel Lane, GU19 5DE | |

To receive a verbal update.

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

Glossary

20/0747/FFU

Reg. Date

15 September 2020

Windlesham & Chobham

LOCATION: Kamkorp Park, Chertsey Road, Windlesham, Surrey, GU20 6HZ,

PROPOSAL: Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3).

TYPE: Full Planning Application

APPLICANT: Gordon Murray Group Limited

OFFICER: Mr Neil Praine

RECOMMENDATION: GRANT subject to conditions and referral to the Secretary of State as a Departure from the Development Plan

1.0 SUMMARY

- 1.1 The application site, the former headquarters of the British Oxygen Corporation (BOC), lies in the Green Belt and comprises approximately 22 hectares in size. The existing buildings are located at the northern end of the site with open fields to the south. The proposal is a hybrid planning application with full planning permission sought for a new building with an additional ancillary outbuilding both on the open land at the southern side of the site, two new accesses off Highams Lane and associated parking and access. A test road and change of use of the northern existing buildings (comprising former BOC Headquarters) for mixed education, storage, business and ancillary uses are also proposed as part of the full application. Outline permission is sought for two further buildings with associated parking and access, however all matters are reserved. The existing buildings total 12,630 m² and the proposal would total 12,760 m².
- 1.2 The applicant, Gordon Murray Group (GMG), is a design and engineering company developing vehicles and automotive technologies. These technologies have a number of applications which include ultra-lightweight parts for electric and combustion vehicles as well as autonomous electric vehicles and the development of a flat pack lightweight vehicle which can be quickly delivered, assembled and used in remote areas for many uses including aid programs.
- 1.3 It is also proposed to use the application site to produce a bespoke low volume supercar (known as the T.50) as well as develop technologies (as outlined above in paragraph 1.2) from concept, design, prototype and development through to a production ready product. There is no objection to the proposal on highway grounds, heritage, trees, residential amenity, noise, lighting, air quality, biodiversity, and flooding. The development is also not CIL liable.
- 1.4 The new buildings would represent inappropriate development in the Green Belt and cause significant harm to the openness of the Green Belt and its purposes. Similarly the test road and changes to levels would also be inappropriate and harmful Green Belt development. By association, the development would also cause harm to the existing rural, natural and

undeveloped character of the area. As such it is necessary to consider whether there are any 'Very Special Circumstances' (VSC) to outweigh the identified harm.

- 1.5 Section 8 of the report lists and details the applicant's VSC. The NPPF places significant weight on the need to support economic growth. Thus, in the officer's opinion, the development's contribution to the local, regional and national economy, particularly in a growth global market, which tackles challenges facing the UK as well as the wider international stage, together with associated employment opportunities weighs significantly in support of the proposal. It is considered that the in-combination weight of VSC outweigh the harm and so this report recommends approval, subject to conditions.
- 1.6 Under the Town and Country Planning (Consultation) (England) Direction 2009 this proposal represents a departure from the Development Plan, because it is major development within the Green Belt. Under this Direction and if Members agree with the recommendation to grant, the application must therefore be referred to the Secretary of State. This gives the SoS the opportunity to either make no comments or use call-in power and make the decision on the application. The Planning Authority cannot grant permission until the expiry of 21 days from the date the SoS confirms receipt of the consultation.

2.0 SITE DESCRIPTION

- 2.1 The site comprises approximately 22 hectares and lies within the Green Belt. The site has an established office use, with its former use as the headquarters for the British Oxygen Corporation (BOC). Since 2007 the premises have broadly remained vacant, however, the site was briefly owned by Kamkorp Ltd, but this company entered into administration in 2019 and the site has since been acquired by the current applicant.
- 2.2 The site is located within the parish of Chobham but sits adjacent to the Windlesham parish boundary. It is also outside of but in close proximity to the Chobham Common Site of Special Scientific Interest (SSSI); the Thurley, Ash, Pirbright and Chobham Special Area of Conservation (SAC); a National Nature Reserve; and, the Thames Basin Heath Special Protection Area (SPA). These areas of designation are located on the northern side of Chertsey Road opposite and beyond the site. The site also lies outside the floodplain and is not identified as having a designated landscape of historical, cultural or archaeological importance.
- 2.3 All of the existing buildings (totalling approximately 12,630 sq metres) are located at the northern end of the site with the principal vehicular access off Chertsey Road used for visitors. There is also a secondary vehicular access to the site off Chertsey Road (known as Shepherd's Lane) used for deliveries. Highams Lane runs parallel with the site's eastern boundary and at the northern end of Highams Lane there is a further vehicular access which was used by staff, with access to the main building's basement car park.
- 2.4 The main building has an oxygen molecular shape footprint with a series of wings fanning out. The building is part single and part two-storey, with the rear of the building having an attractive landscape setting which includes two linked ponds and a lake. Beyond this and to the site's southern boundary, which is adjacent to the M3 motorway, the land levels drop and comprise open fields. The M3 motorway itself is on higher land up on an embankment.
- 2.5 There are a series of smaller ancillary buildings located closer to Chertsey Road than the main building. This includes the locally listed clock tower, plus single storey garage and plant building. These buildings are walled off from the main visitor entrance with a separate parking area. At the northwest corner of the site there is also a walled garden, and also a small graveyard which are both remnant of the original convent use of the site.
- 2.6 All site boundaries are well screened with mature trees and vegetation, although there are no statutory protected trees within the site or boundaries. Along the southern boundary rows of conifers have been planted to screen the motorway and the northern Chertsey Road boundary also includes walling. The immediate surrounding area is not densely populated with the most residential dwellings to the west of the site, on the edge of Windlesham.

3.0 RELEVANT HISTORY

- 3.1 82/0214 Demolition of existing convent buildings with exception of clock tower and associated buildings and erection of new headquarters office building, restaurant and car parking – Approved 26/7/87.
- 3.2 84/0213 Details for erection of new headquarters office building, staff restaurant and car parking - Approved 26/4/84.
- 3.3 15/0067 Hybrid planning application comprising: Full application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre; plus two new buildings 1 and 2 for research and development located at the southeast corner of the site together with circular test road, gatehouse, cycle/waste storage building with new vehicular access from Highams Lane; and, monorail stations and monorail track between the existing building and proposed building 1; Outline application with all matters reserved for extension to restaurant; enlarged test road and monorail track in the western field; and, new building 3 for research and development adjacent to the M3 motorway, monorail station adjoining building 3, and test building – approved 28/08/15 – permission lapsed.
- 3.4 18/0776 Application for reserved matters approval (access, appearance, landscaping, layout and scale) for an enlarged test road and monorail, building 3 and mono rail station pursuant to hybrid planning permission reference 15/0067 (full application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre; plus two new buildings 1 and 2 for research and development located at the southeast corner of the site together with circular test road, gatehouse, cycle/waste storage building with new vehicular access from Highams Lane; and, monorail stations and monorail track between the existing building and proposed building 1; Outline application with all matters reserved for extension to restaurant; enlarged test road and monorail track in the western field; and, new building 3 for research and development adjacent to the M3 motorway, monorail station adjoining building 3, and test building) application invalid and permission lapsed.

4.0 THE PROPOSAL

- 4.1 The applicant has worked in the automotive industry for over 50 years with the Gordon Murray Group (GMC) formed in 2007. The GMG is a design and engineering company developing automotive technologies which are affordable, durable, safe, compact, lightweight and low carbon. These technologies have a number of applications which include light weight electric and combustion vehicles as well as the development of a flat pack lightweight vehicle which can be quickly delivered, assembled and used in remote areas for example with aid programs. It is proposed to use the application site to develop these technologies from concept, design, prototype and development through to a production ready product. In addition, low volume bespoke vehicles are produced on site and this can range from high spec limited production supercars to smaller electric or autonomous vehicles.
- 4.2 The GMG is a well-established and globally recognised business and currently occupies premises at both Shalford and Dunsfold with a high proportion of the applicant's staff living close to these premises. However, with the applicant's success in the automotive industry and the associated growth of the business allied with the business being currently spread out across several locations, it is the applicant's goal to consolidate all activities into one fit for purpose 'campus' / location which is freehold and will provide a long term home which justifies the significant investment which is planned (see below). This planned expansion is

not possible at the existing sites as the applicant is currently constrained by short term leases. Additionally, given the existing workforce lives local to Shalford and Dunsfold it is also essential to the applicant to relocate within a local area.

4.3 The proposal therefore is a hybrid planning application comprising:

- a) Full/detailed application for a new building for Sales, Manufacturing & Heritage (known as Building 2) and ancillary outbuilding (comprising substation, stores, and cycle parking) located at the southern side of the site together with test road, parking, access and landscaping. It is also proposed to install two new vehicular accesses from Highams Lane and a change of use of the existing buildings (comprising former BOC Headquarters) to mixed education, storage, business and ancillary uses associated with the southern proposed buildings.
- b) Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (known as Building 1) and Vehicle Research and Development (known as Building 3).

The aim of the applicant is to establish the company HQ and each of the applicant's key business functions (design, automotive and technology) in one location. The one site campus style design ensures a high degree of cross pollination between these business functions and allows for the business to continue to grow and function.

4.4 The proposal will be built in phases hence the hybrid outline and full application with future reserved matters applications expected. It is anticipated that the proposal will be undertaken in four phases as follows:

Phase 1 – (works start quarter one 2021 with estimated completion and occupation by quarter two 2023) Building 2 is proposed to be erected with adjoining service building & cycle stores, adjacent landscaping, access road & adjoining parking spaces and the test road including immediate landscaping. As part of phase one it is also proposed to replant / refurbish the Walled Garden, an internal refurbishment of the listed clock tower including clock mechanisms. Internal refurbishment of the other existing ancillary buildings for re-use, repair & maintenance of the two existing lakes, clear existing overgrown vegetation & maintain the historic graveyards. It is also proposed to clean and repair the underground sections of the molecule buildings for vehicle storage.

Phase 2 - (works start quarter four 2021 with estimated completion and occupation by quarter three 2023) Building 1 is to be erected with adjoining service building & cycle store, adjacent landscaping and adjoining parking.

Phase 3 -(works start quarter two 2023 with estimated completion and occupation by quarter four 2024) Building 3 is proposed to be erected with adjoining services building, adjacent landscaping and access & adjoining parking spaces

Phase 4 - (works start quarter one 2025 with estimated completion by quarter three 2026) repair and maintain the Molecule Building for use for Higher Educational & Office functions / ancillary uses for the GMC group and wider community.

4.5 Building 2 (Gordon Murray Automotive) would be sited parallel to the M3 motorway, approximately 110m north and its closest elevation would be a distance of approximately 123 metres from Highams Lane. This building would accommodate the following activities:

- Ground floor – Customer reception, heritage vehicle collection area, Production vehicle work area, production vehicle assembly area, stores & staff welfare areas.
- 1st floor – Sales & customer area, heritage presentation area, heritage office, meeting rooms, viewing galley (of assembly area).

Building 2, is primarily for the low output build and assembly of vehicles. The ground floor 'Heritage' section which will serve as a classic car & exhibition space with the remainder of the building focused on sales areas and office space associated with the manufacturing and delivery of car projects. The floor area shows manufacturing areas for bespoke vehicle production and the applicant has confirmed that they have no intentions for mass vehicle production on site, producing approximately 3 vehicles per week to end customers.

- 4.6 Buildings 1 (Gordon Murray Design and HQ) and 3 (Gordon Murray Applied Technologies) while outline at this stage, will support the wider Gordon Murray Group as follows:

Building 1 will serve as both the main HQ building with activities including normal HQ functions such as HR, accounting and general admin as well as meeting, presentation and product launch space. The ground floor includes a reception area, technical labs & machinist shops for supporting R&D and prototype builds with 3no. prototype garages. The 1st Floor activities include engineering & design offices, styling & graphic inc. virtual reality studios, purchasing & procurement, boardroom & Chairman's suite.

Building 3 will serve as a more flexible research and development function into automotive technologies and vehicles. Here ideas, concepts and designs will can be tested, reviewed and refined. This would include R&D test beds and labs, stores, vehicle repair & servicing, stores and offices.

- 4.7 It is also proposed to utilise the existing 'molecule building (the former BOC Headquarters building) to the north of the site. Initially this building will be ancillary to the general use of the site such as storage and other uses associated with the transfer of activity from the applicant's present sites at Shalford and Dunsfold. It will also provide temporary useable floorspace for the applicant's business while the new buildings are constructed. In due course the applicant seeks to use the building to support the HQ buildings to the south of the site and also house its education activities. These education activities will be the centre for company-led apprenticeships, meetings, seminars and conferences.
- 4.8 Two new vehicular accesses are proposed off Highams Lane. The southern access which is sited to the south eastern corner of the site sits next to bridleway 74. This southern access is to be used during construction and after which will be closed off and used for emergency access only. The bridleway would also remain open throughout construction and also post development. The second access is to be sited approximately 120m north of the emergency access. This application proposes 74 vehicle parking spaces and 26 cycle parking spaces within this detailed application with the remainder of parking outline and reserved for later determination. However, the applicant has provided indicative figures of the final buildout setting out that parking will offer 290 vehicle parking spaces and 80 cycle spaces.
- 4.9 The test road is proposed as part of the detailed application extending northwest from building 1. At its closest point it would be approximately 134 metres away from the site's eastern boundaries and would cover a lap distance of approximately 500m. It is also proposed to raise ground levels and re-contour the land within the test road to a maximum height of 4.5m. These re-profiled land levels would be landscaped. Any other significant re-profiling of the land if necessary is outline at this stage and will be considered under future applications. The applicant confirms, the test road is for low speed proving of vehicles and is not a test track for high speed testing.
- 4.10 The final build out of the proposal will provide approximately 265 total jobs. The applicant already employs 120 staff and this project is anticipated to create 145 new jobs. The employment created from this proposal will be primarily technical with engineering, technicians and manufacturing staff. However, there will also be a mixture of financial, administrative and support service employee roles.

4.11 The following tables summarise the size of the proposed buildings and a brief comparison of the current scheme and the previous scheme as set out at paragraph 3.3 and 3.4 above.

Current proposal	Footprint (M sq)	Floor Area (M sq)	Volume (M cub)
Building 1	2,810	5,090	25,791
Building 2	3,450	5,765	31,564
Building 3	1,110	1,500	10,155
Other buildings	405	405	n/a
Totals	7,775	12,760	67,510

Previous "Kamkorp" proposal	Footprint (M sq)	Floor Area (M sq)	Volume
Building 1	4,740	6,040	43,134
Building 2	2,520	2,520	22,932
Building 3	3,240	3,690	29,484
Other buildings	890	1,285	n/a
Totals	11,390	13,535	95,550

It is noted that the current scheme is approximately 3,615 sqm smaller in footprint terms, 775 sqm smaller in overall floorspace terms and just over 28,000 cubic meters smaller in volume terms than the previous scheme. The officer also noted that Building 2 and indicative buildings 1 and 3 are lower in height than the previous scheme and the provision of a gatehouse, high level monorail and stations have been removed from the current scheme. A smaller slow-speed test road rather than an unrestricted test track is also now proposed.

4.12 A series of documents have been submitted in support of the application, relevant extracts of which will be referred to in sections 7 and 8 of this report. The documents, amongst others, include the following:

- Design and Access Statement which includes Planning Statement with Green Belt Very Special Circumstances;
- Flood Risk and Drainage Assessments;
- Transport Assessment;
- Travel Plan;
- Energy Statement;
- Noise Assessment;
- Lighting Assessment;
- Arboricultural Assessment;
- Ecological / Biodiversity Appraisals;
- Air Quality Assessment; and,
- Landscape and Visual Appraisal and Landscape Management Plan.

4.13 Prior to the submission of the application the applicant undertook the following:

- Requested a Screening Opinion as to whether the proposal constituted Environmental Impact Assessment (EIA) development. The Planning Authority concluded this was not EIA development;
- As reported in the Design and Access Statement, undertook a public meeting with local residents and interested parties;
- Pre-application meetings with the Planning Authority.

5.0 CONSULTATION RESPONSES

5.1	Surrey County Highway Authority (CHA)	No objection subject to conditions, <i>[full response appended to this report, see Annex A]</i> The CHA consider that the local road network can accommodate the increased traffic movements subject to junction improvements and conditions to agree a Construction Transport Management Plan and Staff Travel Plan. The CHA also raises no objection to the vehicular sustainability proposals or level of cycle / vehicle parking proposed.
5.2	Highways England (HE)	No objection subject to conditions, <i>[full response appended to this report, see Annex B]</i> HE consider that the strategic road network including junction 3 of the M3 can accommodate the increased traffic movements subject to conditions to agree a Construction Transport Management Plan and Staff Travel Plan.
5.3	Natural England	No objection on protected sites such as the Thames Basin Heaths Special Protection Area, Special Areas of Conservation, Sites of Special Scientific Interest or biodiversity / ecological grounds.
5.4	Surrey Wildlife Trust	No objections on ecological grounds subject to conditions to ensure protection of existing ecological species and habitat and implementation of biodiversity enhancements.
5.5	Environment Agency	No objection on flooding or pollution grounds.
5.6	Local Lead Flood Authority	No objection on flooding grounds subject to conditions.
5.7	Tree Officer	No objection on tree / landscaping grounds subject to conditions to ensure tree protection, replanting of trees and the longer term management of woodland / trees.
5.8	Heritage Officer	No heritage objections subject to conditions to agree protection, refurbishment and long term maintenance of heritage assets.
5.9	The Gardens Trust	No response – consultation period expired.
5.10	SCC Archaeologist	No objection on archaeological grounds subject to a condition securing a Written Scheme of Investigation.
5.11	Chobham Parish Council	No objection subject to full assessment of planning issues. <i>[Officer comment see paragraphs 7 and 8 below].</i>
5.12	Windlesham Parish Council	No objection subject to full Green Belt and Transport Assessment <i>[Officer comment see paragraphs 7 and 8 below, The consultation response also draws attention to the Windlesham Neighbourhood Plan 2019 (WNP). However, the officer also notes the application</i>

site lies outside of the geographical area covered by the WNP.]

- 5.13 Economic Development Officer Supports proposal and states, - this type of proposal is supported by the Council's Economic Development Strategy and the emerging Surrey County Council Economic Development Strategy. [see paragraph 8.2 below].
- 5.14 Environmental Health Officer No objections in respect of air quality, contaminated land, noise and artificial lighting issues subject to conditions.
- 5.15 Urban Design Officer Broadly raises no objection to the detailed matters in respect to this hybrid application, subject to the following main points:
- The proposal is considered to demonstrate a high quality timeless design with a strong visual connection to this location and offers an improvement over the previous scheme by a reduction of total floor space, building heights and a reduction of the test track.
 - Advices against non-native planting and welcomes the wider native tree and hedgerow planting to soften and assist with the visual impact of the proposal recommends controlling of soft and hard landscaping features (via condition).
 - However, the Urban Design Officer raises concern about the alterations to land levels, which she considers, will have a negative impact upon the quintessential open, natural and rural character of the existing parkland, setting.
- 5.16 Runnymede Borough Council No objection.

6.0 REPRESENTATION

The application was advertised in the local press, site notices erected and 35 individual notification letters were sent out. At the time of preparation of this report 3 letters of support and no letters of objection have been received. The letters of support outline the following benefits:

- The proposals are sensitive to the surroundings,
- An international company will make the best of this particular site,
- The proposal will generate local jobs,
- The proposal will save the BOC building and will be a great addition to the local area; and
- The proposed technical college / apprenticeships are welcomed.

7.0 PLANNING CONSIDERATION

- 7.1 Policies in the National Planning Policy Framework (NPPF); and, Policies CP1, CP2, CP8, CP11, CP14A, DM1, DM7, DM9, DM10, DM11, DM13 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) are relevant. Regard will also be had to advice contained in the Planning Practice Guidance (PPG); the Council's 2020 Economic Development Strategy, the Strategic Economic Plan For The Enterprise M3 Area 2018 – 2030 and the emerging Surrey Economic Development Strategy.

7.2 Policy DM13 of the CSDMP recognises that employment development can occur outside of the core employment centre and town centre and this policy's supporting text acknowledges that these uses can play an important role in the Borough's economy, often comprise large bespoke sites and are not just confined to the urban area but also located in the Green Belt and countryside. Whilst the policy seeks to retain these uses, the policy restricts development on these sites to extensions or additions and promotes redevelopment where this would improve environmental and residential amenity. In principle, therefore, and given the site's established use there is no objection to the proposed use, subject to the merits of the proposal not causing material harm. As such, the following main issues need to be addressed in determining this application:

- Green Belt appropriateness and harm;
- Impacts on the character of the area, heritage, landscape and trees;
- Highway impacts;
- Impacts on residential amenity;
- Impacts on biodiversity;
- Energy and sustainability;
- Other matters; and,
- Very Special Circumstances (see Section 8 of this report).

