



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

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

Monday, 26 July 2021

To: The Members of the **Planning Applications Committee**  
(Councillors: Edward Hawkins (Chairman), Victoria Wheeler (Vice Chairman),  
Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, David Lewis,  
David Mansfield, Charlotte Morley, Robin Perry, Darryl Ratiram, John Skipper,  
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, Paul Deach, Sharon Galliford, Shaun Garrett,  
Sashi Mylvaganam, Emma-Jane McGrath, Morgan Rise and Pat Tedder

#### Site Visits

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

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held at Council Chamber,  
Surrey Heath House, Knoll Road, Camberley, GU15 3HD on **Thursday, 12 August 2021 at  
6.30 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded and will be livestreamed on the Council's  
YouTube Channel (<https://www.youtube.com/user/SurreyHeathBC>). Members of the Public  
are very heavily advised to watch the meeting remotely, via the livestream, in order to allow  
for the maintenance of social distancing at Surrey Heath House.

Yours sincerely

Damian Roberts

Chief Executive

---

## AGENDA

	Pages
<b>1 Apologies for Absence</b>	
<b>2 Minutes of Previous Meeting</b>	<b>3 - 8</b>

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 15 July 2021.

**3 Declarations of Interest**

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

### Human Rights Statement

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

### Planning Applications

<b>4 Application Number: 20/1048 - 22-30 Sturt Road, Frimley Green, Camberley, Surrey, GU16 6HY *</b>	<b>9 - 60</b>
<b>5 Application Number: 19/2141 - 50 Windsor Road, Chobham, Woking, Surrey, GU24 8LD *</b>	<b>61 - 106</b>
<b>6 Application Number: 20/0514 - 1 Middle Close, Camberley, Surrey, GU15 1NZ *</b>	<b>107 - 126</b>
<b>7 Application Number: 19/2025- Frimley Hall Hotel, Lime Avenue, Camberley, Surrey, GU15 2BG</b>	<b>127 - 154</b>
<b>8 Application Number: 20/0342 - Clews Lane Nursery, Clews Lane, Bisley, Woking, Surrey, GU24 9DY*</b>	<b>155 - 182</b>

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

**Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House, Knoll Road, Camberley, GU15 3HD on 15 July 2021**

---

+ Cllr Edward Hawkins (Chairman)  
+ Cllr Victoria Wheeler (Vice Chairman)

+ Cllr Graham Alleway	+ Cllr Robin Perry
+ Cllr Peter Barnett	+ Cllr Darryl Ratiram
+ Cllr Cliff Betton	+ Cllr John Skipper
+ Cllr Mark Gordon	+ Cllr Graham Tapper
+ Cllr David Lewis	+ Cllr Helen Whitcroft
+ Cllr David Mansfield	+ Cllr Valerie White
+ Cllr Charlotte Morley	

+ Present

- Apologies for absence presented

Members in Attendance: Cllr Emma-Jane McGrath and Cllr Pat Tedder

Officers Present: Alastair Barnes, William Hinde, Shannon Kimber, Jonathan Partington and Eddie Scott.

**11/P Minutes of Previous Meeting**

The minutes of the meeting held on 17 June 2021 were confirmed and signed by the Chairman.

**12/P Land of 31 & 33 Church Hill, Camberley - Tree Preservation Order (TPO) Confirmation**

The item was to consider the confirmation of Surrey Heath Borough Council Tree Preservation Order (TPO) No. 03/21.

The confirmation of the TPO would have normally been dealt with under delegated authority. However, it had been reported to the Planning Applications Committee as an objection to the order had been received.

The Committee noted the proposed modification in the officer report to amend the title of the TPO to 'Land of 33 Church Hill Camberley'

The recommendation to confirm the TPO was proposed by Councillor Victoria Wheeler, seconded by Councillor Helen Whitcroft and put to the vote and carried.

**RESOLVED that Tree Preservation Order No. 03/21 be confirmed with the modification outlined in the officer report.**

**Note 1**

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

Voting in favour of the recommendation to confirm the TPO:

Councillors Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, Edward Hawkins, David Lewis, David Mansfield, Charlotte Morley, Robin Perry, Darryl Ratiram, John Skipper, Graham Tapper, Victoria Wheeler, Helen Whitcroft and Valerie White.

**13/P Application Number: 20/0514 - 1 Middle Close, Camberley, Surrey, GU15 1NZ**

The application was for a proposed single storey front extension including two roof lights, a two storey extension to the western side elevation following demolition of the existing garage, change to main roof form, six roof lights to main front roof slope, two rear dormers and fenestration alterations (this application was a resubmission of 19/0701 to allow for alterations to the height of the building and the front gables, alterations to the dormers and fenestration, and the installation of A.C. units) - retrospective.

The application would have normally been determined under the Council's Scheme of Delegation. However, it had been reported to the Planning Applications Committee by Councillor Edward Hawkins, on the grounds of residents' concerns over size and bulk, and concerns over the inappropriateness of the air conditioning units and their potential impact on the residential amenities of the occupiers of 3 Middle Close.

Members were advised of the following updates on the application:

**“Representations**

Eleven further written representations has been received, from nine addresses. These objections have been summarised below:

Comments which have been addressed in the committee report:

- Conflict with both national and local plans and supplementary planning documents;
- Too close to adjoining properties;
- Development too high, too dominant and overbearing, the increase height of the gables exacerbate this oppressive development;
- Loss of light;
- Loss of privacy due to overlooking from the higher gables at the front and alterations to the rear dormers;
- Out of keeping with character of Middle Close and the surrounding estate;
- Over development;
- Developer has had no regard for the neighbours during construction, hours of operation have not been followed, nor have the planning conditions;
- The as built plans are not an accurate reflection of what has been constructed (position of retaining wall and the location of the garage door is



shown as being level with the ground level, it isn't, it is approximately 0.4 metres above the ground level, with a slope being proposed)

Comments which do not raise material planning considerations:

- Other comments received have related to the original extensions (approved under 19/0234 and varied by 19/0701);
- Irregularities were reported over a year ago by several residents to planning and enforcement (these concerns have not been ignored, it has taken a year for the application to be valid);
- General dislike of proposal;
- Damage has been made to Middle Close by deliveries;
- The trees to the front of the proposed are overgrown and untidy, this is very uncharacteristic of the road;
- There are access issues to the garden from the side of the house as it is too narrow;
- Noise and disturbance caused by building works;
- Objections have been lost;  
*[Officer comment: This comment appears to relate to original objections, these are on file with the original file and are not carried over to new applications. For this development neighbouring properties and previous objectors have been notified];*
- The development will set a precedent;
- Application has been applied for retrospectively;
- Concerns have been raised regarding the quality of the build and the structure integrity of the retaining wall.

New comments:

- A.C. units are unsightly, excessive and out of scale for a residential dwelling. They are too close to the neighbouring property, result in unreasonable noise pollution as these units are for both heating and cooling and so could be emitting high level sound throughout the year, and are not a safe distance from the neighbouring property *[Officer comment: Comments are awaited from Environmental Health];*
- Loss of trees and vegetation, development was not built in accordance with condition which sought compliance with the tree protection plan;  
*[Officer comment: See section 7.5, page 41 of Annex B – Officer's delegated report for 19/0234. It is regrettable this condition was not followed. However, this vegetation was compromised prior to the first development and was not covered by a TPO. It has now been lost];*
- The parking for this property is not being used and there are a lot of cars now on the road. The garages they seem to be foot and half above ground level. *[Officer comment: Whilst the application has been made retrospectively, the works have not been finished completely, as such the front driveway and ramp to the garage have not been constructed yet];*
- It has insufficient parking  
*[Officer comment: See section 7.7, page 42 of Annex B];*

- Drainage concerns  
*[Officer comment: The agent has confirmed that the waste water will connect to the mains drainage and the water from guttering and run off will be disposed of on-site through soakaways].*

### **Consultation responses**

Paragraphs 5.2 and 6.5.6, respectively –  
Officers are still waiting for the Environmental Health Officer's comments on the technical specification of the Air Conditioning units, details of which were on 13<sup>th</sup> July.

### **Revised recommendation:**

It is recommended that the application be **DEFERRED** until comments have been received from the EHO, so the impacts of the A.C. units can be fully considered. This is also necessary given the additional representations received.”

It was felt that, in addition to the receipt and consideration of Environmental Health's comments on the technical specification of the air conditioning units, Members also needed a further Member Site Visit to consider the size and bulk of the proposal. As a result an amended recommendation to defer the application was put to the vote and carried.

**RESOLVED that application 20/0514 be deferred to allow for receipt of the Environmental Health Officer's comments; and to undertake a Committee Site Visit**

#### **Note 1**

It was noted for the record that:

- i. Councillor Edward Hawkins declared that all members of the Committee had received various pieces of correspondence in respect of the application and that a Committee Site Visit had taken place; and
- ii. Councillor Graham Tapper had spoken to the neighbours of the application site on Roundway and had inspected the application site from their garden, but had made no comment and had come into the meeting with an open mind.

#### **Note 2**

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

Voting in favour of the proposal to defer the application:  
Councillors Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, Edward Hawkins, David Lewis, David Mansfield, Charlotte Morley, Robin Perry, Darryl Ratiram, John Skipper, Graham Tapper, Victoria Wheeler, Helen Whitcroft and Valerie White.

**14/P Application Number: 21/0005 - 11 Blackdown Road, Deepcut, Camberley, Surrey, GU16 6SH**

The application was for the erection of a part single storey and two storey rear/side extension with the installation of a side window at first floor level to the existing dwelling.

The application would have normally been determined under the Council's Scheme of Delegation. However, it had been reported to the Planning Applications Committee at the request of Councillor Helen Whitcroft, due to concerns that the proposal would be overdevelopment and out of character with the existing street scene.

Members were advised of the following updates on the application:

“This application has been DEFERRED.

Following the publication of the agenda, it became apparent that some of the mapping of the 11 Blackdown Road site, including the GIS Map featured in the agenda pack, was incorrect and as a result an adjoining neighbour hadn't received a neighbour notification letter. It is a statutory requirement that all adjoining neighbours are consulted.”

The revised recommendation to defer the application was proposed by Councillor Edward Hawkins, seconded by Councillor Victoria Wheeler, and put to the vote and carried.

**RESOLVED that**

- I. application 21/0005 be deferred to allow for Neighbour Consultation; and**
- II. The application be determined under delegated authority if withdrawal of the member call-in request is received by the Head of Planning.**

**Note 1**

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

Voting in favour of the recommendation to defer the application:  
Councillors Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, Edward Hawkins, David Lewis, David Mansfield, Charlotte Morley, Robin Perry, Darryl Ratiram, John Skipper, Graham Tapper, Victoria Wheeler, Helen Whitcroft and Valerie White.

Chairman

This page is intentionally left blank

20/1048/FFU

**Reg. Date**

9 December 2020

Frimley Green

**LOCATION:** 22-30 Sturt Road, Frimley Green, Camberley, Surrey, GU16 6HY,

**PROPOSAL:** Erection of a residential development of 160 dwellings, including the conversion of the pumphouse building into residential dwellings, to provide 36 no one bedroom and 48 no two bedroom flats; 30 no two bedroom, 37 no three bedroom and 9 no four bedroom houses, along with associated estate roads and accesses onto Sturt Road, car parking, bin and cycle storage, local area of play and external landscaping following the demolition of all other buildings.

**TYPE:** Full Planning Application

**APPLICANT:** Heidi Perrin

**OFFICER:** Mr Duncan Carty

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

**1.0 SUMMARY**

- 1.1 This application relates to the erection of a residential development of 160 dwellings on land previously occupied by Mid Southern/South East Water; and more recently by Mitie. The land is on the east side of Sturt Road in the countryside between Frimley Green and Mytchett. The proposal would provide a mix of houses and flats in the form of four storey blocks of flats and two storey dwellings (some with accommodation in the roof). The proposed designs are traditional in nature and includes the retention and conversion of a Victorian pumphouse building. The remaining buildings including a two/three storey office building, a number of single storey buildings and a builders' merchants operation to the south portion of the site will be removed.
- 1.2 The proposal would lead to a loss of commercial accommodation, and in a defined countryside location. However, there is a presumption in favour of sustainable development and the proposal would provide a substantial amount of housing towards the housing supply position where a 5 year supply of housing (currently 4.85 years supply) is not currently being achieved across the Borough.
- 1.3 No objections are also raised on local character, residential amenity, highway safety, drainage, ecology and trees. The County Highway Authority raise no objections to the proposal on highway safety, capacity and parking grounds. The current application has been the subject of pre-application processes but the applicant did not engage with the Design Review process.
- 1.4 A viability assessment has been undertaken and been reviewed by the Council's consultants. This has concluded that policy compliant affordable housing at 40% is not achievable but that a reduced rate at 6.9% - 9.4%, equating to a maximum of 15 units is. The final amount of affordable housing will be reported at the meeting. This is because negotiations are ongoing regarding drainage matters and education which may affect the final amount. Subject to the completion of a legal agreement to ensure that the measures secured to provide mitigation towards SAMM, and on-site affordable housing provision, no objections are raised to the proposal.

## 2.0 SITE DESCRIPTION

- 2.1 The site is located on the east side of Sturt Road in the defined Countryside beyond the Green Belt, between the settlements of Frimley Green and Mytchett. The site measures 3.38 hectares in area and is wedge shaped, narrowing to the south. The site is bounded by the Southampton to London Waterloo main rail line to the north, on an embankment, with the Reading to Guildford rail line to the west boundary on similar levels to the application site. Sturt Road has two road bridges, including one under the rail line just to the north of the application site, and one over the rail line further to the south of the application site.
- 2.2 Frimley Lodge Park lies on the (west) opposite side of Sturt Road along with Church of St Andrews, a Grade II listed building, and a small group of houses (33, 35 and 37 Sturt Road). The settlement of Frimley Green, lies to the north, beyond the railway embankment, with a lake and associated land related with The Quays, to the west beyond the rail line. An existing scaffolding yard lies to the south boundary of the site.
- 2.3 The existing buildings on the northern portion of the site are centred around a two/three storey office building located close to the main vehicular access, towards the north east corner of the site, with other smaller buildings, including the former pumphouse (last used as offices). Parking is provided to the immediate west of these buildings, with the land more open towards the west side of the application site. This part of the site has now been vacated.
- 2.4 The southern portion of the site is currently used as a builders' merchants yard, with buildings associated with that use, located to the east part of the site, closer to Sturt Road. This use is served by two accesses including a principal access more centrally located on the Sturt Road frontage and a secondary vehicular access towards the south east corner of the application site. There are trees located around the edge of the site, many on third party land, and these vary in quality and size. The largest trees are located close to the main site entrance. None of the trees on or around the site are protected under a Tree Preservation Order. The land falls principally from the south east to the north west part of the site. The site lies a minimum of about 540 metres from the Thames Basin Heaths Special Protection Area.
- 2.5 The site was a former gravel quarry and then had been used as a water abstraction and treatment works until the 1950's, when it became an operational depot and head office for the water company. Due to amalgamation of water companies during the 1990's it was then used as a satellite office, with laboratory and operational depot facilities (e.g. company vehicle servicing). Mitie, an energy services company, operated from the site from the mid-2000's until 2014.

## 3.0 RELEVANT HISTORY

The application site has an extensive history of which the most relevant/recent includes:

- 3.1 SU/83/0180 – Change of use of buildings/rooms to provide additional office accommodation.  
*Approved in May 1983.*
- 3.2 SU/87/1493 – Part two part three storey extension to offices.  
*Approved in March 1988.*
- 3.3 SU/04/0347 - Certificate of Lawful Existing Development for the existing use of buildings as business (Class B1), storage and distribution (Class B8) and restaurant (Class A3) uses together with open storage of land.

*Certificate issued, May 2004. This certificate listed the office and lab uses (Class B1) to the northern portion of the site (former Mitie site), the pumphouse building as a staff restaurant (Class A3) and storage uses (Class B8) for the buildings and open land within the southern portion of the site (builders' merchants) as lawful.*

- 3.4 SU/06/0754 - Change of use from staff restaurant (Class A3) and conference facility (Class D2) to a staff training centre.

*Approved in September 2006.*

#### **4.0 THE PROPOSAL**

- 4.1 This application relates to the provision of 160 residential dwellings principally in the form of two storey dwellings, some with accommodation in the roof and a series of four storey buildings accommodating flats. The provision includes 36 no one bedroom, 49 no. two bedroom and 2 no three bedroom flats and 29 no. two bedroom, 35 no. three bedroom and 9 no. four bedroom houses. The flat blocks are spread across the site, set amongst the houses. The proposal seeks the retention and conversion of the former pumphouse into three dwellings. The former pumphouse building is considered to be a building of sufficient design quality to be a non-designated heritage asset.
- 4.2 The current proposal has been the subject of amendments, particularly in regard to the development response around the former pumphouse, which has resulted in other changes to the dwelling forms around the site. The principal access to the site would be from the existing principal access point to the Mitie site with a secondary access from the principal access to the builders' merchant site. The third access, at the south east corner, would be removed. It is currently shared with the scaffolding yard and therefore amendments to these arrangements will be required.
- 4.3 The road hierarchy for the development would include a main (spine) road which takes a circuitous route through the development, connecting the two access points from Sturt Road, with a number of parking courts and a mews street (with as shared surface) centrally located and positioned in front of the retained pumphouse building. The houses on the main access (in the north) would be principally semi-detached with garages/drives to the side. A number of these dwellinghouses would include a third storey in the roofspace. Short terraces would be provided accessed from the feeder roads (to the parking courts). Longer terrace groups are to be provided closer to the southern access road. Two storey dwellings are to be provided to these terraces. In a number of locations, such as towards the north west and north east corners, the southern edge and centrally, four storey flats are to be provided.
- 4.3 The proposal would provide principally a suburban layout with front gardens, soft landscaping (including trees) to many frontages, with some front parking and some rear parking courts. The proposed dwellings would be traditionally designed including gables, half hips, brickwork, dormers, bays, storm porches, tile hanging, wood cladding, and detailing around doors/windows. The arrangement around the pumphouse is for a mews development, with the narrowing of the road in this location and removal of front gardens. Some of the flat blocks, in their amended form, have been designed around a traditional warehouse form/design to reflect the commercial nature of the site.
- 4.4 The remaining buildings on the site, including the main office building, are to be demolished. The proposal would provide access points in a similar position to the existing accesses. A total of 276 parking and garage spaces are proposed, which include 10 visitor spaces. A breakdown and assessment of the proposed parking provision is provided in Paragraph 7.5.8 below.
- 4.5 The application is also supported by the following documents:
- design and access statement;
  - planning statement;

- viability report;
- arboricultural impact assessment;
- ecological assessment;
- shadow habitats regulations assessment;
- flood risk assessment;
- surface water management strategy;
- heritage assessment;
- archaeological desk based assessment;
- transport assessment and travel plan;
- utilities report;
- site waste management plan;
- noise assessment;
- air quality assessment;
- energy statement; and
- land contamination assessment.

Reference will be made to these documents in section 7 of this report, where applicable.

- 4.6 The current application has been the subject of pre-application engagement. This has involved the evolution over time of the scheme through the pre-application process, and during the progression of this application, with the involvement of officers including the Council's Urban Design Consultant. However, the applicant did not engage with the Design Review process.

## 5.0 CONSULTATION RESPONSES

- |      |                                     |   |
|------|-------------------------------------|---|
| 5.1  | County Highway Authority            | No objection has been raised on highway safety, capacity and parking grounds. A series of conditions have been requested.<br><i>Their comments are provided at Annex A.</i> |
| 5.2  | Arboricultural Officer              | No objections subject to conditions.  |
| 5.3  | Senior Environmental Health Officer | No objections subject to the imposition of conditions to deal with land contamination/remediation and to mitigate any impacts from noise sources (road/rail).               |
| 5.4  | Natural England                     | No objections subject to securing SANG/SAMM contributions. No objections to the use of Hart SANG for this purpose.  |
| 5.5  | Local Lead Flood Authority          | Comments on amended drainage details are awaited.   |
| 5.6  | Surrey Wildlife Trust               | No objections subject to ensuring the delivery of ecological benefits (as set out in the ecological report).  |
| 5.7  | Environment Agency                  | No objections, subject to no risk to groundwater quality.   |
| 5.8  | Network Rail                        | Comments on amended drainage details are awaited.   |
| 5.9  | Archaeological Officer              | No objections.  |
| 5.10 | Education Officer (SCC)             | Comments awaited. If comments are received, an update will be provided.   |
| 5.11 | Hart District Council               | No objections raised to the proposed contribution towards the District's SANG provision.  |
| 5.12 | Council's Urban Design Consultant   | No objections to the proposal on design/layout grounds.<br><i>Her comments are provided at Annex B.</i>   |



- |      |   |  |
|------|---|--|
| 5.13 | Viability Consultant<br>(DixonSearle Partnership) | No objections to the proposal. They advise that a lower level of affordable housing can be provided due to viability issues. |
| 5.14 | Basingstoke Canal<br>Authority                    | Comments on amended drainage details are awaited.  |
| 5.15 | Basingstoke Canal Society                         | Raise concerns about the impact of the proposal on Basingstoke Canal infrastructure.   |

## 6.0 REPRESENTATION

6.1 At the time of preparation of the report, no representations were received in support and 34 objections have been received, including an objection from the Mytchett, Frimley Green and Deepcut Society, raising objections for the following reasons:

### 6.2 Impact on character and trees [See section 7.4]

- Out of keeping with the character of the area
- Overdevelopment
- Cramped development (scale/massing)
- Loss of trees (104)
- Loss of amenity
- Opening up of site
- Number of trees added must exceed those lost
- Sufficient screening of development must be provided
- Development too high
- More space needed on development
- Impact on streetscene (Sturt Road)
- Impact on historic/once rural village (Frimley Green)

### 6.3 Impact on highway safety [See section 7.5]

- Impact on local roads
- Impact on traffic congestion/flow (exacerbation of existing issues, including vehicles waiting to turn into the site, the narrowness of Sturt Road, bottleneck of rail bridges and high lorries turning round due to low bridge)
- Combined impact on traffic with Deepcut development (including review) and Waters Edge
- More limited pedestrian access (particularly to the north (under rail bridge) when road is flooded) and limited width (impassable for double-width buggies and wheelchairs) – pedestrian tunnel should be provided
- More limited pedestrian access (from the north) would lead to increased vehicular movements than anticipated
- Unsafe/limited pedestrian access
- Impact on pedestrian access at north end of the site (crossing road) due to limited visibility (under bridge)
- Reliance on estimates has led to an under estimate of traffic generation from proposal compared to former (optimum) use of site
- Insufficient car parking leading to parking on local roads
- Inadequate/dangerous access (proximity to rail bridges)

- Insufficient public transport provisions
- Loss of parking

6.4 Impact on residential amenity [See section 7.6]

- Loss of amenity/light
- Loss of screening
- Impact on pollution (noise, dust, fumes)
- Impact of air pollution from increased traffic

6.5 Impact on infrastructure provision [See section 7.8]

- Impact on schools, shops (chemists), medical services/doctors surgeries, hospital and facilities for children
- Mitigation measures required
- Over population of the local area and resulting impacts on infrastructure [*Officer comment: Each application has to be considered on its own merits*]

6.6 Impact on flood risk [See section 7.9]

- Increased flood risk
- High water table with some foundations within groundwater and water draining during construction should not enter rainwater system and add to flooding on highway (under rail bridge)

Other matters

- Should be retained for commercial uses (loss of local jobs) [*See section 7.3*]
- Loss of boundary with neighbouring village (Mytchett) [*See section 7.3*]
- Conflict with local plan [*Officer comment: No explanation has been provided where such conflict occurs*]
- General dislike of proposal [*Officer comment: No further explanation has been provided*]
- Impact on local ecology [*See section 7.7*]
- Potentially contaminated land [*See section 7.9*]
- Number of dwellings [*Officer comment: This would not, in itself, be a reason to refuse this application*]
- Amendments to not address previous objections [*Officer comment: This is noted*]
- Development not wanted by local people [*Officer comment: This would not be a reason, in itself, to refuse this application*]
- Disruption, damage and mess to area during construction and beyond [*Officer comment: These matters would be considered, during the construction phase by condition for a construction management plan*]
- Financial benefits to others [*Officer comment: This is not a material planning consideration*]

## 7.0 PLANNING CONSIDERATION

- 7.1 The proposal is to be assessed against the National Planning Policy Framework (NPPF) and its associated Planning Practice Guidance (PPG); as well as Policies CP1, CP2, CP5, CP6, CP8, CP9, CP11, CP14, DM9, DM10, DM11, DM13 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and Policy NRM6

of the South East Plan 2009 (as saved) (SEP). In addition, advice in the Residential Design Guide SPD 2017 (RDG); the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (TBHSPA); and in the Surrey Heath Green Belt and Countryside Study 2017 (GBCS) are also material. Reference to the Western Urban Area Character SPD 2012 (WUAC) is also made.

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

- Principle of the development;
- Impact on the character and appearance of the area;
- Impact on highway safety;
- Impact on residential amenity;
- Impact on the Thames Basin Heaths Special Protection Area and ecology;
- Impact on local infrastructure;
- Impact on land contamination, flooding and drainage; and
- Impact on housing mix and affordable housing provision.

Other matters include:

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

### 7.3 Principle of the development

7.3.1 Policy CP1 of the CSDMP indicates that new development will come forward largely through the redevelopment of previously developed land in the western part of the Borough and that development should not result in the coalescence of settlements. The proposal relates to the redevelopment of previously developed land in the countryside. It is a site that adjoins the settlement (of Frimley Green) and is relatively sustainable being close to services and a good bus route. The site lies within a gap between the settlements of Frimley Green and Mytchett, effectively adjoining the Frimley Green settlement, but a significant enough gap between the south edge of the development and the edge of Mytchett settlement will remain. The site is relatively enclosed and it is considered that the proposal would have a more limited impact on the wider countryside.

7.3.2 Paragraph 11(d) of the NPPF indicates that decisions should apply a presumption in favour of sustainable development where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the application or that any adverse impacts are outweighed by the benefits of the scheme. As indicated in Paragraph 7.3.1 above, the proposal would provide a very limited harm to the countryside; and, in addition, it would not impact upon any assets of particular importance.

7.3.3 Paragraph 75 of the NPPF indicates that a five year supply of deliverable housing sites, with the appropriate buffer (5% for this Borough), should be identified and updated annually. The Housing Land Supply Paper, August 2020 (HLSP) indicates that this Council can only demonstrate 4.85 years supply of housing (i.e. below the 5 year (plus buffer) requirement). The proposal would therefore provide a significant benefit from providing housing to assist in addressing this shortfall. This tilts the balance of the planning considerations significantly towards supporting this proposal.

7.3.4 Policy DM13 of the CSDMP indicates that the loss of employment sites would be acceptable, subject to no adverse effect on overall employment opportunities of a settlement or loss of a strategically important sector (for regional, national or global competitiveness). The proposal would lead to a loss of commercial floorspace. However, the main part of the site, formerly occupied by Mitie, is now vacant, and has been vastly underused since Mitie left the site in 2014 with no significant commercial interest since that

time. It is noted, however, that the proposal would result in the loss of the scaffolding yard. However, noting the significant benefit of the housing that would be provided on this site, and that the commercial use of the site is non-conforming, it is considered that the loss of this commercial floorspace and land is acceptable.

- 7.3.5 As such, it is considered that the principle of the development is accepted, providing a significant benefit to the provision of housing against a current shortfall, subject to the assessment below, with the proposal complying with Policies CP1 and DM13 of the CSDMP and the NPPF.