7.3 Green Belt appropriateness and harm

7.3.1 Paragraph 145 of the NPPF states that the construction of new buildings are inappropriate in the Green Belt. While exceptions are listed at paragraph 145, the officer concludes that the proposal does not fall within any of these exceptions. Paragraph 146 states that certain other forms of development are also not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. This includes engineering operations.

7.3.2 The south of the site is undeveloped and has an open rural character to it. The introduction of buildings, hardstanding and activity will change this openness and as set out in paragraph 4.11 above the spatial floor area and volume is significant. The buildings will have a visual presence and one which undoubtedly will diminish the undeveloped openness of the site. Building 2 and the other buildings proposed, including those in outline form, would represent inappropriate development in the Green Belt and the applicant also accepts this. It is considered these buildings would cause significant harm to the openness of the Green Belt by virtue of their size and the spread of development on the land. This quantum of built form would also conflict with the purposes of the Green Belt by encroachment into the countryside.

7.3.3 Turning to the test road, access, parking and other landscaping, including the re-profiling of land within the test road, a fact and degree judgement must be made as to whether these operations preserve openness. Currently the land is open and devoid of any development. Therefore any development on this land is likely to have an urbanising effect. Whilst the test road and parking would be at ground level they would not be contained in a modest area and cover a significant degree of hardstanding. The proposed changes to land levels will also increase the extent of the change to the open character of the Green Belt. This sprawl of development would inevitably have a permanent effect upon the open and undeveloped character that the land currently possesses. The associated movement of vehicles and parked vehicles would further add to the impression of urbanity. It is therefore considered that these operations would not preserve openness, would conflict with the purposes of the Green Belt by failing to safeguard the countryside from encroachment and would therefore be inappropriate development.

7.3.4 The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to state that substantial weight ought to be given to any harm to the Green Belt and that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Before considering the applicant's very special circumstances it is therefore first necessary to consider whether in addition to the significant Green Belt harm this proposal causes any other harm. This is considered below.

7.4 Impacts on the character of the area, heritage, landscape and trees

7.4.1 The NPPF requires development to integrate into its natural, built and historic environments and Policy DM9 (ii) of the CSDMP reiterates this requiring development to respect and enhance the environment, paying particular attention to scale, materials, massing, bulk and density. Whilst the M3 motorway delineates the southern boundary of the site and the existing site buildings are commercial, the environmental character of the southern part of the site and wider area is predominantly rural, open and natural. The applicant's Landscape and Visual Appraisal describes a significant area of the site as having a 'parkland' setting enjoying open grassy land with scattered groups of trees and pastoral fields.

7.4.2 The Council's Urban Design Officer (UDO) in her consultation response finds the proposed building design to be contemporary and minimalistic with rooflines deliberately broken by distinct top plants to create some contrast. She considers the main façade materials create a floating character for the upper parts of the buildings and the recessed ground floors that characterise the building design and the contrast in upper and lower building materials and colours assist in visually reducing the massing. She concludes that the buildings demonstrate a high quality timeless design with a strong visual connection to this location.

7.4.3 However, the development by reason of the use, size and location of the new buildings to the south being remote from the existing site buildings, together with the test road 290 parking bays and circulation paths and roads and land level changes result in a development that would fail to respect the existing rural, open and natural attributes that the area possesses, contrary to Policy DM9. Even if this conclusion is incorrect and the proposal respects its context, then in this high quality natural environment any development ought to enhance the environment and so it is difficult to argue that this would be the case. However, in the applicant's favour, the proposal makes an effort to improve on the previous consented scheme, Building 2 has a total building height of approximately 12.13m, including roof plant (excluding the roof-plant the proposed building height is approximately 9.1 m). This is a reduction in height compared with the previously consented scheme and while buildings 1 and 3 are in outline form the indicative drawings confirm that height will be similar. The proposal is reduced in both height and floorspace of the previous scheme as set out above at paragraph 4.11.

7.4.4 Furthermore, existing views into the site are limited because of the high degree of natural boundary screening and the M3 embankment. The natural gradient changes on the site also limit views across the entire site. Given this existing context, the architecture, and given that much of the existing landscaping would be retained and significant additional planting proposed, the proposed buildings or changes to the land levels would not be prominent from outside the site. The creation of the new Highams Lane accesses would open up views but it is considered that the impact would be restricted to these points only. However, the main access and its level of use would inevitably have a damaging effect upon the existing sense of rurality.

7.4.5 The applicant's proposed landscape enhancements are, however, welcomed subject to later agreement in respect to species and planting (to be controlled by condition). The Council's Tree Officer has also raised no objection as tree loss would be limited and that the loss of the category B and C trees would have a minor impact on the landscape character and profile of the area. Subject to suitable conditions to control tree works and a comprehensive landscape planting and management scheme.

- 7.4.6 The Council's Heritage Officer is also supportive of the proposal concluding that there would be no harm to the locally listed clock tower, walled garden and convent burial ground subject to conditions to agree protection and details of any maintenance / management of these historic assets. In addition and given that the proposal can also be conditioned in respect of archaeology, the proposal would comply with Policy DM17.
- 7.4.7 However, the development by reason of the use, size and location of the new buildings to the south being remote from the existing site buildings, together with the test road 290 parking bays and circulation paths and roads and land level changes result in a development that would fail to respect the existing rural, open and natural attributes that the area possesses, contrary to Policy DM9.

7.5 Highway impacts

- 7.5.1 Both the Surrey County Council Highway Authority (CHA) and Highways England (HE) have been consulted as part of this proposal. Firstly informal discussions were undertaken at the pre-application stage between the applicant and the CHE and HE. These discussions informed the design and layout of the proposal before submission of this planning application. Once the application was lodged, both bodies were formally consulted again and their responses to this planning application are included as appendixes to this report. (CHA – Annex A and HE – Annex B).

Vehicular Access and trips

- 7.5.2 The three existing vehicular access points to the north of the site will be retained. These are; the access point to the north of the site accessible directly from Chertsey Road (B386), the access point to the north-west of the site via Shepherds Lane, which connects to Chertsey Road and the access point to the east of the site via Highams Lane. Access to the main campus buildings at the south of the site will be provided by a new southern entrance along the eastern border of the site via Highams Lane. The entrance will lead directly to designated parking facilities. An additional access point, also on Highams Lane, will be provided at the south-eastern corner of the site just north of the M3 motorway bridge. This will be used during construction and retained afterwards for emergency access only.
- 7.5.3 The applicant's Transport Assessment (TA) confirms that the current GMG headquarters in Shalford have working days of Monday to Friday, 08:00 to 17:00 and the same will be the case at this application site. Therefore, the peak hours in terms of trips arriving at and departing from the site will be 07:00-08:00 in the morning and 17:00-18:00 in the evening. Anticipated staff numbers, existing staff mode share and average building occupancy have been used to calculate vehicle trips to the site in the peak hours and during working hours. The TA also states that operation of the site means that vehicle trips outside of weekday hours 07:00-19:00 are not anticipated.
- 7.5.4 Turning to the Annual Average Daily Traffic (AADT) figures, in the AM peak hour at completion of the full buildout, 246 vehicle arrivals and 30 vehicular departures are expected. The PM peak hour would see 17 arrivals and 202 departures. Over the space of an average weekday (07:00 – 19:00) the AADT figures project 780 vehicle arrivals per day and 788 vehicle departures.
- 7.5.5 It is accepted that the AADT demonstrates some significant traffic increases on the immediate road network and in response to this junction modelling has been undertaken on the local road network and also Junction 3 of the M3 motorway. As a result of this modelling and assessment, mitigation measures have been identified and these have been incorporated and agreed with the CHA and HE and are to be imposed as conditions in accordance with the consultation responses. The assessment shows the local and strategic road network has capacity to accommodate the expected traffic flows and both the CHA and HE raise no objection in this respect. Additionally these figures represent a worst case scenario and the applicant is to adopt a travel plan to reduce this impact further.

Parking

- 7.5.6 The proposal for the full buildout is to provide a total of 290 new car parking spaces (including disabled spaces and electric vehicle charging points), 80 new cycle parking spaces and 3 lorry parking spaces at the south of the site. The provision of the car, cycle and lorry parking spaces at the south of the site is sufficient for GMG staff and additional visitors expected at the completion of the main campus and fully complies with the SCC Vehicular and Cycle Parking Guidance.

Sustainable Transport

- 7.5.7 The applicant is to provide secure cycle storage facilities, showers and lockers for staff wishing to cycle, walk or run to work. The applicant is also committed to initiatives such as providing all employees with an information pack which will include maps of local walking routes, cycle routes, creating a Bicycle User Group (BUG), set up by the Transport Co-ordinator, to provide suggestions for further improvements to encourage cycle use; and encouraging staff to sign up to a Cycle scheme to provide employees with tax-free bicycles. As part of the travel plan it is also proposed to consider further providing the provision of clothes drying and storage areas as well as the promotion of the health benefits of cycling. The applicant is also exploring provision of electric bike charging facilities and electric bike or scooter hire schemes and cycle mileage rates could be provided for business travel just as with car mileage.
- 7.5.8 The nearest bus stops to the site are more than 400m walking distance away with no bus routes passing near the site. This means, in reality, that they do not provide an attractive transport option. On this basis, the applicant anticipates that the local rail network will provide a more feasible alternative to commute via public transport. There are two main rail lines within a four mile road distance from the site:

- London Waterloo to Reading, with the nearest station at Longcross situated 2.2 miles from the application site; and
- Ascot to Guildford, with the nearest station at Bagshot situated 3.7 miles from the development site.

Services operate with a peak weekday frequency of around four trains per hour at each station. The practicality of employees commuting by train is recognised by the applicant and this will depend on the ability to travel between the rail station and application site. Cycling or taxi sharing may be a viable method and is to be explored in the travel plan. The applicant is also committed to actively disseminating public transport information and incentivising staff by providing interest-free season ticket loans.

- 7.5.9 For those staff unable to commute via active modes or by public transport, the applicant also remains committed to reducing the number of private vehicle trips to and from the site. The following list details measures the applicant is implementing to reduce car travel, with a particular focus on reducing single-occupancy car trips.

- Setting up a car-share/carpool program;
- Promotion of existing commercial Car Club schemes;
- Provision of the option of flexible hours or working from home; and
- Provision of high-quality teleconferencing facilities to reduce the need of travel.

Highway Conclusion

- 7.5.10 On the basis of all the evidence including the no objections from both the County Highways Authority and Highways England, subject to conditions, which include a Construction

Transport Management Plan, parking conditions and Travel Plan condition, the development is therefore considered to be acceptable on highway capacity, safety and parking grounds, complying with Policies CP11 and DM11 of the CSDMP.

7.6 Impacts on residential amenity

- 7.6.1 Along the Highams Lane boundaries the closest residential properties include Highams Lodge, The Cottage and The Lake House. It is considered that the amenity of these neighbours would be most affected by the scheme given that the principal development works would be at the south eastern end of the site. However, all of these residential properties would be some distance away from the new buildings, for example The Lake House is approximately 180m away from the northern elevation of building 1 and so it is considered that there would not be a direct loss of residential amenity for these residents by reason of loss of privacy, overlooking, light or visual impacts. Whilst residents would be affected by the increased traffic movements using Highams Lane, the aforementioned highway evidence suggests that the impacts would not be significantly adverse. Furthermore, Highams Lodge is located adjacent to the existing staff access and so it is considered that there would not be a dissimilar impact for this neighbour than the existing extant situation.
- 7.6.2 There are a number of residential properties located along Chertsey Road, to the west of the site, of which the closest dwellings with curtilages adjoining the application site include Sundial and Orchard Cottage. These two dwellings are located adjacent to the walled garden and remote from the main proposed development works and so given the proposed improvements to landscaping and restoration of the walled garden, it is considered there would be no adverse impact on these neighbours' amenities. Additionally the dwellings including, for example Gunners Meadows and Lynbrook Cottage, would also not be adversely affected by the development works given their separation and locations.
- 7.6.3 South of the M3 motorway the closest property is Rose Cottage, some 70+ metres away. Given this significant separation distance, the existing motorway embankment and screening it is considered that there would be no adverse impact on this neighbour's amenities.
- 7.6.4 In addition to the above conclusions, the applicant's Noise Assessment assessed potential noise from the construction phases, operation of the vehicle test road facility; activities within workshops and any noise from plant or machinery. Baseline noise survey data was collected at three locations around the proposed development nearest to the closest residential properties. The Council's Environmental Health Officer has considered the application and concludes that there would be no adverse noise impacts for residential properties (subject to conditions).
- 7.6.5 The applicant's Lighting Report confirms that all lighting will be in accordance with Bats and Lighting guidance and guidance in respect to the reduction of obtrusive light. The report sets out that external lighting is required to roads, car parks and pedestrian areas for safety and security purposes. Lighting columns at 6m have been proposed to minimise lighting spill while maintaining an efficient lighting design and where additional lighting is required for pedestrian areas, poles will be reduced to 3m. All lighting has been designed to ensure that light spill to sensitive areas will be minimised. The report also confirms that external lighting control will be achieved through a timeclock, daylight sensor and manual override. The control system will enable 50% of the lighting to be turned off after peak times to further reduce light pollution and energy usage. The Council's EHO raises no objections commenting that the report is in accordance with guidelines. It is considered reasonable to impose conditions relating to lighting so that the full details can be submitted. It is therefore considered that there would be no adverse impact of light pollution on local residents. The EHO also confirms that the proposal would not cause adverse air quality issues.
- 7.6.6 As such it is considered that the proposal would not result in adverse loss of residential amenity and would comply with Policy DM9 (iii) of the CSDMP.

7.7 Impacts on biodiversity

- 7.7.1 Policy CP14 of the CSDMP seeks to conserve and enhance biodiversity and does not permit development that would result in harm to or loss of features of interest for biodiversity. Despite the relative proximity of the site to areas of local, national and international importance it is a material consideration that Natural England raises no objection to the impact of this proposal. It is therefore concluded that the proposal would not be harmful to the THBSPA, SAC and SSSI.
- 7.7.2 The proposal seeks to retain as well as enhance biodiversity features. As noted in the submitted ecological appraisal, grassland will be restored to lowland meadow, significant native tree, wildflower and hedgerow planting is also proposed alongside ongoing woodland and landscape management.
- 7.7.3 Species specific enhancements, including bat and bird boxes, as well as log piles and hibernacula are also proposed which will enhance the site for protected and notable species. A strategic emphasis has also been considered with the retention and increase of habitat connectivity across the site via the provision of replacement and compensatory tree planting and hedge planting. All these features all provide a considerable biodiversity net gain. Surrey Wildlife Trust recognise this biodiversity net gain and confirm that it meets the Biodiversity Net Gain: Good Practice Principles for Development Guidance.
- 7.7.4 In respect of ecology, the Surrey Wildlife trust raise no objection subject to conditions to agree sensitive lighting, protection of existing ecology and further biodiversity enhancements including the implementation of the Landscape Management and Maintenance Plan with associated planting plans.

7.8 Energy and Sustainability

- 7.8.1 The applicant has submitted an Energy Strategy for the site and the strategy sets out that the proposed buildings will be designed to meet energy targets set out by the Building Regulations Approved Document Part L2A and the Building Research Establishment Environmental Assessment Method (BREEAM) 'Very Good'.
- 7.8.2 The strategy includes the following principles: high insulation standards, high-performance glazing to minimize heat loss, good natural daylight provision, low g-value glass to reduce solar gain, a ventilation design to minimise requirements for active cooling, high efficiency heat pumps, low energy services distribution systems and lighting, site-wide automatic controls/building management systems to increase operational efficiency and adoption of photo voltaic panels at roof level.
- 7.8.3 Therefore, the officer notes a number of energy demand reduction measures are proposed for all the buildings on the site. The measures proposed include both passive design measures (such as architectural and building fabric optimisation) and active measures (such as energy efficient service design), as well the inclusion of renewable energy technologies. This approach is in line with the best practice to reduce carbon dioxide emissions.

7.9 Other matters

- 7.9.1 Given that the site lies outside the floodplain and given no objections are raised by the EA or Lead Local Flood Authority, the proposal is not considered to give rise to any flood risk (subject to condition) and complies with Policy DM10 of the CSDMP.
- 7.9.2 The application is not CIL liable because CIL only applies to residential or retail uses. Furthermore, in line with paragraph 56 of the NPPF planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. No such requirements have been identified.

7.9.3 The applicant has submitted an Air Quality Assessment. This assessment considers the potential impacts on local air quality impacts arising from the construction phases and operational phases of the proposed development and at chapter 8 identifies appropriate best practice mitigation measures. The Environmental Health Officer has considered the proposal and raises no objection in respect of air quality. On this basis it is considered appropriate to impose a condition to ensure compliance with the mitigation recommended at chapter 8 of the submitted an Air Quality Assessment.

8.0 VERY SPECIAL CIRCUMSTANCES

8.1 On the basis of the Green Belt inappropriateness and significant harm to openness identified in paragraph 7.3 above; and, other harm to the character of the area identified in paragraph 7.4 it is necessary to consider whether this overall harm can be outweighed. The applicant's main very special circumstances to justify the development are summarised below, the merits of each will be considered in turn and then in combination:

- (i) Economic contribution and prestige.
- (ii) Employment provision and the wider benefits including education and training.
- (iii) Need for the development and lack of alternative sites.
- (iv) Design quality and innovation.
- (v) Community support and benefits including landscape enhancement and reuse of existing building.

8.2 (i) Economic contribution and prestige

8.2.1 The NPPF has a presumption in favour of sustainable development of which there are three dimensions i.e. economic, social and environmental. The economic role is *'to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity.'* [NPPF Paragraph 8]

In order to deliver a strong and competitive economy the NPPF, at paragraph 80, states the following:

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

8.2.2 Sustainable economic growth is important locally and nationally, the Government's Industrial Strategy: Building a Britain fit for the future - sets out a vision to drive productivity improvements across the UK. It identifies a number of Grand Challenges facing all nations and sets out a delivery programme to make the UK a leader in *[inter alia]* future mobility for the UK transport system.

8.2.3 The applicant considers this proposal to be consistent with this national, regional and local economic policy for the reasons summarised below:

- The proposal is not aspirational, the applicant is a proven and known entity with very clear proposals which will be comprehensively brought forward with a sound level of certainty. The GMC has already developed collaborative working relationships with major companies in the UK and overseas. The GMC is a well-established brand with established presence in the automotive sector. Its impact will also be positively felt locally as the use of goods and services from local businesses as well as bringing a vacant site back into full use.
- The GMC is a business with a rich heritage with an extensive network of reliant supply chain business, both up and down stream of the group. The business has a proven track record of producing exemplar technical solutions which ultimately have been utilised in mainstream manufacturing processes and high street automotive products. GMC is dedicated to using their specialist automotive knowledge to develop 21st century solutions to increase vehicle performance through light-weighting and energy efficiency, both enhancing existing methods of mobility, but also looking for new ways to support and provide mobility in the future. A good example of this is the recent development of the 'Motive' autonomous vehicle which is a concept vehicle looking to harness AI technology and address modern issues surrounding personal transportation, logistics 'last-mile' delivery. GMC has also developed formula 1 technologies such as composite lightweight materials which have successfully been integrated into low cost mainstream motor vehicles and electric vehicle technologies. Here the materials require less energy to produce and also offer energy savings during usage in vehicles.
- The GMC also produce the T.50 super car which is designed to showcase the very best of British automotive engineering. Aside from the prestige of a British design and built supercar, the production of the supercar has and continues to act as a springboard for advancing new automotive technologies that will go on to influence and answer existing automotive transport / mobility challenges.
- The GMC has a full 'order book' with customers from all over the world purchasing their technologies including OEM (Original equipment manufacturer) for vehicle manufactures as well as Government and Non-Government organisations. The Group has a sound economic base, seeing a year on year increase in gross margin rising from 47% in 2018 to 68% in 2019, with turnover for 2019 at £11m of which £10m was generated via automotive design services & £1m from Government grants.
- The applicant is of local origin looking for larger premises to become its headquarters to sustain the growth of the organisation. Local staff will be retained with a local move as well as the expansion of the business as it is given opportunity to fulfil its vision.

8.2.4 The officer notes the applicant's ability to develop 21st Century solutions which fit within one of the Government identified 'grand challenges of the future' in this case future mobility within the UK Transport System while also meeting the needs for a low carbon future. These economic benefits which are local, regional, national and international carry significant weight and are welcomed. The proposal allows a British business opportunity to invest, expand and adapt within the current market and additionally the showcasing of British talent and British produced products on a national and international stage is also of benefit. It is considered that the proposal will contribute toward building a strong, responsive and competitive economy to appropriately support growth, innovation and improved productivity. This proposal is considered to support the Government objective to promote Britain as a global leader in driving innovation and this will also support economic growth within Surrey

Heath, the wider region and nationally. These future challenges are also likely to become even more important in future years and so taking all these matters into consideration significant weight must be given to this circumstance in accordance with paragraphs 8 and 80 of the NPPF.

8.3 (ii) Employment provision and the wider benefits including education and training

- 8.3.1 The applicant states the development would eventually have up to approximately 265 total employees working at the site once complete. This direct job creation would be up to 145 new jobs in addition to the 120 existing jobs. In terms of breakdown of skills, the employment created from this proposal will be primarily technical with engineering being required up to approximately 40% of the new jobs created. Technicians and manufacturing staff, both skilled and semi-skilled will be the next biggest grouping at 35% and the remaining 25% a mixture of financial, administrative and support service employees. The applicant also states that employment would be created during construction with a preference for local builders and contractors and indirect employment as a result of increased expenditure on local goods and services as well as using local companies for ongoing internal facilities maintenance.
- 8.3.2 In addition to the new permanent skilled and semi-skilled job roles created, there is the need to ensure a pipeline of new talent into the applicant's business and the wider automotive engineering and advance technologies sector. The applicant already has an apprenticeship scheme run in conjunction with Brooklands College, as well as providing placements for undergraduates and postgraduates from Surrey University. The applicant confirms that the proposal as a larger facility with a greater capacity for production would have the subsequent effect of enhancing existing industrial placements, as well as being able to increase the number of individuals whom may benefit from them.
- 8.3.3 Supplementary to the existing educational programme set out above, is the applicant's (Professor Gordon Murray) personal ambition to establish a technical collage which will be directly linked to the company and embedded within the working facility itself. Professor Murray has already established a charitable trust which he intends to use as the basis to fund the development of this technical college that will provide students with an education space for students and existing employees to share ideas and experiences and to further education in automotive and applied technology, as well as technical applicants with education in artisan automotive trades.
- 8.3.4 The applicant's justification is further supported by evidence provided by the Council's Economic Development Officer (EDO). Namely, research shows that each filled job in Surrey Heath contributes around £55,775 to the UK economy in GVA (Gross Value Added). Thus, the direct employment from this proposal could amount to £14.8 million to the UK economy, of which there would inevitably be knock on benefits to the Borough and region by virtue of indirect job creation and economic growth. The EDO considers that the proposal is fully supported by the Council's Economic Development Strategy and the officer notes that it is one of the Council's aspirations to promote apprenticeships and Science, Technology, Engineering and Maths skills in the area and to enhance the links between employers and local education providers.
- 8.3.5 The EDO also states that economically, the proposal would be a welcome addition to Surrey Heath securing 120 existing jobs and creating a further 145. This British business has a history of producing innovative electric and autonomous vehicles and therefore is at the forefront of the next stage of global car production requirements for 2030, as well as the proposals considering its impact on the environment. This high profile investment will have global reach and will support further the Boroughs Inward Investment programme. The new jobs would add a further British employer to the Borough.

8.3.6 Policy CP8 of the CSDMP seeks to provide up to 7,500 new jobs for the period up to 2027 and the proposal would support this. It is therefore considered that the employment opportunities weigh significantly in favour of the proposal, in accordance with paragraphs 8 and 80 of the NPPF.

8.4 (iii) Need for the development and lack of alternative sites

8.4.1 Summarised below is the applicant reasoning for why new accommodation is needed in this location, why specialist bespoke accommodation is needed and why no other alternatives exist:

- Due to the businesses steady growth, this has resulted in a need for more manufacturing and office space, the Company's current leased holdings are beginning to limit operational capacity. The current site is too small to redevelop and is subject to a restrictive leasehold. The business has already acquired short term leased light industrial units approximately twenty minutes travel from its current headquarters but having the workforce split across two sites, some distance from each other is not ideal.
- The core requirements for the applicant is to find a site which can provide a minimum of 14,000sqm light industrial office & manufacturing space, a low density site with landscaping and green space for employees to enjoy while providing a campus style development within a South East location along the M3 corridor. Furthermore, given the long term ambitions of the applicant for this site, a security of tenure (freehold) is particularly important as well as a local site to retain the existing workforce.
- The applicant acknowledges that there is a great deal of light industrial space along the M3 corridor, however, it is noted that the majority of these sites are designed for distribution and haulage with office space generally limited at these sites. Sites which do have sufficient office space present a difficulty of not having sufficient manufacturing space. Furthermore, re-development opportunities on existing light industrial parks big enough to accommodate the applicant, typically require the adoption of multiple short term leases and were not available for anything over 25yrs making the investment a significant risk for the applicant. Freehold is therefore a preference for the applicant due to the Company's ambition for sustainable growth, but also as a way to ensure the large investment required to develop and construct a campus facility is low risk.
- During the applicant's search they found two other similar sites which met the core requirements. One at Longmoor in Hampshire, a former MOD shunting yard and the former film studio site at Longcross just north of the Windlesham site. Desktop studies were conducted on all three sites for comparison and the application site was a stronger and more suitable fit given the core requirements set out above particularly in the context of the previous successful planning application (see paragraph 3 above) for a similar proposal. On this basis, there is no other site within the applicant's catchment area for staff, M3 corridor and international transport links that offers a viable economic alternative.

- 8.4.2 Turning to the use of the existing building on site, the applicant sets out that the existing 'molecule' building (the former BOC HQ) is a bespoke building designed primarily for office use (with some storage and underground car parking). The applicant explains that given its bespoke design as an office building, the molecule building can be reused for office use, but it is not suitable for production or R&D, for which bespoke buildings are required. The officer has also visited the molecule building and notes its irregular design with narrow corridors leading to smaller workspaces off the main centre. The applicant therefore proposes to use the molecule building for primarily office related uses, such as some office based secondary R&D and design workshops. That said the applicant is very clear that the primary R&D facility must be positioned alongside the production and prototyping areas in the southern part of the site. Therefore, and what is less clear, is the longer term future of the molecule building and why the wider office type uses of the applicant's business cannot be incorporated within the molecule building.
- 8.4.3 The applicant has also stated, he is also proposing to use the molecule building as an education facility, including additional meeting and display / exhibition and community spaces. The officer is particularly concerned about the aspirational nature and limited explanation for how these ancillary business uses, community and education uses within the molecule building will operate in the longer term. At this stage it has not been explained in sufficient detail how this building can be protected from future severance from the wider site if the molecule building becomes surplus to requirements particularly as the need for educational facilities and community uses has not been robustly demonstrated. Likewise, it also hasn't been demonstrated why the proposed office functions associated with this proposal cannot all (or partly) be incorporated within the molecule building. The officer does not consider that the future of the molecule building has been secured or explained in a way that offers a long-term viable use for this existing building. This is of concern and one which weighs against the proposal. The planning history of this site is noted but this application must stand up to scrutiny on its own individual merits and the Green Belt tests represent a high bar which needs to be passed. Given the purpose built nature of the southern buildings and the more secondary nature of the molecule building sited further away and detached from the campus of the south, there is concern that this northern part of the site may be released as surplus to the business in the future, if the community uses and educational uses run at a loss or demand declines. The officer has approached the applicant for further clarity on this point and an update will be provided at the committee.
- 8.4.4 That said the wider economic contribution, employment provision, education, training, need for the development and lack of alternative sites with potential for community support benefits do carry weight and are important considerations in the wider balancing of the Very Special Circumstances (VSC) as set out at paragraph 8.8 below. Therefore, it is recommended that prior to the submission of the Reserved Matters application, the applicant submits a detailed business, education and community plan for the molecule building for agreement. This should set out and robustly demonstrate how the aspirations of the longer term use of this molecule building will be viable financially and also how a continued pipeline of demand can be demonstrated. The report must also articulate how all the primary office functions of the applicant's business cannot be incorporated into the molecule building. Additionally, given the weight attached to the educational and community benefits that the proposal delivers (if proved to be viable), and the wider VSC which is to be considered in the round at paragraph 8.8 below, it is also appropriate to impose a planning condition to prevent the sub-division of the site to protect the finely balanced arguments for the VSC. Without the molecule building and the education and community benefits it delivers secured, the finely balanced assessment of VSC are at risk.
- 8.4.5 Therefore, as part of building a strong and competitive economy, paragraph 8 of the NPPF encourages business growth, innovation and improved productivity, it is clear from the evidence submitted, that a thorough and robust assessment of alternative sites and the existing facilities has been undertaken and there is no other currently suitable to support the applicant's business. In addition splitting up the facilities across multiple sites would also be fundamentally at odds with the applicant's own business model to develop advances in automotive technologies and sustainable modes of transport on one campus site. While

there is some concern about the use of the existing molecule building and its future use, subject to the planning conditions as set out above, the officer considers that on the basis of the information submitted, the applicant's need arguments and lack of alternatives weigh in favour of the proposal.

8.5 (iv) Design quality and innovation

8.5.1 The applicant explains that a high standard of design has been applied to this proposal and indeed the proposal is a bespoke design for a specific end-user and not a generic industrial building. The applicant explains that their business is recognised for its high quality of design and has been reflected in the buildings from which it is to operate as part of the company ethos and branding; consequently, the design and materials used must be of a high quality. Furthermore, it is accepted that the facilities here are required to inspire and promote collaborative and innovative thinking and whilst an industrial unit within a business park may meet a functional need, it is typically not an inspirational location to encourage creative and original thought.

8.5.2 It is considered that high quality design is not limited to the desirable needs of an applicant but has wider importance for the environment and in any event, should be a pre-requisite of any proposal, particularly a development of this size. The NPPF requires good design and that securing high design and inclusive design goes beyond aesthetic considerations and includes how new development integrates into the natural, built and historic environment.

8.5.3 Paragraph 131 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which help raises the standard of design more generally in the area. Whilst the individual architecture of building 2 is of high quality and this is acknowledged by the Urban Design Officer, the buildings still have a degree of visual prominence which impacts upon the openness of the Green Belt. This is because the primary indicator of harm to openness is an assessment of size. Similarly a well designed and energy efficient building should be a pre-requisite of any development of this size and so cannot be said to outweigh Green Belt harm. Whilst, therefore, the applicant's commercial needs for an iconic building and an environment which facilitates thinking is understood it is considered that this carries only limited weight in favour of the proposal.

8.6 (v) Community support and benefits including landscape enhancement and reuse of existing building.

8.6.1 According to the applicant the feedback (48 socially distanced drop in sessions with 204 individuals) from the consultation event was that the majority of local residents were supportive of the development proposals and pleased to see the site in active use again. The applicant also explains that primarily the heritage facility is for invited visitors, however, it would also be open to members of the public and local community to visit on a limited number of days per year. The applicant explains in the Design and Access Statement that it is highly likely that employees who operate a social committee and will organise charitable events and accordingly will seek a great deal of engagement with the local community. To date and since purchasing the site in February 2020, the applicant has confirmed that a dialogue has already begun with the Windlesham Parish Council's Pram Race Committee and an undertaking to ensure the Pram Race has use of the site in the same way as before has been given. The applicant also explains that, other areas of community support and focus such as The Field of Remembrance would also become a focus for the Company to enhance its links with the local population as there is a strong desire to become an integral part of the Windlesham community. The applicant says there is also likely to be other direct community interaction as GMG settles into the site, but what form this takes will largely be dependent on what appetite there is within the community to make use of the former BOC site in a mutually beneficial way such as community open days, fetes, and similar events.

- 8.6.2 By bringing the community and corporate activities to the site, it could be argued that the increased activity here is not a Green Belt benefit at all as rather it would further urbanise the site by virtue of the increased comings and goings, and so be more damaging to the Green Belt. It is therefore considered on the basis of the information provided only limited weight ought to be given to the community benefits.
- 8.6.3 The site is currently a mixture of formal gardens laid out in a parkland manner and the larger meadow type grassland area. The applicant explains how they would seek to retain and renovate the formal gardens and lawns including the historic walled garden and orchard. The larger grassland meadow would be used to develop the new proposed scheme but areas of landscape lost due to this development would be mitigated via enhancements to other areas of the property, with additional individual and group planting of trees and the re-introduction of suitable lowland acid grass land to enhance the biodiversity of the site but also to ensure it is in keeping with historic common grass lands prior to 20th Century agricultural improvements. Where the existing grassland has been uncut and unmanaged recently, further restoration would be carried out to remove invasive species and to implement a regular management through regular cutting for silage. However, the officer considers that landscape and biodiversity enhancements should be an expectation with any application of this size and so providing this cannot be said to be unique or very special. In this instance the landscape enhancement would be mostly site contained and so benefits to the wider community for enjoyment of this landscape, for recreation or otherwise, would not be felt. It must also be noted that land is designated as Green Belt land irrespective of its landscape quality and so improving a landscape cannot somehow then be used as an argument to justify development. It is therefore considered that landscape enhancement carries very limited weight in support of the proposal.
- 8.6.4 As discussed above, the applicant sets out their intentions to incorporate the 'Molecule Building' as of the group HQ and it is proposed to use parts of it as a technical training college and other parts as a flexible working space that could be of use to the community for uses ranging from large or small group meetings, adult learning facilities, hustings and polling station usage. Due to the existing state of the molecule building, the applicant has confirmed that it is not possible to re-develop this portion of the site first. As such the applicant advises that it is imperative that they are allowed to develop the southern aspect of the site first, which in turn will generate income to ensure the sustainable re-development of the Molecule Building. The time taken to establish Company operations in the southern part of the site will also enable more opportunity for the company and the community to work together to understand what company needs exist for the building and how best it can also serve the wider community. In the officer's opinion the eventual retention and refurbishment of the main building is desirable. However, for all of the main building's architectural merits it is not statutory or locally listed and neither is it a community asset that is essential to retain in the Borough. Furthermore, and most importantly, the future retention of the main building does not in turn justify the quantum of new proposed development in the Green Belt. Again this carries very limited weight in the support of the proposal.

8.8 In combination consideration of (i) – (v)

- 8.8.1 Of the very special circumstances presented by the applicant limited weight can be given to (iv) Design quality and innovation and v) Community support and benefits including landscape enhancement and reuse of existing building. Moderate weight can be given to (iii) Need for the development and lack of alternative sites. However, significant weight can be given to (i) Economic contribution and prestige; and, (ii) Employment provision and the wider benefits including education and training.
- 8.8.2 Whilst alone (i) - (v) does not justify the development, in the officer's opinion the combined weight of these very special circumstances marginally outweigh the significant harm to the Green Belt and other harm. It is considered that the applicant's contribution to the local, regional and national economy while according with the Governmental ambitions for

“Building a Britain Fit for the future” carries substantial weight. The proposal focuses on British jobs in the design and engineering sectors on an international and national stage. The economic benefits of a British company in Surrey Heath are insulated from many potential negative effects arising from Brexit and this business continues to grow despite the international impact of a global pandemic. The GMC group sits within growth sections of the automotive industry where finding sustainable solutions to future mobility issues are identified as one of the “Grand Challenges” facing all nations and the Government is very keen to see the UK as a global leader in this field. These factors tip the balance in favour of support. In coming to this difficult conclusion regard has been had to whether permitting this development would set a precedent in the Green Belt, or in the event that the applicant vacated the site result in future development that would be even more harmful.

8.8.3 However, it is considered that the proposal is genuinely unique and so other developments elsewhere in the Green Belt would still have to be considered on their own merits being subject to the same stringent Green Belt control with assessment of their own unique circumstances. In respect of the applicant’s commitment to the site, it must be borne in mind that the applicant has already invested significantly into this development and so the likelihood of the applicant leaving the site in the short term is unlikely. It is also acknowledged that this is not a speculative application, the applicant is a high profile public figure who runs a successful and well-established business looking for a consolidated headquarters for his growing company to meet the challenges of the future and continue to be a successful organisation. Even if the applicant did sell up and vacate the site, then the nature of the development would only lend itself to other R&D companies of a similar business model so potentially bringing comparable benefits to the Borough. It is nevertheless necessary and reasonable to add an element of additional control by imposing conditions restricting the uses to office / light industry only to ensure the integrity of the Borough’s Green Belt would be retained.

9.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, the officer have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 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 negotiated and accepted amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

10.0 CONCLUSION

10.1 The proposal by reason of the new buildings, land raising, parking and the test road, would be inappropriate development in the Green Belt and cause significant harm to the openness of the Green Belt and conflict with its purposes. By association, the development would also cause harm to the existing rural, natural and undeveloped character of the area. The development would therefore conflict with policies CP1, CP2 and DM9 of the CSDMP.

However, in the officer's opinion the in-combination weight of the very special circumstances, and in particular the economic arguments, are also significant and, on balance, outweigh the harm and justify this development. The application is therefore recommend approval.

11.0 RECOMMENDATION

REFER to the Secretary of State for approval subject to the following conditions:-

1. Approval of the details of the layout, scale, appearance, access and the landscaping of the site under the outline application (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development, subject to the outline permission, is commenced.

(a) Application for approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission.

(b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

2. The development hereby permitted for the full planning application 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

3. The full planning application (hereinafter known as the detailed development) shall be built in accordance with the approved plans all as listed in the 'Planning Drawings Issue Sheet' reference 1714-P as received 15.09.2020 plus additional drawing nos. LD-DET-652 P01, LD-DET-653 P01 and GMDW-ARUP-ZZ-XX-SK-C-0001 P01, GMDW-ARUP-ZZ-XX-SK-C-0002 P01, GMDW-ARUP-ZZ-XX-DR-C-2160 P01 and GMDW-ARUP-ZZ-XX-DR-C-2150 P01 unless the prior written approval has been obtained from the Local Planning Authority.

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

4. No development shall take place until details and samples of the external materials to be used in respect of the detailed application hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

5. For the avoidance of doubt, the development hereby permitted shall be used for Class E(g) use as defined by the Town and Country Planning (Use Classes) Order 1987 as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order), and for no other use unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the Green Belt, the character of the area and residential amenities and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies and the NPPF.

6. Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) the development (including existing buildings subject to the change of use) hereby approved shall not be converted to a residential use or any other use without the express permission in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over inappropriate changes of use and to accord with the National Planning Policy Framework.

7. Immediately prior to commencement of development, a survey of the site by an appropriately qualified ecologist shall be undertaken, to check for any new signs of badger sett construction, if any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the Local Planning Authority. All other details hereby permitted shall be undertaken in strict accordance with the mitigation and enhancement measures set out in Section 5 of the applicant's Ecological Appraisal, authored by Land Use Consultants Ltd, dated August 2020 and any deep excavations left overnight should be provided with a ramped means of escape and stockpiles of soft materials shall be covered overnight to prevent badgers excavating new setts.

Reason: To comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

8. Prior to occupation of development hereby permitted, a comprehensive lighting scheme shall be submitted to and approved in writing by the Planning Authority. This shall include details of all external lighting including appearance, manufacturer's specifications, automatic sensor controls and timers, hours of illumination and light spillage diagrams for the detailed application. A 'Sensitive Lighting Management Plan' should also be submitted and this should comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK - Bats and The Built Environment Series". The approved details shall be fully implemented prior to first occupation of new buildings, or with a phasing plan agreed by the Planning Authority, and thereafter there shall be no changes unless otherwise agreed.

Reason: To limit light pollution in the interests of the rural character of the area, residential amenities and nature conservation and to comply with Policies DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

9. The detailed application hereby permitted shall be undertaken in strict accordance with the submitted Landscape Management and Maintenance Plan and associated native planting plan, version P01, prepared by Land Use Consultants and dated August 2020 unless otherwise agreed in writing by the Planning Authority.

Reason: To comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

10. Prior to commencement of works and in accordance with paragraph 5.9.1 of the submitted Arboricultural Impact Assessment, a detailed Arboricultural Method Statement, to include details of drainage services, contractors facilities and a cross section through the No-Dig areas showing existing and proposed levels shall be submitted to and approved by the Local Planning Authority, prior to construction or ground work starting on site. Once agreed the development shall be implemented in strict accordance with the agreed details, unless otherwise agreed in writing with the Local Planning Authority.

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

11. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. In all other regards the development shall proceed in accordance with the supplied BS5837:2012 - Trees in Relation to Design, Demolition and Construction compliant report prepared by S J Stephens Associates and dated 9 July 2020.

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.

12. Prior to occupation of the detailed development hereby approved, a detailed 15-20 year woodland management plan shall be submitted to and approved in writing with the Local Planning Authority. Once agreed the development shall be implemented in strict accordance with the agreed details, unless otherwise agreed in writing with the Local Planning Authority.

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.

13. Prior to occupation of the detailed development hereby approved full details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. Once agreed, all hard and soft landscaping works shall be carried out in accordance with the approved details and all plant material shall conform to BS3936:1992 Parts 1 - 5: Specification for Nursery Stock. Handling, planting and establishment of trees shall be in accordance with BS 8545:2014 Trees: from nursery to independence in the landscape.

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.

14. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: In the interests of heritage and to accord with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

15. Prior to commencement of works hereby approved, details regarding what measures will be put in place to protect the recognised heritage assets which include the clock tower, orchard, walled garden and burial ground during the construction period. Once agreed the development shall be implemented in strict accordance with the agreed details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To preserve heritage assets in accordance with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. Prior to occupation of the detailed development hereby approved, a Heritage Site Management Plan which includes details of the clock tower, orchard, walled garden and burial ground and their short to long term management, shall be submitted to and approved in writing by the Local Planning Authority. Once agreed the development shall be implemented in strict accordance with the agreed details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To preserve heritage assets in accordance with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

17. Prior to occupation of building 1 the following details are to be provided to and agreed in writing by the LPA.

i) Proof that any plant installed on site has a BS 4142:14 Laeq rating level (LarTr) that does not exceed the background level L90 at a the nearest residential receptor.

ii) An assessment of the noise impact of internal combustion engine vehicles using the test track ensuring compliance with internal noise levels as detailed within BS 8233:14 and BS 4142:14.