#### **7.4 Impact on the character and appearance of the area**

- 7.4.1 Paragraph 130 of the NPPF indicates that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just in the short term but over the lifetime of the development; and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Decisions should avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 119 of the NPPF indicates that planning decisions should promote an efficient use of land in meeting the need for homes and other uses. Paragraph 126 of the NPPF indicates that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what planning and development processes should achieve. Good design is a key aspect of sustainable development, creates better places in which to live. Paragraph 131 of the NPPF indicates that trees make an important contribution to the character and quality of urban environments, and new streets should be tree-lined. In consultation with the Council's Urban Design Consultant (UDC), the proposal has evolved with amendments with the aim to seek a high-quality design solution consistent with the NPPF. Cross reference will therefore be made to the UDC comments, appended as Annex B to this report.
- 7.4.2 Paragraph 174 of the NPPF indicates that development should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services including trees and woodland. Paragraph 5.6 of the CSDMP, which supports Policy CP1, indicates that inappropriate development within the defined countryside will cause harm to its intrinsic character and beauty, landscape diversity, heritage and wildlife.
- 7.4.3 Policy DM9 of the CSDMP indicates that development will be acceptable where they respect and enhance the local or natural character of the environment be it in an urban or rural setting, paying regard to scale, materials, massing, bulk and density. Policy DM9 also indicates that development will be acceptable where it protects trees and other vegetation worthy of retention and provides high quality hard and soft landscaping schemes. Policy DM17 of the CSDMP indicates that in determining proposals which affect any Heritage asset it should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting. In assessing the impact on the setting of Heritage asset, regard to whether the asset is designated or not will be taken into consideration in terms of the impact on that Asset.
- 7.4.4 Principle 4.1 of the RDG requires four strategic themes for residential development to be addressed: namely, putting people first, developing a sense of place, creating sustainable places and improving quality. Principle 6.4 of the RDG requires residential development to seek to achieve the highest density possible without compromising local character, the environment or the appearance of the area.
- 7.4.5 The application site does not fall within a character area as defined within the WUAC. However, the adopted highway of Sturt Road falls within the Main Thoroughfares sub-character area. In such locations, Principle MT1 of the WUAC expects that new development should have regard to consist principally of two storey detached and semi-detached dwellings and maintain the open textured green character.

## Relationships with the wider character

- 7.4.6 As indicated in Paragraph 7.3.1 above, the site relates to previously developed land in the countryside. The site does not relate to the surrounding land, with the rail lines (and embankment) providing physical barriers and the landscaping to frontage onto Sturt Road effectively “hides” the commercial uses from the street, and land to the east of Sturt Road including the listed church and country park. As such, the redevelopment is not considered to have a significant impact on the open countryside, which lies to the west of the site beyond the rail line, which in itself is dominated by a lake serving The Quays.
- 7.4.7 The public highway, Sturt Road, is located within the Main Thoroughfares sub-character area, as defined by WUAC. The physical barriers, such as the railway embankment on the north boundary of the site, and distances to the settlement areas to the north and south (Frimley Green and Mytchett, respectively) would provide separation to the application site. As such, and with the scale of the development proposal, it would be expected that the proposal would provide its own character, rather than needing to reflect the character of these nearby settlement areas.
- 7.4.8 The frontage to Sturt Road includes predominantly detached and semi-detached dwellings behind a green landscaped strip, which would provide a more green transparent relationship with the Sturt Road streetscene, broadly reflecting Principle MT1 of the WUAC. The deviation from this design approach is with the larger flatted block, Plots 1-20, which is proposed to be located in the north east corner. Whilst the existing tree screen is to be mostly removed, there is an expectation that this will be replaced, with more suitable native species, and the building would be partly screened from this highway. The orientation of this building, at a more oblique angle to that highway and the separation from it, along with the replacement landscaping, would provide an acceptable relationship of this building with the Sturt Road streetscene.

## A sense of place and identity

- 7.4.9 The proposal would provide a traditional design approach with features which reflects and reinforces local distinctiveness which is to the benefit of the proposal. A clear and strong hierarchy of different streetscapes are required to assist in the orientation and creation of distinct and logical character areas. Character is determined by a strategic and creative integration of buildings, spaces, hard and soft landscaping as well as buildings and materiality.
- 7.4.10 A sense of place is the way places are perceived by the public and what makes a place special or unique. For this development, it is the pumphouse, and the reaction of the development to that building, and to a lesser degree the listed church opposite, which makes the development more special and unique. The retained pumphouse building, and the way in which the development works around it, which provides a sense of place and uniqueness to this development.
- 7.4.11 The character for the development starts from the pumphouse building and radiates out from this building. The design response to the pumphouse is more specific to its immediate environs, providing a more urban environment, reflecting the previous commercial uses, and the development further from this pumphouse which has predominantly a more suburban character.
- 7.4.12 The character areas are the traditional cobbled Pumphouse mews, in contrast to the flatted development blocks in parkland setting at the north eastern entrance, inspired by the Arts and Crafts character with traditional brickwork. At the southern and western ends of the site, the larger developments take a more rustic mill character of a similar scale, in contrast to the traditional dwellings along smaller enclaves of tree lined streets. The character of the development is an important part of the overall vision for the site

- 7.4.13 The scheme has been provided which contributes to local distinctiveness and provides a framework of spaces which would be useful to future residents and visitors. This includes shared amenity spaces close to Plots 42-59, a small seating area adjacent to Plots 970-115 and a seating area, shaded by a tree, adjacent to Plot 138 (west of the pumphouse building) which add overall interest to the development and to the specific spaces and streetscenes.

#### Density, layout and connectivity

- 7.4.14 The proposal is principally provided, as indicated in paragraph 4.3 above, as a suburban layout to the northern and west part of the site, with a more urban approach around the retained pumphouse building and to the south part of the development. The proposal provides a primary, spine road, which is the main thoroughfare for the development, which connects to the two access points for the development from Sturt Road. From this primary road, are a series of secondary roads, which include shared surfaces (such as in front of the pumphouse building), and shared surface accesses to a series of parking courts.
- 7.4.15 The proposal would provide a footpath which would extend most of the length of the road frontage onto Sturt Road. Most of this is set behind planting, and in part includes a small section of shared surface [in front of Plots 132-134 and 159-160]. The play space is to be provided from the north end of this footpath. The north and south ends of this footpath are to finish with new crossing points across Sturt Road to connect to the east footway of Sturt Road. Footways are to be provided to both sides of the main spine road, which also provide access to the smaller amenity areas (adjacent to Plot 138 and the flat block Plots 97-115 at the south end of the site). This approach is supported by the UDC and it provides good pedestrian connectivity through the development site and connecting to the wider footway network connecting Frimley Green with Mytchett.
- 7.4.16 The proposal would provide an overall density of development of 47 dwellings per hectare. It is noted that the provision of flats can be a driver to artificially increasing the density of development and in this case a typical flat block has a density of 55 dwellings per hectare. However, a more typical range of densities for the houses within the proposed development is around a range of 17-32 dwellings per hectare. This arrangement provides a density of development which would be expected for suburban development in such a location and strikes a balance between the need to provide an efficient use of land and providing an acceptable development form in wider character terms.

#### Design, scale and massing

- 7.4.17 The proposal would include flatted blocks up to a height of 14.5 metres and clearly higher than the houses to a typical two storey height of 8.8 metres, 10.3 metres for houses with accommodation in the roof (at third floor level). The proposal would provide a traditional built form for all buildings, including traditional features, as indicated in paragraph 4.3 above. The proposed dwellings would be traditionally designed including gables, half hips, brickwork, dormers, bays, storm porches, tile hanging, wood cladding, and detailing around doors/windows.
- 7.4.18 The proposed blocks are provided to punctuate the wider streetscene and provide “sign posts” around the development as markers to improve legibility for future visitors to the development. These blocks are also clearly larger in scale (than the houses) but are predominantly set at a distance from the smaller houses so as to not over dominate these dwellings nor provide any significant abrupt change in building heights or mass which would provide jarring relationships within the scheme. Some of these blocks are designed as end stops to street vistas, such as Plots 42-59, which provides a focal point to such views and enhances the streetscene.

- 7.4.19 The design response to the flats includes the provision of a mix of materials on the elevation treatment set out horizontally (with the ground floor treated differently for the upper floors) or vertically (with the change in surface treatment) which assist in breaking up their mass. In addition, the use of relief and design features (e.g. false taking-in doors in the gable roofs for the warehouse style blocks) add interest to these buildings. The design solutions, in their amended form, is supported by the UDC.
- 7.4.20 The houses to be located on the main access road include larger semi-detached properties, two storeys with accommodation in the roof, which are closest in scale to the flatted blocks, close to the access road (Plots 1-20 and 21-31) as well as the end stop building (Plot 42-59). This is also reflected in the short terraces to be provided at the southern access road which reflect a more urban character, different to the more suburban character of the north access road.
- 7.4.21 The design response around the pumphouse is to provide a tighter streetscape, reducing the road width and removing gaps between the proposed dwellings opposite to provide a more unified built relationship. The proposed dwellings opposite, and close to the historic pumphouse are smaller in scale, two storeys, and simpler in design so as not to compete with the pumphouse.
- 7.4.22 Whilst detached and semi-detached dwellings predominate around the spine road, a series of terraced dwellings along the southern section and on the secondary roads are provided, which provide variety to the form of the development.
- 7.4.23 The UDC has advised that the revised layout addresses the need for a clearly defined character areas and distinct road hierarchies in the north east part of the scheme including differentiated street sections, building patterns, grain, building lines, landscaping (hard and soft), and boundary treatment.

#### Historic environment

- 7.4.24 The site includes one building of quality, the former Victorian pumphouse. This non-listed building is behind the main buildings on the site, and is not clearly visible from the public domain, such as Sturt Road, with only brief glimpses possible from the rail line at the rear. The building is alongside a number of inferior quality commercial buildings and close to the builders' merchants yard. This proposal seeks to retain this building, convert it from offices to dwellings and provides an improved setting for this building. This improved setting includes a layout designed around a mews development in this location, different to the character of the development proposal, providing an improved and appropriate setting for this building.
- 7.4.25 The Church of St Michaels, a Grade II listed building, is set in grounds on the opposite (east) side of Stuart Road. Currently, directly opposite, is a screen of poor quality trees (Cypress) in front of the builders' merchants yard. The current proposal would provide houses which would face the church, set back and behind a landscaped area (including trees). This relationship is considered to be acceptable and provide improvements to the setting of this listed church.

#### Landscape and trees

- 7.4.26 The revised landscape approach enhances and reinforces the character of Sturt Road. It provides a positive relationship with Sturt Road, in terms of the transparent, green boundary on the eastern side of the proposal, based on the retained oak trees, additional tree planting in a flowing, organic pattern and generous grass verges which allows views into the site, where smaller scaled dwellings can be glimpsed behind the vegetation. The proposal would provide trees through the scheme, including within the street frontages.

- 7.4.27 The site includes a range of trees towards the edge of the site, and a number in close proximity, none of which are protected under a Tree Protection Order. The most important trees are located close to the main vehicular access and are proposed to be retained. There will be some tree removals, mostly in the north east corner of the site, and some to the site frontage, but these are of lesser quality and with species (e.g. Cypress) that are not appropriate for the proposed use. The proposed use and layout would provide an opportunity to open up the site, currently screened which “hides” the commercial development and uses from the public domain. This would also, in design terms, improve connectivity between Sturt Road and this development. The one exception is to the north east corner, where some tree removal is proposed but a screen is to be provided, against a backdrop of a parking court and the rear of a residential flat block (Plots 1-20) behind, which would be an appropriate response in this location.
- 7.4.28 The Council’s Arboricultural Officer has advised that, whilst no objections are raised, further details are required to ensure that the retained trees are adequately protected during the construction process and into the future, and further justification for the retention of specific trees would be required. It is considered that these matters can be addressed at the condition stage. The proposal would result in landscaping to include tree planting, including more appropriate tree planting to the road frontage onto Sturt Road, to improve the visual appearance of the site. These required details are to be controlled by condition.
- 7.4.29 Noting the size of the development and density, size of residential gardens and designated countryside location, it is considered prudent to remove permitted development rights for householder developments (house extensions, outbuildings, etc.) to allow the Council control over such developments at the site in the future. The proposal is considered to be acceptable on its impact on local character, historic environment, countryside and trees complying with Policies CP2, DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

## **7.5 Impact on highway safety**

- 7.5.1 Policy DM11 of the CSDMP indicates that development which would adversely impact the safe and efficient flow of the highway network will not be permitted unless it can be demonstrated that measures to reduce or mitigate such impacts to more acceptable levels can be implemented. All development should ensure that safe and well-designed vehicular access and egress is provided. Policy CP11 indicates that development shall comply with parking standards. The County Highway Authority has raised no objections to the proposal and their comments are set out in Annex A.

### Impact on local highway network

- 7.5.2 The proposal would use two of the existing accesses onto Sturt Road, which are located between two bridges, one to the north under the Southampton to London Waterloo main rail line and one to the south over the Reading to Guildford rail line. The road under the bridge, to the north of the site, is in a dip in the road, and the inside of a bend, which reduces visibility for traffic on Sturt Road. The dip in the road, under the rail bridge, is also subject to flooding during heavy downpours, which can lead to temporary road closures. Paragraph 7.9 below considers drainage matters, but as a part of these matters, the expectation is that this localised issue can be considered under the wider drainage matters for the site. In effect, the drainage scheme (see paragraph 7.9 below) will include improvements to reduce the risk of flooding in the dip in the road under the rail bridge, although it is noted that recent clearance by the County Council has created some, albeit relatively temporary, improvements.
- 7.5.3 According to the Transport Assessment, the proposal would provide a trip generation of 63 two-way movements during the morning peak and 69 two-way movements in the evening peak (619 two-way movements during weekdays – 09:00 to 17:00 hours). This compares with 102 two-way movements during the morning peak and 95 two-way movements in the evening peak for the authorised uses on the site (665 two-way movements during



weekdays – 09:00 to 17:00 hours). Whilst it is noted that the current use of the site is much lower than its authorised (optimum) uses, the assessment has been made against the authorised uses on the site. The assessment has therefore indicated a reduction in trips generated at the site, when compared with the authorised uses of the site.

- 7.5.4 The County Highway Authority has indicated that their agreement to the findings of the Transport Assessment and that the proposal is acceptable in terms of the level of traffic generation from the site, noting the historic/current commercial uses on the site. It is noted that there have been a number of developments more recently built, or likely to be built, since the closure of the main uses on the site. Even taking into consideration these developments, principally the Waters' Edge development and Deepcut, the proposal would not have an adverse in combination impact upon traffic on the local highway network. The County Highway Authority has commented that the modelling of local junctions has been undertaken, including the Wharf Road mini-roundabout, Hamesmoor Road roundabout and Guildford Road roundabout. The impact of the proposal on the wider highway network is considered to be acceptable.

Pedestrian access

- 7.5.5 The current proposal would provide opportunities to improve the bus stop facilities on Sturt Road, to improve sustainability. Pedestrian access would be enhanced with a footpath link provided on the west side of this site, in part set back (or behind) landscaping on this road frontage. Pedestrian crossing points would be provided at either end of the footpath link to direct pedestrians to the footway on the east side of Sturt Road which provides the pedestrian link between Frimley Green and Mytchett. Amendments have reduced the length of the footpath to the north end of the site, because of concerns raised on pedestrian safety, crossing Sturt Road close to the rail bridge, where there is reduced visibility.
- 7.5.6 The proposed crossing points could include dropped kerbs, pram crossing points, tactile paving, and pedestrian refuges (islands). It is noted that the provision of the southern crossing point will require a reduction in the length of the right turn facility (into Frimley Lodge Park). The County Highway Authority considers this reduction in length to be acceptable.

Bus and rail services

- 7.5.7 Sturt Road lies on a good bus route with a half-hourly service provided on the 3 service between Aldershot and Yateley (via Camberley) hourly service on the 11 service Frimley to Farnborough). Improvements to the bus service, including a new bus shelter and real time information on the north bound bus stop outside of the application site, are to be provided. Similar improvements cannot be provided on the south bound bus stop due to limitations of space on the footway and highway safety issues around the access to Frimley Lodge Park. The nearest rail station is about 1.5 kilometres from the site (Farnborough North station). The proposed improvements to the bus service is likely to increase its use and reduce traffic demand.

Parking provision

- 7.5.8 The parking provision includes 276 spaces to serve this development including 266 spaces for the dwellings. As previously indicated, the parking is arranged around drive parking, garage parking and a number of parking courts. The parking levels provided for each size of dwelling (i.e. number of bedrooms) is shown in the following table with the parking ratios compared against the equivalent SCC parking guidelines:

No of bedrooms	Parking ratio	Parking standard
1	1	1
2	1.5	1
3	2.3	2
4	2.7	2

This means that for one bed units, 1 parking space is to be provided; for two bed units, 1-2 parking spaces are to be provided; for three bed units, 2-3 parking spaces are to be provided (with the exception of Plot 137 for which 1 parking space is to be provided but a visitor space is close by); and for four bed units, 2-3 parking spaces are to be provided.

- 7.5.9 The SCC parking guidelines support further provision, where space is available. As such, the proposal would exceed this guideline and be provided at a level which is acceptable in this location. The parking guidelines also indicate that visitor parking is encouraged, though not always necessary. The proposed layout includes 10 visitor spaces, which is considered to be an acceptable level of provision for this proposal. No objections are raised to the proposed level of parking provision by the County Highway Authority.
- 7.5.10 As such, no objections are raised to the proposal on these grounds with the proposal complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

## **7.6 Impact on residential amenity**

- 7.6.1 Policy DM9 indicates that development will be acceptable where it provides sufficient private and public amenity space and respects the amenities of the occupiers of neighbouring properties and uses. The nearest residential properties (33-37 Sturt Road) are to the east of the application site, north of the grounds of the listed church. The distance of these dwellings from the site, their orientation against the orientation of the nearest flatted block (Plots 1-20), and the proposed/existing landscaping in between limits any significant harm to the amenity of the occupiers of these dwellings. Some of the proposed buildings, particularly the flatted blocks (Plots 1-20 and 21-39), would be partly visible from some residential properties north of the application site, in the settlement of Frimley Green. However, this impact will be more limited because of the levels of separation and the railway embankment between those properties and the application site.
- 7.6.2 Principle 8.4 of the RDG requires minimum areas for garden sizes within residential developments up to 65 square metres for two/three bedroom houses and up to 85 square metres for four bedroom houses and over. The proposal provides rear amenity for all such properties which meet the standards set out in the RDG. Principle 8.6 sets out minimum amenity space for flats. The proposal would provide shared rear amenity for all such properties which would exceed the standards set out in the RDG. The garden areas for the flats would be provided with sufficient space for such private amenity areas, the details of which would be set out in the landscaping details required by condition. In addition, areas of shared amenity and play spaces are to be provided. The site is also in close proximity to the Frimley Lodge Park.
- 7.6.3 The Senior Environmental Health Officer has confirmed that mitigation would be possible to address any potential noise effects to future occupiers from the road and rail lines, by condition. The provided air quality report confirms that no adverse effect on air quality from the development (including the construction processes and traffic generation) is envisaged.
- 7.6.4 It is not considered that the proposal would have any significant material effect on residential amenity to the occupiers of nearby residential properties from any loss of light, privacy or overbearing/overshadowing effect. The proposal would provide acceptable living conditions for future residents. No objections are therefore raised to the proposal on these grounds with the proposal complying with Policy DM9 of the CSDMP and advice in the RDG.

## **7.7 Impact on the Thames Basin Heaths Special Protection Area and ecology**

- 7.7.1 Policy CP14 of the CSDMP indicates that the Council will only permit development where it is satisfied that this does not give rise to likely significant adverse effect on the Thames Basin Heaths Special Protection Area (SPA). All net residential development within 5

kilometres of the SPA is considered to give rise to the possibility of likely significant effect. No (net) residential development will be permitted within 400 metres of the SPA and proposals for development between 400 metres and 5 kilometres will be required to provide appropriate measures to avoid adverse effects on the SPA, in accordance with the THBSPA. The site lies about 540 metres from the SPA. Policy CP14 confirms that appropriate measures include contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) and Strategic Access Management and Monitoring (SAMM) measures. Policy NRM6 of the SEP and the NPPF reflects this policy. The Shadow Habitats Regulations Assessment confirms that, with the distance from the SPA, no other adverse effects is envisaged from the development on the SPA.

- 7.7.2 Contributions towards SANG are normally delivered through CIL. However, in this case and due to the limited SANG capacity available in this part of the Borough, the applicant is securing their SANG contributions through Hart District Council. There are two available options which include a SANG associated with a residential development which is to be provided as a public SANG (Hawley Park Farm) or an existing SANG (Bramshott Farm SANG). The application site lies within the catchment of both of these SANGs. Hart District Council has confirmed that these will be available for the applicant, although the contribution is more likely to be provided for the existing SANG (due to the limited progress on site for the new SANG).
- 7.7.3 The Executive agreed to limit the time period to implement permissions for residential development due to the limited SANG capacity, and need to deliver housing to free-up capacity, to one year permissions (unless evidence is provided to explain a need to extend this reduced time period to commence development). However, this limitation would not apply where the applicant is utilising an alternative SANG delivery source. However, with the use of SANG from Hart district, a condition to ensure confirmation of a SANG contribution delivery to that Authority is required prior to commencement of the development. Under such circumstances, no objections are raised on these grounds.
- 7.7.4 SAMM provision falls outside of CIL and therefore has to be provided by an upfront payment or secured through a legal agreement. In this case, a legal agreement is to be provided in this respect. As such, and subject to securing SAMM through a legal agreement (or upfront payment) of £103,922 and securing contributions towards a Hart SANG, which has been indicated to be £1,971,293, no objections are raised to the proposal on SPA grounds with the proposal complying with Policy CP14 of the CSDMP; Policy NRM6 of the SEP; the NPPF and guidance within the TBHSPA.
- 7.7.5 Policy CP14 of the CSDMP indicates that the Council will seek to conserve and enhance biodiversity within the Borough and developments that result in harm to or loss of features of interest for biodiversity will not be permitted. Development will where appropriate be required to contribute to the protection, management and enhancement of biodiversity. The site lies within the countryside and about 20 metres (minimum) from a Site of Nature Conservation Importance (The Quays), which is a locally designation.
- 7.7.6 The ecological report provided with the application confirms that whilst there are some habitats, such as rough grassland, groups of trees and an ornamental pond, the site has a low ecological value with no evidence of protected species. The proposal would provide replacement trees, native trees which would have more ecological value than most of the lost trees, which would be spread across the site (rather than predominantly in peripheral locations), bat and bird boxes and hedges to provide wildlife corridors.
- 7.7.7 The Surrey Wildlife Trust has raised no objections to the proposal on this basis, subject to the provisions in the ecological report. A condition relating to the provision of a Landscape and Ecological Management Plan (LEMP) to provide biodiversity net gains would be required. No objections are raised on biodiversity grounds with the proposal complying with Policy CP14 of the CSDMP and the NPPF.

## **7.8 Impact on infrastructure**

- 7.8.1 Policy CP12 of the CSDMP indicates that sufficient infrastructure will be provided to support the development proposal. Where funding gaps for infrastructure have been identified, the Council will require developers to make a contribution towards the shortfall in funding. Most of this to be provided through the Council's CIL scheme. This is funded through a levy system and is secured outside of the application process. The current proposal is CIL liable and a charge is to be provided outside of the application process.
- 7.8.2 Paragraph 57 of the NPPF indicates that planning obligations must 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. The CIL scheme does not include contributions towards education.
- 7.8.3 It is considered that the provision of a residential development would have an impact on education provision, where in the Borough there is a deficit of provision. However, to date, the education provision needs to relate to a specific need and related to a development programme to which a contribution can be made. This information has not been provided to date and, as such, a contribution towards education provision cannot be made. In any event, any such cost would have a knock on effect on the delivery of affordable housing provision and, if provided, would result in a lower level of affordable housing provision.
- 7.8.4 As such, and subject to the securing of the education contribution (or upfront payment), no objections are raised on these grounds with the proposal complying with Policy CP12 of the CSDMP and the NPPF.

## **7.9 Impact on land contamination, flooding and drainage**

- 7.9.1 Paragraphs 183 and 184 of the NPPF indicates that planning decisions should ensure that account is taken of ground conditions and any risks arising from contamination and where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or land owner. The former use of the site, and processes likely to have taken place with that use would lead to a potential for land contamination at the site. The contamination assessment report, provided by the applicant, comes to that conclusion, but it is accepted that more survey work will be required which can only be fully undertaken once the buildings on the site have been removed. The Senior Environmental Health Officer has considered that the proposal is acceptable subject to a condition which considers any uncovered contamination and a remediation strategy.
- 7.9.2 Policy DM10 of the CSDMP indicates that in order to manage flood risk, a sequential approach to determining planning applications. The site falls within an area of low flood risk (Zone 1) and the developable sites is greater than 1 hectare. As such, it is not considered that the proposal would lead to increased flood risk, subject to Paragraphs 7.9.3 and 7.9.4 below.
- 7.9.3 Policy DM10 of the CSDMP also indicates that development will be expected to reduce the volume and rate of surface water run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at a level appropriate to the scale and type of development. The proposal would provide a mix of on-plot drainage (such as soakways) where this is appropriate and a tanking system, to hold back surface water during periods of heavy rainfall.
- 7.9.4 The proposal also needs to take account of the existing drainage system. In this case, the existing drainage arrangements include a ditch system from the north east corner of the site, taking runoff from the Southampton to London Waterloo rail line and land to the east, running towards the north west corner of the site which feeds into a culvert under the Reading to Guildford rail line into a watercourse running down to the Blackwater river to the west. This is complicated by the pumping system in the north west corner which is provided to replenish the Basingstoke Canal, which is on higher land to the east of the site.

In addition, the proposal needs to consider a new pumping station in the north east corner to remove the flood risk on Sturt Road highway, under the rail bridge. Amended details in this regard have been received and an update from all interested parties, including the LLFA, Basingstoke Canal Authority and Network Rail are expected and will be provided on the update.

- 7.9.5 As such, subject to the receipt of such comments, no objections are raised on contamination, flood risk and drainage grounds with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

## **7.10 Impact on housing mix and affordable housing provision**

- 7.10.1 Policy CP6 of the CSDMP requires developments should be provided with a range of housing which reflect the demand for market housing, across the Borough. The proposed housing mix provides 22% one bedroom, 48% two bedroom, 23% three bedroom and 7% four bedroom units which compares with 10% one bedroom, 40% two bedroom, 40% three bedroom and 10% four bedroom units, as set out in the table which supports Policy CP6. Noting the site location, the proposed mix is considered to be acceptable.
- 7.10.2 Policy CP5 of the CSDMP requires developments of this scale to provide 40% affordable housing. However, this application has been the subject of a viability assessment. Paragraph 58 of the NPPF indicates that where up-to-date policies have set out contributions expected from development, development would be assumed to be viable. It is for the applicant to demonstrate the particular circumstances to justify the need for a viability assessment and the weight to be given to such an assessment is a matter for the decision maker.
- 7.10.3 Whilst the Council's Viability Consultant has reviewed the provided viability assessment, there are disagreements on the assumptions made with the applicant's build costs and benchmark land value (i.e. value of site in its existing use or alternative use) as well as the profit margin sought. Negotiations have reached a compromise position with the applicant agreeing on a reduced profit margin of 18.5%, rather than the 20% originally sought. Based upon this there is a surplus which can contribute towards affordable housing, albeit the final amount may be reduced dependent on education contributions and the costings of the drainage solution.
- 7.10.4 Initially the applicant proposed an off-site contribution in lieu of on-site provision. However, as made clear by Policy CP5 this option ought only to be accepted where on-site provision is not achievable. Moreover, the definition of affordable housing under Annex 2 of the NPPF is wide and includes affordable housing for rent, starter homes, discount market housing (at least 20% below local market value), and shared ownership. This is a wider definition of affordable housing than indicated in the local plan, but the NPPF definition will take precedence over the narrower definition of affordable housing in the local plan, which is now out-of-date. The applicant has therefore proposed the provision of discount market housing on-site. Whilst the final amount is to be confirmed this will be in the region of between 6.9% - 9.4% affordable housing. The applicant proposes providing 11 units in Block B (plots 21 -31) and up to 4 additional two bed houses.
- 7.10.5 Further discussions are on-going in relation to the provision of drainage infrastructure (as set out in paragraph 7.9.4 above) and other costs e.g. education. At the time of writing of the officer report, the indication is that the level of affordable housing can only be approximated and a further update will be provided on the update which will more clearly define the amount of affordable housing which can be provided for this development.