Once agreed these details shall be retained as approved unless otherwise agreed in writing by the Planning Authority.

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

18. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until sections 1 to 4 of this condition have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition 4 has been complied with in relation to that contamination.

1. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - (a) human health,
 - (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - (c) adjoining land,
 - (d) ground waters and surface waters,
 - (e) ecological systems,
 - (f) archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

If required the approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

5. Long Term Monitoring and Maintenance

If identified as being required, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have

been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using maximum discharge rates as detailed in Table 3 'Proposed discharge rates for completed development' in the approved document: Drainage Statement - Issue 01, ARUP, 13th August 2020, reference: GMDW-ARUP-ZZ-XX-RP-0002.

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

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

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

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

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

20. Prior to the first occupation of the detailed development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

21. The detailed development hereby permitted shall be undertaken in strict accordance with the mitigation measures outlined at section 8 of the submitted Air Quality Assessment, Issue 01, prepared by Ove Arup & Partners Ltd and dated August 2020 unless otherwise agreed in writing by the Planning Authority.

Reason: To comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

22. Prior to first occupation of the detailed development hereby approved, the proposed highway improvements at the junction of Highams Lane with B386 Chertsey Road comprising the removal or cut-back of vegetation to improve visibility west of the junction and widening of the junction bellmouth shall be completed broadly in accordance with Arup's drawing no. GMDW-ARUP-ZZ-XX-DR-C-2160 P01 and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements.

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

23. No part of the development shall be commenced unless and until the proposed highway accesses to Highams Lane have been constructed and provided with 2.4 x 120m visibility splays in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility splays shall be kept permanently clear of any obstruction over 1.05m high.

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

24. During Phase 1 and Phase 2 construction of the development, a temporary bridleway crossing shall be provided broadly in accordance with Arup's junction layout drawing GMDW-ARUP-ZZ-XX-DR-C-2150 P01. This shall be revoked and the existing bridleway reinstated once the construction is finished.

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

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

- (a) parking for vehicles of site personnel, operatives and visitors.
- (b) loading and unloading of plant and materials.
- (c) storage of plant and materials.
- (d) vehicle routing taking account of any HGV restrictions and local schools.
- (e) measures to prevent the deposit of materials on the highway.
- (f) on-site turning for construction vehicles.
- (g) hours of construction.

has been submitted to and approved in writing by the Local Planning Authority, after consultation with Highways England and the Surrey County Council Highway Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012, the National Planning Policy Framework and in accordance with Section 10 of the Highways Act 1980.

26. Prior to the occupation of the final build out, a Travel Plan shall be submitted for the written approval of the Local Planning Authority after consultation with Highways England and the Surrey County Council Highway Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". and then the approved Travel Plan shall be implemented prior to first occupation and thereafter retained and maintained for the lifetime of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012, the National Planning Policy Framework and in accordance with Section 10 of the Highways Act 1980.

27. The new building for Sales, Manufacturing & Heritage together with test road hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, 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 compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

28. Detailed development

The development hereby approved shall not be occupied unless and until 15 parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. A further 15 parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

Full build out

The development hereby approved shall not be occupied unless and until 29 parking spaces (10% of the total available parking spaces) are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. A further 29 parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

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

29. Detailed development

The development hereby approved shall not be occupied unless and until 20 cycle parking spaces are provided in a secure, covered storage facility and a further 6 cycle parking spaces provided for visitors.

Full Build out

The development hereby approved shall not be occupied unless and until 72 cycle parking spaces are provided in a secure, covered storage facility and a further 8 cycle parking spaces provided for visitors.

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

30. Buildings 1 and 3 hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, 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 compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

31. Buildings 1 and 3 hereby approved shall not be occupied unless and until at least 10% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. A further 10% of the available parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

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

32. Prior to the submission of the Reserved Matters application stage a detailed business, education and community plan for the Molecule building shall be submitted for approval by the LPA. The plan shall robustly include details of:

(1) - The financial viability of delivering and maintaining a community and educational facility over the longer term.

(2) - Demonstrate a longer term pipeline of demand for educational and community uses within this building.

(3) - How all the primary office functions of the applicant's business on site cannot be incorporated into the Molecule Building and why a new building is required.

Development cannot commence in respect to any outline matters until the business, education and community plan has been approved in writing by the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice the openness of the Green Belt or the finely balanced Very Special Circumstances arrived at in approving this application in accordance with the National Planning Policy Framework.

33. The redline application site hereby approved shall not be subdivided, split up or occupied by multiple business without first applying for planning permission to approve such changes.

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 not prejudice the openness of the Green Belt or the finely balanced Very Special Circumstances arrived at in approving this application in accordance with policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and in accordance with the National Planning Policy Framework.

Informative(s)

1. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
2. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.
3. In respect to the detailed Arboricultural Method Statement, this must also address the level differences between Highams Lane and the interior of the site. This must utilise geotechnical solutions such as air spade soil removal and grading, cellular confinement systems and permeable wearing surfaces.
4. The applicant is advised that in respect of foundation design vegetation related clay shrinkage subsidence has been reported in the area. Accordingly, suitable foundations should be provided (pile / pier and beam etc.) that will allow for future differential movement from potential desiccation of subsoil or indeed heave from the removal of significant trees which predate any agreed construction.
5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
6. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

7. The applicant is reminded of Natural England's standing advice in respect of species protection and if any protected species are found on the site that the appropriate licence be obtained.
8. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available at <https://www.surreycc.gov.uk>
9. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
10. 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
11. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or watercourse. The applicant is 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
12. 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).
13. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
14. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
15. The developer is advised that Public Bridleway 74 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
16. The proposed new southern access to the site would involve the relocation of the 40mph speed limit sign which may require a change to the Traffic Regulation Order and be subject to any other approvals. This would need to be done at the applicant's expense.

17. The S278 junction improvement works may require the removal of trees on highway land for which the applicant would need to submit a tree report for approval. This may require the applicant to pay the County Highway Authority the agreed Capital Asset Valuation of Amenity Trees (CAVAT) value of the trees to be removed.

APPLICATION NUMBER	SU/20/0747
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Gordon Murray Group Limited

Location: Kamkorp Park Chertsey Road Windlesham Surrey GU20 6HZ

Development: Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3).

Contact Officer	Richard Peplow	Consultation Date	22 September 2020	Response Date	2 December 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

S278 Highway Works

- 1) Prior to first occupation of the development the proposed highway improvements at the junction of Highams Lane with B386 Chertsey Road comprising the removal or cut-back of vegetation to improve visibility west of the junction and widening of the junction bellmouth shall be completed broadly in accordance with Arup's drawing no. 274987-00 Rev P01 and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements.
- 2) No part of the development shall be commenced unless and until the proposed highway accesses to Highams Lane have been constructed and provided with 2.4 x 120m visibility splays in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility splays shall be kept permanently clear of any obstruction over 1.05m high.
- 3) During Phase 1 and Phase 2 construction of the development a temporary bridleway crossing shall be provided broadly in accordance with Arup's junction layout drawing 274987-00 Rev

P01. This shall be revoked and the existing bridleway reinstated once the construction is finished.

Planning conditions for both the full and outline application elements

- 4) No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (k) 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.

5) Staff Travel Plan

Prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide".

And then the approved Travel Plan shall be implemented prior to first occupation and thereafter retained and maintained for the lifetime of the development.

Planning conditions for the full application element

- 1) The new building for Sales, Manufacturing & Heritage together with test road hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.
- 2) Electric Vehicle Charging Points

Phase 1 of development

The development hereby approved shall not be occupied unless and until 15 parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. A further 15 parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

Full buildout

The development hereby approved shall not be occupied unless and until 29 parking spaces (10% of the total available parking spaces) are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by

the Local Planning Authority. A further 29 parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

Cycle Parking

Phase 1 of development

The development hereby approved shall not be occupied unless and until 20 cycle parking spaces are provided in a secure, covered storage facility and a further 6 cycle parking spaces provided for visitors.

Full Buildout

The development hereby approved shall not be occupied unless and until 72 cycle parking spaces are provided in a secure, covered storage facility and a further 8 cycle parking spaces provided for visitors.

Planning conditions for the outline application element

- 1) The two new buildings for Headquarters and Engineering and Vehicle Research and Development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.

- 2) Electric Vehicle Charging Points

The development hereby approved shall not be occupied unless and until at least 10% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. A further 10% of the available parking spaces will be provided with power supply to provide additional fast charge sockets (passive provision).

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 2019.

POLICY

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

Highways 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.

- The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is 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).
- When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
- The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- The developer is advised that Public Bridleway 64 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

Informative Note to Planning Officer

The proposed new southern access to the site would involve the relocation of the 40mph speed limit sign which may require a change to the Traffic Regulation Order and be subject to any other approvals. This would need to be done at the applicant's expense.

The S278 junction improvement works may require the removal of trees on highway land for which the applicant would need to submit a tree report for approval. This may require the applicant to pay the County Highway Authority the agreed CAVAT value of the trees to be removed.

The proposed construction of the new southern access to the site impacts on Public Bridleway 64. Please consult with Surrey County Council's Countryside Access team.



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Network Delivery and Development
South East Region
Highways England.
PlanningSE@highwaysengland.co.uk

To: Surrey Heath Borough Council – FAO Neil Praine

CC: transportplanning@dft.gov.uk
Spatialplanning@highwaysengland.co.uk

Council's Reference: 20/0747/FFU

Referring to the planning application for “Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3).” referenced above, dated 24 September 2020 at Kamkorp Park, Chertsey Road, Windlesham, Surrey, GU20 6HZ. Notice is hereby given that Highways England’s formal recommendation is that we:



- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);**
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk.

Signature: 	Date: 27/11/2020
Name: Patrick Blake	Position: Spatial Planner (Area 3)
Highways England: Bridge House, Walnut Tree Close, Guildford, GU1 4LZ 	

¹ Where relevant, further information will be provided within Annex A.

Annex A **Highways England recommended Planning Conditions /**

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard to the Kamkorp Park, Chertsey Road, Windlesham, Surrey, GU20 6HZ application and has been prepared by Glen Strongitharm.

Highways England has no objection to the Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3) subject to the below proposed planning condition to mitigate the impact on the SRN by the development proposal:

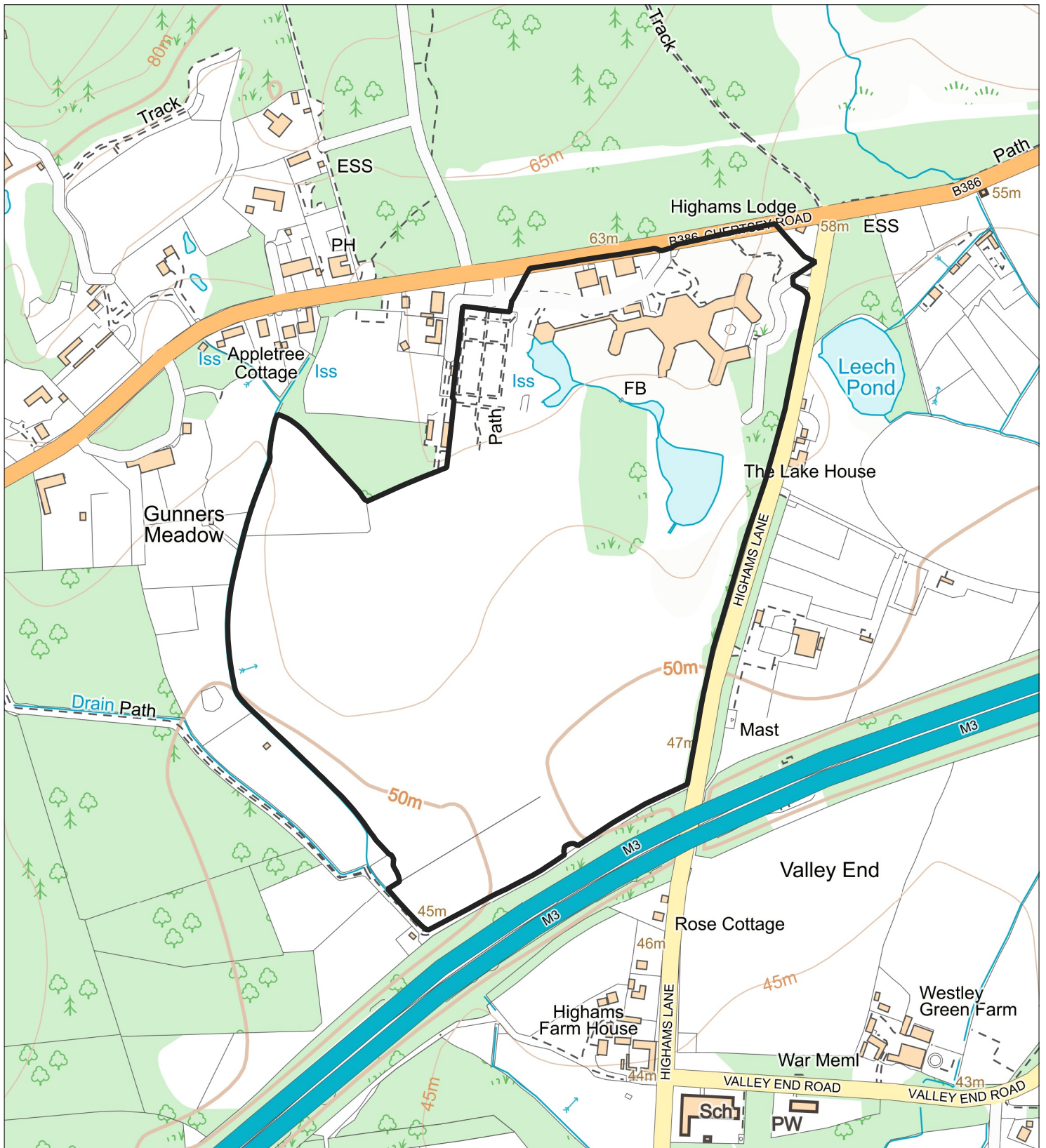
1. No development shall take place until a detailed Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England).

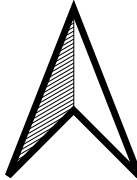


Reason: To mitigate any adverse impact from the development on the SRN. To ensure that the SRN continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

2. Prior to first occupation of the development, a Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England).

Reason: To mitigate any adverse impact from the development on the SRN. To ensure that the SRN continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

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Title	Planning Applications		
Application number	20/0747/FFU	 015 m 	Scale @ A4 1:5000
Address	Kamkorp Park Chertsey Road Windlesham Surrey GU20 6HZ		Date 14 Dec 2020
Proposal	Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC		
	Page 45		
Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020 Author: DE			

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Location plan



Existing site plan



Proposed site plan



Proposed Front Elevations (Building 2)



Proposed Rear Elevations (Building 2)



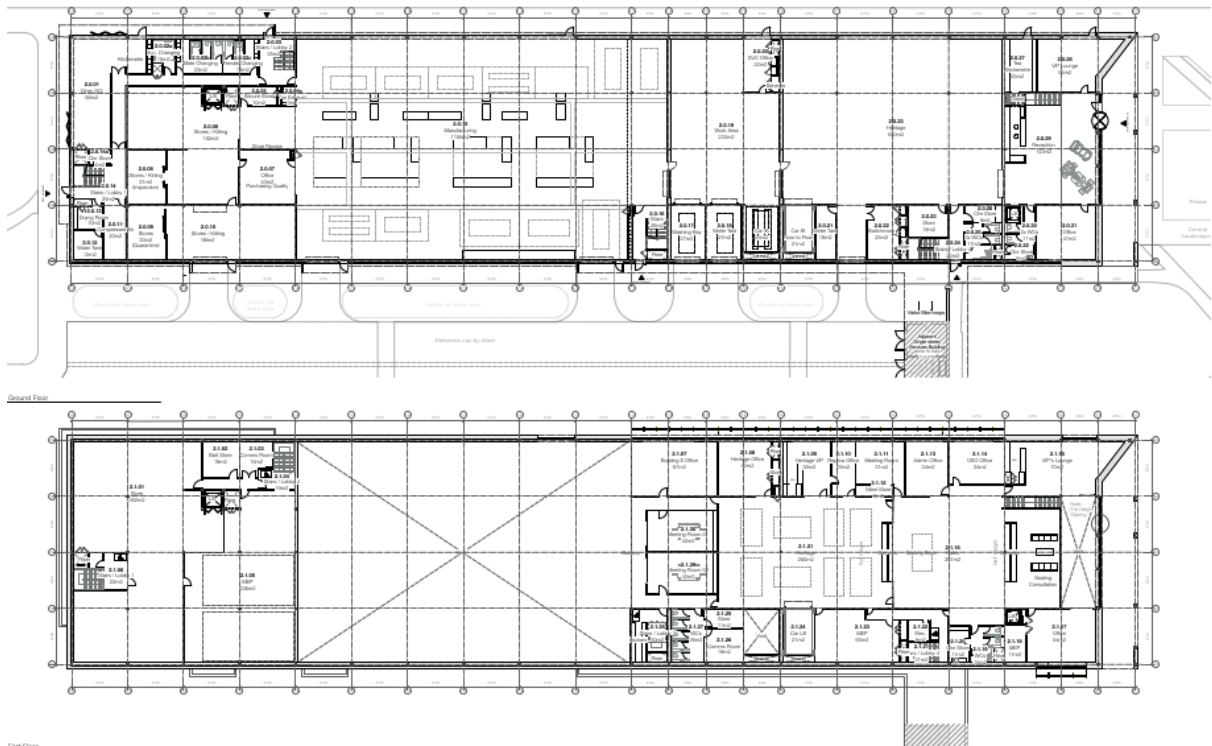
Proposed Side Elevations (Building 2)



Computer Visualisation of Building 2 (left hand building) and Indicative Building 1 (right hand building)



Ground and First Floor Plans



Site Photos

Within the site



Looking south on Highams Lane toward main proposed access



Looking north on Highams Lane toward proposed emergency access



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19/2041/FFU

Reg. Date 30 January 2020

Windlesham & Chobham

LOCATION:	Land To The North Of Bagshot Road, Bagshot Road, Chobham, Woking, Surrey, ,
PROPOSAL:	Change of use from equestrian to dog day care facility for up to 130 dogs with associated fencing, hard standing and works to existing buildings.
TYPE:	Full Planning Application
APPLICANT:	Bruce's Doggy Day Care
OFFICER:	Mr Duncan Carty

This application would normally be determined under the Council's Scheme of Delegation. However, it is being referred to the Planning Applications Committee at the request of Cllr V. Wheeler due to the concerns of local residents.

RECOMMENDATION: GRANT

1.0 SUMMARY

- 1.1 This application relates to a site in the Green Belt, west of Chobham, and relates to the change of use from equestrian to a dog day care facility (sui generis) with associated development. The proposal is considered to be not inappropriate in the Green Belt and no objections are raised on character, residential amenity, highway safety, ecology and flood risk grounds. The application is recommended for approval

2.0 SITE DESCRIPTION

- 2.1 The application site lies in the Green Belt. It is on the north side of Bagshot Road and east of Clappers Lane, on the approach to the Chobham village. The land includes a barn centrally positioned on the site. Most of the site boundaries are with fields, but with Chobham Fire Station to part of the east boundary. The access road is from Bagshot Road running north to this building. The site measures about 2 hectares primarily comprising three fields, with some trees/vegetation provided to site boundaries. Whilst the majority of the site is grassland but with a small pocket plantation woodland located to the west side of the site. The site is relatively flat but with levels gently falling towards the north boundary. The land forms part of a wider equestrian site (see planning history below). The north edge of the site falls within Flood Zone 2 (medium risk).
- 2.2 The nearest residential properties are Prestons, The Vicarage and Acworth House (set 43.6 metres to the south west, and 23.6 and 23.4 metres to the south east, respectively). In addition, Strawcock Field, Coppice Wood and Brook Cottage are set 118, 90 and 34 metres from the application site, respectively. Brook Cottage is located beyond the fire station.

3.0 RELEVANT HISTORY

- 3.1 07/1152 – Change of use from horticultural to equestrian and the erection of a stable block following the demolition of a large shed on land at Bagshot Road/Clappers Lane.

Refused permission in January 2008 and subsequent appeal was allowed in June 2008. This related to a wider site than the current application site, including land to the north and

north west (accessed from Clappers Lane). The large shed was demolished and the stable block built on land outside the current application site.

Condition 4 of this permission states:

No mobile or temporary structures, buildings or chattels associated with the use of the land for the keeping of horses shall be placed on the application site without the prior written approval of the local planning authority.