7.10.6 The viability assessment has to take into consideration other costs such as the required drainage infrastructure and the feasibility of an education contribution and so an update on the agreed affordable housing amount will be reported at the meeting. Subject to this and a S106 legal agreement to secure the provision no objections are raised with the proposal complying with Policy CP5 of the CSDMP and the NPPF.

## **7.11 Other matters**

7.11.1 Policy DM16 of the CSDMP requires the provision of adequate play space provision for residential developments. This provision should be provided on the site. The proposal includes the provision of a play area, to the north part of the site and two smaller, informal amenity areas, located to the centre and south parts of the site, which would meet this requirement, subject to the approval of details.

7.11.2 Policy CP2 of the CSDMP indicates that development will be required to provide measures to improve energy efficiencies and sustainability. The energy statement provided to support the application includes measures to provide energy efficiencies including a fabric-first approach to reduce heat losses from the buildings, low carbon and renewable energy measures for the roof of the proposed flat buildings and water efficiency measures. It is considered prudent to ensure that these details are provided by condition.

7.11.3 Policy DM17 of the CSDMP indicates that on sites of 0.4 hectares or over, a prior assessment of the potential archaeological significance of the site has to be undertaken. In this case, a desk-based assessment has been provided which indicates that the site has a low archaeological potential due to previous activity on the site (waterworks and earlier quarrying). The Archaeological Officer has indicated that, due to site history, it would not be proportionate to require an archaeological site investigation.

## **8.0 POSITIVE/PROACTIVE WORKING**

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

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

## **9.0 CONCLUSION**

9.1 The current proposal is considered to be acceptable in terms of its impact on character, heritage and trees; residential amenity; highway safety; infrastructure and ecology; land contamination, drainage and flood risk; play space provision, energy efficiency and archaeology. The increase in likely size of the development would have an increased impact on the countryside but is considered to be justified on the basis that, on the tilted balance, this delivers a significant amount of residential development, to significantly assist in address the shortfall below the 5 year supply (plus buffer) position required for the Borough. Subject to securing SANG contributions (towards a SANG in Hart district) and contributions towards SAMM and affordable housing provision the proposal is considered to be acceptable.

## 10.0 RECOMMENDATION

GRANT subject to a legal agreement to secure contributions towards SAMM, SANG and affordable housing provision and 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: 29769A/232 Rev A, 29769A/240 Rev D, 29769A/245 Rev D, 29769A/250 Rev D, 29769A/255 Rev E, 29769A/265 Rev D, 29769A/270 Rev D, 29769A/275 Rev E, 29769A/280 Rev D, 29769A/290 Rev D, 29769A/295 Rev D, 29769A/300 Rev D, 29769A/315 Rev D, 29769A/325 Rev D, 29769A/330 Rev D, 29769A/340 Rev D, 29769A/360 Rev D, 29769A/365 Rev D, 29769A/370 Rev D, 29769A/375 Rev C, 29769A/380 Rev E, 29769A/381 Rev B, 29769A/382 Rev B, 29769A/383 Rev B, 29769A/400 Rev D, 29769A/405 Rev E, 29769A/435 Rev B, 29769A/505 Rev B and 29769A/506 Rev B received on 9 December 2020; 29769A/230 Rev G1, 29769A/231 Rev G1, 29769A/235 Rev G1, 29769A/236 Rev G1, 29769A/285 Rev G3, 29769A/286 Rev G3, 29769A/287 Rev A, 29769A/305 Rev G1, 29769A/310 Rev E1, 29769/320 Rev F3, 29769A/321 Rev F3, 29769A/335 Rev F1, 29769A/355 Rev E1, 29769A/385 Rev E4, 29769A/390 Rev E5, 29769A/395 Rev C4, 29769A/410 Rev E2, 29769A/415 Rev E1, 29769A/420 Rev F1, 29769A/425 Rev F1, 29769A/430 Rev F1, 29769A/440 Rev F1, 29769A/500 Rev C2, 29769A/501 Rev C2, 29769A/502 Rev B2, 29769A/503 Rev C2, 29769A/504 Rev C2, 29769A/510 Rev A2 and 29769A/511 Rev A2 received on 15 June 2021; 29769A/80 Rev A1 and 29769A/100 Rev H8 received on 23 July 2021, unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No development shall take place until written approval has been obtained from the Local Planning Authority that an appropriate contribution towards a Suitable Alternative Natural Greenspace (SANG) has been secured so as to avoid any significant effects on the integrity of the Thames Basin Heaths Special Protection Area.

Reason: In the interests of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012, Policy NRM6 of the South East Plan 2009 (as saved) the National Planning Policy Framework and advice within the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019.

4. No external facing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

5. No surface materials for the roads, car parking areas or driveways will be used on the site until samples and their details have been submitted to and approved in writing by the Local Planning Authority. Once approved only the agreed surfacing materials shall be used in the construction of the development.

Reason: To safeguard the visual amenities of the locality and to comply with the approved drainage strategy for the development and in accordance with Policies DM9 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. Development shall not commence until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. If unexpected contamination is found after the development has commenced, development will 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 Part d is complied with in relation to that contamination.

The above scheme shall include:-

(a) 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: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwater and surface waters, ecological systems, and archaeological sites;

(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';

(b) 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;

(c) 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;



(d) 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 Part (b) above, 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 Part (c) above; and,

(e) If identified as necessary from Parts (a) to (d) inclusive above, 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors 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

7. The development hereby approved shall not be first occupied unless and until the proposed accesses to Sturt Road has been constructed and provided with visibility zones in accordance with Drawing No. 1911063-04 Rev A [Appendix B of the Transport Assessment by Motion dated 03.11.20] and thereafter the visibility zones shall be kept permanently clear of any obstruction between 1 metre and 2 metres above adjoining carriageway level.

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

8. The development hereby approved shall not be first occupied until informal crossing points across Sturt Road are provided along with the footway provision in between in accordance with the approved plan 27969A/100 Rev H8, without the prior approval in writing of the Local Planning Authority.

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

9. The dwellings within the development hereby approved shall not be occupied until they are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved by the Local Planning

Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

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

Reason: To ensure visual and residential amenities are not prejudiced and to promote alternative modes of transport to the car for site sustainability and to accord with Policies CP2, CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

11. Prior to the first occupation of the development hereby approved, a bus stop improvement scheme (for the north and south-bound bus stops on Sturt Road in front of the application site) shall be implemented in accordance with a scheme which is to be submitted to and approved by the Local Planning Authority.

Reason: To ensure visual and residential amenities are not prejudiced and to promote alternative modes of transport to the car for site sustainability and to accord with Policies CP2, CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

12. Prior to the occupation of the development hereby approved, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be provided in general accordance with the Travel Plan by Motion dated 03.11.20 and the sustainable development objectives of the National Planning Policy Framework, and the Surrey County Council's "Travel Plan Good Practice Guide." The Plan shall be implemented in accordance with the approved details.

Reason: To promote alternative modes of transport to the car for site sustainability and to accord with Policies CP2, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

13. Prior to the occupation of the development hereby approved, a Travel Information Pack shall be submitted to and approved in writing by the Local Planning Authority. The Pack shall be provided in accordance with the sustainable development objectives of the National Planning Policy Framework, and the Surrey County Council's "Travel Plan Good Practice Guide." The Pack shall be provided for the first occupier of each dwelling prior to their occupation of the respective dwelling.

Reason: To promote alternative modes of transport to the car for site sustainability and to accord with Policies CP2, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

14. No development shall commence until a Construction 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) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones

- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway
- (j) hours of construction
- (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.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework

15. No development, including any site demolition or tree works, shall take place until an arboricultural method statement, which is based upon but expands beyond the Arboricultural Impact & Method Statement by ACD Environmental dated 23/09/20 [Ref: BERK22593aia-ams], is submitted to and approved by the Local Planning Authority.

Reason: In the interests of amenity and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. No soft or hard 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 all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development.

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

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

17. A Landscape Management Plan, including long term design objectives, management responsibilities/timescales and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development, or any phase of the development whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out as approved.

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 the National Planning Policy Framework.

18. No development shall take place to convert the former pumphouse building (identified as the Historic Pump House [Plots 136, 137 and 138] on Drawing No 27969A/100 Rev H8 and as shown on Drawing Nos. 27969A/380 Rev E, 27969A/381 Rev B and 27969A/382 Rev B) until a full description of the steps, works and measures (including a programme for the implementation of the works) to be taken to safeguard and secure the retention of the existing building, particularly where affected by the alterations

hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the works shall be carried out in accordance with the approved measures.

Reason: In order to protect the undesignated Heritage asset and to accord with the Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

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

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

20. The development hereby approved will be undertaken in accordance with External Lighting Impact Assessment Noise Assessment by Mewies Engineering Consultants Ltd. dated November 2020 [Ref: 25707-02-ELIA-01]; with the recommendations in that document implemented in full prior to the first occupation of the approved development.

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

21. The development hereby approved will be undertaken in accordance with Outline Site Waste Management Plan by Waterman Infrastructure and Environment Ltd. dated November 2020 [Ref: WIE17526-101-R-1-2-1-SWMP] with the recommendations in that document implemented in full prior to the first occupation of the approved development.

Reason: In the interests of waste management and to limit pollution and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

22. The development hereby approved will be undertaken in accordance with Air Quality Assessment by Mewies Engineering Consultants Ltd. dated November 2020 [Ref: 25907-04-AQA-01] with the recommendations in that document implemented in full prior to the first occupation of the approved development.

Reason: In the interests of air quality and to limit pollution and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. The development shall not commence until a Landscape and Management Plan (LEMP) has been submitted to and approved by the Local Planning Authority which is based upon and expands beyond the Ecological Impact Assessment by Derek Finnies associates dated October 2020 [Ref: DFA20087].

The LEMP should be based upon but not be limited to:

- (a) Description and evaluation of features to be managed;
- (b) Ecological trends and constraints on the site that could influence management;
- (c) Aims and objectives of management;

- (d) Appropriate management options for achieving aims and objectives;
- (e) Prescriptions for management actions, together with a plan of management compartments;
- (f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- (g) Details of the body or organisation responsible for implementation of the plan;
- (h) On-going monitoring and remedial measures;
- (i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsibility for its delivery; and
- (j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The development shall be implemented in accordance with the approved details.

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

24. The parking spaces shown on the approved plan 27969A/100 Rev H8 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 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

25. The garages hereby permitted and shown on approved plan 27969A/100 Rev H8 shall be retained for such purpose only and shall not be converted into living accommodation without further planning permission from the Local Planning Authority.

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

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

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

27. Within 12 weeks of the development hereby approved commencing details of the amenity areas and play space shown on the approved plan 27969A/100 Rev H7 shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the details shall be implemented in accordance with the approved scheme and shall be completed prior to the first occupation of the development.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policies DM9 and DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012.

28. 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 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) 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).
  - b) 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.
  - c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
  - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

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

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

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDS.

29. No demolition, site clearance or building operations shall commence until tree and ground protection has been installed in accordance with British Standard 5837: 2012 "Trees in Relation to Design, Demolition and Construction" and as detailed within the submitted Arboricultural Report. Tree and ground protection to be installed and retained during the course of the development.

Reason: To ensure the retention of trees in the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

30. In this condition 'retained tree' means an existing tree or hedge which is to be retained in accordance with the approved plan; and clauses a) and b) below shall have effect until the expiration of 5 years from the first occupation of the development.

a) No retained tree shall be cut down, uprooted or destroyed, nor any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without further planning permission being granted by the Local Planning Authority. Any topping or lopping shall be in accordance with BS 3998: 2010 "Tree Works - Recommendations" and in accordance with any supplied arboricultural method statement.

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted in a similar location and that tree shall be of such size and species, and shall be planted at such time, as approved by the Local Planning Authority.

(c) Following the completion of any arboricultural works but before any equipment, materials or machinery are brought onto the site in connection with the development protective fencing and ground protection such as GeoTextile membrane or scaffold boards in accordance with British Standard 5837: 2012 "Trees in Relation to Design, Demolition and Construction" shall be installed around all the retained trees in accordance with details that first shall be submitted to and agreed in writing with the Local Planning Authority. Such protection shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in the fenced protective areas nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular accesses be made within the protected areas without planning permission.

d) Prior to both the commencement of works on site and before the installation of the tree protection, in accordance with c) above, the Council's Arboricultural Officer shall be notified to arrange a pre-commencement meeting to agree the location and extent of any works to retain trees and a site inspection programme (including the frequency of visits and reporting to the Council).

Reason: This permission was only granted on the basis that the 'retained trees' would remain on site to mitigate the impact of the development and 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.

31. Before first occupation of the respective dwellings within the development hereby approved the first floor; window(s) in the flank elevation(s) of the dwellings within Plots 63, 67 and 146, as identified by approved plan 27969A/100 Rev H8; shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times. No additional openings shall be created in these elevations, and the flank elevations of Plots 38, 122, 130, 139 and 151, as identified by approved plan 27969A/100 Rev H7, without the prior approval in writing of the Local Planning Authority.

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

### **Informative(s)**

1. The applicant is advised that, for the bus stop improvement scheme required for Condition 11 above, the scheme should include:

At the north-bound bus stop (on the west side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Real Time Passenger Information display
- Bus stop pole with flag and timetable case
- Bus stop cage and clearway

At the south-bound bus stop (on the east side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Bus stop cage and clearway

2. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
5. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>  
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)
7. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
8. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that power balancing technology is in place if required. Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment.

In the event that a satisfactory legal agreement has not been completed by 8 September 2021, or any other period as agreed with the Head of Planning, the Head of Planning be authorised to REFUSE for the following reasons:

1. The Local Planning Authority, following an Appropriate Assessment and in the light of available information, is unable to satisfy itself that the proposal (in combination with other projects) would not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and the relevant Site of Specific Scientific



Interest (SSSI). In this respect significant concerns remain with regard to the adverse effect on the integrity of the SPA in that there is likely to be an increase in dog walking, general recreational use and damage to the habitat and the protected species within the protected areas. Accordingly, since the Local Planning Authority is not satisfied that Regulation 62 (of the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations) applies in this case then it must refuse the application in accordance with Regulation 61(5) of the Habitats Regulations and Article 6(3) of Directive 92/43/EE. For the same reason the proposal conflicts with the guidance contained within the National Planning Policy Framework and Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Policy NRM6 of the South East Plan 2009 (as saved) and the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019.

2. In the absence of a completed legal agreement under Section 106 of the Town and Country Planning Act 1990, the proposal fails to provide an adequate provision for affordable housing. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

This page is intentionally left blank



<b>APPLICATION NUMBER</b>	<b>SU/20/1048</b>
-------------------------------	-------------------

## **DEVELOPMENT AFFECTING ROADS**

### **TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Heidi Perrin

**Location:** 22-30 Sturt Road Frimley Green Camberley Surrey GU16 6HY

**Development:** Erection of a residential development of 160 dwellings, including the conversion of the pumphouse building into residential dwellings, to provide 36 no one bedroom and 48 no two bedroom flats; 30 no two bedroom, 37 no three bedroom and 9 no four bedroom houses, along with associated estate roads and accesses onto Sturt Road, car parking, bin and cycle storage, local area of play and external landscaping following the demolition of all other buildings

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	21 December 2020	<b>Response Date</b>	13 July 2021
----------------------------	----------------	------------------------------	------------------	----------------------	--------------

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

### CONDITIONS

- 1) The development hereby approved shall not be first occupied unless and until the existing vehicular access onto Sturt Road has been modified to include a 2m wide section of footway extending across the access point into the development and the northbound bus stop, and each of the vehicular accesses provided with 2.4 x 59m visibility splays in accordance with the approved plans (Drawing No. 1911063-04 Rev A). And thereafter the visibility splays shall be permanently provided with no obstruction above 1.05m high.
- 2) The development hereby approved shall not be first occupied unless and until an informal crossing with pram crossing points and tactile paving on both sides of Sturt Road has been constructed to the north of the northern access point and an informal crossing with a pedestrian refuge, pram crossing points and tactile paving has been constructed to the south of the southern access in accordance with the approved plans.
- 3) The development hereby approved shall not be first occupied unless and until a new footway has been provided at the southern end of the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

- 4) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for 276 vehicles to be parked and 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 purpose.
- 5) The development hereby approved shall not be first occupied unless and until each of the proposed dwellings (houses and flats) are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.
- 6) The development hereby approved shall not be first occupied unless and until a minimum of 1 secure cycle space per each 1 and 2 bedroom unit and 2 secure cycle spaces per each unit with 3 or more bedrooms has been provided in a covered and well-lit enclosure in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority.

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

- 7) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the improvement of the bus stops on Sturt Road located near to the proposed development:

At the northbound bus stop (on western side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Real Time Passenger Information display
- Bus stop pole with flag and timetable case
- Bus stop cage and clearway

At the southbound bus stop (on eastern side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Bus stop cage and clearway

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

And then the approved Travel Plan shall be implemented prior to first occupation and for each and every subsequent occupation of the development, thereafter maintained and developed to the satisfaction of the Local Planning Authority.

- 9) Prior to the first occupation of the development a Travel Information Pack 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 for Developers. The approved Travel Information Pack shall be issued to the first time occupier of each dwelling, upon occupation.

The pack should include:

- Details of local public transport services and location of rail stations and local bus stops
- Details of local car club and lift sharing schemes
- Maps showing local walking and cycling routes and accessibility to public transport, schools and local community facilities
- Health benefits of active travel
- Journey planning tools

10) 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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.00 am and 3.00 and 3.30pm
- (j) 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.

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

### HIGHWAY INFORMATIVES

- 1) The applicant 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.
- 2) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any

expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

- 3) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 4) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 5) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 6) 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.

Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment: <https://www.theiet.org/resources/standards/cop-electric.cfm>

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

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

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see

[www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

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

### 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.

### NOTE TO PLANNING OFFICER

The site is currently occupied in the northern section by offices and in the southern section by a builders' merchant. The proposed residential of 160 dwellings would utilise two existing vehicular accesses onto Sturt Road.

### Accessibility

The nearest bus stops to the site are located immediately to the south of the existing northern access (northbound) and opposite the existing access (southbound). The bus stops will be upgraded to provide a raised access platform to improve accessibility and with RTPI to help users. This must be delivered in consultation with Surrey County Council's Passenger Transport Team. Two new informal pedestrian crossing facilities are to be provided on Sturt Road.

The nearest railway station is Farnborough North a 1.5km walking distance.

### Access

The proposed development will utilise the existing vehicular accesses but the northern access will be modified with a 2m width footway into the site also to link with the northbound bus stop. A new footway will be constructed at the southern end of the site to provide a dedicated pedestrian route into the site from the south and linking with the new crossing facility on Sturt Road. A detailed drawing will be required showing the entire length of the proposed footway at the southern end and how this will tie in with the existing highway.

### Vehicle Movements

The traffic generation data included in the Transport Assessment shows that the development is likely to generate 63 two-way vehicle movements in the AM peak (08.00 – 09.00) and 69 two-way movements in the PM peak (17.00 – 18.00) with 619 two-way daily (07.00 - 19.00) vehicle movements during weekdays.

This compares to the combined trip generation under the current lawful uses of 102 two-way vehicle movements in the AM peak, 95 two-way movements in the PM peak and 665 two-way daily weekday movements.

Comparing the proposed with the current trip generation shows that the proposed development would lead to a net reduction of 39 vehicle trips in the AM peak 26 vehicle trips in the PM peak and 46 vehicle movements across a typical weekday.

### Junction Assessments

Because of the reversal of flow patterns an assessment was required to be undertaken on the local highway network.

Traffic modelling was carried out for the northern site access, the southern site access and the following key junctions:

Sturt Road / Mytchett Road / Hamesmoor Road Mini-Roundabout  
Sturt Road / Guildford Road / Frimley Green Road Mini-Roundabout  
Frimley Green Road / Wharf Road Mini-Roundabout

The results of the modelling indicate the following:

- The northern and southern site access junctions would operate within capacity during both peak periods, both with and without the development
- The Sturt Road / Mytchett Road / Hamesmoor Road junction would operate within capacity during both peak periods, both with and without the development.
- The Sturt Road / Guildford Road / Frimley Green Road Mini-Roundabout would operate within capacity during both peak periods, both with and without the development.
- The Frimley Green Road / Wharf Road Mini-Roundabout would operate within capacity during the evening peak period, both with and without the development.
- The Frimley Green Road / Wharf Road Mini-Roundabout would operate with an RFC (Ratio to Flow Capacity) of over 0.85 on the Wharf Road arm during the morning peak period, both with and without the development. The RFC is below 1 indicating that the junction would continue to operate within capacity.

### Parking

The proposed level of parking for the development will be 276 spaces, to include 11 visitor parking spaces. This level of parking meets the minimum parking guidance for residential development set out in Surrey County Council's 'Vehicular and Cycle Parking Guidance January 2018'.

### Cycle Parking

The level of cycle parking will be provided in accordance with Surrey County Council's guidance. The minimum required levels are 1 cycle space for 1 and 2-bedroom units and 2 cycle spaces for units with 3 or more bedrooms. A condition has been recommended for the developer to provide details of cycle parking.

Cycle parking should be designed and provided in accordance with the appropriate



government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20 m).

### Residential Travel Plan

A Travel Plan Coordinator (TPC) will be appointed to manage and administer the Travel Plan and the monitoring and review programme. Travel surveys will be carried out in accordance with the TRICS Standardised Assessment Methodology (SAM) and at the agreed intervals.

This page is intentionally left blank

## URBAN DESIGN CONSULTEE RESPONSE

**Erection of a residential development of 160 dwellings, including the conversion of the pumphouse building into residential dwellings, to provide 36 no one bedroom and 48 no two bedroom flats; 30 no two bedroom, 37 no three bedroom and 9 no four bedroom houses, along with associated estate roads and accesses onto Sturt Road, car parking, bin and cycle storage, local area of play and external landscaping following the demolition of all other buildings.**

**22-30 Sturt Road Frimley Green Camberley Surrey GU16 6HY**

**Ref. No: 20/1048/FFU | Revised proposals received 15 June 2021.**

### **Summary**

***The revised proposals received 15 June is considered to fully address previous urban design concerns raised during pre-application stage in 2020, and consequently in spring 2021. The current regeneration scheme is supported from an urban design perspective.***

### **1.0 Location**

The 3.5 ha site is situated in the Countryside beyond Green Belt, at the southern boundary of the Frimley Green settlement area, within just 400 m from the services and amenities offered at Frimley Green Local Centre. In terms of land use, the site is predominantly PDL and includes a vacant office block, large areas of hard standing, a scaffold yard as well as storage and distribution uses. The north-east corner provides a valuable green setting for the site with a natural character and associated landscape, ecological and visual amenity values. The regeneration of this major industrial site is welcome in principle from an urban design point of view. The development proposal retains a gap of 150 m between the settlements of Frimley Green and Mytchett. Opposite the site is Frimley Lodge Park, which offers generous open space, nature trails, woodland, and leisure facilities. Farnborough North Railway Station is located within 1.5 km and Farnborough Main Railway Station within 3.1 km.

### **2.0 Response to context**

The site is surrounded by railway lines to the north and the west, and a busy road, B3411, to the east, which create barrier effects. The scheme addresses these issues visually and physically, by the creation of a robust green framework based on the existing green structure and along existing and proposed infrastructure. It also provides a network of pedestrian routes which connects to Sturt Road and further afield to Frimley Green Local Centre and Frimley Lodge Park. Vehicle access is provided at two existing entrances to the site, at the northern and southern ends of the area, creating a main loop. Secondary streets are provided as well as shared surfaces in relation to the mews. A network of pedestrian paths is created throughout the scheme with good connections to Sturt Road and adjacent facilities. A new public footpath route is introduced along Sturt Road. Bus stops are found directly outside the development on both sides of Sturt Road.

The revised scheme demonstrates a positive and enhanced relationship to Sturt Road in terms of the transparent, green boundary along the Eastern side of the site, based on the retained valuable oak trees, additional tree planting in a flowing, organic pattern and generous grass verges which allow views into the site and provide a soft green character. The existing conifers along the boundary are to be removed which will remove the existing visual barrier and improve the character of the streetscene. Reinforced high quality landscaping in strategic locations will enhance the character of

Sturt Road and pays homage to the Grade II listed St. Andrews Church, a key landmark building and the adjacent historic Lychgate. Parts of the new development will provide attractive views of the adjacent lakes to the west and the north of the site and strengthen the visual contact with the rural context. For further comments regarding the proposed built elements and their relationship to the existing context, see *Design approach, character, scale, height, and massing*.

### **3.0 Revisions of the proposed scheme**

A virtual pre-application meeting was held in August 2020 regarding this major site, including urban design advice. The initially submitted scheme was not considered fully acceptable in terms of layout, scale, massing, or urban design, and has consequently undergone necessary revisions since the submission, following two further advisory meetings in spring 2021 to ensure that a high-quality scheme which maximises the benefits of the site, addresses challenges and creates a strong sense of place will be delivered. The amendments relate to the general layout, the definition and refinement of character areas, street characters, building character, massing, scale, setting, active frontages, place making, provision of amenity space, landscaping, and boundary treatment. The number of units remain unchanged since the submission, 160.

#### 3.1 Rev. - Character Areas

The layout has been revised to address the need for clearly defined character areas and distinct road hierarchies especially in the north-eastern part of the scheme, including differentiated street sections, building patterns, scale, grain, building lines, hard and soft landscaping, and boundary treatment. A scheme of this scale requires a clear and strong hierarchy of different streetscapes to assist in the orientation and wayfinding and underpin distinct and logical character areas, created by built elements and materiality as well as a strategic and creative integration of buildings, open spaces, hard and soft landscaping. The character areas are the traditional cobbled Pump House mews, in contrast to larger flatted development blocks in parkland setting at the north-eastern entrance, inspired by the existing Sturt Road Arts and Craft character with traditional brickwork. At the southern and western end of the site the larger developments take a more rustic mill character of similar scale in parkland, in contrast to small scale traditional semi-detached dwellings and shorter terraces along smaller enclaves of tree lined streets.

##### **A. Sturt Road street scene**

The revised landscape design approach enhances and reinforces the existing character of Sturt Road and pays homage to the Grade II listed St. Andrews Church, a key landmark building in the area, the adjacent traditional Arts and Craft buildings to the north and the historic Lychgate.

The revised scheme now demonstrates a positive relationship to Sturt Road in terms of the transparent, green boundary along the Eastern side of the development, based on the retained valuable oak trees, additional tree planting in a flowing, organic pattern and generous grass verges which allows views into the site, where small scale mainly semidetached dwellings can be glimpsed behind hedges.

##### **B. Flatted development blocks in parkland**

Larger flatted development blocks in parkland settings with generous shared amenity areas, set well back from the street scene, characterise the northern and southern end of the site. Three further flatted blocks of modest scale all set in generous green spaces are provided in the northern part of

the scheme. Additional soft landscaping and irregular tree planting in the streetscene reinforces the verdant setting of these buildings in line with the Surrey Heath Residential Design Guide (SHRDG).

#### C. Semidetached buildings with front gardens and short terraces

Semidetached buildings with small front gardens, neat hedges and tree planting align the northern access into the site. Three further flatted blocks of modest scale set in parkland are provided in the northern part of the scheme. The southern entrance leads into a tighter terraced street scene with street trees and grass verges separating the car parking in front of the dwellings. The western boundary of the site is aligned by a short terrace at the southern end, followed by semi-detached dwellings and a few detached residential buildings closer to the Pump house. Short terraces finalise the western end of the development in contrast to the sweeping curved parkland and provide a visual stop from the south.

#### D. The Pump house area

The historic Pump House, an interesting and attractive, undesignated heritage asset, is being retained and converted into small flats at the heart of the scheme, providing a distinct character area. The revised small scale, traditional mews provides a tighter grain and a strong sense of place, supported by continuous terraced building with an unbroken roof line with a more intimate street section and cobbled details on the Northern side of the side of the Pump House creates a stronger sense of place, a traditional mews feel and a clearer distinction between different street types. The regeneration of the Pumphouse is much welcome, as it provides a direct link to the history of the site but also enriches the place with an engaging shared surface and new interesting place making with high quality landscaping and metalwork boundaries (details to be conditioned).

#### 3.2 Rev. - Flatted block Nos. 1-20

The main entrance at the southern side of the building has been further emphasised architecturally in the building design to reinforce the importance as the main access point, whilst the northern entrance from the car park has been given a more discrete design.

The layout of open areas to the south of the block has been adjusted to create a verdant entrance with grass verges and distinct hedge planting to separate semi-public and shared residents' amenity space, and still contribute to a verdant entrance from Sturt Road. The bike storage has been relocated and the previous rear footpath at the north-eastern corner of the site has been omitted for safety reasons.

#### 3.3 Rev. - Flatted block Nos. 97-115

The scale, height, and massing of the southern block was considered to have a detrimental effect on the small scale, rural character of the Sturt Road streetscene. Although not directly opposite the Grade II listed St Andrew's Church and Lynchgate, the War Memorial, the building design of the flatted block Nos. 97-115 has been revised to integrate more gracefully with the vernacular context and wider setting. The main entrance has been relocated to create an active frontage on the northern side of the building, to animate the public realm and increase safety.

#### 3.4 Rev. - Plots 71-85

The building design has been redesigned in the same utilitarian mill ethos as the southern block, which creates a comfortable degree of coherence in the area as a whole. The massing has been reconfigured to a less bulky L-shape, the flat roof has been reduced and traditional gable features now face the adjacent mews development. The simplistic mill house character reflects the former industrial use of the site. The main entrance of the building has been repositioned to create an active frontage facing the main street. Refuse storage and bicycle storage have been relocated for more efficient layout and to create a stronger sense of place.

### 3.5 Rev. - Placemaking

The scheme has been reinforced to contribute to local distinctiveness and to create a robust framework of useful places for all residents and visitors alike. A scheme of this scale requires a clear and strong hierarchy of different streetscapes to assist in the orientation and to create distinct and logical character areas. Character is determined by a strategic and creative integration of buildings, spaces, hard and soft landscaping as well as buildings and materiality and is an important part of the overall vision of the site.

The Residential Design Guide SPD 2017 sets out the requirements for residential development ensuring that developments contribute towards making distinctive, sustainable and attractive places in the Borough. A scheme of this scale must provide a variety of appropriate spaces for future residents to pause, enjoy and rest for a moment during the evening walk etc., and cater for all ages and abilities.

The public realm around Flats Nos. 60-62 and Nos. 42-59 has been redesigned to create a more coherent and useful shared amenity space, which is strongly supported.

A shared amenity space has been introduced to the north of the block Nos. 21-31.

The streetscape has been enhanced with informal place making in the northern part of the site, with a small place to meet, stop, chat or rest, characterised by softer lines, hedge planting to the rear and a circular design, providing seating in the shade of the tree s/o No. 138.

A small seating area has also been added to the west of Nos. 97-115 together with some steppingstones for smaller children's informal play.

The plot layout and hedge alignment has been revised at the site entrance of No. 123 leading south to 116, as have site boundaries at No. 158.

The unit types for Plots 150 and 147 have been reviewed, which are now to be 'side entry' plots to better address the corner and create a stronger building line in the streetscene at the northern entry.

### 3.6 Rev. - Impact on historic context

The Pump House, an undesignated but interesting and attractive heritage asset, is being retained and converted into small flats at the heart of the scheme. The scheme now provides a well-designed setting with a cobbled mews and other high quality hard landscaping on the Northern side of the pump house, creating a stronger sense of place and a clearer distinction between different types of

streets and street-widths, in line with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012.

The revised building design of the Nos. 97-115 is considered to integrate well with the wider context including the War Memorial and the wider setting of the Grade II listed St Andrew's Church.

#### **4.0 Design approach, character, scale, height, and massing**

Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 requires that development should respect and enhance the local, natural, or historic character of the environment paying regard to scale, materials, massing, bulk, and density. Surrounding areas represent a density of up to 40 dph. Existing commercial buildings on site are up to 3 commercial stories high, equivalent to 4-4.5 residential stories.

The proposal includes the provision of 160 dwellings within a mix of houses and flats, ranging from two to 4.5 storeys in height. The initially proposed layout of the site has been fundamentally redesigned, following pre-application advice. Revisions also includes building height. The massing of several buildings has been reduced in line with other revisions of the building design, for example Nos. 71-85 and Nos. 97-115. The scale, height and massing are now considered acceptable from an urban design point of view.

#### **5.0 Materials and detailing**

The proposed traditional building materials, orange-red brickwork and reddish-brown hanging tiles are typical for Surrey Heath and are supported in principle. The proposed vertical wooden cladding of the mill buildings is also supported from an urban design point of view. A material schedule and samples of all external building materials should be conditioned, as should the erection of on-site sample panels of proposed brickwork before any works commence.

A positive result also depends on high quality detailing of the building design, such as proper recesses around windows and doors, high quality fenestration and doors with appropriate detailing in line with Surrey Heath Residential Design Guide (SHRDG) SPD. Consequently, these principal design details, as well as porches, balconies and dormers should be conditioned.

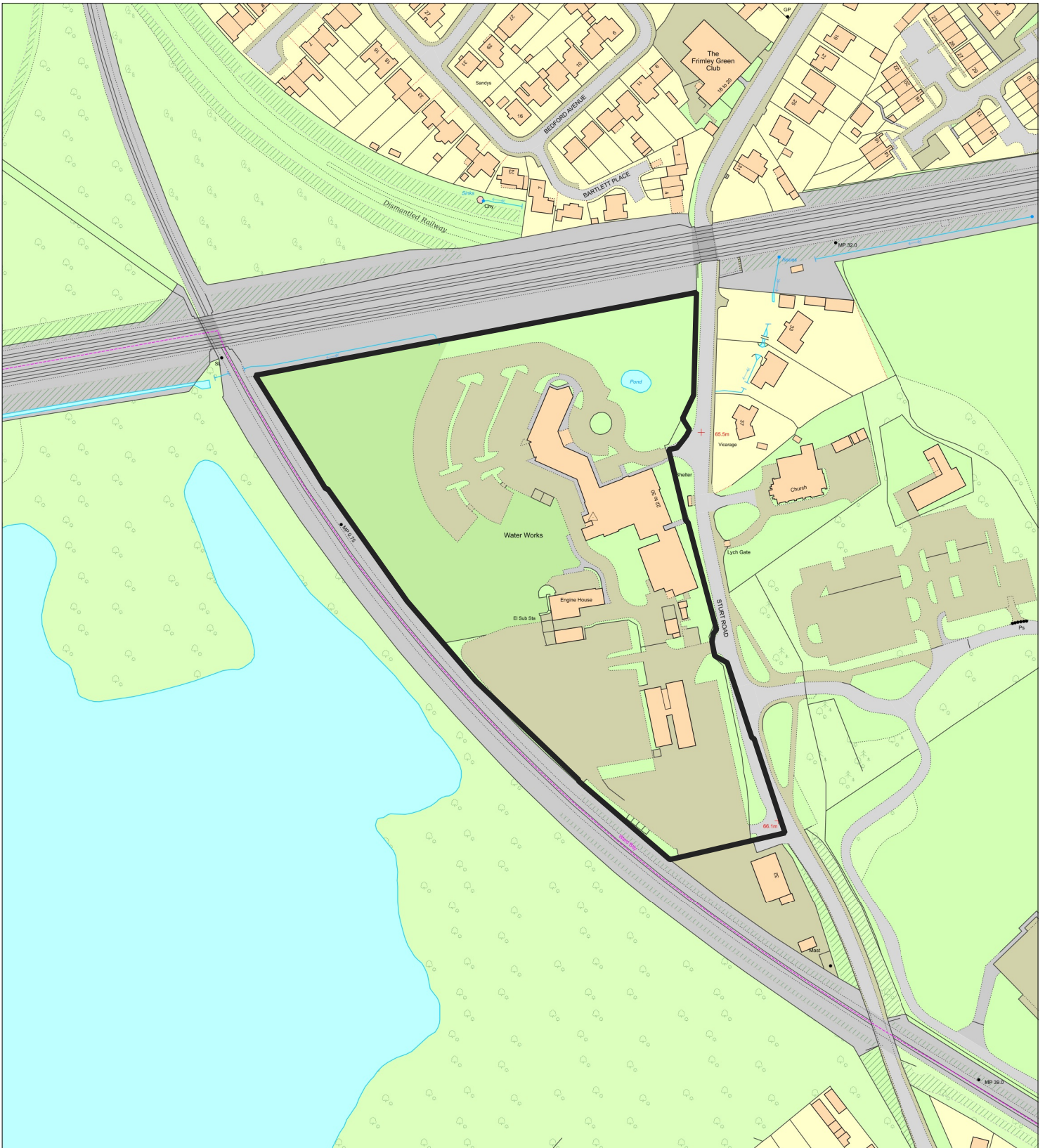
#### **6.0 Impact on residential amenity**

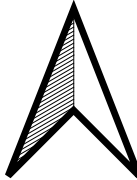


Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 states that development will be acceptable which provides sufficient private and public amenity space and respects the amenities of the occupiers of neighbouring property and uses. The Residential Design Guide SPD 2017 sets out the further requirements for residential development in meeting the needs of future occupiers and minimising any impacts on existing residents.

The proposed layout provides rear gardens to the houses and separation distances between dwellings which would appear to meet minimum standards as set out in the Council's Residential Design Guide SPD 2017. The scheme is considered to provide useful, attractive communal green space for all flatted accommodation of the development.







<b>Title</b>	Planning Applications		
<b>Application number</b>	20/1048/FFU	 07.55 m 	<b>Scale @ A4</b> 1:2500
<b>Address</b>	22-30 Sturt Road Frimley Green Camberley Surrey GU16 6HY		<b>Date</b> 22 Jul 2021
<b>Proposal</b>	Erection of a residential development of 160 dwellings, including the conversion of the pumphouse building into residential dwellings, to provide 36 no one bedroom and 48 no two bedroom flats; 30 no two bedroom, 37 no three bedroom and 9 no four bedroom houses, along with associated estate roads and accesses onto		
Version 5	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021	Author: DE	

This page is intentionally left blank



### Site Location and existing layout



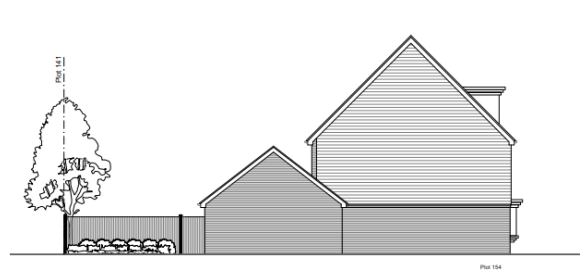
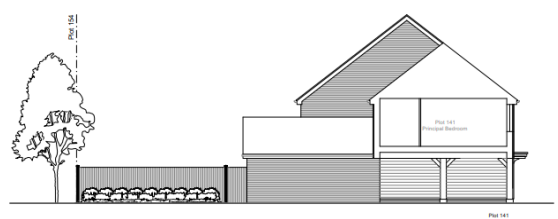
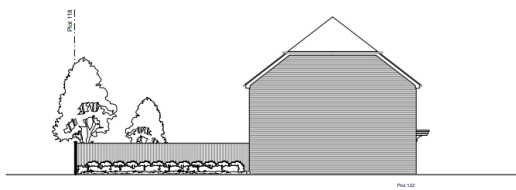
### Proposed Layout



# Typical Proposed Elevations



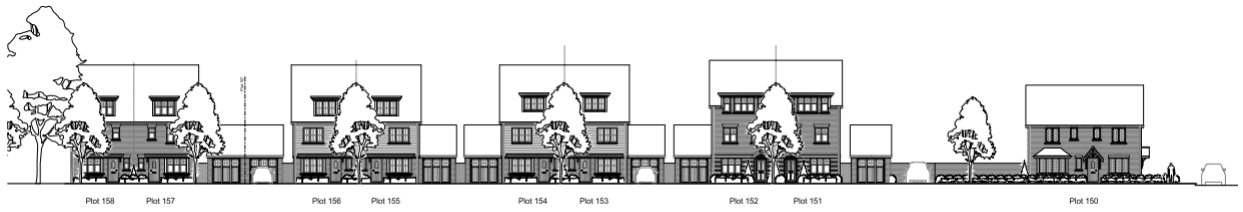
2011-0001	Armed
2011-0002	Armed
2011-0003	Armed
2011-0004	Armed
2011-0005	Armed
2011-0006	Armed
2011-0007	Armed
2011-0008	Armed
2011-0009	Armed
2011-0010	Armed
2011-0011	Armed
2011-0012	Armed



## Streetscenes



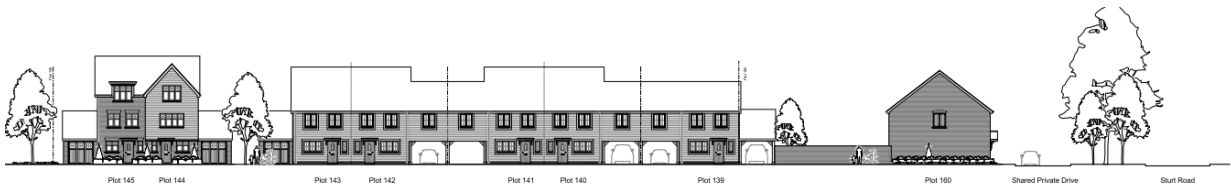
Principal Entrance looking North  
Plots 21-31, 39 - 41 & 42 - 59



Principal Entrance Street Scene looking South  
Plots 150 - 156



Historic Pump House looking South  
Plots 134 - 138



Historic Pump House looking North  
Plots 139 - 145 & 160



Sturt Road Frontage looking West  
Plots 116, 123, 131 - 134 & 157-160

## Site photos

### Sturt Road







Main office building



Pumphouse



Views to northwest of site



Builders' merchants yard



Listed church



This page is intentionally left blank



19/2141/FFU

**Reg. Date** 6 January 2020

Windlesham &amp; Chobham

<b>LOCATION:</b>	50 Windsor Road, Chobham, Woking, Surrey, GU24 8LD,
<b>PROPOSAL:</b>	Demolition of existing building and erection of a new club building and 9 dwellings, access roads, car parking and landscaping
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Cleanslate Limited
<b>OFFICER:</b>	Mrs Sarita Bishop

This amended submission would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee at the request of Cllr. Wheeler. The original submission for 10 dwellings constituted a major development and so would have automatically been reported to Planning Applications Committee.

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

**1.0 SUMMARY**

- 1.1 The principle of a mixed-use development in this location is supported. The proposed club building will provide a valuable community facility in a smaller but more energy efficient and attractive building than the existing building which is considered to be an improvement in character terms. It is acknowledged that the proposal will result in the loss of existing hedging and provide less than the required amenity space for plots 2 and 8. However, in considering the planning balance of the scheme as a whole in terms of the efficient re-use of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site, in addition to the proposed replacement boundary planting and the provision of a new bus shelter; the temporary loss of hedging and reduced amount of amenity space are considered to be acceptable.
- 1.2 The proposed access and car parking arrangements are considered to be acceptable subject to the imposition of appropriate conditions to include servicing hours for the club; the provision of car and cycle parking for the development; the provision of enhanced bus shelter facilities; the submission and implementation of a car park management plan; and, the imposition of a condition tying car parking provision to serve plot 1. Subject to these controls the proposed development would not cause any significant parking problems.
- 1.3 Subject to the completion of a section 106 undertaking in relation to the SAMM payment the proposal is, on balance, acceptable in line with the relevant policies. It is therefore recommended for approval.

**2.0 SITE DESCRIPTION**

- 2.1 This semi-circular island site, of some 0.27 hectares is located within the Green Belt settlement area of Chobham. It is to the east of Windsor Road and the west of a slip road which provides access to properties to the east, which have postal addresses, but no main frontages, on to Windsor Road (42a-56 evens inc) and Fowlers Mead (9 and

10). Whilst there are no restrictions on parking on the slip road, the carriageway is narrow.

2.2 The site comprises a part single part two storey building of some 889 square metres in area (750m<sup>2</sup> for the social club, 139 m<sup>2</sup> for the flat), surrounded by car parking providing 33 spaces. It also includes part of the public highway (Windsor Road). The building, comprises a mix of styles from its original construction in the 1960's with domed and flat roofs and use of materials including concrete panels, brown pebble-dash and brick. The site has a high hedge along the western boundary, which is partly within the public highway, around the southern end and also along part of the eastern boundary. The hedging on Windsor Road does not appear to have had any meaningful maintenance for some time.

2.3 The character of the surrounding area is mixed in terms of use and built form. Chobham Rugby Club and the Chobham Detachment of the Surrey Air Cadet Force lie to the east of the site. Retail shops with residential above are located to the west. The remainder of the surrounding area is residential comprising a mix of building types of varying size and architectural era including two storey detached and semi-detached dwellings and former offices which have been converted into seven flats (75-77 Windsor Road). It is also noted that a number of houses to the west and north west of the site on Windsor Road have replaced landscaped front gardens (in part and completely) with hardsurfacing to be used as car parking. No. 56 Windsor Road located to the north east and 44 Windsor Road located to the south east of the site are Grade II listed dwellings. Nos. 1-10 Fowlers Mead lie to the north east of the site. They generally comprise pairs of two storey semi detached dwellings built post war.

### 3.0 RELEVANT HISTORY

3.1 There has been a clubhouse on this site since the 1920's. There have been a number of planning permissions for the extension of the club on this site, primarily in the 1960's. The most relevant applications to the current proposal is set out below with the most relevant applications set out below:

3.2 17/0366 Erection of a terrace of 4 three bedroom houses and 4 four bedroom detached dwellings, all with accommodation over three floors with integral single garages, driveways, garden areas and landscaping following demolition of existing club and flat. *Withdrawn March 2018.*

3.3 17/0367 Erection of a part single-storey, part two-storey building to provide a social club on the ground floor and two flats above (1 x one bedroom and 1 x two bedroom), with associated parking and landscaping, following partial demolition of the existing club and flat. *Approved August 2017.*

The building, (17.7 metres in depth and 16.2 metres wide with a total floor area of some 330 square metres, of which 240 square metres of the floor area was for the replacement social club) was approved at the southern end of the site on existing car parking spaces with the northern half of the site being retained for future residential development. The approved height of the building was 6.4m reducing to 3.8 metres for the single storey element. A total of 16 car parking spaces were approved and located to the north of the building, bar two which were to be provided to the south. A small garden for occupiers of the first floor flats and a smoking area were approved to the south of the building with a 2 metre high sound proof barrier erected behind the retained boundary hedge and the access to the

southern parking spaces. The levels of the site were approved to be lowered by 0.4 metres.

Due to changes in legislation as a result of the pandemic, this permission is extant.

3.4 20/0546/DTC Details to comply with conditions 8 (construction transport management plan) and 10 (hard and soft landscaping) pursuant to 17/0367. Under consideration.

3.5 Whilst not on the application site, the following application is considered to be relevant to the current proposal:

18/0991 Erection of a part two, part three storey building comprising an attached 3 bedroom house and 8 flats (6 x two bedroom and 2 x 3 bedroom) with access from Windsor Road, parking, landscaping and bin/cycle storage following demolition of existing shops and flats at 79-81 Windsor Road. *Approved March 2019.*

This site is located some 85 metres to the north of the application site. The approved building is generally located at the back of the footway and has the appearance of a staggered terrace. The building has a width of some 27 metres, a maximum depth of some 17 metres and a maximum ridge height of some 9.6 metres.

#### **4.0 THE PROPOSAL**

4.1 As originally submitted the proposal was for the demolition of the existing building and erection of a new club building and 10 dwellings, access roads, car parking and landscaping. Due to concerns raised about the level of development, the built form and layout, the scheme has been amended so that 9 dwellings and a smaller club house building are now proposed. Building heights were also reduced across the scheme, the external staircase was deleted and additional landscaping including fruit trees in the rear gardens are now proposed.

4.2 The current proposal has two elements. First, the demolition of the existing club building and the erection of a replacement building of some 255 square metres including a basement store of some 48 square metres at the southern end of the site. The building has maximum dimensions of 13.7 metres by 9.7 metres with a ridge height of 8.7 metres. It is proposed be finished in brick with tile hanging and a tiled pitched roof. It has feature clocks in both the north and south elevations. The building would provide a club lounge/ bar with male and disabled WC facilities at ground floor level with club room, meeting room and female and disabled WC facilities above. A new car park with access from Fowlers Mead is to be provided with 14 spaces, 13 of which are to serve the club including one for disabled use. A new pedestrian access is to be provided from the car park onto Windsor Road. Bin and bike stores are proposed to on the east side of the building. A two metre high acoustic fence is proposed extending along the common boundary with Fowlers Mead from the car park in a southerly direction to the junction with Windsor Road which will be screened by hedging. The proposed hours of opening for the club are:

- 11am to 11pm Sunday to Thursday
- 11am to midnight Friday and Saturday

- 4.3 The proposed houses are divided into two areas. Seven houses are proposed to front/side onto Windsor Road. They comprise a terrace of four dwellings (1 x two bedroom and 3 x three bedroom), a pair of three bedroom semi-detached houses and a detached four bedroom house, all located to the north of the proposed club building. The terrace was originally proposed as 1 two bedroom, 1 x three bedroom and two x 4 bedroom but was amended to comply with the space standard. Two detached four bedroom houses were originally proposed to be provided on the eastern side of the site, side onto to Fowlers Mead. However, this has been amended to 1 x four bedroom house and 1 x three bedroom house to comply with space standard. They are to be sited on either side of the new access to the parking area which serves plots 2, 3, 4 as well as 8 and 9. Each property will have a private rear garden which indicatively will include a fruit tree. The houses are all two storey in height, varying between 7.9 metres and 8 metres in height. The design approach is traditional with the use of pitched and gable roofs, tile hanging to the first floor, feature gable details, inset dormer windows with pitched roofs and bay windows. Plot 1 (the two bedroom house) is to be retained by the club to provide an income stream.
- 4.4 There is no vehicular access from the site onto Windsor Road. The proposal seeks to modify the two existing access points located on the north and east boundaries off the slip road. The northern one is to provide access to plot 7 and its assigned parking spaces. The eastern access is to provide access to the new parking area which serves plots 2, 3, 4, 8 and 9. Two new access points are also proposed. The one to the northern boundary is to serve the assigned parking spaces for plots 5 and 6. The additional access on the eastern boundary is to serve the new parking area for the club which includes one parking space for plot 1. With the exception of plot 1, all the dwellings have two assigned spaces. This includes integral or attached car ports for plots 2, 3, 4, 8 and 9. Plots 2, 3, 4, 5 and 6 will have direct pedestrian access onto Windsor Road with Plot 1 sharing the pedestrian access from the club car park. A new bus shelter is also to be provided on the Windsor Road frontage as part of the development.
- 4.5 The existing hedge on the Windsor Road frontage will be replaced with new hedging along the boundary with Windsor Road with replacement/additional hedging along the eastern boundary. New landscaping is also proposed within the club car park, within the central parking court and rear gardens. A reduction in site level is also proposed.

## 5.0 CONSULTATION RESPONSES

- |     |                                |  |
|-----|--------------------------------|--|
| 5.1 | County Highway Authority       | No objection subject to conditions. Their response is attached as Annex A.   |
| 5.2 | Chobham Parish Council         | Objects to the revised scheme on the grounds of inadequate car and cycle parking provision and layout; highway safety issues; overdevelopment of the site; adverse impact on visual and residential amenity; and, the loss of the hedge in relation to air pollution with replacement hedges appearing to be of less volume and depth. If permission were to granted the Parish recommends conditions in the interests of visual amenity and highway safety. |
| 5.3 | Arboricultural Officer         | No objection. Comments that the trees within the site are poor quality. He regrets the loss of hedgerow and recommends a landscaping condition.  |
| 5.4 | Environmental Health           | No objection, subject to a condition securing the acoustic fence.  |
| 5.5 | SCC Lead Local Flood Authority | No objection to the revised scheme subject to conditions   |

- 5.6 Conservation Officer No objection.
- 5.7 Joint Waste Solutions Provides information on the bin requirements and collection advice
- 5.8 Thames Water No objection to the original scheme in terms of waste water, sewage treatment or surface water. Information is provided concerning development in proximity to sewers. No further comments have been received on the revised scheme
- 5.9 Drainage Officer No views received

## 6.0 REPRESENTATIONS

- 6.1 A total of 13 objections, including one from the Chobham Society, were received in respect of the original scheme raising the following summarised concerns:

### Highway issues [Please see section 7.6 below]

- Reduction in car parking spaces for the club; 13 spaces for the club seems inadequate;
- Turning circles unrealistically tight;
- Inadequate car parking provision;
- Concern about potential for on street parking;
- No parking for tradespeople/visitors;
- Fowlers Mead unsuitable for parking;
- On street parking may impede safe access to the rugby club;
- Prefer removal of individual pedestrian access points as this would encourage parking on and deliveries from Windsor Road;
- The parking spaces are too small and squashed;
- Due to new pedestrian access points, parking restrictions should be imposed on Windsor Road;
- Truck deliveries to the club will be difficult based on the submitted swept path analysis and if vehicles parked on Fowlers Wells;
- A permanent no parking zone along Fowlers Wells in the vicinity of the development should be considered;

- Potential for one way traffic movements only on Fowlers Wells;
- Electric charging facilities should be provided to all dwellings;
- Insufficient information on access and turning for delivery trucks and refuse vehicles to the rear;
- Off street parking provision should be made during the construction process;
- Access to club is on the narrow slip road with little room for two cars to pass, no pavement and no rooms for delivery vehicles to back out;
- Relocation of access is unsuitable;

Character, street scene and landscape issues [Please see section 7.4 below]

- Hedge on Windsor Road should be maintained as would soften row of houses and provide air and noise pollution barrier;
- Condition should be imposed to ensure that company is set up to maintain the hedge;
- Density of housing too high;
- Hedge opposite 56 Fowlers Mead is owned and maintained by 56 Windsor Road which appears to be torn down by the development despite assurances from the developer to the contrary;
- Loss of hedging to make way for houses to be built is disrespectful and inconsiderate to neighbours;
- The houses are placed too near to the road;
- Radical change to the street scene and is an overdevelopment of the site;
- Buildings are proposed directly on the site boundary;
- Roof heights loom large in the street scene and the roof ridge line is abnormally high dominating surrounding buildings and access spaces;
- When looking at the elevations site level information is inconsistent, building at the lower level should be adhered to as promised by the developers;

- Mass of built form;
- Lack of space around the buildings resulting in a terracing effect;
- Roof heights will allow accommodation in the roof;
- Concern about development taking place at the existing site level in terms of both built form and the club car park;
- Planting of semi mature hedging in combination with reduction in site level could well make a great improvement to the proposed street scene;
- Roof heights should be reduced;
- Club should be single storey;
- New hedging will contribute to a much better scheme overall;
- If pattern in housing were to match opposite side of Windsor Road with 6 houses, this would improve spacing with additional housing being provided elsewhere on the site;
- Overall reduction in building mass may allow the adjustment to the siting and orientation of the club building;
- The linked houses have a huge detrimental impact on the street scheme and looks like an office block;
- Concern about the external staircase;
- A house should be in the location proposed for the club;

Impact on residents [Please see section 7.5 below]

- Noise associated with smokers using the external areas of the club;
- Potential for noise nuisance from the club to existing and proposed occupiers, notwithstanding acoustic fence and use of air conditioning;
- Soundproof fencing should be required;
- Loss of privacy to 46 Windsor Road;
- Proximity to existing dwellings;
- No provision for bins or external storage;

- Car lights shining into the windows of 46 Windsor Road;
- No sound barriers or natural screening provided around the club;
- Potential for noise, pollution and disruption from smoking area in relation to Fowlers Wells Farm, a Grade II dwelling;
- Waste recycling area is in direct line to the Grade II dwelling;
- Potential for noise from air conditioning units;

#### Other matters

- A number of letters of support are from the (club) Committee and its members, directors of the developers and are not resident in the surrounding vicinity;
- Must demonstrate permission from Surrey County Council for access to their land;
- It is clear that the land is being sold by the Chobham Club to make as much money as possible and they do not care about local residents because of the poor state of the existing hedge that bounds Windsor Road;

6.2 A total of 48 representations have been received in support of the proposal raising the following summarised reasons:

- Will give the new building it needs so that it can carry on being the social hub of the community;
- Provide much needed housing in the area;
- Existing building is very old, in poor condition with no insulation;
- The building needs to be improved to modern standards;
- Existing building not attractive to look at;
- Chobham Club supports all generations and is a vital link between age groups;
- Given other local amenities have been lost the redevelopment of the club to retain its amenities is vitally important to the village;
- Design implements and keeps much needed greenery to the street side and off street parking in contrast to the opposite side;
- The new proposals are more in keeping with the village than the approved scheme;



- The overall development is sympathetic to the local environment;
- The new development will offer many improvements towards noise reduction, safety for individuals and better monitoring of the premises

6.3 In respect of the amended scheme 4 additional letters of objection/representation were received, which raise the following summarised issues:

- Added noise and pollution;
- Little regard for the street scene and surrounding area;
- Overdevelopment of the site;
- Little thoughts for local residents;
- Unsuitable access to club;
- No regard for present resident's access;
- Traffic problems for deliveries by large vehicles;
- Proximity to Fowlers Well Farm;
- Impact on hedge bounding Windsor Road;
- Orientation of houses onto Windsor Road leading to on road parking on Windsor Road;
- A single pedestrian access should be proposed for the Windsor Road houses;
- Current volume of development seems excessive given Chobham has limited capacity to accommodate any new development;
- Proposal not in keeping with appropriate Green Belt uses as development does beyond limited infilling to wholly infill the site;
- If permitted, permitted development rights should be removed and the hedges protected from removal by future residents;
- Acceptability of the parking and turning arrangements;

- Acoustic fence should be extended to protect houses on west side of Windsor Road;
- Where hedges not retained, replanting with mature hedges should be a planning condition;
- Query on site levels.