Condition 5 of this permission states:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Order 1995 (or any order revoking and re-enacting that order), details of any walls and fencing shall be submitted to and approved in writing by the local planning authority before any such development commences. Any such development approved shall be undertaken in accordance with approved details.

- 3.2 10/0858 – Application for the removal of Conditions 4 and 5 of permission 07/1152 to allow the provision of moveable structures and the erection of fencing.

Refused permission in January 2011 and subsequent appeal was dismissed in November 2011.

- 3.3 12/0280 – Certificate of Lawful Proposed Development for the erection of a 1.8 metre high close boarded fence.

Considered to be unlawful in June 2012.

4.0 THE PROPOSAL

- 4.1 The proposal relates to the change of use from equestrian to a dog day care facility (sui generis), for up to 130 dogs, and associated development. These include the conversion of the existing barn building on the site to provide a reception area, with accommodation for nursery (puppies), small dogs and large dogs; and a storage area.
- 4.2 The dogs are proposed to be collected from the owners' homes and brought by van during the morning and returned home in the afternoon. The dogs are not brought to the site by their owners. The general public would only visit the site at an interview/assessment stage before their dogs use this facility.
- 4.3 The fields would be divided into four fields (by fencing) to provide space for large dogs, small dogs, puppies and a sensory area. A parking area would be provided for 12 cars, utilising the existing access onto Bagshot Road. Improvements to visibility at the access point would be provided. Staffing is set at about 1 staff member for 10 dogs, with an expectation of up to 15 staff on site at any time during the operational hours.
- 4.4 Bruce Casilas has run Bruce's Doggy Day Care business for over 12 years in Surrey. He sits on the board of directors for the Pet Industry Federation and acted as an advisor for DEFRA, the Dogs Trust and the RSPCA. Bruce's Dog Day Care runs a larger dog day care operation at two adjoining sites in Oxshott and Cobham, as well as a site in Stokenchurch in Buckinghamshire; and has recently secured permission for a site in Wokingham.
- 4.5 The expected catchment for the proposal is principally from Chobham, Woking, Ascot and Sunningdale, extending to Camberley and Bracknell. The facility provides an opportunity for dogs to socialise whilst their owners are at work. No overnight (boarding) accommodation is to be provided on the site. This service will involve staff keeping any boarding dogs at their homes overnight. As set out in the management report provided with this application, the site is proposed to be open from 7:30am until 6pm from Mondays to Fridays only and the majority

of the dogs are on the site from about 8:30am until 3pm, with the only dogs retained after 3pm are those being boarded at staff homes.

4.5 The application is supported by:

- Planning, design and access statement;
- Preliminary ecological report;
- Noise report;
- Transport Statement; and
- Management report.

Amended drawings have been provided during the processing of this application to indicate the addition of sight lines (at the site access) and position of acoustic fence/buffer as well as the addition of a staff W.C. within the building.

5.0 CONSULTATION RESPONSES

- 5.1 County Highway Authority No objections subject to conditions (a copy of their comments are attached at Annex 1).
- 5.2 Environmental Health No objections to the proposal on the impact on noise from the development subject to the mitigation measures set out in the noise report. In addition, the EH team would separately consider the dog care proposal through a separate licensing process.
- 5.3 Surrey Wildlife Trust No objections received.
- 5.4 Chobham Parish Council An objection is raised on the following grounds:
- Unneighbourly development detrimental to residential amenity due to large number of dogs and noise nuisance potential.
 - Impact of an intensification of use on access, in combination with the Chobham Adventure Farm, directly opposite.
 - Loss of equestrian use in an area where potential equestrian demand should be resisted.
 - Lack of workplace facilities (e.g. staff toilets, washing/changing, rest and eating facilities, undercover cycle storage, etc.)
 - Insufficient information regarding dog welfare (particular around poor weather).
 - A number of conditions suggested, if minded to approve.

6.0 REPRESENTATION

- .1 At the time of the preparation of this report, 3 representations in support and 49 representations, including a response from the Chobham Society, had been received raising the following objections:
- Loss of equestrian facility against Policy DM3 [*Officer comment: Policy DM3 does not seek the retention of equestrian facilities. In addition, see paragraph 7.3*]
 - Inappropriate development in the Green Belt [*see paragraph 7.4*]
 - Creeping development in the Green Belt/erosion of countryside [*see paragraph 7.4*]
 - Not in keeping with other properties on this side of the road [*see paragraph 7.4*]

- Loss of open green space/blight on the landscape [see *paragraph 7.4*]
- Further commercialisation of the area [see *paragraph 7.4*]
- Over development and urbanisation of the site [see *paragraph 7.4*]
- Major change of use and if developed like Oxshott/Cobham site, including swimming pools, agility courses, trampolines, comfy dog beds and a Scandinavian log cabin (for cold winter days), it will impact on nature of Green Belt and cause harm to intrinsic character and beauty [see *paragraph 7.4*]
- Lack of facilities for staff (under Health, Safety and Welfare Regulations), such as staff toilets, washing/changing facilities, eating/resting facilities, and undercover cycle facilities, and if provided, will reduce the indoor accommodation for the dogs [see *paragraph 7.4*]
- No indoor provision for housing/exercising dogs during bad weather [see *paragraph 7.4*]
- Barn facility unsuitable for staff facilities given its age, size and condition [see *paragraph 7.4*]
- Visual impact from change of use and high fencing, building structure, along with trampolines and other (dog entertainment) facilities [see *paragraph 7.4*]
- Emissions from increased traffic e.g. local school [see *paragraph 7.5*]
- Increased pollution and invasiveness of noise (barking) [see *paragraph 7.5*]
- Impact on quiet enjoyment of neighbouring gardens from noise from dogs [see *paragraph 7.5*]
- Anti-social proposal [see *paragraph 7.5*]
- Impact on quality of life of local residents [see *paragraph 7.5*]
- Noise impact assessment inadequate considers noise (as one bark, rather than continuing, random barking as dogs are a pack animal), and disturbance (leading to barking) of local residents' dogs. Dogs naturally bark especially when playing, separated from owners, fretful or when on heat [see *paragraph 7.5*]
- A privately commissioned noise report (i.e. not under this application) already shows alarming noise levels in this area. Noise report should reflect on other sites (currently operated by the applicant) [see *paragraph 7.5*]
- Independent noise report required [*Officer comment: The Environmental Health team have assessed the provided report, see paragraph 7.5*]
- At existing sites [Oxshott/Cobham], dogs were constantly running around and barking loudly and despite heavy rain and noise from the M25, the barking could be heard from well outside the sites. These [adjoining] sites cannot be compared where there are many more residential properties nearby. Barking cannot be controlled to a level that would not impact on neighbours [see *paragraph 7.5*]

- Greater impact of 130 dogs from noise, compared with 13 horses [see *paragraph 7.5*]
- Close to adjoining properties [see *paragraph 7.5*]
- Loss of privacy [see *paragraph 7.5*]
- Insufficient parking [see *paragraph 7.6*]
- Highway safety [see *paragraph 7.6*]
- Access onto dangerous stretch of winding/busy road on blind bend [see *paragraph 7.6*]
- Hours of opening [07:30 to 18:00 hours] are too long (longer than other similar facilities) and should be curtailed to fall outside of commuter times and school traffic [see *paragraph 7.6*]
- Impact of increased traffic on nearby fire station access to emergencies [see *paragraph 7.6*]
- Impact of intensification of use leading to increased traffic on with existing businesses e.g. Chobham Adventure Farm, Co-op and community facilities e.g. school, church and pedestrians from narrow pavement, and wider highway network, and increased risk of accidents [see *paragraph 7.6*]
- Impact from traffic from people picking up and dropping off their dogs (130 car movements per day both ways) and doubt about clients using the pick-up service [see *paragraph 7.6*]
- Previous objection by County Highway Authority [to 07/1152] due to inadequate access from intensification should still apply [see *paragraph 7.6*]
- Inadequate public transport provisions [see *paragraph 7.6*]
- No traffic plan [see *paragraph 7.6*]
- Impact on ecology [see *paragraph 7.7*]
- Development on the flood plain/waterlogged/boggy ground [see *paragraph 7.8*]
- Impact on village eateries and wider village life from noise [*Officer comment: The nearest village eateries are set about 200 metres from the application site and it is not anticipated that a material impact would occur*]
- Impact on public open space from noise [*Officer comment: The public open space (Chobham SANG) is set 385 metres from the application site and it is not anticipated that a material impact would occur*].
- Limitations on site [Conditions 4, 5 and 6 of 07/1152]. ISO container and lean-to have been added in contravention of the limitations. Limitations on the stable block to allow entry and egress of flood water [*Officer comment: The limitations on the stable block relate to the block constructed outside of the application site, which falls within the floodplain. The lean-to was added in 2006-9 and the ISO container in 2009-10 (from historic aerial photography) and are therefore lawful*]

- Lack of information concerning the care of dogs in inclement weather [*Officer comment: This is subject to a separate licensing process*]
- Lack of information in the application submission [*Officer comment: It is considered that sufficient information has been provided to determine this application*]
- Benefit of job creation reduced if similar local businesses are forced to close [*Officer comment: This application is determined on its own merits*]
- This is the start of a big development plan (e.g. houses) and, along with other development in the area, would compromise the character and history of Chobham [*Officer comment: This application is determined on its own merits*]
- Unnecessary and unpopular development [*Officer comment: This comment was not explained further*]
- General dislike of proposal and conflict with local plan [*Officer comment: This comment was not explained further*]
- Strain on existing community facilities [*Officer comment: This would not be a reason to refuse this application*]
- Should keep the area as residential rather than as a business area [*Officer comment: This would not be a reason to refuse this application*]
- Wrong location for proposal (should be more rural) [*Officer comment: The application has to be determined on its own merits*]
- Potential increased light pollution – no details provided of external lighting [*Officer comment: A limitation on external lighting is proposed*]
- No value to residents of Chobham [*Officer comment: This would not be a reason to refuse this application*]
- Purely a financial benefit for the owner [*Officer comment: This is not a material planning consideration*]
- Impact on bird species (Dartford Warbler) [*Officer comment This is not a material planning consideration, in this case*]
- Land owner has a history of developing sites beyond the original application [*Officer comment: The application has to be determined on its own merits*]
- If recommended for approval conditions limiting permitted development rights, fences, hours of operations, no general public attending the site, use, hours of opening, prohibiting external lighting, no additional buildings, hardstanding (or other development), maintenance of hedgerow for ten years should be imposed [see *Conditions in paragraph 10.1*]
- Information missing from plans [*Officer comment: No details of missing information/plans provided*]
- Number of planning permissions in the area [*Officer comment: The application has to be determined on its own merits*]

6.2 The representations in support indicate:

- Company has provided a highly trusted service to many dog owners in Surrey for the last 11 years.
- A very high standard of care for the dogs is provided.
- The dogs are always happy, social and engaged at the centre.
- It is not like a kennels where dogs are kept in confined spaces and therefore stressed/barking.
- Provide dogs with the opportunity to live a more sociable and fulfilled life.
- Opening hours limited to between 08:30am and 3:00pm with minimum traffic nuisance due to dogs being “bussed” in and out. Dogs are not kept overnight or at weekends.
- All dogs are vetted so no aggressive or noisy dogs are accepted thus not disturbing neighbours.
- An excellent community asset/addition to village which should be supported
- Job creation (benefit to Chobham).
- No new building required.
- No immediate neighbours.

7.0 PLANNING CONSIDERATION

7.1 The site is located in the Green Belt. As such, Policies CP1, CP2, CP8, CP11, CP14, DM1, DM3, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and the National Planning Policy Framework (NPPF) are applicable, as well as guidance in the Planning Practice Guidance (PPG).

7.2 The main planning issues relevant to the consideration of this application are considered to be as follows:

- The impact on the Green Belt;
- The impact on character;
- The impact on residential amenity;
- The impact on highway safety;
- The impact on ecology;
- The impact on flood risk; and
- Other matters.

7.3 Impact on the Green Belt

- 7.3.1 Paragraph 133 of the NPPF indicates the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open with the essential characteristics of Green Belts are their openness and their permanence. Paragraph 134 of the NPPF sets out the purposes of Green Belts which includes to prevent the merging of neighbouring towns and to assist in safeguarding the countryside from encroachment.
- 7.3.2 Paragraph 146 of the NPPF indicate that certain forms of development are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include the re-use of buildings, provided that the buildings are of permanent and substantial construction, and material changes of use of land.
- 7.3.3 The proposal includes the material change of use of land and the re-use, with adaptation, of an existing building to support this use. The proposed use, as a dog day care centre, is more often located in rural (or Green Belt) locations because of the need to provide a large piece of open land to accommodate the activity, which is more difficulty to find within a settlement. The existing building is considered to be permanent and its conversion, including internal alterations and the provision of windows/doors, can be achieved.
- 7.3.4 The proposal would lead to increased levels of staff at the site, with increased comings and goings. However, the level of such activity would remain relatively low. The number of visitors (i.e. the general public) would be extremely low. It is considered that the level of activity that would be associated with the proposed use would not have any material effect upon the Green Belt.
- 7.3.5 The use would include the provision of moveable chattels in the form of paraphernalia such as dog toys, (mini-)swimming pools, tunnels, platforms, shelter gazebos, etc. to provide activities/shelter for the dogs which could lead to an urbanisation of the site. However, the equestrian use of the site could lead to a proliferation of moveable equestrian paraphernalia, such as jumps, which could have an equal, or greater, impact. This would have a material effect with views into the site available from the adjacent highway, Bagshot Road.
- 7.3.6 The restrictions on this land are noted (see Paragraph 3.1 above) but the Inspector considering this matter (in the appeal for 10/0858) explained, in dismissing that appeal, that such limitations do not necessarily prevent all forms of structure and boundary treatment from being erected on the site but would be considered without prejudice and on their individual merits. The imposition of the same limitation would result in no materially greater harm to the openness, and purposes, of the Green Belt.
- 7.3.7 In addition, the treatment of boundaries, which need to be secure enough to retain the dogs within their respective fields and not be harmful to rural character or openness, needs to be carefully considered. Notwithstanding the suggested boundary treatments provided on the submitted layout drawing, it is considered that these details will need to be agreed (in a similar manner to the limitations set out for the existing use - see paragraph 3.1 above).
- 7.3.8 The proposal is considered to not harm openness or conflict with the purposes of the Green Belt. As such, the proposal is therefore considered to not be inappropriate in the Green Belt and no objections are therefore raised to the impact on the Green Belt.

7.4 Impact on character

- 7.4.1 Policy DM9 of the CSDMP indicates that development should respect and enhance the local and rural character of the environment. The current proposal is principally a change of use which, in itself, would not have a significant impact on character. The number of dogs and associated activity would be visible but this is not considered to have a significant impact, noting the limitation on numbers.

- 7.4.2 The provision of paraphernalia would not have any significant effect for the reasons set out in paragraphs 7.3.4 and 7.3.5 above. The agreement, by condition, of boundary treatments would also limit their effect on the rural setting. In addition, the additional car parking would be limited in number and would have a limited effect.
- 7.4.3 As such, the proposal is considered to be acceptable on character grounds, with the proposal complying with Policy DM9 of the CSDMP.

7.5 Impact on residential amenity

- 7.5.1 Policy DM9 of the CSDMP indicates that development should respect the amenities of the occupiers of neighbouring properties. The development, including the conversion and external works (principally the car park extension and boundary treatment(s)), would have very little effect noting the level of separation to surrounding residential properties.
- 7.5.2 The main impact is from noise from the activity on the site, especially from dog barking. The applicant currently runs a larger site at Oxshott/Cobham which has been visited separately by the case officer and Environmental Health officer. It was clear from these visits that the levels of noise from dog barking is limited and, with the exception of the occasional bark, was not noticeable. The dog day care is run for friendlier/calmer breeds and the activities they provide limit any potential animal stress (which could lead to repeated barking). In addition, the hours of operation are proposed to be between 08:30 and 15:00 hours on Mondays to Fridays only.
- 7.5.3 The applicant has provided a noise report which has been assessed by the Council's Environmental Health team. They have concluded that, taking into consideration the background noise levels, the proposal would result in a maximum noise increase of 5dB, and this can be mitigated to a level of a 1dB increase, by providing a 10 metre wide exclusion zone/fencing to the south east boundary of the site (close to The Vicarage and Acworth House). There is no material effect from noise envisaged to the rear gardens of these dwellings, which, behind their respective dwellings, predominantly face away from the application site.
- 7.5.4 Noting the limited hours of the operation, it is considered that the proposal is acceptable in terms of its impact on residential amenity complying with Policy DM9 of the CSDMP.

7.6 Impact on highway safety

- 7.6.1 Paragraph 108 of the NPPF indicates that development should ensure that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved for all users and any significant impacts can be mitigated to an acceptable degree. Paragraph 109 of the NPPF indicates that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.6.2 Policy DM11 of the CSDMP indicates that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. All development should ensure safe and well-designed vehicular and access and egress. Policy CP11 requires development to comply with parking standards.
- 7.6.3 The current proposal would accommodate, when fully operational, an average of 100 dogs, but with a capacity of 130 dogs at the site. The transport assessment provided with the application confirms that these dogs are brought to and from the site in specially designed vans which can accommodate 8 dogs each. Up to 8 vans are to be provided for this facility. The dogs are collected and dropped back at their homes. This would dramatically reduce the traffic generation from/to the site.

- 7.6.4 The access to the site is on the inside of a bend in the road with more limited forward visibility. The visibility at the junction is proposed to be improved to provide 2.6 by 70 metres in each direction, to provide an acceptable level of visibility. The County Highway Authority has raised no objections to the proposal (see Annex 1). Whilst, the proposal would intensify the use of the access point, it is considered that, with the collection/drop off service and access visibility improvements, the proposal would not lead to a material increase in highway safety risk.
- 7.6.5 The current proposal would increase the parking provision on the site from 6 to 10 spaces. Noting the collection/drop off service provided by the applicant, this level of parking is considered to be acceptable for this use. As such, no objections are raised on highway safety grounds, with the proposal complying with Policies CP11 and DM11 of the CSDMP, and the NPPF.

7.7 Impact on ecology

- 7.7.1 Policy CP14 seeks to conserve and enhance biodiversity in the Borough with development that results in harm to or loss of features of interest for biodiversity will not be permitted. The applicant has provided a biodiversity report to support the application. The grassland provides limited biodiversity, with the trees and vegetation at the field edges, and the plantation woodland, providing more potential for habitats for protected, or vulnerable, species e.g. reptiles, hedgehogs and badgers. The existing trees and vegetation on the site could provide potential roosting, foraging and commuting opportunities for bats. However these are to remain largely undisturbed.
- 7.7.2 Where works are undertaken to these areas, such as the vegetation to the south boundary (to accommodate the required site access visibility), a watching brief, as outlined in the ecological report, will be required. The construction of the building would not lend itself to roosting conditions for bats, but it is advised that at the time of the conversion of the building this is checked (and any disturbance undertaken thorough the licensing procedures with Natural England). The Surrey Wildlife Trust has raised no objections to the proposal subject to the implementation of mitigation measures. No objections are raised on these grounds with the proposal complying with Policy CP14 of the CSDMP, and the NPPF.

7.8 Impact on flood risk

- 7.8.1 Policy DM10 of the CSDMP indicates that to manage flood risk, a sequential approach will be undertaken. The north edge of the site falls within Flood Zone 2 (medium risk) with the majority of the site, and its building and access, falling within Zone 1 (low risk). The use of the land is defined in the PPG as being “less vulnerable” and it would be compatible with higher flood zone areas. However, the majority of the land, including the building and access, falls within a low risk area.
- 7.8.2 As such, no objections are raised on flood risk grounds, with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

7.9 Other matters

- 7.9.1 The current proposal involves a use for which other legislation also applies. This includes dog welfare provisions under Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018 and staff welfare provisions under the Workplace (Health, Safety and Welfare) Regulations 1992. This legislation falls beyond the jurisdiction of the Planning Acts. The current proposal is to be determined under the Planning Acts only and the applicant will need to ensure separate compliance thorough this legislation. Informatives have been added to this effect.

7.9.2 Paragraph 54 of the NPPF indicates the conditions can only be imposed where they are necessary, relevant to planning and to the proposed development, enforceable, precise and reasonable in all other respects. The current proposal includes a series of conditions which have been tested against these requirements. Conditions are proposed to be imposed to control the use, scale of the use (number of dogs kept on the site) and structures within the site (boundary fence and permanent structures) on residential amenity and Green Belt grounds. Details of the operation of the site, including operating hours/days, are set out in the management report for which a condition requires compliance is proposed. Similarly, compliance with recommendations on ecology and noise mitigation set out in the respective report provided by the applicant, are proposed to be secured by condition. It is considered that the conditions set out below are compliant with the tests set out in Paragraph 54 of the NPPF.