## **7.0 PLANNING CONSIDERATIONS**

7.1 The application site is located in Chobham, a settlement area 'washed over' by the Green Belt as defined by the Surrey Heath Core Strategy & Development Management Policies 2012 (CSDMP). As such Policies CP1 (The Spatial Strategy), CP2 (Sustainable Development and Design), CP3 (Scale and Distribution of Housing), CP5 (Affordable Housing), CP6 (Dwelling Size and Type), CP11 (Movement), CP12 (Infrastructure Delivery and Implementation), CP14A and 14B (Biodiversity and Nature Conservation), DM2 (Development within Chobham), DM7 (Facilitating Zero Carbon Development), DM9 (Design Principles), DM10 (Development and Flood Risk), DM11 (Traffic Management and Highway Safety), DM14 (Community and Cultural Facilities) and DM17 (Heritage) are relevant to the consideration of the current proposal. 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 and appearance of the area, including landscape and heritage;
- The impact on the residential amenity of adjoining and future occupiers;
- Highways, parking and access;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths Special Protection Area; and,
- Other matters

### **7.3 Principle of the development**

7.3.1 The NPPF requires planning policies and decisions to ensure that new development makes efficient use of land.

7.3.2 Policy CP1 states that new development will largely come forward in the western part of the Borough, but does direct development towards previously developed land. It states that Chobham has limited capacity to accommodate any new development. Policy DM2 states that development within the settlement of Chobham will be limited to appropriate uses, including extensions, alterations and adaptations of community uses. New opportunities for community uses are also appropriate, giving priority to re-use of existing non-residential buildings, but where re-use is not feasible the replacement of such buildings, when replacement would improve and enhance environmental performance. Policy DM14 states that the Borough Council will seek opportunities to enhance and improve community facilities, and the loss of existing facilities will be resisted unless there is no demand for such facilities.

- 7.3.3 As well as being a traditional social club and pre the pandemic, the club hosted various local groups and activities such as Zumba, brass band practice, theatre players, darts, pool, line dancing, poker and television sporting events such as live football or horse racing on a large screen. The principle of a reduction in floor area was established by the 2017 permission and it is clear that, with a current membership of around 200 members, the size of the proposed building is commensurate with the club's membership. Furthermore, the existing building would require extensive works to bring it up to current standards in terms of energy efficiency.
- 7.3.4 Given the comprehensive nature of the proposal there would be no loss of residential accommodation as a result of this development. The provision of additional family housing on a previously developed site within the settlement area would be appropriate in this location.
- 7.3.5 The site is considered to be in a sustainable location within an established settlement. It is within walking distance of village amenities and is on a bus route. The Council cannot currently demonstrate a 5 year housing land supply. As such it is considered that the site's location weighs in favour of the proposed development. Furthermore, the scheme will contribute to the identified provision for 55 dwellings within Chobham as set out in Policy CP3 of the CSDMP.
- 7.3.6 It is therefore considered that the replacement of the club building with a smaller, more energy efficient building, and provision of family housing in this previously developed location, is in line with the above policies and, as such, no objection is raised to the principle of the development.

#### **7.4 Impact on character and the appearance of the area**

- 7.4.1 Paragraph 126 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 130 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 and effective landscaping. Paragraph 134 states that permission should be refused for development that is not well designed, taking into account any local design standards or style guides in plans or supplementary planning documents.
- 7.4.2 Policy CP2 of the CSDMP 2012 states that new development should be ensure that all land is used efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM7 encourages energy efficient buildings. 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 and DM7 encourage energy efficient buildings.
- 7.4.3 The 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 6.5 advises that new residential development should contribute to the provision of balanced communities through the provision of a mix of residential densities, housing forms, sizes and tenures. Principle 6.6 expects new residential development to respond to the size, shape and rhythm of surrounding plot layouts Principle 6.7 of the RDG SPD advises that parking layouts should be high quality and designed to, inter alia, reflect the strong heathland and sylvan identity of the borough and ensure developments are not functionally and visually dominated by cars. Principle 6.8 further advises that where front of plot parking is proposed, this should be enclosed with soft landscaping and not dominate the appearance of the plot or the street scene with extensive hard surfacing. Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings. 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.

- 7.4.4 By virtue of its shape and location the existing site is unique in the Windsor Road streetscene and in itself is not typical of the pattern of development seen in the area. It is clear from the planning history above that the building has been developed on a piecemeal basis over many years. This approach has resulted in a built form which lacks visual cohesion and makes little contribution to the character of the area. Its design and use of materials, does not reflect those generally seen in adjoining residential, recreational or commercial buildings. Whilst it is largely hidden from public view from Windsor Road by hedging, the building is visible from Fowlers Mead. It is an unattractive sprawling building that occupies the majority of the site and is surrounded by car parking, neither of which contribute positively to the character of the area.
- 7.4.5 Given the island nature of the site, it is important that where buildings are seen in the round, they make a contribution to the streetscene from which they will be located and viewed. This means that development on this site would necessarily create a new streetscene which would be different but should be compatible with existing development. In this case the proposed social club occupies an important location at the southern end of the site. Together with plot 7 at the northern end of the site, the proposed social club building acts as a visual end stop to the development. Its design follows the two storey character of development typically seen in the area. It has a traditional brick and tile construction and has feature clock faces looking to the north and south. The fenestration has a residential pattern with all elevations making a visual contribution to the Windsor Road and Fowlers Mead streetscenes. It is recognised that, taking into account the reduction in site level, the proposed club building will have a greater presence in the streetscene by virtue of its location and height. However, the club has been designed to fit into the residential streetscenes that characterise the remainder of the scheme and adjoining dwellings in terms of built form and separation distances. It is also considered wholly appropriate that a community building should have a visual presence to the community it serves. The proposed building is a significant visual improvement when compared to both the existing and approved buildings and would successfully integrate into the Windsor Road streetscene.
- 7.4.6 Whilst acknowledging that the overall development footprint is some 20% less than the existing building, the proposed housing would have a fundamentally different impact on the character of the area when compared to the existing club and its car parking. However, different does not necessarily equate to planning harm. There are two discrete areas which comprise the residential areas of the scheme. Plots 1-7 which front onto Windsor Road and Plots 8 and 9 which side onto Fowlers Mead.
- 7.4.7 Plots 1-6 are two storey in character and follow the traditional frontage development which is characteristic of both Windsor Road to the west and Fowlers Mead to the north east. The dwellings have been designed to provide a varied streetscene in terms of roof design, layout and external appearance which is compatible with the more developed character of Windsor Road to the west which includes detached and semi-detached dwellings and flats. Plot 7 has its main frontage facing north. This plot serves to act a visual stop to the northern end of the site. The introduction of windows and dormer and tile detailing and with windows in the west elevation ensures that active frontages are provided to both Windsor Road and Fowlers Wells streetscenes. As with the social club the proposed dwellings would be of a traditional brick and tile construction and would incorporate hipped and gable roofs with dormer style details and front porches all of which bring visual interest to the built form. The building heights would be in accordance with the RDG which seeks ridge heights of 7.5 metres to 8 metres in the more rural areas of the borough. These plots would be seen both in isolation but also as a transition site from the more spacious plots to the south to the more developed residential areas to the north and west. The proposed houses would be compatible with both established and recently completed development on Windsor Road to the north and as such are considered to be acceptable in visual amenity terms.

- 7.4.8 Plots 8 and 9 are located on the eastern side of the site. The siting of these plots has a more spacious feel as they link into the more open character of dwellings and buildings to the east. They have access onto Fowlers Mead and are sited to enclose the new streetscene whilst also providing access to their own parking spaces and those for plots 2, 3 and 4. Due to the non-residential character of the buildings to the east, the street pattern is more varied than that seen on Windsor Road. Plots 8 and 9 have their main frontages overlooking each other but have side elevations onto Fowlers Mead which incorporate ground and first floor windows and tile hanging details to ensure that these dwellings do not present blank elevations to the public realm. Whilst they comply with the height parameters set out in the SPD, they are considered to be gateway buildings into the development from Fowlers Mead and would not be inappropriate in this location.
- 7.4.9 The existing boundary hedging gives the site a sylvan character which is a benefit to the site and the wider streetscene. However, it is noted that this hedging does not have the benefit of any statutory protection and could be removed at any time (subject to any nesting birds) Furthermore, this hedge has not been the subject of any meaningful management or maintenance for some years. The scheme will result of the loss of the hedging in the short term. However, extensive mature replanting is proposed on the boundaries which may be secured by way of condition. Whilst the Arboricultural Officer regrets the loss of the hedge he does not raise a formal objection to the proposal subject to substantial replanting. It is acknowledged that the loss of the hedging in the short term is a harm arising from the scheme in planning terms. However, when considered in the planning balance of the scheme as a whole in terms of the efficient reuse of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site, in addition to the proposed boundary planting and the provision of a new bus shelter; this temporary loss is considered, on balance, to be acceptable.
- 7.4.10 The existing site is characterised by large areas of unrelieved hardsurfacing which provides car parking for the club. The proposed layout would significantly reduce the level of hardsurfacing with the new parking spaces areas being provided in smaller groups within a parking court interspersed by landscaping (the club) or integral to the dwellings they serve, also with the provision of additional landscaping. The residential parking spaces are to the rear or sides of the dwellings they serve and would be largely screened by buildings, walls/fences or landscaping. Whilst the spaces for the club would be provided in a landscaped setting, it is considered that, from a security perspective, views in and out of these spaces should also be provided. It is considered that the scheme would provide an appropriate balance between security and landscaping. Having regard to the above it is therefore considered that the overall parking layout for the development as a whole would not give rise to an unacceptable prominence of parking in the streetscene.
- 7.4.11 There are two Grade II listed buildings in the vicinity of the site, nos. 56 Windsor Road located to the north east and Fowlers Wells Farm 44 Windsor Road located to the south east of the site. The Conservation Officer has considered the proposals in terms of their impact on the setting of these buildings and raises no objection to the development from a heritage perspective.
- 7.4.12 It is therefore considered that subject to the imposition of appropriate conditions relating to materials and landscaping the proposed development would respect and enhance the character of the area and would be compatible with the objectives of Policies CP2, DM2, DM9, the principles in the RDG and the NPPF.

## **7.5 Residential amenity of adjoining and future occupiers**

- 7.5.1 Paragraph 130 of the NPPF states that planning decisions should ensure a high 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.

#### Impacts on neighbouring properties

7.5.2 The proposed club building would be just under 19 metres from the closest elevation of the nearest dwelling Fowlers Farm 44 Windsor Road with separation distances of over 22 to 27 metres retained to 48 and 42a Windsor Road, respectively. Given these separation distances, and the fact that the building would face the front of these dwellings, it is not considered that there would be any material loss of privacy, nor any overbearing or overshadowing effects.

7.5.3 In terms of noise impacts arising from the existing social club, there are no planning restrictions in terms of hours of use nor are there measures in place to address potential noise issues. However, the existing building is subject to licensing controls which limit the hours for licensable activities such as the supply of alcohol, the performance of live music/dance or the playing of recorded music as follows:

- 11am to 11pm Monday to Wednesday
- 11am to 11.30pm Thursday and Sunday
- 11am to midnight Friday and Saturday.

The licence also requires, amongst other things, that all doors and windows shall be kept closed, except for access and egress, when music is being played and a noise limiter be installed and operating at levels to be advised and agreed with Environmental Health. It is noted that the Licensing Authority has not had any complaints concerning the existing building since 2012.

7.5.4 Before the current pandemic, and in addition to normal club activities, the existing building was hired out to various groups, including a brass band and for classes, events and functions. The proposed building is significantly smaller than the existing one which in itself would limit the nature and size of activities which may take place. Furthermore, the proposed club room on the first floor is to be provided with air conditioning thereby enabling windows to remain shut when potentially noisy activities could take place. The proposed building would also be built to current Building Regulations and could have sound proofing built into its structure. A smoking area is proposed at the southern end of the site. This has been the subject of objection by residents and is also a concern in relation to the tree to be retained. It is therefore considered appropriate to seek further details of the smoking area which may be secured by way of condition.

7.5.5 The principle of the use of acoustic fencing on this site was established by the 2017 planning permission. This fence was proposed to both the Windsor Road and Fowlers Mead frontages. The proposed fence is to be located along the Fowlers Mead boundary and screened by hedging. Whilst details of the fence have been provided, Environmental Health has sought further details of the noise environment and appropriate mitigation measures to ensure that an acceptable noise environment is safeguarded for adjoining residents. This may be secured by way of condition. Given the additional sound proofing, the more modern construction of the building and noise control measures, it is considered that the redevelopment of the club is likely to result in an improvement in terms of noise, for existing residents. Furthermore, the club is prepared to accept a condition limiting hours of use as set out in paragraph 4.2 above and it is noted that activities within the club would also be controlled under licensing legislation.

- 7.5.6 In terms of the amenities of residents to the west of the site on Windsor Road, it is considered that given the separation distances retained, the pattern of overlooking proposed and the controls outlined above, no material overlooking or overbearing impacts would result.

#### Impacts on future occupiers

- 7.5.7 With regard to the future occupiers within the development the proposed dwellings are considered to relate well to each other in terms of amenity and are not likely to cause any material overbearing or overshadowing issues. There will be mutual overlooking between dwellings and rear gardens. However, this pattern of overlooking is not uncommon in a residential environment and as such is not considered to give rise to a material loss of privacy. The proposed club building will introduce a different pattern of overlooking from first floor level over the rear gardens. One window serves a landing, whilst the other serves a meeting room. Given that a separation distance in excess of 12 metres is to be retained, the ability to secure the use of obscure glazing in the landing window and the indirect overlooking to the garden areas from the meeting room window, no material loss of privacy would result to future occupiers. They would also benefit from the measures outlined above in relation to the operation of the club.
- 7.5.8 The RDG requires that all new housing meets the National Described Space Standard. As submitted Plots 5, 6, 7 and 8 met this standard. The applicant has provided amended plans for plots 1-4 inc. and 9 which now meet the described space standards. As such no objection is raised to the proposal in this regard.
- 7.5.9 The RDG requires that new housing has appropriate levels of amenity space. The applicant has calculated the amenity space provision for the whole plot as a total figure rather than as private rear garden which is required by the RDG. As submitted the space standard was met for plots 4, 5, 6 7 and 9. The applicant has provided amended plans which increase the rear garden areas for plots 1, 2, 3 and 8. However, there remains a shortfall of 4.3 square metres for plot 2 and 14.6 square metres for plot 8. There is a difference between the applicant and the officer in that the applicant is of the view that all amenity space should be taken into account and on this basis the standard would be met for plot 2. The deficit for plot 8 would remain unchanged. This has a requirement for 85 square metres due to the northern orientation of the garden space.
- 7.5.10 The officer's opinion is that the removal of a further unit from the scheme would improve the spatial relationships within the scheme, including increased garden areas (and additional be beneficial in respect of the wider character). However, the applicant is unwilling to do this and has advised that this would not make the scheme viable, given that Plot 1 is to be given to the club and the remaining housing is enabling development for the replacement club. The scheme therefore falls to be considered as submitted. The gardens for plots 2 and 8 will provide functional private amenity areas for future residents. Given that future occupiers will have the choice on whether they wish to purchase the properties with the amount of private amenity space proposed, and having regard to the overall benefits the scheme will bring, it is considered, on balance, that this shortfall is not so significantly harmful to warrant refusal on this ground.
- 7.5.10 For the above reasoning the proposal is therefore acceptable in terms of its impact on residential amenity, and is in line with Policy DM9, the principles of the RDG and the NPPF in this regard. It is, however, considered necessary and reasonable to removed permitted development rights for extensions and outbuildings to the dwellings given the size of the plots and gardens. This would enable the Planning Authority to retain control in the interests of the character of the area and residential amenities.

## **7.6 Highways, Parking and Access**

- 7.6.1 Paragraph 110 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. Policy CP11 requires all new development to be appropriately located in relation to public transport and comply with the Council's car parking standards.

- 7.6.2 In terms of parking provision for the club, the SCC Vehicular and Cycle Parking Guidance 2018 recommends a maximum of 1 car space per 3 members, or per 20 square metres, or an individual assessment and justification. The proposed floor area for the building of 255 square metres equates to a requirement of 13 spaces. It is considered unlikely that the basement would be used as a social space but this could be restricted by condition. The car park would have 14 spaces, with one of these allocated to the occupiers of Plot 1 and one for disabled use. The applicant has stated that there are around 200 club members, the majority of whom live within walking distance of the club.
- 7.6.3 As set out in its consultation response (see Annex A to this agenda), the County Highway Authority (CHA) notes that the redevelopment of the club will result in a significant reduction in floorspace. The proposal will lead to a reduction in parking spaces on site for the use of the club members from 26 to 13 spaces. The applicant has stated that membership has reduced to approximately 200 members currently, the majority of whom live within walking distance of the building. The CHA acknowledges that there is therefore less requirement for parking than previously. The recommended conditions for improving pedestrian access and bus shelter facilities are required to support sustainable travel and further reduce the need to travel by car. The CHA is therefore satisfied that the reduction in parking provision will not lead to a highway safety issue. Furthermore, the applicant has agreed to accept a condition requiring the submission and implementation of a car park management plan which will include details of how the club will prevent overspill parking and unauthorised parking within the site. It is also considered to impose a condition restricting the use of the club to prevent changes of use which may have a different parking requirement.
- 7.6.4 A new bus shelter is proposed on Windsor Road as part of this development. This is supported by the CHA and the Local Planning Authority. The CHA notes that part of the site is within the ownership of Surrey County Council and as such its requirements relating to stopping up of the highway and purchase of land will need to be complied with before development can take place.
- 7.6.5 It is noted that one of the car parking spaces within the club car park is to serve plot 1. Given that this is a two bedroom unit where two spaces would be preferred and the space is not on land within the residential curtilage of plot 1, it is appropriate to impose a condition tying this space to plot 1 to ensure that adequate car parking provision is made for this plot. On this basis no objection is raised to the parking provision for plot 1.
- 7.6.6 The remaining houses within the development are proposed to have two assigned spaces per property. The CHA raises no objection to this level of car parking provision subject to conditions which include cycle parking and the provision of electric charging facilities. It is noted that a number of the plots would have tandem parking arrangements. The CHA has raised no objection to this arrangement but this is at odds with their proposed condition 3 in Annex A in relation to turning. Clarification has been sought from the CHA on this and an update will be given at the meeting.
- 7.6.7 The proposal will introduce new and modified access points onto Fowlers Mead. The CHA has considered the proposed access arrangements and advised that in assessing the new and modified accesses it accepts that 25 metre visibility splays are in accordance with a design speed of 20pmh based on the surveyed 85<sup>th</sup> percentile speeds on Fowlers Mead. The CHA therefore raises no objection to these changes subject to the imposition of conditions which secure appropriate visibility splays.



7.6.8 The proposed bin storage and servicing for the club is proposed from within the car park which will also be dealt with by the car park management plan referred to above. However, it is considered appropriate to impose a condition relating to servicing hours to safeguard the amenities of adjoining residents. Bin storage for the houses will take place on curtilage with the bins presented on collection day which reflects the typical situation seen in the area. Subject to the imposition of condition referred to above, no objection is raised to the bin storage facilities for the proposed club or houses.

7.6.9 Having regard to the above in the officer's opinion the proposal would not conflict with the aims of Policy DM11.

## **7.7 Impact on Infrastructure**

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

7.7.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. The new dwellings would be CIL liable with the final figure being agreed upon completion of the relevant forms.

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

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

7.8.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 750m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 (updated 2019) to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development. Informatives relating to CIL will be imposed on any permission granted. Consistent with the SPD it is also recommended that the permission must be implemented within 1 year.

7.8.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and depends on the sizes of the units proposed. This is to be secured by way of a section 106 undertaking. It is therefore considered that, subject to the completion of this undertaking the proposal complies with Policy CP14B, Policy NRM6 and the Thames Basin Heaths SPD.

## **7.9 Other matters**

- 7.9.1 Policy CP6 states that the Council will promote a range of housing types and tenures, and for market housing suggests that this should be approximately 10% 1-bed units, 40% 2-bed units, 40% 3-bed units and 10% 4+ bed units. This application proposes a mix of 2, 3 and 4 bedroom units and as such no objection is raised on this basis.
- 7.9.2 Paragraph 174 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. It is therefore considered appropriate to impose a condition to secure biodiversity improvements.
- 7.9.3 Policy DM10 expects development to reduce the volume and rate of surface water run off through the incorporation of appropriately designed Sustainable Drainage Systems at a level appropriate to the scale and type of development being proposed.
- 7.9.4 The application is accompanied by a sustainable drainage strategy. The Lead Local Flood Authority are satisfied with the submitted strategy and raise no objection to the proposal on drainage grounds subject to conditions being imposed in to secure a detailed design of the surface water drainage scheme and a verification report.
- 7.9.5 With regard to archaeology no heritage significance or archaeological potential have been identified with the site. The proposal would therefore comply with Policy DM17 of the CSDMP.

## **8.0 POSITIVE PROACTIVE WORKING**

- 8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This 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.
  - b) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

## **9.0 CONCLUSION**

- 9.1 The principle of a mixed use development in this location is supported. The proposed club building will provide a valuable community facility in a smaller but more energy efficient and attractive building than the existing building which is considered to be an improvement in character terms. It is acknowledged that the proposal will result in the loss of existing hedging and there is a shortfall in the private amenity spaces for plots 2 and 8. However, in considering the planning balance of the scheme as a whole in terms of the efficient reuse of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site in addition to the proposed replacement boundary planting; and, the provision of a new bus shelter, the proposal is considered, on balance, to be acceptable. The CHA is satisfied with the proposed access and parking arrangements subject to conditions. It is therefore considered that, subject to the resolution of the matters raised above and the completion of a section 106 undertaking in relation to the SAMM payment, the proposal is acceptable and in line with the relevant policies, and permission should be granted.

## 10.0 RECOMMENDATION

**GRANT** subject to a legal agreement to secure SAMM monies and subject to the following conditions:

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

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004 and to accord with the resolution of the Council's Executive of 16 July 2019 in relation to Suitable Alternative Greenspace Capacity for Surrey Heath.

2. The proposed development shall be built in accordance with the following approved plans: P101 V, P102 V, P110 H, P111 B, P112 E, P113 G, P114 H, P211 J, S101 D and S102 D, 19075-003 and SK01.

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. A strategy for monitoring and reporting on ground conditions and actions to be taken should there be the discovery of contamination will be adopted. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The remediation strategy should detail how the contamination shall be managed and any agreed remediation verified.

Reason: To comply with the National Planning Policy Framework (NPPF paragraphs 183, 184 and 185) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from unacceptable levels of contamination.

4. No soft or hard 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 all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development.

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

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

5. A Landscape Management Plan, including long term design objectives, management responsibilities/timescales and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development, or any phase

of the development whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out as approved.

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 and the National Planning Policy Framework 2021.

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

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

7. No external facing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

8. No surface materials for the roads, car parking areas, driveways or footpaths will be used on the site until a plan showing the location of their use, together samples and their details have been submitted to and approved in writing by the Local Planning Authority. Once approved only the agreed surfacing materials shall be used in the construction of the development.

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

9. Before the first occupation of the club building the refuse storage area for the proposed club shall be provided in accordance with the approved plans and thereafter retained.

Reason: To ensure visual and residential amenities are not prejudiced and to meet the functional needs of the development and to accord with Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework 2021.

10. The development hereby permitted shall not be occupied until details of external lighting for the parking areas are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the club building or the residential dwellings to which they relate.

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

Reason: In the interests of residential and visual amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

11. Notwithstanding any information submitted with the application the club building and environs shall not be occupied until a plan indicating the position, design and material of a permanent noise barrier to be erected or other such noise mitigation measures as may be agreed to safeguard an acceptable noise environment for adjoining residents have been submitted and approved in writing by the Local Planning Authority. The noise barrier or approved measures shall be implemented before the occupation of the club building hereby permitted and shall be permanently retained thereafter by the landowner.

Reason: To protect the occupants of the proposed development and the amenities of the locality from noise disturbance and to accord with Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

12. The carports hereby permitted shall be retained for such purpose only and shall not be converted into living or storage accommodation without the prior consent in writing of the Local Planning Authority.

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

13. Notwithstanding the provisions of Schedule 2 Part 1 Classes A, B, C, D, E and Part 2 Class A of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) no further extensions, roof alterations, outbuildings or means of enclosure shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement or other alterations to the development in the interests of visual and residential amenity, to ensure that appropriate amenity space is provided to serve the residents needs and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

14. Before first occupation of the development hereby approved the first floor landing window in the north elevation of the club building shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times.

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

15. The club building hereby permitted shall only be open to the public between the hours of

11am to 11pm Sunday to Thursday  
11am to 12 midnight Friday and Saturday

Reason: In the interests of the amenities enjoyed by neighbouring residents and to accord with the objectives of the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

16. Prior to the first occupation of the club building hereby approved a Parking Management Plan shall be submitted and approved in writing by the Local Planning Authority. The Parking Management Plan shall include details of parking control to

prevent overspill, safeguard access for the residents of plot 1 and explore potential measures to restrict unauthorised vehicular access. The approved plan shall be put into operation prior to the first occupation of the building with the parking area being thereafter managed in accordance with the approved plan.

Reason: In the interests of residential amenity and highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

17. The parking space 01-1 as indicated on drawing no. 19101-C101J shall be retained exclusively for the use of the occupants of Plot 1.