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 It is considered that the proposal is not inappropriate development in the Green Belt. It is also acceptable in terms of its impact on local character, residential amenity, highway safety, ecology and flood risk. The application is recommended for approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

2. The proposed development shall be built in accordance with the following approved plans: 102 Rev E and 111 Rev C, except where amended by conditions below, 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 use of the premises shall be limited to a dog day care (sui generis) facility and for no other purpose unless the prior written approval has been obtained from the Local Planning Authority.

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

4. Prior to the use of the development hereby approved, a management plan to include a daily registration process for accepting dogs at the site, along with details of monitoring and review mechanisms, so that no more than 130 dogs are kept on the site at any time, shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall be implemented as approved.

If at any time in the future, there is a change in the dog day care operator at the site, a new management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the start of their operation.

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

5. Notwithstanding the details provided shown on approved drawing 102 Rev E and the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order), details of all boundary fencing shall be submitted to and approved by the Local Planning Authority prior to being erected or installed. Once approved, the details shall be implemented in accordance with the approved scheme before the use hereby permitted is first commenced.

Reason: To preserve and enhance the visual amenities of the locality and the openness of the Green Belt and in the interests of nature conservation and in accordance with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. The development shall be implemented in accordance with mitigation measures set out in the Preliminary Ecological Appraisal Report by Darwin Ecology dated September 2019.

Reasons in the interests of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. The development shall be implemented in accordance with the times of dog collection, so that they arrive at the site from 08:30 and leave the site by 15:00 hours on Mondays to Fridays only, and operational hours, of 07:30 and 18:00 hours on Mondays to Fridays only, and maximum staffing levels of 15 staff at the site as set out in Bruce's Doggy Day Care Management Report dated September 2019.

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

8. The use hereby approved shall not commence until the mitigation measures set out in Part 4.3 of the Noise Impact Assessment by Nova Acoustics by Darwin Ecology dated 30 January 2020 have been provided on the site and shall be retained in perpetuity.

Reasons in the interests of residential amenity and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. The development hereby permitted shall not be occupied until details of external lighting are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the commencement of the approved use.

The details shall include full details of the lighting, a plan showing the location of the lights and full technical specification.

Reason: In the interests of biodiversity, residential and visual amenities and the Green Belt and to accord with Policies DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. The car and cycle parking spaces shown on the approved plan 102 Rev E shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles.

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

11. No soft landscaping works 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 scheme shall include indication of the existing trees and other vegetation 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 any operational works.

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 and nature conservation of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

12. No permanent structures, buildings or chattels associated with the use of the land for the care of dogs shall be placed on the application site without the prior written approval of the Local Planning Authority.

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

13. The hard landscaping details (except boundary treatments) shall be implemented in accordance with the details provided on the approved drawing 102 Rev E.

Reasons in the interests of visual and residential amenities and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. The use hereby approved shall not commence unless and until three fast charge sockets (current minimum requirements - 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated power supply) are provided in accordance with the approved drawing 102 Rev E and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

Informative(s)

1. The proposed dog day care business will require licensing under the Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018. The Council, as Licensing Authority, will determine any application received in accordance with the relevant and current Government guidance. The maximum number of dogs that can be reasonably kept on the premises taking into account the facilities and staffing provided will be determined and included on the licence.
2. The Workplace (Health, Safety and Welfare) Regulations 1992 require employers to provide for their employees sufficient toilet and washing facilities, drinking water, facilities for rest and to eat meals and accommodation for clothing and facilities for changing. The washing facilities provided for staff should be separate to those used for dog care.
3. It will be expected that the external lighting details, required to be agreed under Condition 8 above, shall only provide for safe access to the building.
4. The soft landscape requirements for Condition 11 above will need to take into consideration the requirements set out in the Preliminary Ecological Appraisal Report by Darwin Ecology dated September 2019.

APPLICATION NUMBER	SU/19/2041
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Location: Land To The North Of Bagshot Road, Bagshot Road, Chobham, Woking, Surrey

Development: Change of use from equestrian to dog day care facility for up to 130 dogs with associated fencing, hard standing and works to existing buildings.

Contact Officer	Matthew Strong	Consultation Date	11 February 2020	Response Date	10 March 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. Visibility zones shall be provided in accordance with the approved plans, Drawing No. 2019/4827/001 B, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.
2. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans, Drawing No. 102 E, 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.
3. The development hereby approved shall not be first opened for trading unless and until 3 fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) are provided in accordance with the approved plans, Drawing No. Drawing No. 102 E, 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

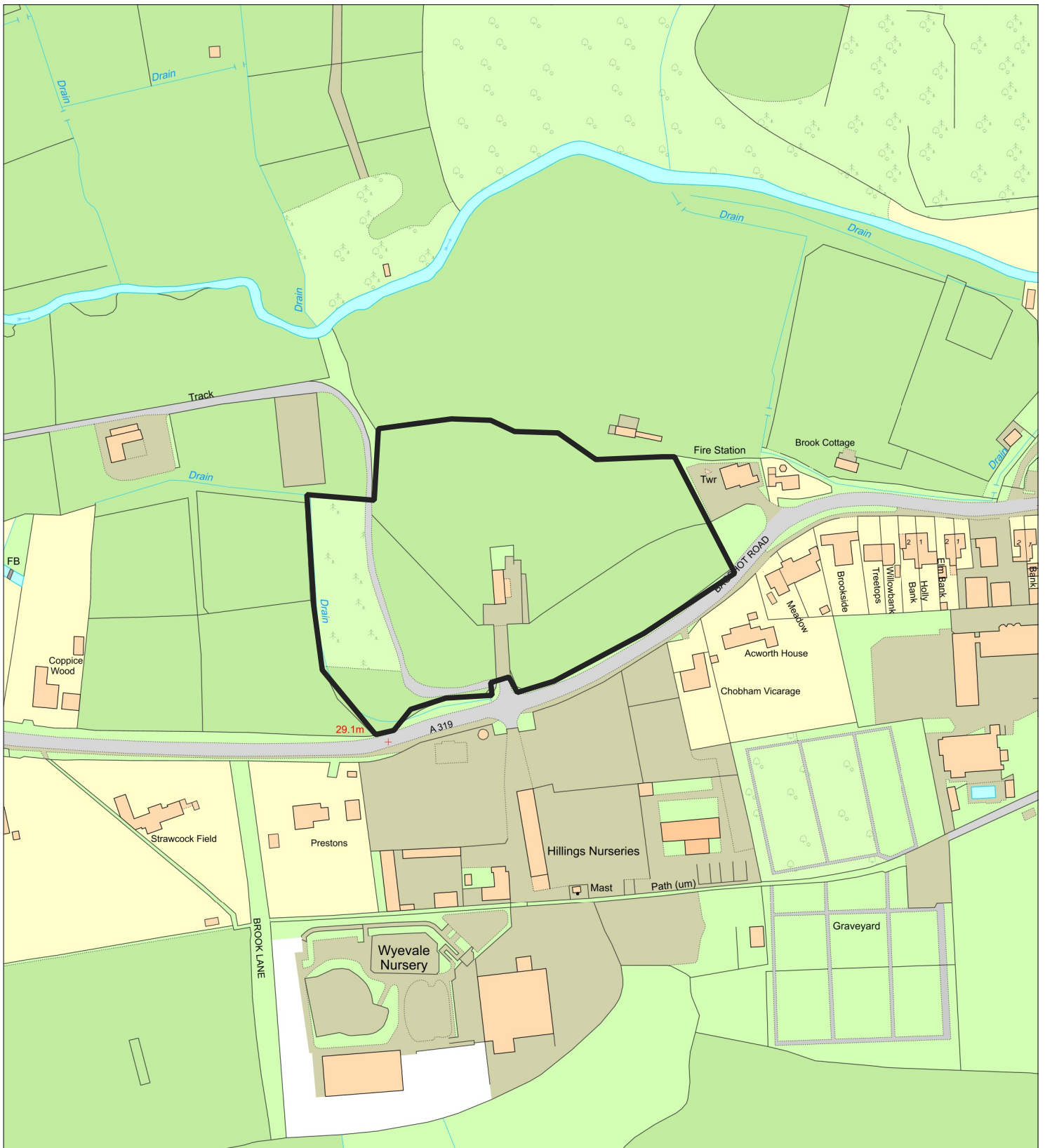
Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

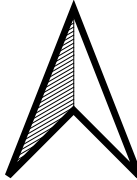


Informatives

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 would see the change of use of the site from equestrian to dog day care facility for a maximum of 130 dogs. Dogs would be collected from their homes in the morning, between 7:30-8:30am, and then taken back home in the afternoon, at around 3pm. These collections/drop offs would be undertaken by staff vans and the proposal would operate 8 of these in total. The vans would be parked at staff member's houses overnight. The proposal includes 2 dedicated staff parking spaces on-site. Staff members who would not drive to work, would be encouraged to car share, use public transport or cycle to work. Cycle parking has been included and this, alongside condition 3 above, will provide sustainable modes of travel. The proposal would see up to 15 members of staff at the site at any one time. The proposal provides 10 car parking spaces. Vegetation should be regularly maintained to ensure maximum visibility splays are achievable at all times. The Highway Authority considers that the proposal would not lead to a significant increase of vehicular movements when compared to the existing and the proposal would not have a material impact on highway safety.

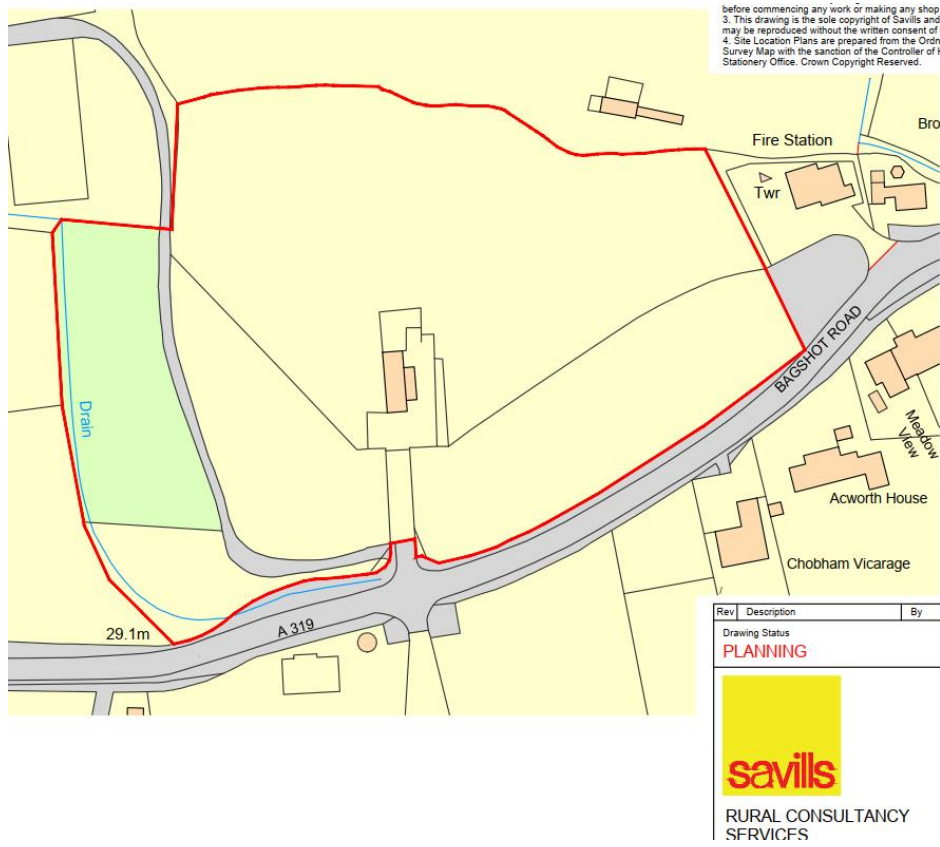


Title	Planning Applications		
Application number	19/2041/FFU	 07.55 m 	Scale @ A4 1:2500
Address	Land To The North Of Bagshot Road Bagshot Road Chobham Woking Surrey		Date 14 Dec 2020
Proposal	Change of use from equestrian to dog day care facility for up to 130 dogs with associated fencing, hard standing and works to existing buildings.		
Page 69			
Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020 Author: DE			

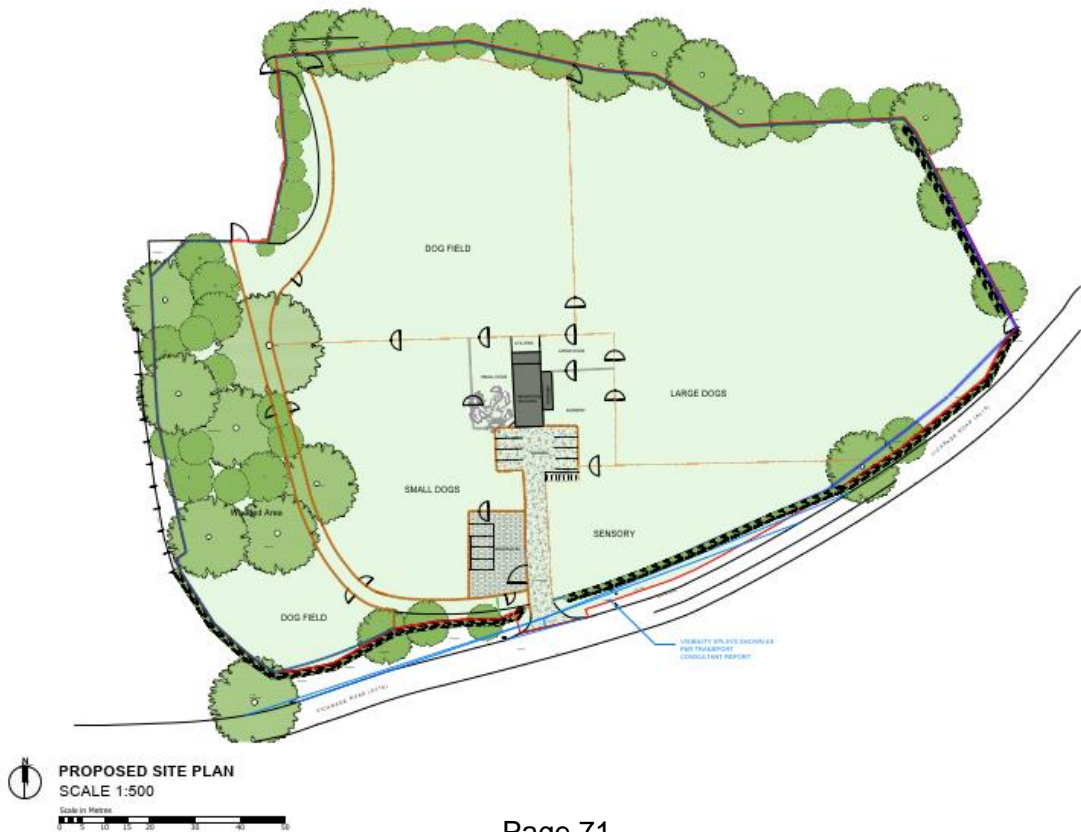
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19/2041 – LAND NORTH OF BAGSHOT ROAD, CHOBHAM

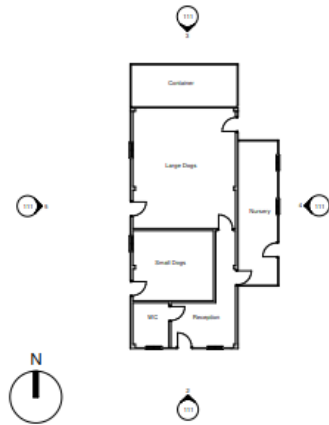
Location plan



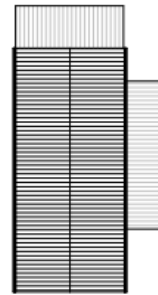
Site Plan



Alterations to building



Proposed Ground Floor Plan
1:100



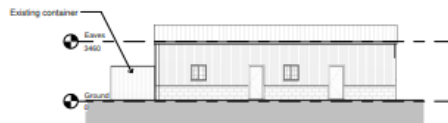
Roof Plan Proposed
1:100



Proposed East Elevation
1:100



Proposed North Elevation
1:100



Proposed West Elevation
1:100



Proposed South Elevation
1:100

Site photo



20/0153/FFU

Reg. Date 10 July 2020

Frimley

LOCATION:	Land To The Rear Of 42 Station Road, Frimley, Camberley, Surrey, GU16 7HF,
PROPOSAL:	Erection of a two storey building comprising 4 two bedroom flats with associated amenity space
TYPE:	Full Planning Application
APPLICANT:	Mr Paterson
OFFICER:	Mrs Sarita Bishop

This application would normally be determined under the Council's Scheme of Delegation. However, it has been referred for determination by the Executive Head of Regulatory as the owner of the site has been a Surrey Heath councillor within the last four years

RECOMMENDATION: REFUSE

1. SUMMARY

- 1.1 This application seeks planning permission for the erection of a two storey building comprising 4 two bedroom flats with associated amenity space.
- 1.2 The siting, height, depth, proximity and massing of the proposed building to the rear of 42 Station Road would be inappropriate for this location, harmful to the character, appearance and quality of the area and the amenities of adjoining and future residents. Furthermore, it has not been satisfactorily demonstrated how the car parking demands of the scheme are to be met. In addition the proposal has not mitigated its impact on the Thames Basin Heaths Special Protection Area.
- 1.3 Given the concerns raised as set out in detail below the application is recommended for refusal.

2. SITE DESCRIPTION

- 2.1 The application site, of some 0.049 hectares, is located on the north east side of Station Road. It comprises a grassed area to the rear of 42 Station Road with trees and vegetation predominantly along the rear site boundary. It is noted that the site is described in the Planning, Design and Access statement as vacant and neglected land. However, the established and recognised use of the land is as rear garden associated with 42 Station Road and, in the absence of any evidence to the contrary, the application is considered on this basis. There are two fence panels across part of the width of the garden from the common boundary with 44 Station Road and projecting just over 4 metres from the rear of the existing conservatory. There is a gap between the two fence panels and the common boundary with 40 Station Road which, at the time of the officer site visit, continued to provide unrestricted access to the application site for use as garden by the residents of 42 Station Road. The boundaries for the remainder of the site are formed by fencing, bushes, trees and the existing houses. The submitted plans show an existing vehicle access between 40 and 42 Station Road which is capable of providing limited off street parking. There is a gap in part of the the boundary between 40 and 42 Station Road which, at the time of

the officer site visit had no boundary treatment due to the removal of vegetation which was previously in this location. With the exception of a small area by the rear site boundary, the site is within Flood Zone 2.

- 2.2 Station Road is bisected by the elevated Frimley Bypass. The area of Station Road in the vicinity of the application site is typically characterised by detached two storey dwellings with small front gardens and long rear gardens. This results in a linear form of frontage development with strong front and rear building lines. With limited off street parking provision, on street car parking is also a characteristic of Station Road.
- 2.3 Nos. 40, 42 and 44 Station Road adjoin the application site to the north, south and west. These comprise three detached dwellings dating from the first half of the 20th century. They are almost identical in design when viewed from Station Road with front gables under dual pitched roofs in a white external finish. All three dwellings have been extended to the rear. There is a part single part two storey extension to the rear of 40 Station Road, there is a conservatory to the rear of 42 Station Road and a single storey rear extension to the rear of 44 Station Road.
- 2.4 A three storey office building and associated car parking occupied by BAE Systems lie to the east. Vehicular access to this site is from Lyon Way.
- 2.5 The site lies within the Victorian/Edwardian Subdivisions of the Historic Routes Character Area as defined by the Western Urban Area Character supplementary planning document.

3.0 RELEVANT HISTORY

- 3.1 In 2018 and 2019 it was determined that prior approval was not required for larger home extensions to the rear of 40, 42 and 44 Station Road of between 7.9 metres and 8 metres in depth, all of which have now lapsed.
- 3.2 In the early 2000s there were a number of applications for the redevelopment of land at 40-54 and rear of 56 Station Road for a minimum of 45 dwellings. These applications were either withdrawn or appeals were withdrawn having been lodged either against refusal of planning permission or grounds of non-determination.

4.1 THE PROPOSAL

- 4.1 Permission is sought for the erection of a two storey building comprising 4 two bedroom flats with associated amenity space. The application site is divided into three areas comprising the proposed building which is bounded by two amenity areas to the front and rear, parts of which are for communal use.
- 4.2 The proposed building is to be sited some 15 metres to the rear of the main two storey rear elevation of 42 Station Road. Pedestrian access would be provided from the existing vehicle access between 42 and 40 Station Road. This area provided access to a garage which was formerly on this site to the rear of 42 Station Road. It is proposed to extend pedestrian access along the majority of the length of common boundary with 40 Station Road to provide access to the garden areas at the rear of the site and secondary escape access to flats 3 and 4. The building would be sited on the common boundary with 44 Station Road with the pedestrian access of about a metre separating the building from the common boundary with 40 Station Road. The proposed design of the building incorporates gables and pitched and hipped roofs in a white external finish.
- 4.3 The proposed building would have a depth of some 22 metres and a width of some 8 metres (excluding bays). It would have three pitched roofs with maximum ridge heights of 6.5 metres to 7 metres. Given the angled line of the rear boundary separation distances of between some 22.5 metres and 23.5 metres are proposed to the adjoining

office development. A screened external staircase is proposed to the rear of the building to provide escape access to the first floor flats (3 and 4).