Reason: In the interests of residential amenity and to ensure adequate parking provision is retained for the residential dwelling in the interests of highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

18. Prior to the first occupation of the club building, details of the smoking area shall be submitted to the Local Planning Authority for approval. The smoking area shall thereafter be provided and retained for its designated use in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

19. Development above ground level shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The design 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 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, 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 a maximum discharge rate of 2.6 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspections chambers etc) including details of the proposed highway drain diversion.
- 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 from increased flood risk;
- 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 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 surface water drainage system has been constructed as per the agreed scheme ( or detail any minor variations), provided the

details of any management company and state the national grid reference of any key drainage elements (surface water attenuations devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

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

21. No part of the development shall be first occupied unless and until the proposed new and modified vehicular accesses to Fowlers Mead have each been constructed and provided with 2.0 x 25 metre visibility splays in accordance with the approved plans (Drawing number 19075-003) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high
22. No part of the development shall be first occupied unless and until 25 metre forward visibility splays have been provided in accordance with the approved plans (Drawing number 19075-SK01) and thereafter the forward visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
23. The development hereby approved shall not be first occupied unless and until space has been laid out within the site relevant to that building in accordance with the approved plans (drawing number P102 T) for vehicles to be parked and 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 purpose.

Reason: Conditions 21, 22 and 23 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

24. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide safe routes for pedestrians to travel along Windsor Road and through to the development site by:
  - widening the footway on the eastern side of Windsor Road at the frontage of the site to 3 metres and providing a link through to the proposed new club building;
  - providing tactile paving at each of the junctions between Windsor Road and Fowlers Road

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

25. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to improve access to the development site by bus through the enhancement of the existing bus stop on Windsor Road to include:
  - the provision of a bus shelter with two half end panels;
  - a 23m bus cage;
  - accessible kerbing, with a kerb height at 140mm for a minimum 9m straight

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

26. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles at each of the proposed dwellings and at the proposed new club building in a secure, robust and covered store or shelter

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

27. The development hereby approved shall not be first occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained for their designated purpose to the satisfaction of the Local Planning Authority

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

28. 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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm
- (j) on-site turning for construction vehicles

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

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework 2021.

29. The basement for the club hereby permitted shall only be used as ancillary storage for the club.

Reason: To ensure that adequate car parking provision is maintained for the club to ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

30. Prior to the first use of the club building, details of the air conditioning unit(s) to be installed to include appearance, location and technical specifications, shall be submitted in writing to the Local Planning Authority for approval. The air conditioning unit(s) shall be installed in accordance with the approved details prior to the first use of



the building and thereafter maintained and retained to the satisfaction of the Local Planning Authority.

Reason: To safeguard the amenities of adjoining residents.

31. The social club building hereby approved shall be only be used as a social club and for no other purpose.

Reason: In the interests of highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

### **Informative(s)**

1. All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.
2. The development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

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

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

3. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
4. The applicant's attention is drawn to the Party Walls (etc) Act 1996.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as Lead Local Flood Authority should be contacted to obtain prior written consent. More details are available on the County website
6. 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.

7. With regard to condition 28 above, please be aware that there are weight restrictions on Chobham High Street
8. 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, verge to form a vehicle crossover to install dropped kerbs. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs>
9. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>  
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)
10. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
11. The applicant is advised that 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.
12. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users
13. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage
14. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

15. 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.or.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

for guidance and further information on charging modes and connector types

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

This page is intentionally left blank



<b>APPLICATION NUMBER</b>	<b>SU/19/2141</b>
-------------------------------	-------------------

**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Cleanslate Limited

**Location:** 50 Windsor Road, Chobham, Woking, Surrey GU24 8LD

**Development:** Demolition of existing building and erection of a new club building and 9 dwellings, access roads, car parking and landscaping

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	20 January 2021	<b>Response Date</b>	15 April 2021
----------------------------	----------------	------------------------------	-----------------	----------------------	---------------

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

**CONDITIONS**

- 1) No part of the development shall be first occupied unless and until the proposed new and modified vehicular accesses to Fowlers Mead have each been constructed and provided with 2.0 x 25 metre visibility splays in accordance with the approved plans (Drawing No. 19075-003) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 2) No part of the development shall be first occupied unless and until 25 metre forward visibility splays have been provided in accordance with the approved plans (Drawing No. 19075-SK01) and thereafter the forward visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 3) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (Drawing No. P102 T) for vehicles to be parked and 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 purpose.
- 4) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide safe routes for pedestrians to travel along Windsor Road and through to the development site by:

Widening the footway on the eastern side of Windsor Road at the frontage of the site to 3 metres and providing a link through to the proposed new club building.

Providing tactile paving at each of the junctions between Windsor Road and Fowlers Road.

- 5) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to improve access to the development site by bus through the enhancement of the existing bus stop on Windsor Road to include:

The provision of a bus shelter with two half end panels.

A 23m bus cage.

Accessible kerbing, with a kerb height at 140mm for a minimum 9m straight.

- 6) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles at each of the proposed dwellings and at the proposed new club building in a secure, robust and covered store or shelter.

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

- 8) 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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm
- (j) on-site turning for construction vehicles

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

## REASON

The 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.

## HIGHWAY INFORMATIVES

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

[www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-drop-ped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-drop-ped-kerbs)

- 2) The applicant 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.
- 3) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 4) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 5) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 6) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

- 7) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

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

Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment:

<https://www.theiet.org/resources/standards/cop-electric.cfm>

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

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

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see

[www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

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

#### NOTE TO PLANNING OFFICER

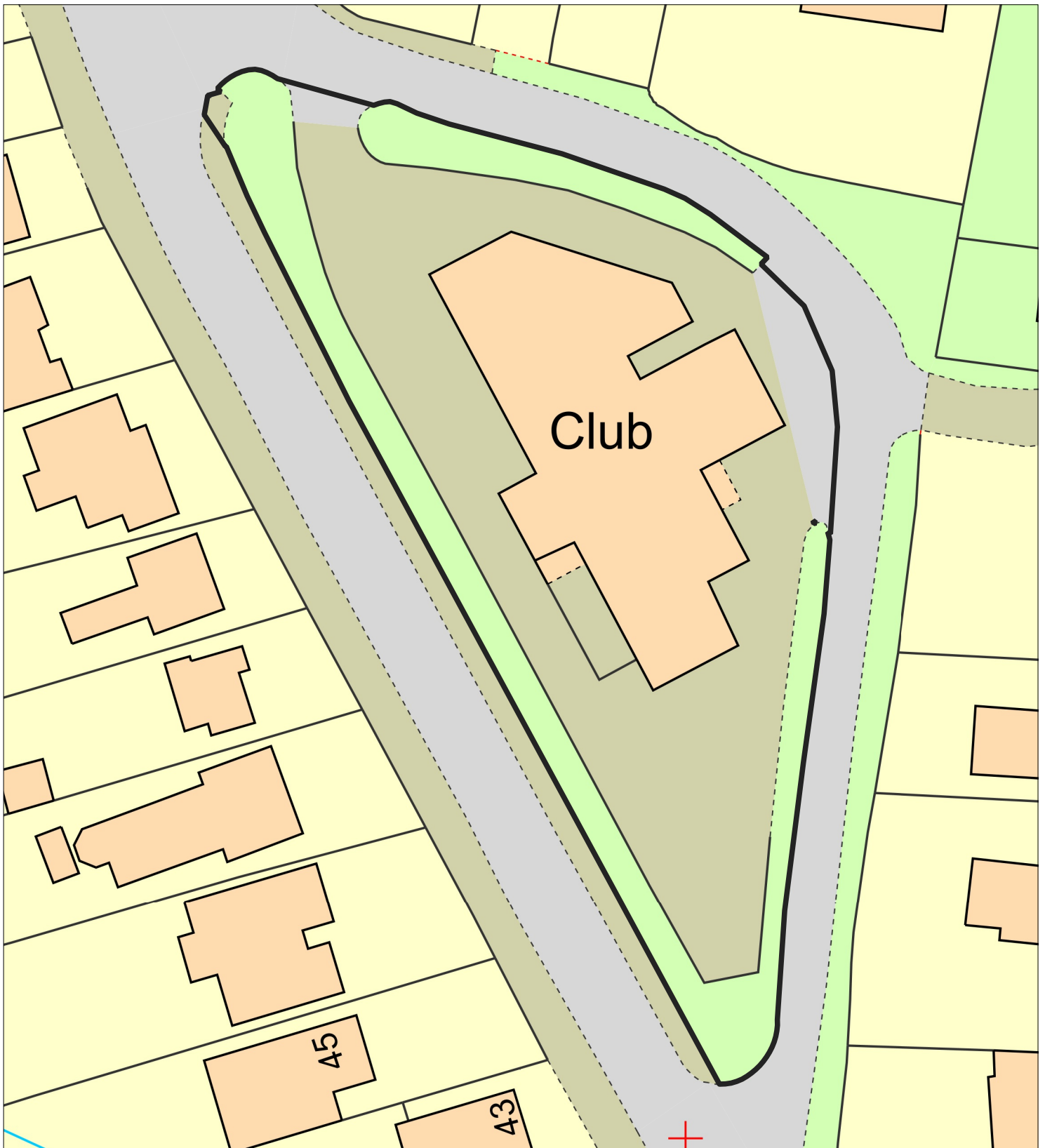
The redevelopment of the club will result in a significant reduction in floorspace from 902.6 to 255 sqm. The proposal will lead to a reduction in parking spaces on site for the use of club members from 26 to 13 spaces. The applicant has stated that membership has reduced to approximately 200 members currently, the majority of whom live within walking distance of the building. Therefore there is less requirement for parking than previously. The recommended conditions for improving pedestrian access and bus shelter facilities are required to support sustainable travel and further reduce the need to travel by car. It is not considered therefore that the reduction in parking provision will lead to a highway safety issue.

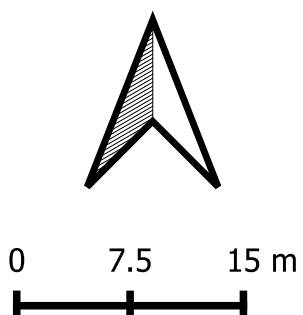



In assessing the proposed new and modified accesses the County Highway Authority accepts that 25m visibility splays are in accordance with a design speed of 20mph based on the surveyed 85th percentile speeds on Fowlers Road.

SCC own the freehold of the land the Chobham Club wish to acquire, so the developer will need to go to Surrey County Council's Land and Property to negotiate the terms of the sale. Also, some of the land within the Club's title is part of the highway and will need to be stopped up if the development is to go ahead as proposed. The stopping up/purchase of land can be dealt with as part of the S278 highway agreement process. The Applicant is advised that this can be discussed further with Surrey County Council Transport Development Planning.

This page is intentionally left blank



<b>Title</b>	Planning Applications		
<b>Application number</b>	19/2141/FFU	<b>Scale @ A4</b>	1:500
<b>Address</b>	50 Windsor Road Chobham Woking Surrey GU24 8LD	<b>Date</b>	25 Mar 2021
<b>Proposal</b>	Demolition of existing building and erection of a new club building and 9 dwellings, access roads, car parking and landscaping		
			
<p>Version 5 <span style="margin-left: 100px;">© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021</span> <span style="float: right;">Author: DE</span></p>			

This page is intentionally left blank

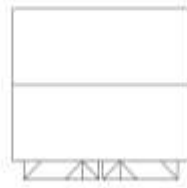
PROPOSED SITE LAYOUT



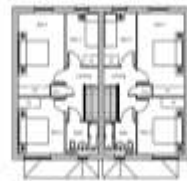
PLOTS 1-4



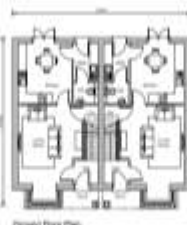
PLOTS 5 and 6



Roof Plan



First Floor Plan



Detailed First Floor Plan



Front Elevation



Side Elevation



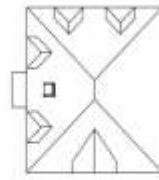
Rear Elevation



Side Elevation



Plot 7



Roof Plan



First Floor Plan



Detailed First Floor Plan



Front Elevation



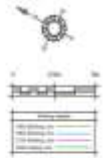
Side Elevation



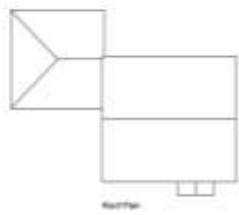
Rear Elevation



Side Elevation



Plot 8



Roof Plan



First Floor Plan



Second Floor Plan



Front Elevation



Side Elevation

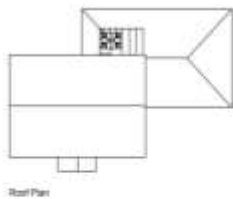


Rear Elevation

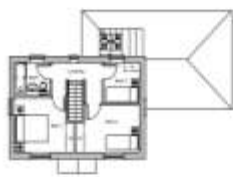


Side Elevation

Plot 9



Roof Plan



First Floor Plan



Second Floor Plan



Front Elevation



Side Elevation



Rear Elevation



Side Elevation



Proposed garden areas



PROPOSED SOCIAL CLUB





VIEW FROM WINDSOR ROAD LOOKING NORTH TOWARDS THE CLUB



VIEW FROM WINDSOR ROAD LOOKING SOUTH TOWARDS THE CLUB



EXISTING CLUB BUILDING



VIEW TOWARDS WINDSOR ROAD FROM SLIP ROAD INC LISTED BUILDING (POSTAL ADDRESS WINDSOR ROAD)



WIDER VIEW LOOKING SOUTH TO WINDSOR ROAD





VIEW FROM INSIDE SITE LOOKING TOWARDS WINDSOR ROAD



FROM INSIDE THE SITE LOOKING SOUTH



LOOKING TOWARDS RUGBY CLUB



VIEW LOOKING NORTH FROM SLIP ROAD





WIDER VIEW LOOKING NORTH



VIEW FROM WINDSOR ROAD LOOKING EAST INC LISTED BUILDING



20/0514/FFU

Reg. Date 10 June 2021

Heatherside

<b>LOCATION:</b>	1 Middle Close, Camberley, Surrey, GU15 1NZ,
<b>PROPOSAL:</b>	Proposed single storey front extension including two roof lights, a two storey extension to the western side elevation following demolition of the existing garage, change to main roof form, six roof lights to main front roof slope, two rear dormers and fenestration alterations (this application is a resubmission of 19/0701 to allow for alterations to the height of the building and the front gables, alterations to the dormers and fenestration, and the installation of A.C. units) - retrospective.
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Mr B Mudgal
<b>OFFICER:</b>	Miss Shannon Kimber

**This application was deferred from the 15 July 2021 Planning Applications Committee to await the Environmental Health Officer's comments on the technical specification of the air conditioning units and to enable a Member site visit to consider the size and bulk of the proposal. Comments from the EHO will be reported on the written update.**

**The report below is a copy of original report taken to the July committee, it has been updated to include additional neighbour comments received and to reflect the amended paragraphs of the updated NPPF, published on the 20 July 2021.**

This application would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee by Cllr. E. Hawkins, on the grounds of residents' concerns over size and bulk, and concerns over the inappropriateness of the air conditioning units and their potential impact on the residential amenities of the occupiers of 3 Middle Close.

**RECOMMENDATION: GRANT, subject to conditions**

**1.0 SUMMARY**

- 1.1 This is a retrospective application for amendments to the 2019 approval. As such this report concentrates on the impact of these as built amendments. In the officer's opinion these alterations do not significantly alter the impact of the approved scheme on the street scene, character of the area or the residential amenities of the neighbouring properties. The application is therefore recommended for approval.

**2.0 SITE DESCRIPTION**

- 2.1 The application site is a two storey, detached dwelling. It is located to the south of the highway. It is within the Hedged Estate Character Area. The surrounding area is predominantly residential.

### **3.0 RELEVANT HISTORY**

- 3.1 84/0176 Two storey extension  
*Approved 16.04.1984*
- 3.2 87/0767 Erection of double length garage  
*Approved 21.08.1987*
- 3.3 19/0026 Erection of first floor side extensions either side of property, single storey front extension, roof extension, five front rooflights and two rear dormer windows, and two side rooflights.  
*Withdrawn 11.03.2019*
- 3.4 19/0234 Proposed single storey front extension including 2 rooflights, first floor side extension to both sides of property, change to main roof form and increase in ridge height, 6 rooflights to main front roof slope, two rear dormers and fenestration alterations to front and rear elevations.  
*Approved 01.08.2019 and of material relevance to this submission. For a copy of the Officer's Delegated Report that supported this permission please see Annex B.*
- 3.5 19/0701/FFU Proposed single storey front extension including two roof lights, first floor extension to the eastern side elevation, a two storey extension to the western side elevation following demolition of the existing garage, change to main roof form to increase in ridge height, six roof lights to main front roof slope, two rear dormers and fenestration alterations to front and rear elevations (this application is a resubmission of 19/0234 to allow for a replacement garage to the west, application of render to external elevations and to increase the width of the rear dormer windows) - Part retrospective.  
*Approved 07.11.2019 and of material relevance to this submission. For a copy of the Officer's Delegated Report that supported this permission please see Annex A.*
- 3.6 19/2169/PMR Proposed single storey front extension including two roof lights, first floor extension to the eastern side elevation, a two storey extension to the western side elevation, following demolition of the existing garage, change to main roof form to increase in ridge height, six roof lights to main front roof slope, two rear dormers and fenestration alterations to front and rear elevations (this application is an amendment to 19/0701 to allow for an enlarged first floor side extension and four additional rooflights).  
*Withdrawn 03.02.2020*
- 3.7 20/0407/FFU Erection of first floor side extension with accommodation in the roof, including rooflights  
*Withdrawn 01.06.2020*

### **4.0 THE PROPOSAL**

- 4.1 This is a retrospective application with full planning permission being sought for as built amendments to the 2019 approval. In effect, this is a resubmission of 19/0701 (see paragraph 3.5 above) which granted permission for a single storey front extension with two



roof lights and a two-storey extension to the western side elevation following demolition of the existing garage (amongst other things). The dimensions of the single storey front extension and the two-storey western side extension have been built in accordance with this permission and no changes are proposed to these elements.

4.2 However, the following as built amendments have been made to this approval:

- The first-floor infill extension to the eastern side elevation has not been built and is no longer proposed;
- A total of 5 air conditioning units (one to the eastern side elevation, one to the rear elevation and three to the western side elevation) have been installed. Each unit has a height of 0.5 metres, a width of 0.9 metres and a depth of 0.4 metres. They project 0.5 metres from the dwelling and have a maximum height of 3.4 metres above the adjacent ground level;
- Alteration to the two rear dormers, including relocation on the roof slope, increase width to the structure by 0.9 metres (from 2.6 metres to 3.5 metres), decrease the width of the glazing by 0.5 metres (from 2.3 metres to 1.8 metres) and a decrease in depth by 0.2 metres (from 2.6 metres to 2.4 metres). The heights of the dormers have not been changed;
- Reduction in the maximum height of the dwelling by 0.2 metres (from 8.4 metres to 8.2 metres);
- Increase in the height of the two gables to the front elevation by 0.6 metres (from 7.4 metres to 8 metres); and,
- Fenestration alterations to including relocation of windows and doors to the front, western side (of the existing single storey structure) and rear elevations at ground floor level, relocation of windows to the front elevation at first floor level and relocation of roof lights to front roof slope at second floor level.

## 5.0 CONSULTATION RESPONSES

- |     |                              |   |
|-----|------------------------------|---|
| 5.1 | County Highways Authority    | No comments or requirements to make.                      |
| 5.2 | Environmental Health Officer | Comments are awaited and will be reported at the meeting. |

## 5.0 REPRESENTATION

- 5.1 At the time of preparation of this report 13 letters of representation have been received from nine addresses. These are summarised below:
- Confusion of description of development [*Officer comment: The description of development has since been rewritten to clarify the development, also see 3.1 for a full list of amendments*];
  - The developers did not build in accordance with the plans from the previous approval, nor have other planning conditions been followed [*Officer comment: This point is noted, this application is to apply retrospectively for the development as built*];
  - Is a restrictive covenant prohibiting front boundary fencing no longer active? [*Officer comment: No front boundary treatment has been approved previously at 1 Middle Close and none is sought by this application. In any event restrictive covenants are outside of the Planning Authority's remit*];

- Conflict with both national and local plans and supplementary planning documents *[Officer comment: The relevant policies are included at the start of both section 6.4 and 6.5 and the development has been assessed against them];*
- Too close to adjoining properties *[Officer comment: See section 6.5];*
- Development too high, too dominant and overbearing, the increase height of the gables exacerbate this oppressive development *[Officer comment: See section 6.5];*
- Loss of light *[Officer comment: See section 6.5];*
- Loss of privacy due to overlooking from the higher gables at the front and alterations to the rear dormers *[Officer comment: See section 6.5];*
- Out of keeping with character of Middle Close and the surrounding estate *[Officer comment: See section 6.4];*
- Over development *[Officer comment: See section 6.4];*
- Developer has had no regard for the neighbours during construction, hours of operation have not been followed *[Officer comment: Whilst this is outside of the Planning Authority's remit, an informative can be added to the decision, letting the developer know what other legislation also needs to be followed];*
- The as built plans are not an accurate reflection of what has been constructed (position of retaining wall and the location of the garage door is shown as being level with the ground level, it isn't, it is approximately 0.4 metres above the ground level, with a slope being proposed) *[Officer comment: This point is noted and amended plans have been requested];*
- A.C. units are unsightly, excessive and out of scale for a residential dwelling. They are too close to the neighbouring property, result in unreasonable noise pollution as these units are for both heating and cooling and so could be emitting high level sound throughout the year, and are not a safe distance from the neighbouring property *[Officer comment: See paras. 5.2 and 6.5.6];*
- Loss of trees and vegetation, development was not built in accordance with condition which sought compliance with the tree protection plan; *[Officer comment: See section 7.5 of Annex B – Officer's delegated report for 19/0234. It is regrettable this condition was not followed. However, this vegetation was compromised prior to the first development and was not covered by a TPO. It has now been lost];*
- The parking for this property is not being used and there are a lot of cars now on the road. The garages they seem to be foot and half above ground level. *[Officer comment: Whilst the application has been made retrospectively, the works have not been finished completely, as such the front driveway and ramp to the garage have not been constructed yet];*
- It has insufficient parking *[Officer comment: See section 7.7 of Annex B];*
- Drainage concerns *[Officer comment: The agent has confirmed that the waste water will connect to the mains drainage and the water from guttering and run off will be disposed of on-site through soakaways].*

Comments which do not raise material planning considerations:

- Other comments received have related to the original extensions (approved under 19/0234 and varied by 19/0701);
- Irregularities were reported over a year ago by several residents to planning and enforcement [*Officer comment: these concerns have not been ignored, it has taken a year for the application to be valid*];
- General dislike of proposal;
- Damage has been made to Middle Close by deliveries;
- The trees to the front of the proposed are overgrown and untidy, this is very uncharacteristic of the road;
- There are access issues to the garden from the side of the house as it is too narrow;
- Noise and disturbance caused by building works;
- Objections have been lost;  
[*Officer comment: This comment appears to relate to original objections, these are on file with the original file and are not carried over to new applications. For this development neighbouring properties and previous objectors have been notified*];
- The development will set a precedent;
- Application has been applied for retrospectively;
- Concerns have been raised regarding the quality of the build and the structure integrity of the retaining wall.

## **6.0 PLANNING CONSIDERATION**

- 6.1 The application site is located within the defined settlement boundary, as set out in the proposals map included in the Core Strategy and Development Management Policies document 2012 (CSDMP). For this proposed development, consideration is given to policy DM9 of the CSDMP and the National Planning Policy Framework (NPPF). The Residential Design Guide (RDG) Supplementary Planning Document 2017 as well as the Western Urban Area Character (WUAC) Supplementary Planning Document 2012 also offer relevant advice.
- 6.2 Planning approval 19/0701 (which was an amendment to 19/0234) is also a material consideration. Since this permission there has been no change to policy. For completeness and comparison purposes a copy of the 19/0701 approved plans and the officer's reports for 19/0701 and 19/0234 is included with this agenda (Annexes A and B, respectively). These reports set out the officer's assessment on character and residential amenity grounds concluding why this 2019 proposal resulted in no adverse impacts.
- 6.3 On this basis, the following assessment concentrates on the built alterations to the 2019 approval (listed in paragraph 4.2 of this report), relating to the following main issues:
- Impact on the character and appearance of the surrounding area; and,
  - Impact on the residential amenity of neighbouring properties

### **6.4 Character and appearance of the area**

- 6.4.1 Para. 130 of the National Planning Policy Framework (NPPF) requires good design principles; subparagraphs b and c clarify that a visually attractive extension which is sympathetic to local character should be acceptable. Policy DM9 of the CSDMP states that development will be acceptable where it achieves a high-quality design which respects and enhances the local character in its urban setting, paying particular regard to scale, materials, massing and bulk.
- 6.4.2 Principle 7.8 of the RDG sets out guidelines for designers detailing that design which positively contributes to the character and quality of the area will be supported. Principle 7.9 focuses on window design and principles 10.1, 10.2, 10.3 and 10.5 focus on extensions to existing dwellings.

- 6.4.3 The WUAC sets out the importance of achieving a good design which builds on the existing character of an area. The application site is located within the Hedged Estate Character Area, this area is characterised by a regimental layout of generous plots containing detached dwellings with hedges enclosing the plots, creating a green appearance.
- 6.4.4 One of the guiding principles of the WUAC (HE1a) states the importance of maintaining space between and around buildings. The development does not increase the maximum width or depth of the approved dwelling, as such, does not result in a loss of spaciousness surrounding the dwelling. Guiding principle HE3 states the importance of vegetation and soft boundaries. The development does not result in the removal of the mature, mixed hedgerow to the front of the site, as such the green character of Middle Close has been retained.
- 6.4.5 The alterations to the front gables are visible from the public realm and have the greatest impact. Whilst the alterations do not increase the width or depth of these gables, their height have increased. The gables, as built, are 0.6 metres higher than the approved design. However, they are set down from the main roof height by 0.2 metres, which itself has been lowered by 0.2 metres from the approved ridgeline. On balance, it is not considered that this alteration results in such an adverse dominating impact on the streetscene as to warrant a refusal.
- 6.4.6 Having regard to the other alterations, there is the potential for partial glimpses of the eastern side elevation which unlike the 2019 approval has not been filled in to remove the stepped eastern side elevation. However, as this was a feature on the original dwelling, it is not considered to have an adverse impact on the streetscene. The A.C. units to the side elevations are visible from the public realm but given their size and siting they are not considered to have any adverse impact to the appearance of the dwelling or wider area. The alterations to the rear dormers and the fenestration to the rear and western side elevation are not visible from the public realm. Whilst the alterations to the fenestration on the front elevation are visible, these alterations are not considered to have a significant impact.
- 6.4.7 In summary, in the officer's opinion in character terms the development complies with the NPPF, Policy DM9 of the CSDMP, RDG and the WUAC.

## **6.5 Impact on residential amenity of neighbouring properties**

- 6.5.1 Policy DM9 of the CSDMP states that development will be acceptable where the proposal respects the amenities of the occupiers of neighbouring properties and uses. This is supported by para. 130(f) of the NPPF, which seeks to create a high standard of amenity for existing and future users. The importance of appropriate design for extensions, so as not to result in a material loss of amenity for the occupiers of neighbouring properties, is set out in principles 8.1 and 10.1 of the RDG.
- 6.5.2 The altered front gables are set a minimum of 10.3 metres from the front boundary of the application site. Middle Close has a width of 12.1 metres, at this point. As such, the alterations to the gables or the front fenestration have no significant impact on the residential amenities of the dwellings opposite.
- 6.5.3 The removal of the infill extension to the eastern side has the result of reducing the amount of built form facing the rear elevation of no. 56 Roundway, and is therefore an improvement compared to the 2019 approval.
- 6.5.4 The revised dormer structures to the rear are not sited any closer to the rear boundary than the previously approval. In addition, the level of glazing within each dormer has been decreased. The alterations to the rear fenestration does not result in a significant alteration to the existing pattern of overlooking.
- 6.5.5 The alteration to the western fenestration is at ground floor level only and sited 18 metres from the shared boundary with no. 3 Middle Close. This is not considered to alter the existing pattern of overlooking.