- 4.4 Two amenity areas are proposed. The first is between the front of the proposed building up to the revised rear fence line for 42 Station Road. This is shown to be a predominantly communal space and includes the cycle and bin stores for the development, a seating area, ramped access to the flats and small private amenity spaces for the occupiers of flats 1 and 2. Panel fencing and living green screens of approximately 2.5 metres to 3 metres in height are proposed to form the common boundaries with 40, 42 and 44 Station Road.
- 4.5 The second amenity area is to the rear of the building. This incorporates four enclosed private gardens for each flat and a shared amenity space and store. Flats 1 and 2 have direct access to their gardens with gardens 3 and 4 being some 12 metres to 16 metres from the rear of the building (some 8 metres to 12 metres from the rear external staircase).
- 4.6 Two 2 bedroom flats are proposed on each floor and have been designed to comply with the Technical Housing Standards – nationally described space standards issued by Ministry of Housing, Communities and Local Government in March 2015. The primary access for the proposed flats is in the front elevation of the building. The recessed first floor windows in the front elevation, which serve the living areas are screened by permanent fixed louvres. The ground floor windows in the side elevation facing 40 Station Road, which serve the living/kitchen areas, family and ensuite bathrooms and bedroom 1, are screened by Western Red Cedar panels with such panels shown at first floor level as an elevational feature. A first floor projecting window is also proposed in this elevation. This is also screened by a Western Red Cedar panel with a limited outlook to the rear. This projection oversails the pedestrian access to the side of the building. Three opaque high level windows are proposed in the side elevation on the boundary with 44 Station Road.
- 4.7 No car parking provision is proposed on site. The application proposed that car parking is provided off site in the Burrell Road car park.
- 4.8 The application is supported by a Planning, Design and Access statement, an Apartment Buildings context plan, an Urban Context plan, an Artists impression of the proposal, a Flood Risk Assessment, an Arboriculture Method Statement, a Parking Provision statement, a plan showing the location of public car parks in the vicinity of the site, a telecommunications supplementary statement and a Communications/Transport plan.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|-------------------------------------|--|
| 5.1 | County Highway Authority | No objection. The updated response received is annexed to this report as Annex A. |
| 5.2 | Council's Arboricultural Consultant | No objection subject to conditions. |
| 5.3 | Natural England | No objection subject to appropriate mitigation being secured in relation to the impact on the Thames Basin Heaths Special Protection Area. |
| 5.4 | Scientific Officer | No objection subject to condition. |
| 5.5 | Environmental Health | No objection on noise grounds. |

5.6	Council's Drainage Officer	Views awaited.
5.7	Environment Agency	No objection.
5.8	Joint Waste Solutions	Information provided on refuse and recycling requirements.

6.0 REPRESENTATIONS

6.1 At the time of the preparation of this report 14 representations have been received objecting to the proposal on the following grounds:

Character [See sections 7.4.1 to 7.4.11]

- Conflicts with the Surrey Heath Core Strategy and Development Management Policies 2011-2028, the Western Urban Area Character supplementary planning document (SPD) and the Residential Design Guide SPD;
- Backland development;
- Out of keeping with current plot divisions;
- Negative impact on the traditional character of the area;
- Appears no consideration to the size, shape and rhythm of the surrounding plot layouts;
- The physical space that the building would dominate is against the character of the area;
- The appearance of the building and design concepts are at odds with the rhythm of the existing Edwardian family homes;
- There are no other dwellings in gardens;
- The proposal does not address the immediate environment in which the site is situated;
- Too large for available space;
- Building blocks of flats anywhere in the area will certainly be of detriment to the character of the area;
- This road does not need another four properties on it as it simply cannot sustain them;
- Development too high;
- Poor quality overdevelopment;
- Practically the width of the plot seems inadequate of the size of the development proposed.

Landscape [See sections 7.4.12 to 7.4.14]

- Existing rose bushes shown have been removed and replaced by hard landscaping which diminishes the frontage;
- Tree report advised of keeping trees in place for privacy reasons but application is suggesting trees would be removed;
- Concerns regarding roots of large Oak trees at the end of the garden being affected by the development;
- There are two Oak trees however only one is included on plan.

Residential amenity [See sections 7.5.1 to 7.5.9]

- Overbearing impact;
- The proposed development in scale, size, dominance, mass, context, visual and physical relationship create an unsatisfactory impact on residential amenity;

- The proposed building would be adjacent to existing patio/outdoor dining space rendering this space exceptionally enclosed and becoming shaded for the majority of the day;
- The amenity space for 42 Station Road would be reduced to a depth of 4.5 metres (rear of conservatory to current fence panel in situ) which is unacceptable when considering the design of the overall community;
- Overlooking to 42 Station Road from habitable rooms with fixed louvre panels;
- Potential light nuisance from security/safety lighting;
- Typically no properties on the street have windows on the side of adjoining properties;
- Noise, dust and fumes;
- Potential location of communal bins in proximity to bedroom windows;
- Loss of light/sunlight;
- Loss of privacy;
- The proposal will negatively impact on the quality of life of other street residents;
- Residential environment created [See sections 7.6.1 to 7.6.6]
 - Louvres covering the windows results in limited direct sun ingress;
 - The design of the bedrooms is of very poor quality in terms of layout and usability;
 - The front amenity space does not meet standard in RDG;
 - The rear gardens are mainly north facing and shrouded by mature tall trees.
- Highway matters [See sections 7.7.1 to 7.7.8]
 - Application form is not correct in that the proposal alters vehicular access for the existing driveway;
 - The repurposing of the driveway for pedestrian only access negatively impact the parking provision for 42 Station Road (a three bed house) placing an additional burden on Station Road as a whole;
 - Due to the number of units and the nature of the location in Frimley the likelihood of potential residents owning a car is high;
 - The applicant has said “Frimley train station at the end of the road giving direct access to a global city” which is factually incorrect as there are no direct trains to London or to airports from Frimley station;
 - Very little mention of the impact of cars, provision for parking and the assessment of road use;
 - The applicant’s proposal for very limited provision of parking in Burrell Road car park has not been formally evidenced, nor is this considered to be a viable and sustainable option in the longer term;
 - As a no through road Station Road have very limited turning space;
 - Passing places for cars travelling along the road can be limited and causes regular congestion therefore any increase in traffic within the road could easily put more strain on an already challenging environment for residents and children;
 - Parking in Frimley is already considered to be at a premium directly as a result of Frimley Park hospital and people working within the High Street;
 - There is limited infrastructure and under investment in cycling provision within the community and the proposed use of bicycles is not a reasonable option in their view;
 - Waitrose is one of the most expensive supermarkets in the country with no others being available within walking distance;
 - If the proposed homes are intended to be for families, the nearest school is almost a mile walk which for a young child is not reasonable;
 - Reliance on the car would become essential for daily living;
 - 42 Station Road will lose allocated parking space to create access to the flats which could potentially lead to a further 8 cars requiring parking on an already busy and crowded road;

- Inconceivable that none of the prospective residents of the proposed development will not own some form of motorised vehicle;
 - Inconceivable that residents will park in Burrell Road car park particularly if they have shopping or any type of heavy goods in their cars;
 - There is not enough parking down Station Road for parking for flats;
 - No mention of visitor parking;
 - If planning granted then you cannot oppose anyone else building flats in the gardens of properties in Station Road and this would result in complete mayhem with parking situation;
 - There are already disagreements and notes being stuck on vehicles by the owner of 42 Station Road so he is fully aware of the parking problems down Station Road;
 - Lack of parking will only cause neighbour disputes and unrest in Station Road and be a burden on local resources;
 - No room for additional parking on the street;
 - The proposals for parking are fanciful, unrealistic and disingenuous;
 - No access for emergency services;
 - Station Road is already a very busy street with a doctors surgery;
 - Burrell Road car park is also very busy which will increase the problems;
 - The proposals in the plan to address the additional 6-8 cars are at best unworkable and on the face of it, a creative fabrication;
 - Existing parking issues would suggest that no increase in density can be supported without suitable mitigation such as a residents parking scheme being funded by the developer.
- Drainage [See sections 7.10.1 to 7.10.3]
 - Ground displacement and reduced drainage poses further issues for entire street
 - Other matters
 - The submitted images appear to present several buildings as being “adjacent” and as the “standard” within Station Road which is not the case;
 - The submitted block plans are not representative of 40 and 44 Station Road as both properties have been extended to the rear and correcting these plans may highlight further increased impacts concerning overshadowing, diminished privacy, light and amenity space;
 - No precedent for this type of development [*Officer comment: each application is determined on its own planning merits*];
 - Following clarification letter of 26 March confirming that foundations will not project beyond boundaries the proposal is no longer representative of the building as it will be repositioned away from the boundary or reduce the width of the building reducing living space or amenity space;
 - From the scale plans it would seem that the building extends 48 metres from the kerbside not the 45 metres stated within the application to meet the Fire Brigade requirements [*Officer comment: fire safety is dealt with under the Building Regulations*];
 - No evidence of water tank provision for the proposed sprinkler system;
 - Concerns about fire escape provision in terms of location and accessibility out onto Station Road;
 - How will measures to protect tree roots on neighbouring land from damage be enforced;
 - Shrubbery and hedging either side of the proposal’s pathway may have a negative impact to the existing foundations at 40 Station Road given soil depth required for healthy root systems;
 - No opportunity for community involvement;

- Concerns about the Council's notification process with neighbours [*Officer comment: publicity for this application has taken place in accordance with the relevant legislation*];
- Foxes and bats live in close vicinity to proposed development;
- Concern that the proposal is the first step toward a Council ambition to redevelop the area;
- Recent occupant of 42 Station Road was a Surrey Heath councillor who is planning to leave the area [*Officer comment: this is not a material consideration in planning terms*];
- This whole process appears on the surface to be extremely dubious and that nepotism has played a part in the proposal;
- Disruption to ground nesting birds and rare newts as per previous rejection that prevented residents being bought out by developers;
- Development is without merit;
- The proposal will effectively prevent future development of the whole site;
- Development is for the commercial benefit of the investors only with a wholesale disregard for the negative impact it will have on the quality of life of the neighbours and Station Road residents;

7.0 PLANNING CONSIDERATION

7.1 The site is located within the settlement area of Frimley as defined by the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP). As such Policies CP1 (The Spatial Strategy), CP2 (Sustainable Development and Design), CP3 (Scale and Distribution of Housing), CP6 (Dwelling Size and Type), CP11 (Movement), CP12 (Infrastructure Delivery and Implementation), CP13 (Green Infrastructure), CP14A and 14B (Biodiversity and Nature Conservation), DM9 (Design Principles), DM10 (Development and Flood Risk) and DM11 (Traffic Management and Highway Safety) The site is also within the Victorian/Edwardian Subdivisions sub area (offset from main thoroughfares) of the Historic Routes Character Area as defined by the Western Urban Area Character (WUA) Supplementary Planning Document May 2012. The Council's Supplementary Planning Documents in relation to the Residential Design Guide (RDG) September 2017, Infrastructure Delivery July 2014 and the Thames Basin Heaths Special Protection Area (TBHSPA) Avoidance Strategy 2019, the Vehicular and Cycle Parking Guidance January 2018 published by Surrey County Council, the National Planning Policy Framework/Practice Guidance and saved Policy NRM6 of the South East Plan are also relevant to the consideration of the submitted proposal.

7.2 The main planning issues relevant to this application are considered to be as follows:

- Principle of the development;
- The impact on the character of the area,
- The impact on residential amenity of adjoining occupiers;
- The residential environment created;
- Highways, parking and access;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths Special Protection Area;
- Flood risk and surface water drainage

7.3 The principle of development

7.3.1 The National Planning Policy Framework (NPPF) advises that planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

7.3.2 The site is within the settlement area of Frimley, wherein residential development is acceptable. Policy CP1 of the CSDMP 2012 states that new development will be directed in accordance with the spatial strategy which provides the most sustainable approach to accommodating growth within the borough, that new development will come forward largely through the redevelopment of previously developed sites in the western part of the borough. Frimley is acknowledged as being a sustainable location but notes that it has limited potential for housing growth. In this regard it is noted that in the glossary to the NPPF, residential gardens are excluded from the definition of previously developed land. Whilst the Council cannot currently demonstrate a 5 year housing land supply, and recognising that the site is in a sustainable location, the release of this site for housing should not automatically be accepted, nor be at the expense of the established residential context; the impacts of which are fully considered below.

7.4 The impact on the character of the area

7.4.1 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.

7.4.2 Policy CP2 of the CSDMP 2012 states that new development should 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.

7.4.3 The NPPF promotes an efficient use of land. However, this should not be at the expense of the character and appearance of the area. Paragraph 127 of the NPPF requires that whilst not preventing or discouraging appropriate innovation or change, development should be sympathetic to local character.

7.4.4 The WUA and RDG also emphasise the need for new development to respect, enhance and have regard to distinctive patterns of development and take opportunities to add to the positive features of the area. Principle 6.6 of the RDG states:

“New residential development will be expected to respond to the size and rhythm of surrounding plot layouts

Fine residential plot divisions will be supported and encouraged particularly in intensifying urban areas. Loss of fine grain plots layouts will generally be resisted.

Plot boundaries to the front, side and rear will be expected to be clearly and strongly defined. Proposals with weak or absent plot definition and plot layouts that are out of context with the surrounding character will be resisted”

7.4.5 The Guiding Principles of the Victorian/Edwardian subdivisions sub area of the Historic Routes Character Area state that new development should pay particular regard to the need to reflect historic plot divisions, architectural detailing and scale and massing in all development, include high quality architectural detailing of publicly visible elevations, provision of opportunities to soften the closely set buildings with vegetation, buildings should predominantly contain traditional elements such as the use of gables, pitched roofs etc, be principally of red brick with the occasional use of render, the inclusion of front boundary walls and/or hedges and buildings to strongly address the road frontage with a traditional front/back relationship to the street. It also states that buildings with large footprints that include large areas of flat roof will be resisted with the massing of building and roof elevation being broken down to avoid this problem. Positive features of the character area include the retention of many properties from the Victorian/Edwardian

era, concentrations of buildings with original Victorian/Edwardian architectural features, plot layouts and building scale and massing and attractive streetscenes with strong enclosure and repetitive rhythms of building proportions, materials and colours. The RDG also sets out standards for new development including guidance on architectural detailing, use of natural light, window design, internal space standards, density and layout.

Layout and design

- 7.4.6 The applicant has provided a context plan for apartment buildings. The plan shows the site in the context of Frimley High Street, the Station Road doctors' surgery, residential development in Station Road/Burrell Road and the Lyon Way Core Employment Area. Three apartment buildings are referred to, two of which are former office buildings converted under Class O of the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended (Wyvern House Frimley High Street and Magna Vita Lyon Way). It is also noted that they are not in the same character area as the proposed site. 56 Station Road is a two storey building comprising 6 one bedroom flats with 10 parking spaces located at the end of Station Road. This building was approved in 1996 and is frontage development onto Station Road. When this building was originally approved it was subject to an age occupation restriction of 60 years old because the parking standard in operation at that time for unrestricted occupation could not be met. Additional parking was subsequently provided and the age restriction was lifted. After detailed assessment it is considered that the context provided particularly in relation to apartment buildings is not comparable to the application proposal. Notwithstanding this, the proposal, also has to be assessed on its overall impact on the character of the area and this is discussed in more detail below.
- 7.4.7 The Station Road streetscene in the vicinity of the site is generally characterised by detached houses with regular spacing and similar building relationships to the street. There are significant separation distances between the dwellings and the Lyon Way Core Employment Area located to the north east and south west, of these properties, which is provided by long rear gardens. This gives a feeling of openness and a defined visual break between residential and commercial development which are defining features of this part of Station Road. There is minimal development beyond the rear house elevations. This together with the frontage relationship to Station Road result in strong front and rear building lines which are typical of this part of Station Road.
- 7.4.8 The proposed building is shown to be located to the rear of Station Road in a backland location. The site has been subdivided into numerous areas to facilitate the building and its associated amenity areas. This does not reflect the frontage development which is characteristic of Station Road, nor the size, shape and rhythm of surrounding plot layouts. Furthermore, the plot layout is out of context with the surrounding character in terms of size and shape. The siting of the building to the rear of frontage development fails to reflect or respect the strong front and rear building lines typical of the area. Having regard to these comments the proposal would be completely out of character with the established pattern of development and would result in an incongruous form of rear garden development. As such the proposal conflicts with Policy DM9 and is contrary to Principle 6.6 of the RDG.
- 7.4.9 Dwellings in the vicinity of the application site, generally, have a similar character which reflect their time of construction, design and external finish. The proposed building would have a two storey depth of some 22 metres which is significantly greater than any other building in Station Road including the purpose built flats at 56 Station Road. This size of footprint is at odds with those of existing buildings and as such it is harmful to the character of the area. This impact is further exacerbated by the screened external staircase at the rear of the building which is a wholly alien feature in this part of Station Road.

- 7.4.10 The design of the building incorporates features from existing dwellings in the vicinity of the site such as the gable details in the front elevation of the building, dual pitched roofs and the use of white render. The proposed building comprises three distinct design elements. The front part of the building has side gables under a dual pitched roof with two subordinate front facing gable details. The first floor windows incorporate permanent fixed louvres. The pitched roof for the middle section of the building links into the roof in the front section of the building. A hipped pitched roof is proposed at the end of this section. These roofscapes include solar panels and rooflights to illuminate flats 3 and 4. The rear section has side facing gables and a dual pitched roof and a screened external staircase.
- 7.4.11 It is considered that the proposed building would have a disjointed and contrived appearance as a result of the depth of building in combination with various pitched roofs and side and front facing gables. This also results in awkward transitions at roof level particularly at the rear section of the building. The windows in the side elevation adjoining 40 Station Road incorporate Western Red Cedar screening panels. The resultant impact on the design of the buildings whereby the windows are wholly covered with no glazing visible is considered to be contrived and out of keeping with the established pattern and form of fenestration in the area and objection is raised to the proposal in this regard. Having regard to the above comments, the proposal would not reflect the cohesive and simple design approach typically seen in this part of Station Road nor does it reflect the pattern and form of existing fenestration. As such the proposal is considered to be unacceptable in design terms which would result in significant and demonstrable harm to the character and appearance of the area and objection is raised to the proposal in this regard.

Landscape

- 7.4.12 The application is supported by an Arboricultural Method Statement which includes a tree survey. No trees are shown within the application site with two hedges (one Beech and one Leylandii, now removed) shown on the survey plan forming part of the common boundary with 40 Station Road. Established trees are shown within the gardens of 40 and 44 Station Road and within the curtilage of the office building to the rear. The Council's Arboricultural Consultant is satisfied with the submitted information subject to the imposition of appropriate conditions to secure details of foundations, service routes and landscaping. As such no objection is raised to the proposal on landscape grounds.
- 7.4.13 Given the above commentary the proposed development would be contrary to policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies (2012), the principles and objectives of the WUCA and RDG and the NPPF in that it would result in material harm to the character of the area such that planning permission should be refused.

7.5 The impact on residential amenity of adjoining occupiers

- 7.5.1 Paragraph 127 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form. Principle 8.3 of the RDG states that 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.

- 7.5.2 The application site is bounded by the residential properties of 40, 42 and 44 Station Road with an office building and its car parking. When considering the impact on neighbouring occupiers the existing pattern/form of development and overlooking are material considerations in assessing the proposed scheme.
- 7.5.3 The proposed building is proposed to be sited immediately adjacent to the common boundary with 44 Station Road and within about a metre of the common boundary with 40 Station Road. Given this and having regard to the depth and height of the building proposed, the proposal is considered to give rise to unacceptable overbearing and overshadowing impacts to the rear gardens of these properties which would be unacceptable in residential terms. The building would dominate both gardens resulting in poor relationships with both properties and a material loss of outlook. As such objection is raised to the proposal in these grounds.
- 7.5.4 The general pattern of overlooking in Station Road is to the front and rear of properties. The proposal introduces a number of habitable and non habitable windows in the side elevations, some of which are high level in opaque glazing with the remainder being screened by wooden panels. Whilst it is acknowledged that the screens and the height of the windows have been proposed to address issues associated with potential direct overlooking to adjoining neighbours, they would be visible from adjoining properties and there would be a resultant perception of being overlooked.
- 7.5.6 The RDG advises that a minimum distance of 20 metres is the 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 15 metres. In this case the separation distance between the first floors rear windows in 42 Station Road and the screened first floor windows in the proposed building is 15 metres. Whilst the louvres have been incorporated to address potential privacy concerns, there would also be perception of being overlooked which would be unacceptable in amenity terms. Furthermore, there is an existing ground floor window in the side elevation of 42 Station Road which forms the boundary for the main pedestrian access to the proposed building. This access is proposed to be the sole access for residents, visitors and deliveries/collections to the proposed building. It is therefore considered that the likely pattern of activity associated with the use of this access and the potential loss of privacy in proximity to this window would be detrimental to the quiet enjoyment of their property that the residents of 42 Station Road may reasonably expect to enjoy. As such objection is raised to the proposal on these grounds.
- 7.5.7 The proposed bin stores are shown to be sited along the common boundary with 40 Station Road and would be screened by fencing or the proposed living green screen. It is considered that, in the event that planning permission were to be granted, appropriate bin stores could be secured to ensure these facilities would not give rise to unacceptable odour impacts.
- 7.5.8 The sub-division of the original curtilage for 42 Station Road to facilitate the proposed development has resulted in a rear garden area of some 38 square metres being retained for 42 Station Road. The RDG advises that the minimum outdoor amenity size standards for a three bedroom house is between 55 square metres (predominantly south facing) and 65 square metres (predominantly north facing). The consequence of the subdivision of the site has resulted in inadequate amenity space provision being retained for the residents of 42 Station Road and objection is raised to the proposal in this regard.
- 7.5.9 The proposal is therefore considered to have significant adverse impacts on adjoining properties to the detriment of the amenities these residents may reasonably expect to enjoy. As such objection is raised to the proposal in this regard.