- 6.5.6 The A.C units are either a significant distance from neighbouring dwellings or facing blank elevations and in the officer's opinion visually they have a limited impact on neighbouring amenities. To expand on: There is a distance of 0.8 metres between the A.C. units to the western side elevation and the flank elevation of 3 Middle Close. As this is a blank elevation, visually these units have no adverse impact on this neighbouring property. The A.C. unit to the rear elevation is sited 21.7 metres from the rear boundary. The unit on the eastern side elevation is 16 metres away from the neighbouring dwelling at Roundway. Whilst in the officer's opinion these relationships prevent any adverse noise concerns from the units, manufacturer details have been requested from the applicant and the Environmental Health Officer has been consulted. Any updates on this matter will be reported at the meeting.
- 6.5.7 In residential amenity terms the proposal therefore complies with the NPPF, Policy DM9 of the CSDMP, and the RDG.

## **6.6 Other matters**

- 6.6.1 The proposed development is not for a net increase in dwellings, nor is it for a residential extension of over 100 square metres, as such the development is not CIL liable.

## **7.0 POSITIVE/PROACTIVE WORKING**

- 7.1 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 proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

## **8.0 CONCLUSION**

- 8.1 The development does not result in an adverse impact on the character of the area, the host dwelling or residential amenities of the occupiers of the neighbouring dwellings. It therefore complies with the NPPF, policy DM9 of the CSDMP, the RDG and the WUAC and is recommended for approval, subject to conditions.

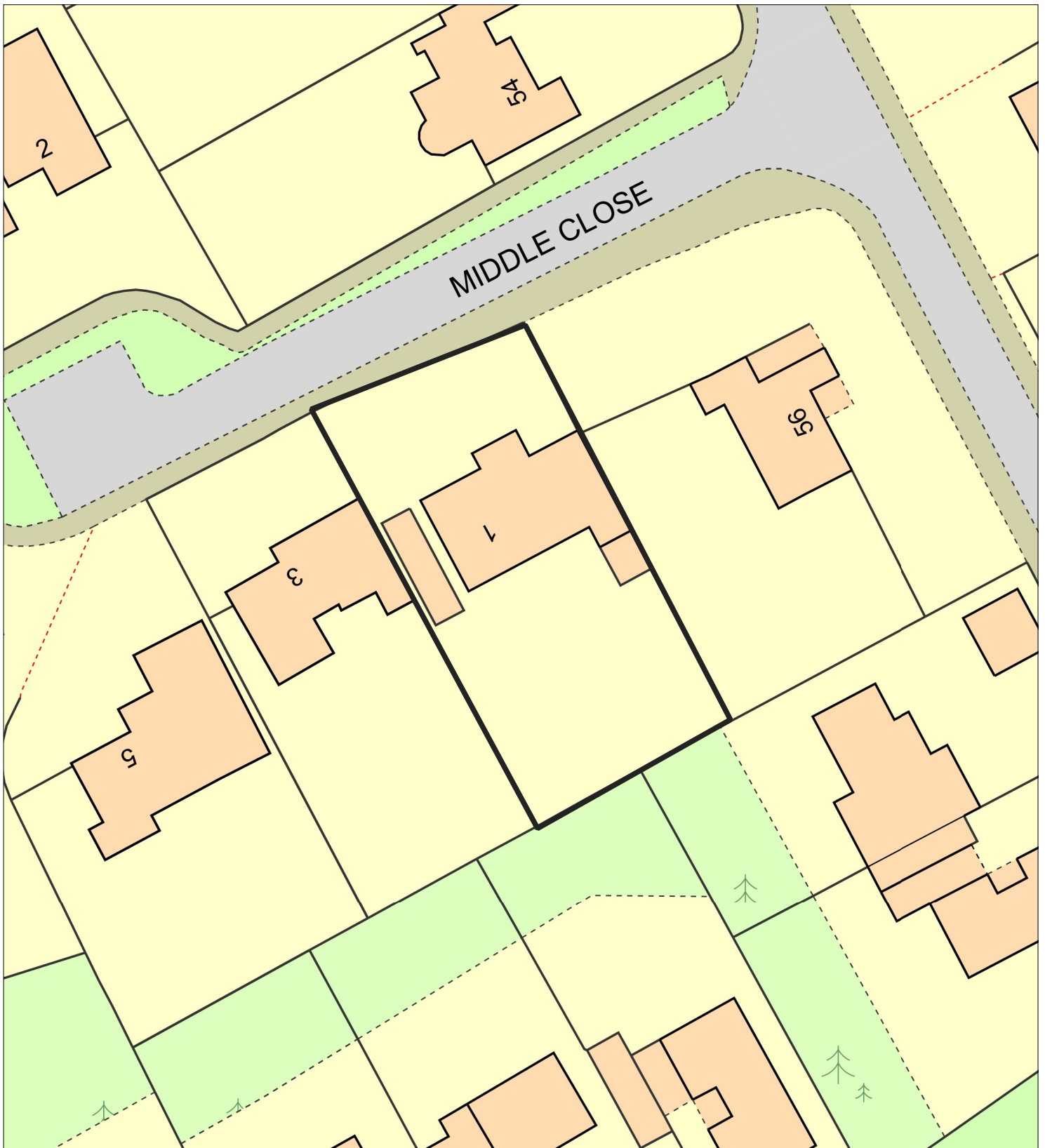
## **9.0 RECOMMENDATION**

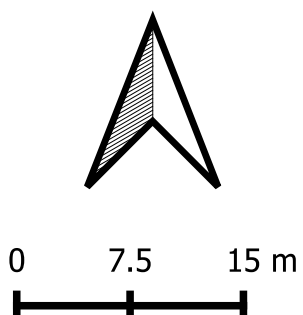

1. The development hereby approved shall be finished in accordance with the following plans:
- Site Location Plan, Drawing reference: S01, Received 17.06.2020
  - Proposed Block Plan and Roof Plan, Drawing reference: S104 C, Received 10.06.2021
  - Proposed Ground Floor Plan, Drawing reference: S102 C, Received 10.06.2021
  - Proposed First Floor Plan, Drawing reference: S103 B, Received 10.06.2021
  - Proposed Second Floor Plan, Drawing reference: S107, Received 10.06.2021
  - Proposed Front and Eastern Elevations, Drawing reference: S105 B, Received 10.06.2021
  - Proposed Rear and Western Elevations, Drawing reference: S106 C, Received 10.06.2021

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

## Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
3. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report.
4. Under The Control of Pollution Act 1974 noisy construction working practices should be limited to:
  - Monday to Friday: 8am to 6pm
  - Saturday: 8am to 1pm
  - At no time on a Sunday or Bank Holiday

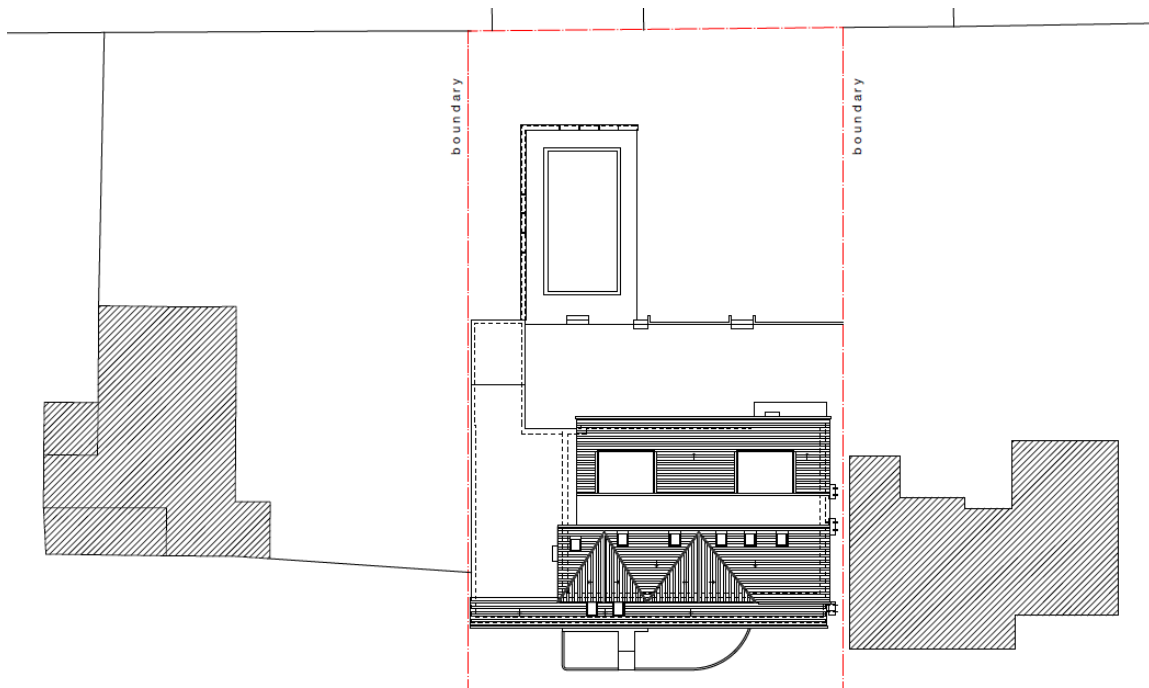


<b>Title</b>	Planning Applications		
<b>Application number</b>	20/0514/FFU		<b>Scale @ A4</b> 1:500
<b>Address</b>	1 Middle Close Camberley Surrey GU15 1NZ		<b>Date</b> 29 Jun 2021
<b>Proposal</b>	Resubmission of 19/0701 (extensions and alterations) to allow for overall lower roof with higher pitched front gables and air conditioning units (part retrospective)		
<p>Page 115</p> <p>Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021 Author: DE</p>			

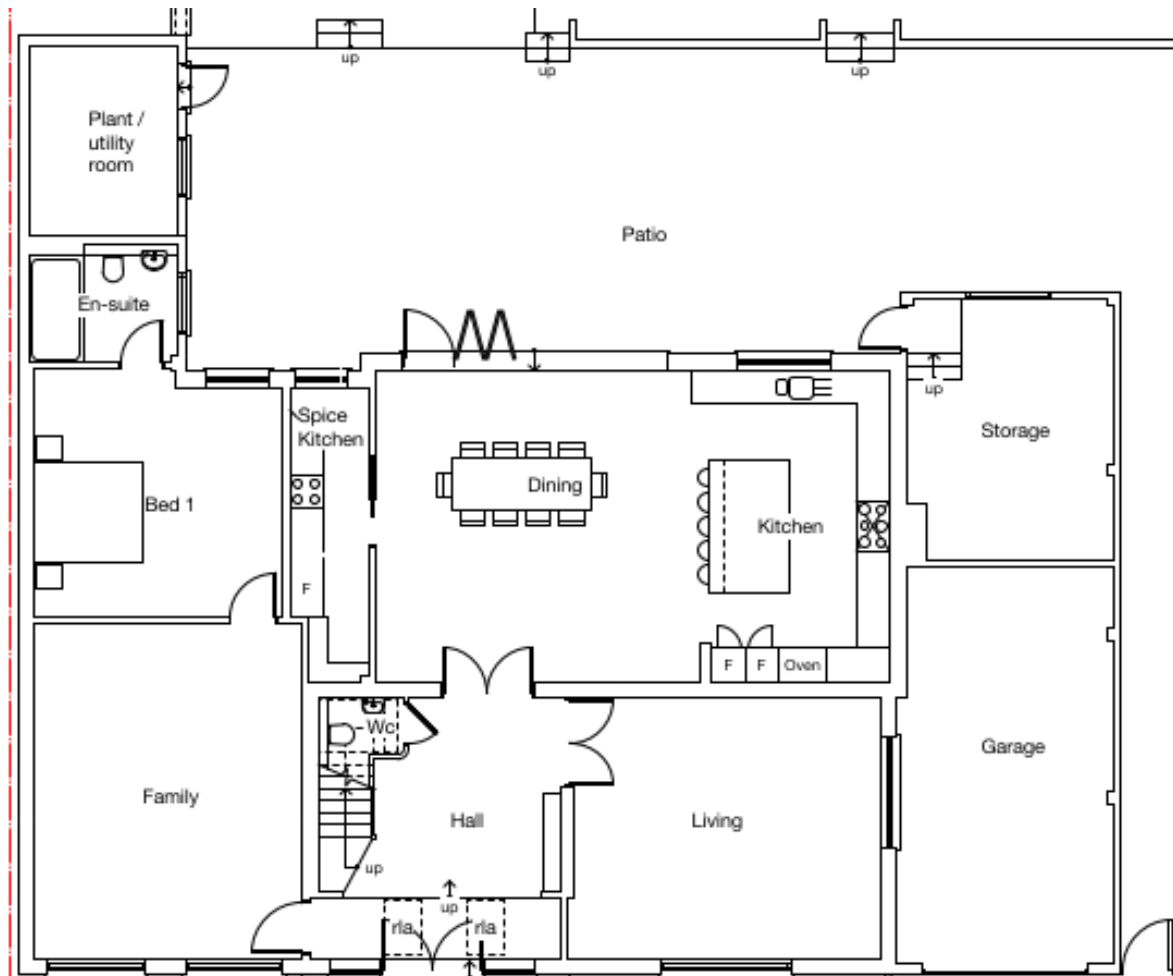
This page is intentionally left blank



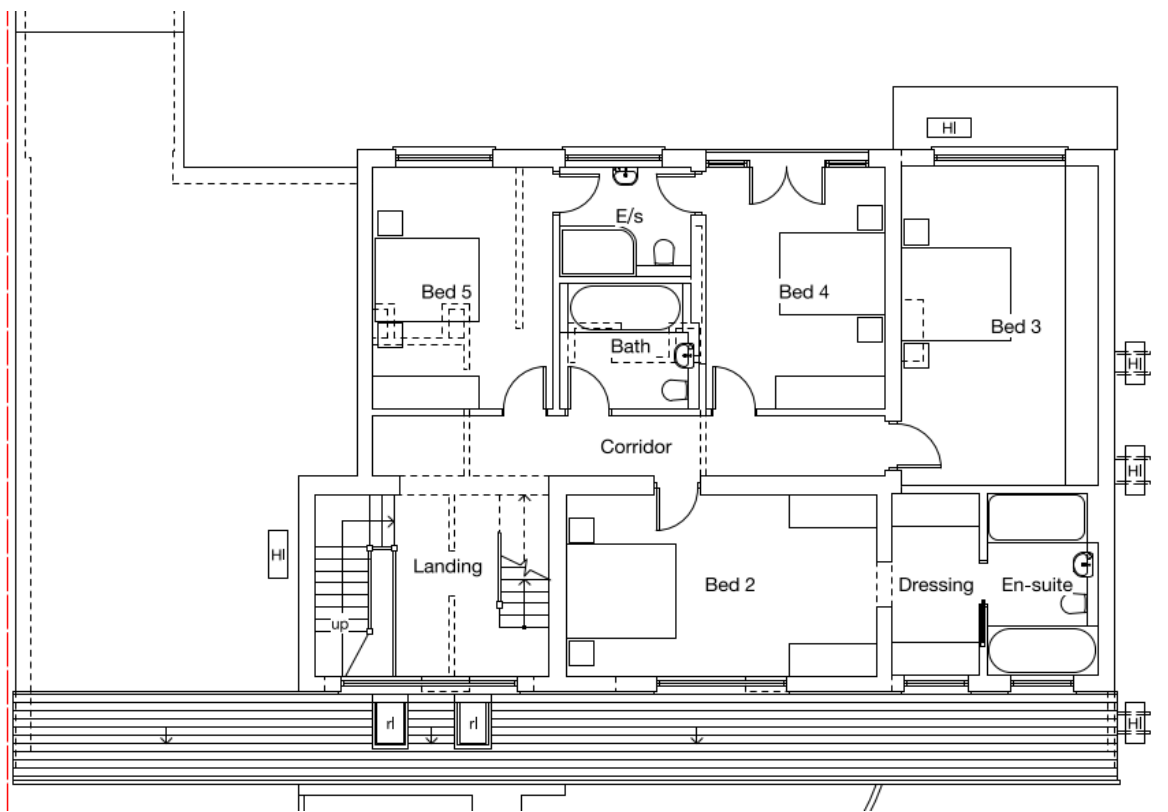
Block Plan (as built)



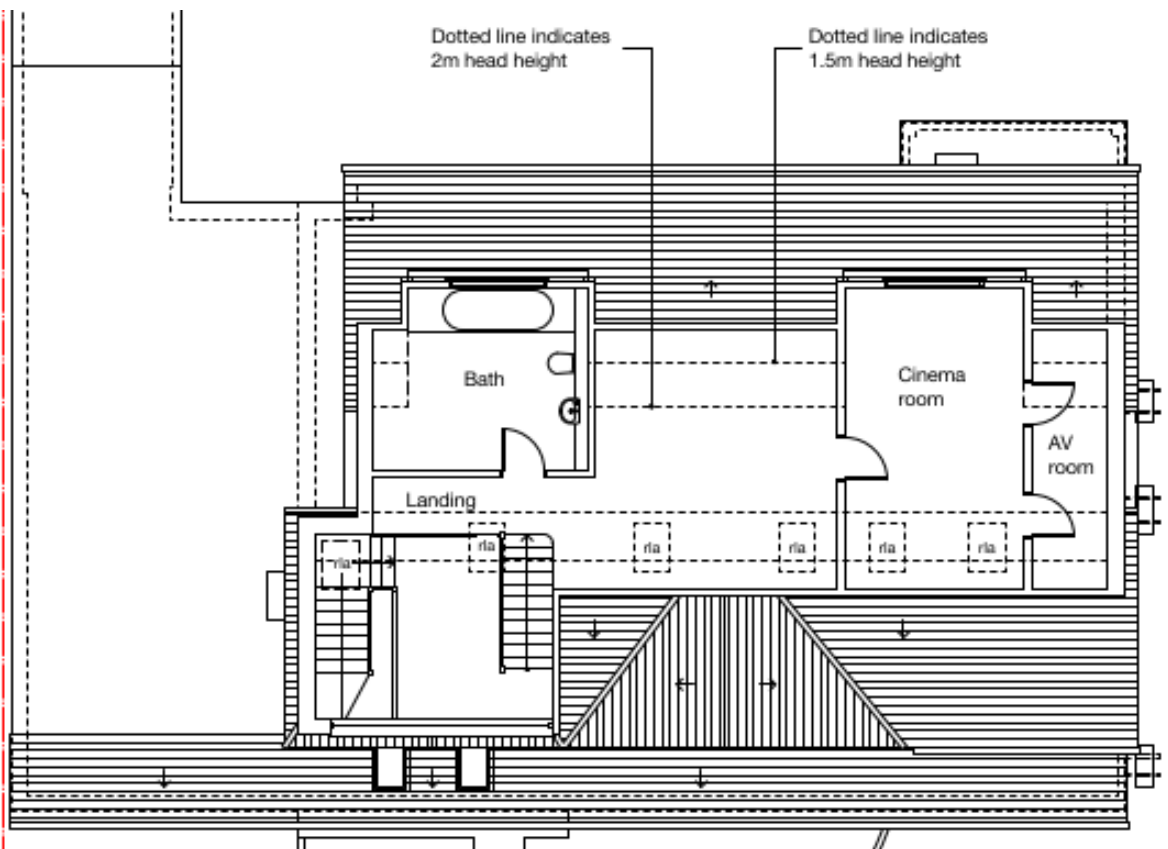
As built ground floor plan



As built first floor plan



As built second floor plan



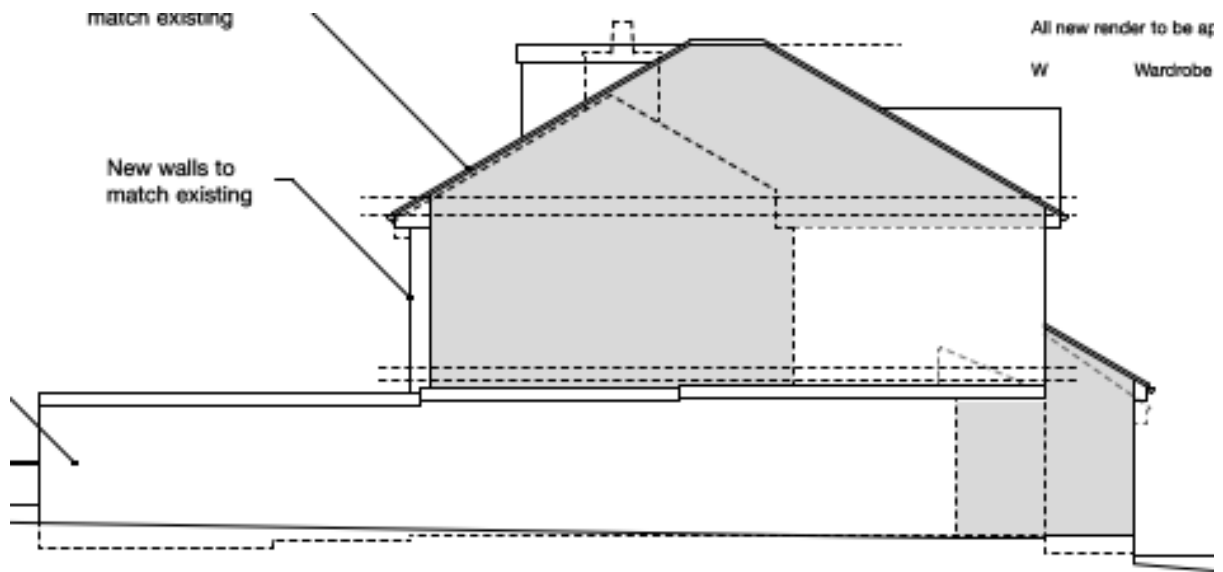
Front elevation as approved by application 19/0701/FFU



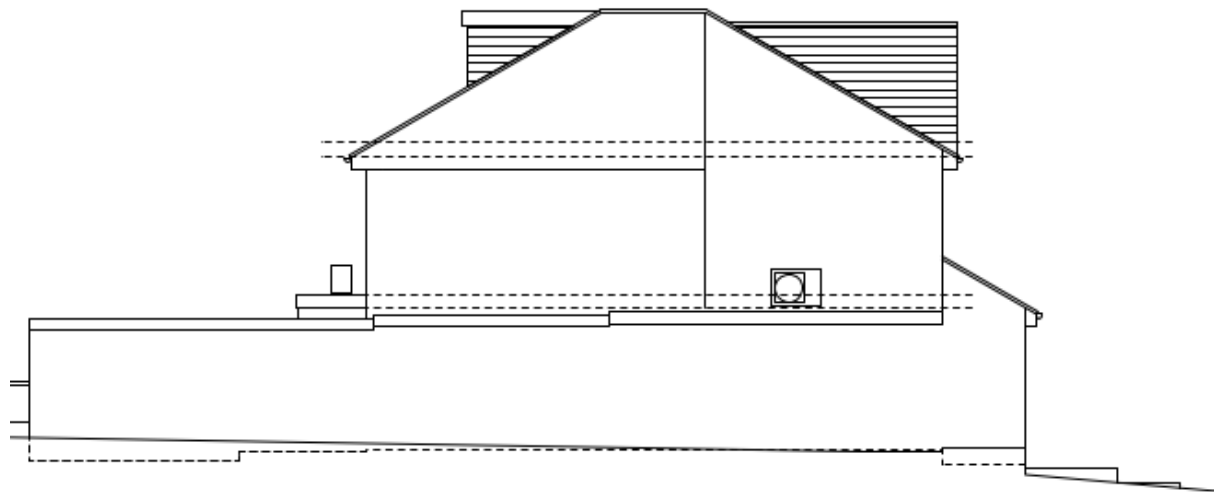
Front elevation as built



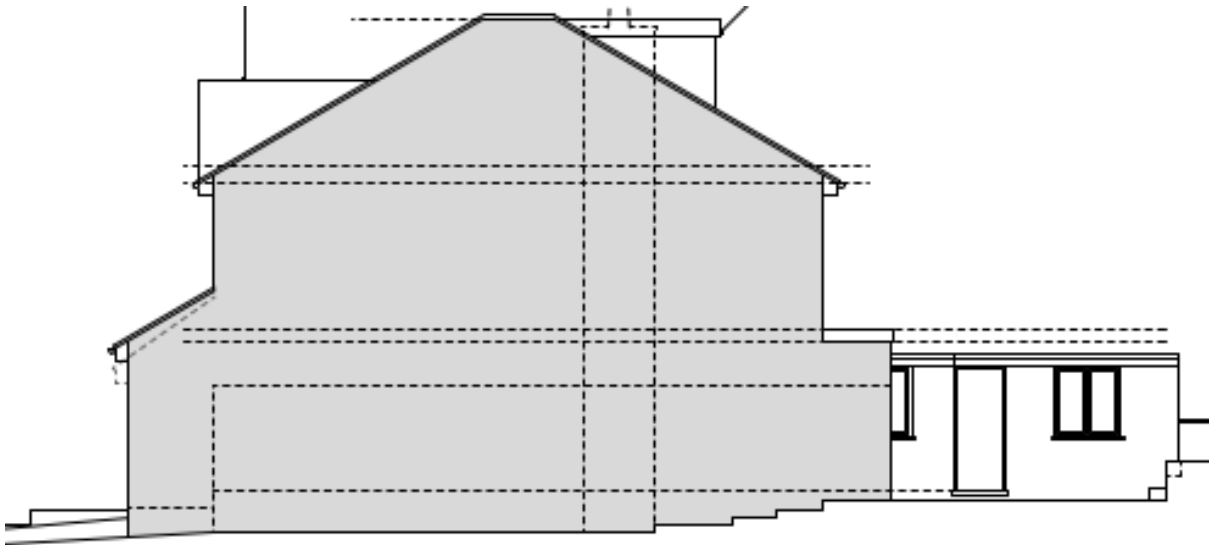
Eastern side elevation as approved by application 19/0701/FFU



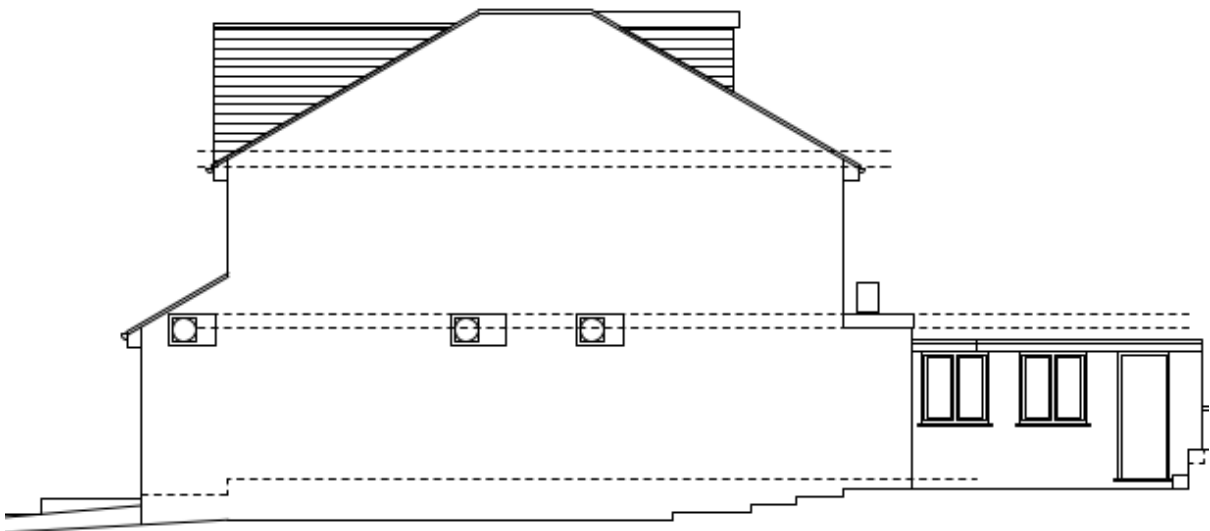
Eastern side elevation as built



Western side elevation as approved by application 19/0701/FFU



Western side elevation as built



Rear elevation as approved by application 19/0701/FFU



Rear elevation as built



Image of the front of the property



Image of the front of the property, as scene from Middle Close





Image of western side elevation with A.C. units and part of 3 Middle Close



Image of application site facing east, with 56 Roundway beyond





Image of the rear of the application site



This page is intentionally left blank

19/2025/FFU

**Reg. Date**

11 December 2019

St Pauls

**LOCATION:** Frimley Hall Hotel, Lime Avenue, Camberley, Surrey, GU15 2BG,  
**PROPOSAL:** Erection of third floor extension with associated alterations to first and second floor.  
**TYPE:** Full Planning Application  
**APPLICANT:** Macdonald Hotels And Resorts  
**OFFICER:** Emma Pearman

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

- 1.1 The application seeks permission for extension and refurbishment of the third floor of the hotel, to create 12 new suites and staff accommodation and offices, as well as an extension to the hotel on the eastern elevation to extend the existing first and second floor bedrooms on this side. The application is very similar to previous permissions at the hotel, which have not been implemented, however this time there is no extension proposed on the western side, due to concerns regarding the impact on TPO trees.
- 1.2 The hotel is keen to secure the improvements, given the recent difficult economic situation for the hospitality industry, and states that the extensions and refurbishment will make the hotel more appealing for guests, and assist in the economic recovery. While the hotel is outside the town centre, it is not considered that the proposed extensions would result in any significant business being taken away from the town centre, as this hotel has a different offering in terms of accommodation and facilities.
- 1.3 Concern has been raised about parking, however the hotel has significantly more spaces than at the time of the previous application which was considered acceptable, and the limited number of additional rooms is not considered to result in any significant parking issues. The parking provision has been assessed by the County Highway Authority, who have not raised any concerns, and a Travel Plan is proposed to be implemented. Amenity concerns have also been raised in respect of noise and disturbance, however this is an existing occasional issue, generally related to large events and it is not considered that this proposal would have any significant effect on these events. The hotel intend to introduce new measures to assist with this.
- 1.4 The proposal will result in the loss of some TPO trees in the centre of the site, however a larger number of trees will be replanted, and no trees along the boundaries of the site will be lost, which help to screen the hotel from surrounding properties. The hotel's locally listed designation is not considered to be harmed by the proposals, which are also considered acceptable in all other regards, subject to the proposed conditions.