7.6 The residential environment created

7.6.1 The proposal is for 4 two bedroom flats. The proposed double bedrooms indicate a floor area of 15.95 square metres with the singles having a floor area of 10.7 square metres. The submission states that it complies with the Governments Technical Housing Standards. In this regard the standard advised that:

“c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide

d. in order to provide two bedspaces a double (or twin bedroom) has a floor area of at least 11.5m²

e. one double (or twin bedroom) is at least 2.75 metres wide and every other double (or twin) bedroom is at least 2.55m wide.....”

7.6.2 With the exception of bedroom 2 for flat 4, the desire to provide two bedrooms has resulted in bedroom layouts which are contrived with long corridors and differing widths, none of which consistently provide a width of 2.75m or 2.15m for the single or double bedrooms to provide a bedroom which meets the minimum space standard. As such the proposal conflicts with Principle 7.6 of the RDG wherein the Council expect new housing development to comply with the national internal space standards.

7.6.3 Whilst windows are proposed to serve habitable rooms within the building, the windows in the first floor front elevation facing 42 Station Road and the side elevation facing 40 Station Road, would be screened by louvres or wooden panels. Whilst it is recognised that there are rooflights in first floor apartments, this lack of outlook would create a poor living environment. Furthermore, it is considered that the diminished levels of natural light to the kitchens and living rooms in the ground floor flats would result in a reliance in artificial light and ventilation which would not be considered desirable or sustainable. As such the proposal conflicts with Principles 7.2, 8.2 and 8.3 of the RDG wherein the Council will expect new residential development to make optimal use of natural light, warmth and ventilation so as to minimise the use of energy for lighting and heating, the provision of at least one main window to a habitable room with an adequate outlook to external space and good quality daylight and sun access levels to habitable internal rooms for occupants of new dwellings.

7.6.4 Principle 8.6 of the RDG states that flatted development will be expected to provide private outdoor amenity space for each unit. The proposal includes communal and private amenity spaces which are considered to meet the recreational and functional needs of future residents and are acceptable.

7.6.5 Bin storage facilities are proposed within the communal space proposed at the front of the building. They would be located adjacent to the common boundary with 40 Station Road. Subject to the comments above at paragraph 7.5.7 it is considered that appropriate bin storage facilities would be provided.

7.6.6 The proposal is therefore considered to result in an unacceptable standard of living for the future occupiers of the development for the reasons outlined above and objection is raised to the proposal in this regard.

7.7 Highways, parking and access

7.7.1 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.

- 7.7.2 The proposal details the use of the existing vehicle access for pedestrian purposes. This means that the limited off street parking for 42 Station Road would be removed. The proposal states that four proposed parking spaces are to be off site within the Council's Burrell Road Car Park some 260 metres walking distance from the site. In their initial response, the County Highway Authority (CHA) advised that dedicated leased parking in this car park would be acceptable.
- 7.7.3 However the views of the Council's Parking Manager have been sought in this regard. He advises that dedicated leased parking for residents is not provided by the Council's Parking Service. Season tickets are available for residents and businesses but possession of such a ticket does not guarantee a space. He confirms that this car park is small and busy with a lot of short stay use which needs to be preserved to offer parking for customers, shoppers and visitors to the doctors' surgery. Given these comments the provision of dedicated leased car parking for future residents of the proposed scheme in perpetuity cannot be secured. As such the application is to be assessed on the basis that no car parking provision is proposed to serve the proposed development.
- 7.7.4 The CHA was advised of these comments and its revised response is attached as Annex A. It agrees that for the reasons outlined above, the Burrell Road car park should not be considered as a suitable alternative to providing parking within the development. Notwithstanding this, it is considered unlikely that residents would wish to park so far from their dwelling in any event.
- 7.7.5 The CHA confirms that one parking space should be provided per apartment in accordance with the SCC parking guidelines. However, it considers the site to be in a sustainable location, being a short walking distance to local bus services, Frimley train station and local amenities and makes good cycle provision which may be secured by condition in the event that planning permission were to be granted. In raising no objection to the proposal it is of the view that the development would maximise opportunities for trips to be made by non-car modes of travel and would therefore support car free living.
- 7.7.6 However, the CHA does recognise that it is likely that at least some of the residents of the proposed development would own private cars and would therefore have a need for parking. The under-provision of parking may lead to the loss of on street parking amenity for local residents which is a matter for the local planning authority. It acknowledges that there is evidence that Station Road already has on street parking pressure which may therefore be exacerbated by the proposed development and notes that an objective assessment of this could be made through a Parking Street survey. Given the above comments and those made by local residents concerning the issues surrounding on street parking it is considered that the proposal has not demonstrated that it can satisfactorily address the parking needs arising from the development and as such objection is raised to the proposal in this regard.
- 7.7.7 The proposed bin storage facilities would be within the 25 metre carry distance of the highway. As such no objection is raised to these proposed arrangements.
- 7.7.8 The proposal will lead to an increase in vehicle movements on the local highway network. The CHA raise no objection to the proposal in this regard.

7.8 Impact on infrastructure

- 7.8.1 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 which came into force on 1 December 2014. The Council's Infrastructure Delivery SPD was adopted in 2014 and sets out the likely infrastructure required to deliver development and the Council's approach to Infrastructure Delivery.

7.8.2 This development would be CIL liable and an Informative would be added to the decision advising the applicant of the CIL requirements in the event of an appeal being lodged. It is therefore considered that the proposal would be in accordance with Policy CP12, the Infrastructure Delivery SPD and the NPPF in this regard.

7.9 Impact on the Thames Basin Heaths Special Protection Area

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

7.9.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 800m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL.

7.9.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment which has not been paid by the applicant.

7.9.4 It is therefore considered that the proposal conflicts with Policy CP14B, Policy NRM6 and the Thames Basin Heaths Special Protection Area SPD.

7.10 Flood risk and surface water drainage

7.10.1 The site is within Flood Zone 2. Paragraphs 155-165 of the NPPF considers flood risk. This is supported by the technical guidance with the PPG. Policy DM10 is reflective of the NPPF and states that development within flood zones 2 and 3 will not be supported unless the sequential and exception tests have been applied and passed and is a form of development compatible with the level of risk. It is also necessary to demonstrate through a site flood risk assessment that the proposal would, where practicable, reduce risk both to and from the development or at least be risk neutral. Where risks are identified, flood resilient and resilient design and appropriate mitigation and adaptation can be implemented so that the level of risk is reduced to acceptable levels

7.10.2 The application is accompanied by the Flood Risk Assessment and Sustainable Urban Drainage Strategy. The Assessment acknowledges that the proposed development is categorised as "more vulnerable" for the purposes of PPG. It recommends that the finished floor level is no lower than 0.17m above the general ground level, the use of permeable paving and the provision of an underground geo cellular storage.

7.10.3 The Environment Agency has raised no objection to the proposed development as submitted subject to their Flood Risk Standing Advice and for the local planning authority to determine if the sequential test has to be applied including whether or not there are other sites available at lower flood risk. The views of the Council's Drainage Officer are awaited and an update will be given to the meeting.

7.11 Other matters

7.11.1 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising the impacts on biodiversity and providing net gains in biodiversity where possible. Policy CP14A states that the Borough Council will seek to conserve and enhance biodiversity within Surrey Heath and development that results in harm to or loss of features of interest for biodiversity will not be permitted. In the absence of any specific information submitted in this regard, it is considered that these measures may be secured by way of condition in the event that planning permission were to be granted.

8.0 CONCLUSION

8.1 In conclusion, the siting, depth, proximity, height and massing of the proposed building to the rear of 42 Station Road would be inappropriate for this location, harmful to the character, appearance and quality of the area and the amenities of adjoining and future residents. Furthermore, it has not been satisfactorily demonstrated how the car parking demands of the scheme are to be met. In addition, the proposal has not mitigated its impact on the Thames Basin Heaths Special Protection Area. The benefit of providing 4 additional dwellings is not outweighed by the harm identified above.

9.0 POSITIVE/PROACTIVE WORKING

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

a) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

10.0 RECOMMENDATION

REFUSE for the following reasons:

1. This part of Station Road is characterised by a sense of spaciousness and a linear pattern of development with typically detached dwellings, deep rear gardens and strong front and rear building lines. The proposal development's subdivision of the existing plot by the erection of a building with associated amenity spaces in a backland location having regard to the siting, quantum, massing, depth and height of development and unsatisfactory window treatment would result in a harsh and incongruous pattern and form of development, being intrusive, imposing and forming poor relationships with the neighbouring properties. As such the proposal would fail to respect and enhance the character, appearance and quality of the area including the Victorian/Edwardian subdivisions of the Historic Routes Character Area, contrary to Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Guiding Principles VS1 and VS3 of the Western Urban Area Character Supplementary Planning Document 2012, Principles 4.1, 6.2, 6.6, 7.1, 7.4, 7.5, 7.8 and 7.9 within the Residential Design Guide Supplementary Planning Document 2017 and the National Planning Policy Framework.
2. By virtue of its siting, proximity, depth, height, massing and orientation the proposed building is considered to have unacceptable overbearing and overshadowing impacts on the rear gardens of 40 and 44 Station Road. Furthermore, the proposed screened windows/panels in the side elevation facing 40 Station Road and the first floor windows in the front elevation facing 42 Station Road are considered to give rise to a perceived sense of overlooking to the residents of these properties. In addition, activity associated with the use of the sole pedestrian access to the proposed building by residents, visitors and service people in proximity to the ground floor side window in 42

Station Road would give rise to unacceptable levels of disturbance and loss of occupational privacy to the residents of 42 Station Road. As such, the proposal is considered to result in a material loss of amenity to adjoining residents that they may reasonably expect to enjoy. The proposal is therefore considered to conflict with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Principles 8.1 and 8.3 of the Residential Design Guide supplementary planning document 2017.

3. The proposal does not provide a satisfactory living environment for future residents in that the proposed bedrooms do not meet the minimum space standard for a room with two bed spaces as set out the Technical Housing Standards - nationally described space standard issued by the Department for Communities and Local Government March 2015. Furthermore, the screening of windows results in a reliance in artificial light/ventilation, loss of outlook and inadequate access to good quality daylight and sunlight which is neither desirable nor sustainable. As such the proposal conflicts with the objectives of Policy CP2 of the Surrey Heath Core Strategy and Development Management Polices 2011-2028 and Principles 7.2, 7.6, 8.2 and 8.6 of the Residential Design Guide supplementary planning document September 2017.
4. It has not been satisfactorily demonstrated that the proposal would make adequate car parking provision for future residents. As such the proposal conflicts with the objectives of Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the Vehicular and Cycle Guidance January 2018 published by Surrey Council.
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, in accordance with 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.

APPLICATION NUMBER	SU/20/0153
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr Paterson

Location: Land To The Rear Of 42 Station Road, Frimley, Camberley, Surrey GU16 7HF

Development: Erection of a two storey building comprising 4 two bedroom flats with associated amenity space.

Contact Officer	Richard Peplow	Consultation Date	15 July 2020	Response Date	17 November 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:

Condition

The development hereby approved shall not be first occupied unless and until the secure, lit and covered parking of bicycles within the development site, have been provided in accordance with the approved plans, Drawing No. Station42m-P-041, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason

The above condition is 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.

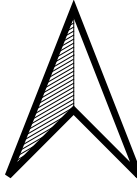
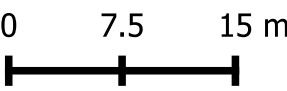

Note to Planner

The proposal does not include any off-street parking provision within the site. The application proposes the lease of one space per apartment in the Burrell Road car park. However, the County Highway Authority (CHA) understands that leased parking spaces are not provided. Instead resident parking season tickets are available for sales. A season ticket does not guarantee a space. The availability of season tickets is dependent on parking demands and cannot be guaranteed in perpetuity. The proposal should not therefore be considered a suitable alternative to providing parking within the development. One parking space should be provided per apartment in accordance with Surrey County Council's parking standards.

The CHA considers the site to be in a sustainable location, being a short walking distance to local bus services, Frimley train station and local amenities. The proposal also includes good cycle parking provision. The development would therefore maximise opportunities for trips to be made by non-car modes of travel and would therefore support car-free living. Occasional car use could be enabled by local car club membership. It is likely however that at least some of the residents of the proposed development would own private cars and would therefore have a need for parking.

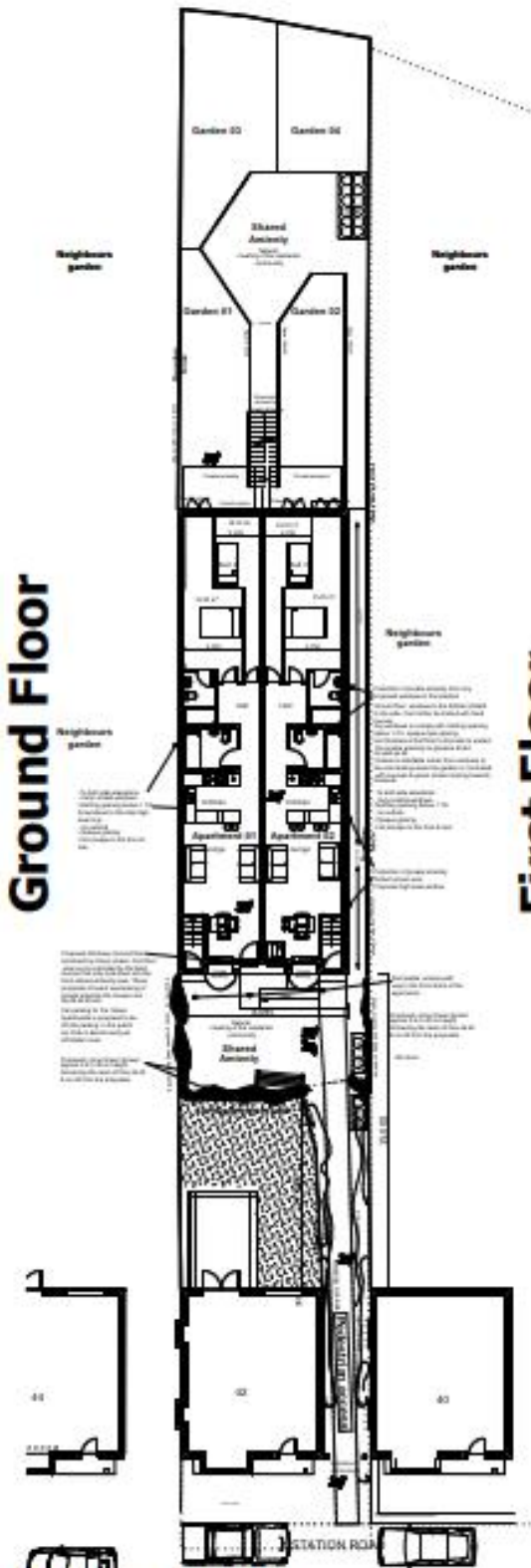
Whilst the CHA does not consider the under-provision of parking in this location to be a highway safety issue, it may lead to the loss of on-street parking amenity for local-residents which is a matter for the consideration of the Local Planning Authority. There is evidence that Station Road already has on-street parking pressure, which may therefore be exacerbated. An objective assessment of this could be made through a Parking Stress survey.



Title	Planning Applications		
Application number	20/0153/FFU	 	Scale @ A4 1:500
Address	Land To The Rear Of 42 Station Road Frimley Camberley Surrey GU16 7HF		Date 23 Nov 2020
Proposal	Erection of a two storey building comprising 4 two bedroom flats with associated amenity space		
<p>Page 91</p> <p>Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2020 Author: DE</p>			

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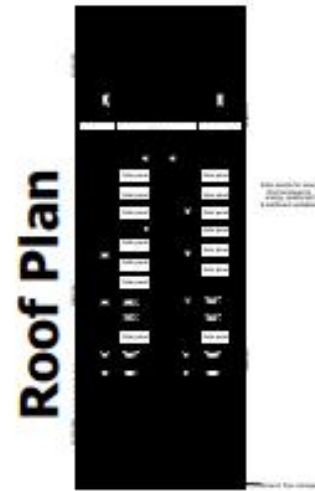
Plans



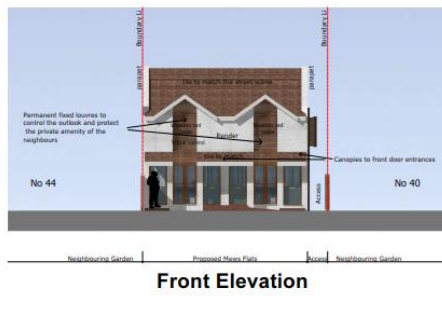
**Proposed Plans
Proposed Mews Apartments**

Obvious Strategies

- Strategically no windows requiring a view for habitable room have been placed on the side elevations (Apart from one which is controlled to only look backwards, in accordance with the local authorities' advice, so as not to affect neighbours amenity). Windows for views are found to the front & rear of the proposals. Additional ventilation & light can be found from the roof windows.
- The proposals have deployed the use of screening to protect private amenity of the neighbours. This is in the form of a living green screen & also in fixed louvers.
- 4nos Apartment units with 4 nos parking spaces to be off site. The Existing vehicle access driveway to be used for pedestrian access



Proposed front and side elevations

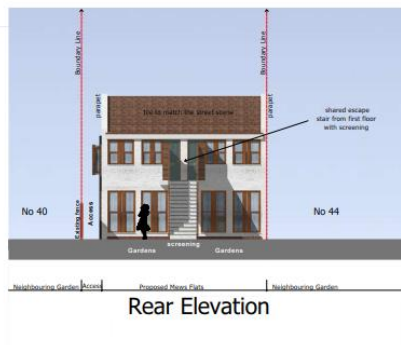
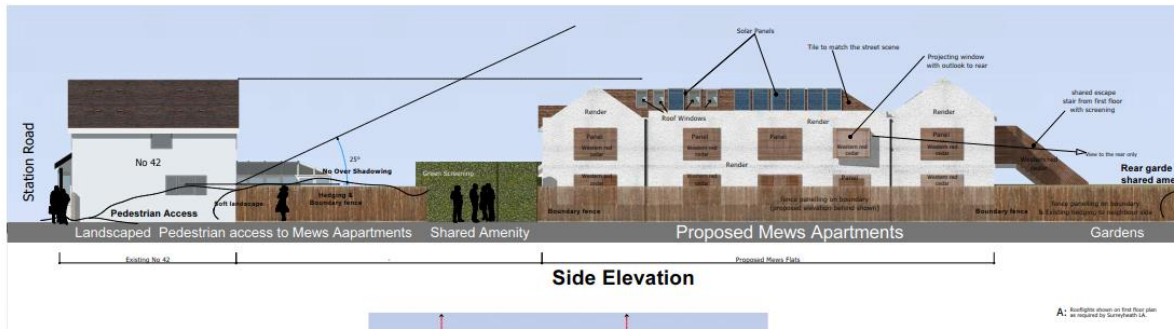


Client Name	Blue Architects
Project Name	Station 42m-P-007
Discipline	Arch & Site
Start Date	December 2018
End Date	1:100 SPD
Phase	A
Station	Station42m-P-007

Proposed Elevations - Front and Side



Proposed rear and side elevations



Client Name	Blue Architects
Project Name	Station 42m-P-008
Discipline	Arch & Site
Start Date	December 2018
End Date	1:100 SPD
Phase	A
Station	Station42m-P-008

Proposed Elevations - Rear and Side



View from Station Road



Station Road



View of site from rear of 42 Station Road



View from rear of site towards 42 Station Road



View of rear of 42 Station Road including side access



View from 40 Station Road as time of officer site visit



View from 44 Station Road at time officer site visit



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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.