## 2.0 SITE DESCRIPTION

- 2.1 The application site comprises Frimley Hall Hotel and its grounds, which includes a separate health and fitness club building, restaurants, and a large car park and woodland to the north and south of the hotel. There are a large number of mature trees and hedgerows on the site, and on the boundaries. The front part of the hotel was formerly a Victorian manor house, and is locally listed. The remainder of the hotel comprises flat roofed 1970s additions, with a separate, more modern health and fitness building close to the western boundary.
- 2.2 The site is located in the settlement area of Camberley with its main access from Lime Avenue and a secondary access onto Frimley Hall Drive. It is bounded by residential properties on all sides, other than to the north where it shares a boundary with Crawley Ridge Junior School. The site is outside the 400m buffer to the Thames Basin Heaths SPA.

## 3.0 RELEVANT PLANNING HISTORY

- 3.1 06/0723            Redevelopment of the third floor into 24 bedrooms, following demolition of the existing third floor, with associated alterations  
*Granted 12.10.2007 [not implemented]*
- 3.2 10/0782            Application to extend the time limit for the implementation of planning permission SU06/0723 for the redevelopment of the third floor into 24 bedrooms, following demolition of the existing third floor with associated alterations  
*Granted 10.1.2011 [not implemented]*
- 3.3 11/0751            Erection of a single storey extension and a first-floor extension [to health and fitness suite]  
*Granted 18.1.2012 [not implemented]*
- 3.4 14/0060            Erection of a third floor extension with associated alterations to the first and second floors  
*Granted 22.4.2014 [not implemented]*
- 3.5 19/2024            Erection of a single storey side extension and a two-storey side extension to the health and fitness building, with associated alterations  
*Granted 18.5.21 [not yet implemented]*

## 4.0 THE PROPOSAL

- 4.1 The development proposed is the erection of a third-floor extension, following demolition of existing, with extensions to existing bedrooms on the first and second floors and associated alterations. The existing third floor comprises 13 rooms of accommodation, stores and offices which the applicant states are largely unused. The proposal would be to replace this with 12 larger suites and 4 staff bedrooms/offices. On the first and second floor, ten bedrooms on the eastern side of the hotel are proposed to be slightly enlarged by a depth of 2m, as well as an extension to accommodate a lift, added close to the eastern elevation, between the existing built form of the buildings.

- 4.2 The rear part of the hotel comprises a 1970s addition to the original locally listed Victorian Manor House, and it is this rear addition that would be extended. The eastern and western elevations would increase in height to approximately 12.5m from 10m with the addition of the extended third floor. The proposed third floor would have a flat roof with grey cladding. Juliet balconies would be proposed to the second and third floors on both the eastern and western elevations, and windows changed to dark grey on the first floor. On the eastern side of the building, there would be an extension of 2m depth, increasing the size of the existing rooms at first and second floors on this side. There would also be a three-storey extension of 6m x 2m in area approximately, to add a lift. This would be adjacent to the eastern elevation and seen from this side only, between the built form of the existing buildings.
- 4.3 Part of the northern elevation (middle section) would also increase in height from 6.5m to approximately 9.6m, with a flat roof, grey cladding and brick, and Juliet balconies for the third-floor accommodation. There would be an external staircase adjacent to it as a fire escape. The front of the locally listed Manor House is on the southern elevation of the building which would not change, however the top part of the third floor would be visible behind this elevation.
- 4.4 It is noted that several similar proposals have been previously granted permission but not implemented. This proposal was originally an identical resubmission of planning permission 14/0060, which was granted in 2014, and similar proposals were granted in 2006 and 2010. However this proposal has been amended during the course of the application, due to concerns about the impact on protected trees on the western side of the site. The proposal therefore now excludes the previously proposed extension to the rooms on the western side and part of the northern elevation, with the extensions now confined to the eastern side and third floor only.

## 5.0 CONSULTATION RESPONSES

- |     |  |   |
|-----|--|---|
| 5.1 | County Highway Authority               | No objection, subject to conditions for a Construction Transport Management Plan, electric charging sockets for some parking spaces, implementation of the Travel Plan, and the provision of secure cycle parking. <i>See Annex A for a copy of these comments.</i> |
| 5.2 | Council's Environmental Health Officer | No objection  |
| 5.3 | Conservation Advisor                   | No objection, subject to condition for materials to match that of the existing building   |
| 5.4 | Council's Arboricultural Officer       | No objection to revised plans, subject to conditions for an updated Tree Protection Plan and Arboricultural Method Statement, a tree protection site visit, and for a landscaping scheme to be submitted  |
| 5.5 | Surrey Wildlife Trust                  | No objection, subject to conditions for wildlife and landscaping enhancements, for the work to proceed in line with the precautions set out in the ecology reports, and restrictions on external lighting   |

## 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, objections from five neighbouring properties have been received which raise the following issues:

### Amenity *[Officer comment: see section 7.5]*

- Overlooking / loss of privacy
- Dirt, dust and noise impact of construction
- Noise, litter and other disturbance from customers
- Will affect privacy of houses in Paddock Wood Close

### Traffic/parking *[Officer comment: see section 7.6]*

- Insufficient parking which already overflows down Lime Avenue, particularly during events
- Increased traffic and parking from additional visitors
- Increased pollution as a result of more traffic
- Public transport is unlikely to be used
- No speed calming in Lime Avenue and road is in a state of disrepair
- Previous application required 24 additional spaces
- Use of private road (Frimley Hall Drive) for public hotel access and for parking- hotel do not pay maintenance
- Two current applications should be looked at together – especially parking
- Gate to access Frimley Hall Drive should be controlled to prevent anti-social behaviour late at night

### Trees and landscaping *[Officer comment: see section 7.7]*

- Impact on natural sky line of trees
- Insufficient information on boundary treatments
- Additional trees and bushes should be planted between the back of the site and Frimley Hall Drive for privacy
- Impact of the building on the trees
- Reference to mature woodland between Trefeddian and hotel is incorrect *[Officer comment: there are trees on this boundary as shown in the submitted Tree report]*

### Other issues

- No consultation with neighbours took place *[Officer comment: Neighbour notification has taken place in accordance with statutory requirements]*
- No demand or need for these additional rooms as there are other hotels nearby *[Officer comment: see section 7.3]*
- Wrong hotel address on application (Frimley Hall Drive) *[Officer comment: this has been amended by the applicant]*

## **7.0 PLANNING CONSIDERATION**

- 7.1 The application site is located in the settlement area of Camberley, with the northern edge of the grounds and the southern part below the access road lying within a designated Area of Green Space within the Settlement Area. The main hotel building is locally listed. It lies within the Wooded Hills character area as identified by the Western Urban Area Character SPD (WUAC).
- 7.2 While the application is very similar to the previously approved applications as set out above, planning policies have changed since that time, and as such the impacts have to be re-assessed in light of the changed policy and the current environment. The application is considered against the relevant policies, which are Policies CP1, CP2, CP9, CP10, CP11, CP14A, DM9, DM11, DM12, DM15 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP), the Guiding Principles of the Wooded Hills Character Area of the WUAC, and the National Planning Policy Framework (NPPF). The main issues to be addressed in the consideration of this application are:
- Principle of the expansion of the hotel use in this location;
  - Character and heritage;
  - Impact on residential amenity;
  - Traffic and parking issues;
  - Impact on trees; and,
  - Impact on ecology

### **7.3 Principle of the expansion of the hotel in this location**

- 7.3.1 Section 7 of the NPPF seeks to ensure the vitality of town centres, with decisions supporting the role that town centres play and taking a positive approach to their growth. Paragraph 87 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan. Main town centre uses should be located in town centres, then in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. Paragraph 88 states that when considering out of centre proposals, preference should be given to accessible sites, well connected to the town centre.
- 7.3.2 Paragraph 81 of the NPPF states that planning 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 local business needs.
- 7.3.3 Policy CP1 of the CSDMP seeks to direct development to sustainable locations, largely in the western part of the borough. Policy CP10 supports Camberley Town Centre as being the main location for leisure facilities, with Policies CP9 and DM12 setting out the secondary role of the District and Local Centres.
- 7.3.4 The application site is not within the town centre, nor a district or local centre. However, rather than being a brand new site, which would be more appropriately directed to a town centre location, the proposal seeks an extension to an established hotel. Camberley town centre, as defined by the CSDMP Proposals Map, does not provide a significant choice of hotel accommodation, with some hotel provision lost in recent years, and the current choice is mostly confined to large chain budget hotels. This hotel provides an alternative in a location which is reasonably accessible by public transport from the town centre. The separate spa, gym and events facilities this hotel provides, particularly for weddings, is also unlikely to take business away from current town centre hotels, which do not provide these facilities.

- 7.3.5 The applicant has stated that Covid-19 has had a devastating effect on the hospitality and leisure industry, and this proposal enables the hotel to formulate a planned phased approach to the future and assist in the long-term viability of the hotel business. It will enable them to respond to the anticipated eventual upturn in social and economic conditions and assist in repairing the economic damage that has been caused. The applicant states that it will also enable them to provide job retention and potentially new employment in the future, as staff may increase by up to 5. They have stated that the provision of guest suites rather than guest rooms is likely to attract more visitors and the requirement for new and improved guest facilities are now of greater importance to assist in long term viability of the business. It is noted also that at least 6 of the 13 rooms on the third floor could potentially be used for accommodation with internal refurbishment, and although this proposal will make the rooms larger and more attractive, as well as some of those on the first and second floors, overall the number of rooms is not significantly increasing.
- 7.3.6 The NPPF is clear that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs. While this proposal does not accord with Policy CP1 in terms of the location of development, it is an established hotel, and the expansion and extension of which is unlikely to take business away from the existing town centre hotels. The hotel is also in a reasonably accessible location by public transport. It is noted also that previous planning decisions have granted permission for the expansion of the hotel, which have not been implemented. It is therefore considered that the principle of the expansion of the hotel is acceptable in this location.

#### **7.4 Character and heritage**

- 7.4.1 Paragraph 126 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 states that planning decisions should ensure that developments add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate landscaping. They must also be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- 7.4.2 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.
- 7.4.3 Policy CP2 of the CSDMP states that the Borough Council will require development to 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.
- 7.4.4 Policy DM15 states that green spaces in settlement areas as identified on the Proposals Map will be protected by restricting development to appropriate recreation uses. Policy DM17 states that development which affects any Heritage Asset should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting.
- 7.4.5 The Guiding Principles of the Wooded Hills Housing Character Area seek to retain the green character and spacious feel of the area, by the retention of mature vegetation and detached buildings, as well as the provision of high-quality designed buildings and surrounding spaces. Guiding Principle WH6 states that opportunities should be taken to enhance the architectural quality of buildings in the area.



- 7.4.6 The existing hotel is a sharp contrast of architectural styles, with the attractive Victorian Manor house façade to the front on the southern elevation, and the majority of the hotel to the side and rear which comprises a large flat roofed 1970s addition. The proposed extension to the hotel would change much of the 1970s façade, and while this addition would still remain flat roofed and a contrast to the Victorian southern elevation, it is considered that it would be an improvement on the existing building, resulting in a more modern and refreshed appearance to those parts of the hotel. The materials of the existing 1970s addition comprises a light-coloured brick with a grey exterior to the third floor and the Victorian southern elevation is a light sandy coloured brick and render. As such the use of light brick and grey colours is considered to be sufficiently in keeping with the existing building.
- 7.4.7 There are level changes within the site and the Victorian southern elevation is largely higher than the rear elements of the existing hotel. The addition of the third floor extension would make parts of the extension taller than the southern elevation, however only the top parts of the roof would be visible from the south and are not considered to be significantly harmful to the appearance of the hotel from the front. The ground floor footprint of the hotel would not increase significantly as a result of the development, with an additional 2m depth only on the eastern elevation, and the small lift block. As such the proposal would not result in a cramped appearance to the site, with the hotel still retaining its overall spacious and verdant character.
- 7.4.8 The Council's Conservation Advisor has not objected, stating the as the extension is proposed to the rear of the historic property, it would not have a detrimental impact on the setting or elevations of the building, and would not cause any harm to the significance of the building or site over and above the existing situation. A condition is recommended to ensure that external materials match the existing building where appropriate.
- 7.4.9 The development would not impact on the character or the function of the designated Area of Green Space within the hotel grounds, as the extension would be wholly outside this area. The development is therefore considered acceptable in terms of its impact on character and heritage, and in accordance with the relevant policies in this regard.

## **7.5 Impact on residential amenity**

- 7.5.1 Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.5.2 The application site is located within a predominantly residential area and is bounded to residential properties on three sides. The proposed third floor extension would be located centrally within the site and as such would be a significant distance from the site boundaries. It would also be significantly screened from the adjoining properties by the dense and high landscaping on the boundaries. The views of the extension would be limited from the adjoining properties and therefore it is not considered that the development would give rise to an overbearing or unneighbourly impact on these properties.
- 7.5.3 The site adjoins Lime Avenue to the east, however the extension would be around 34m from the boundary on this side, with a high, dense conifer hedge on the eastern side boundary and as such it is not considered that there would be any loss of privacy for the dwellings on this side. To the north, the extension would be approximately 57m from the boundary with properties on Crawley Ridge, with significant vegetation and tall trees along the boundary.
- 7.5.4 To the west, the extension to the third floor would be around 45m from the boundary with properties on Frimley Hall Drive, with the health and fitness building in between. While some trees are proposed to be lost on this side as a result of the proposed extensions to the health and fitness building, given the distance and retained screening, it is not considered that there would be any harmful loss of privacy. While the impact on Paddock

Close has been raised, the dwellings in Paddock Close are a significant distance to the south and the existing building and woodland would prevent any views in this direction.

- 7.5.5 Concern has been raised over increased noise and disturbance from the hotel guests. However, it is not considered that the development would result in such an increase in the intensity of the use of the site as to materially increase the noise or disturbance generated. As stated above, the overall number of rooms is not significantly increasing as the third floor already has 13 rooms, of which at least six could potentially be utilised for accommodation. It is not considered that the small number of additional rooms available for use would cause any significant noise or disturbance.
- 7.5.6 It is noted that permission has recently been granted to extend the health and fitness building, however this is largely for the use of hotel guests with a small number of anticipated additional members. However, the objections indicate that the noise and disturbance issue is largely related to guests attending events and as such, considering these two proposals together, it is not considered that there is likely to be any significant increase in noise or disturbance generated by the hotel as a result. The applicant has commented in response to the objections that the hotel will provide regular guard patrols/walkrounds of the site, particularly on function occasions. They will also implement an appropriate noise limit on music levels for functions. This is welcomed, but it is noted that the Environmental Health Officer has not objected or requested any conditions and as such it is not considered necessary to secure this via condition, as the EHO could deal with it as a noise nuisance in any event if required.
- 7.5.7 The issue of noise and disturbance during construction has also been raised, however this is not a material planning consideration as construction noise is controlled under the Control of Pollution Act 1974 and enforced by Environmental Health. Having regard to all of the above it is not considered that the development would materially impact on the residential amenities currently enjoyed by the occupants of the surrounding residential properties and compiles with the relevant objectives of Policy DM9 of the Core Strategy and Development Management Policies 2012.

## **7.6 Impact on highways and parking**

- 7.6.1 Paragraph 110 of the NPPF states that in assessing specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location; that safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network or on highway safety can be mitigated to an acceptable degree. Paragraph 111 states that development should only be prevented or 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 CP11 of the CSDMP seeks to direct new development to sustainable locations, and states that development that will generate a high number of trips will be required to demonstrate that it can be made sustainable to promote travel by sustainable modes of transport. Policy DM11 of the CSDMP states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.6.3 The hotel's main access is from Lime Avenue, with a secondary access from Frimley Hall Drive. No changes are proposed to the existing accesses. The hotel also has 95 parking spaces (plus two disabled access spaces) to serve the current 98 bedrooms, and the health and fitness suite. No change to the number of spaces is proposed, nor will the extension to the health and fitness building result in the loss or gain of any spaces, however secure cycle parking is proposed. The hotel maintains that most users of the health and fitness suite are hotel guests and as such do not generate significant numbers of additional vehicles. When the very similar application 14/0060 for this proposal was previously granted permission, there were 54 spaces on site, with an additional 24

spaces were proposed as part of the application, and as such it is noted that there are considerably more spaces now than at the time of the previous application, which was considered acceptable.

- 7.6.4 The applicant has submitted a Transport Assessment and Travel Plan in support of the application. An assessment has been carried out of the additional trips likely to be generated by the proposal, which has been estimated at around four two-way trips in the AM peak hour, and three two-way trips in the PM peak hour. It is noted that the proposal for the extension to the health and fitness building was proposed to generate an additional three two-way trips in the AM peak hour and six in the PM peak, although this was a worst-case scenario as the applicant maintains that most health and fitness users are hotel guests. The TA states that the car park does get busy at certain times of the week, but generally operates within its capacity and spaces can be found. The TA also sets out that the site is accessible by a range of public transport modes, and the Travel Plan encourages sustainable modes of transport to the site and includes measures such as car sharing.
- 7.6.5 The County Highway Authority has been consulted, and has not objected, stating that a car park accumulation study has been undertaken which shows there is adequate spare capacity within the site. The County Highway Authority consider that the proposal for cycle parking will encourage sustainable modes of travel to the site and the proposal is unlikely to have a material impact on highway safety issues. They have requested conditions in respect of electric vehicle charging points, a Construction Transport Management Plan, the implementation of the Travel Plan and the provision of secure, covered cycle parking (For a copy of the CHA comments, see Annex A of this agenda).
- 7.6.6 A number of objections have been raised in respect of parking, however given the limited number of additional rooms available and the parking assessment carried out, it is not considered that the proposal would result in any significant additional overspill of parking onto local roads, which appears to be an existing problem largely during events. Parking restrictions on neighbouring roads, as well as traffic calming, would be a matter for the County Highway Authority to consider separately and are outside the remit of planning.
- 7.6.7 The issue of the use of the gate to Frimley Hall Drive and the maintenance of this private road has also been raised, however these are private matters between the hotel and the residents of the road. This is not the main access to the hotel and as such it is not considered likely that this proposal, including in combination with the proposed extension to the health and fitness building, is likely to significantly increase the use of this road. In this regard, the applicant has confirmed that the gate to Frimley Hall Drive is neither used or opened for guests vehicular use/access, and as such any increase in guests will not increase use of this road directly. Staff also use the main access from Lime Avenue.
- 7.6.8 An issue of increased air pollution due to traffic has also been raised, however given the limited number of additional trips anticipated to be generated by the proposal, it falls below the requirement for an air quality assessment. It is therefore considered that the proposal is acceptable in terms of its impact on highways and parking, subject to the proposed conditions.

## **7.7 Impact on trees**

- 7.7.1 Policy DM9 of the CSDMP states that development will be acceptable where it protects trees and other vegetation worthy of retention, and provides high quality hard and soft landscaping where appropriate.
- 7.7.2 The site is covered by a group Tree Preservation Order, TPO 1/03. An Arboricultural Report has been submitted with the application, which indicates that seven individual trees and one group of trees/vegetation are proposed to be removed to facilitate the development, as well as one tree removed for their poor condition. The trees to be removed comprise sweet chestnut, birch, pine sycamore and one oak, and are all immediately adjacent to the hotel building to the eastern side. The trees that provide

screening on the boundary of the site are unaffected. The excavation close to the trees that are proposed to be retained will be carried out by hand, or small machinery, and under supervision.

- 7.7.3 The Council's Arboricultural Officer has been consulted and was originally very concerned about the potential loss of TPO trees on the western side of the building, and considered that the loss would be greater than as set out in the report. It was considered that the trees on the western side have more value in amenity terms than those on the eastern side, and as such it was agreed that the applicant would remove the proposed extensions on the western side of the building (including on the part northern elevation) to prevent any harm to these trees. As such only trees on the eastern side are now affected, however the applicant has indicated on the Tree Planting Plan that they propose to plant in the region of 7 additional trees in this area set further back from the building, and 7 further trees in the north-eastern side of the site. These would be a mixture of standard and extra heavy trees, but the exact detail of planting is to be agreed by condition.
- 7.7.4 The Council's Arboricultural Officer has therefore removed his objection, subject to conditions for an updated Tree Protection Plan and Method Statement to be submitted, as well as details for landscaping including replacement trees and vegetation with maintenance for three years, and a site visit to check installed tree protection.

## **7.8 Impact on ecology**

- 7.8.1 Paragraph 174 of the NPPF states that planning decisions should minimise impacts on, and provide net gains for, biodiversity. Paragraph 180 states that when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or compensated for, then planning permission should be refused.
- 7.8.2 Policy CP14A of the CSDMP states that the Council will seek to conserve and enhance biodiversity within Surrey Heath, and that development that results in harm to or loss of features of interest for biodiversity will not be permitted.
- 7.8.3 A bat survey report has been submitted, which found that there is no evidence that bats are roosting in the trees due to be removed, nor in the parts of the building affected by the proposals. It advises that precautionary measures for bats should be undertaken during construction, as bats are active around the site, and recommends biodiversity enhancements for bats.
- 7.8.4 A Preliminary Ecological Appraisal (PEA) has also been submitted, which aims to identify any protected species and habitats on site, and identify measures to protect ecological features during development and any biodiversity enhancements. No protected species or notable habitats were found on site, although it was noted that there are likely to be birds nests in some of the trees and as such works to remove the trees should be undertaken outside of the breeding bird season.
- 7.8.5 The PEA recommends that precautionary measures should be taken during construction to protect amphibians, reptiles and bats that could be present in the surroundings. It also recommends biodiversity enhancements by way of nesting boxes, bat boxes, habitat piles for reptiles, wildlife friendly tree and shrub species, and minimal external lighting.
- 7.8.6 Surrey Wildlife Trust has been consulted, and has not objected, subject to conditions for the biodiversity enhancements, and for work to proceed in accordance with the precautionary measures identified in the PEA, and the bat survey. They have also recommended that the trees lost should be replaced. It is considered that these measures can be secured by condition.

## **8.0 POSITIVE/PROACTIVE WORKING**

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

## **9.0 CONCLUSION**

- 9.1 The proposal is a very similar re-submission of an application previously granted in 2006, renewed in 2010, and granted permission again in 2014, that was not implemented. However, this current proposal has been amended during the course of this application process, to be reduced in size on the western side given concerns about harm to protected trees. The proposal seeks a limited expansion/refurbishment of a hotel use outside the town centre, which is contrary to policy that directs development to the town centre location. However, the application site is an established hotel, which offers alternative provision from the current limited choice in the town centre, and the proposal will support the economic growth and viability of the business. The principle of the development is therefore considered to be acceptable.
- 9.2 Objections have been raised with regard to parking particularly, however the applicant has submitted a Transport Assessment, carried out a parking study and intends to implement a Travel Plan for more sustainable methods of transport to the site. It is not considered that there would be any significant adverse impact on highways or parking as a result of the proposal, given the limited number of additional rooms proposed. The proposal is also considered to be acceptable in terms of its impact on character, trees, heritage, residential amenity and ecology, subject to conditions.

## **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 plans all received 17.5.21:
  - Proposed First Floor Plan PS08 Rev D
  - Proposed Site Plan PS02 Rev D
  - Proposed Third Floor Plan PS10 Rev D
  - Proposed East and West Elevations PS14 Rev C
  - Proposed Sections PS16 Rev C

- Proposed Ground Floor Plan PS07 Rev C
- Proposed Second Floor Plan PS09 Rev D
- Proposed Roof Plan Rev C PS11
- Proposed North and South Elevations PS15 Rev C

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

3. The development hereby approved shall be constructed in brickwork to match that of the existing building; and render, cladding and fenestration as set out in Section 7 of the application form received 28.02.20.

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

4. No works or development shall take place until an updated Arboricultural Method Statement and Tree Protection Plan specific to this scheme, has been submitted and approved in writing by the Local Planning Authority. The Tree Protection Plan and Arboricultural Method Statement shall be written in accordance with, and address sections 5.5, 6.1, 6.2, 6.3 and 7 of British Standard 5837:2012 Trees in relation to design, demolition and construction - recommendations.  
Nothing shall be stored or placed in any area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority. Thereafter the works shall be carried out in accordance with the approved details until completion of the development.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.

The submitted details shall include:

- a) A scaled plan showing vegetation to be retained and trees and plants to be planted
- b) A schedule detailing sizes and numbers of all proposed trees/plants
- c) A detailed written soft landscaping management plan with sufficient specification to ensure successful establishment and survival of new planting for at least 3 years
- d) Landscaping should include wildlife friendly native species, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for site conditions and complimentary to surrounding natural habitat. Nectar rich flowers and berry species should be included.
- e) Location of bat and bird boxes on the building and/or retained trees
- f) Locations of habitat piles using suitable arisings from cut vegetation and the locations of the provision/retention of deadwood habitat.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any new tree(s) that die(s), are/is removed, become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be

replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance to ensure a form of development that maintains, and contributes positively to, the character and appearance of the area, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies and the National Planning Policy Framework.

6. Prior to the commencement of any works other than the installation of tree protection (including site clearance, demolition and construction works) 5 working days' notice shall be given to the Local Planning Authority Tree Officer to attend a pre-commencement site meeting to inspect all tree protection measures and confirm that they have been installed in the correct location as yet to be agreed under Condition 4 above. Alternatively, prior to the commencement of any works other than the installation of tree protection, photo evidence shall be provided to and agreed by the Local Planning Authority that demonstrates that the tree protection has been installed in accordance with details as agreed by Condition 4 above.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area, in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. No development shall commence until a Construction 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) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - e) Measures to prevent the deposit of materials on the highwayHas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented in full 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 accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. The development hereby approved shall not be occupied unless and until at least 4 of the parking spaces are provided with a fast charge socket (current minimum requirements - 7kw Mode 3 with type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

9. The details within the approved Travel Plan, dated February 2020, shall be implemented upon completion of the development and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

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

10. The development hereby approved shall provide facilities for the secure, covered parking of bicycles within the development site, in accordance with the approved plans, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

11. The development hereby permitted shall proceed in line with the precautionary working recommendations for bats, set out in Section 5.5 of the submitted Bat Scoping Survey Report received 23.09.2019. Tree T19 as shown on the submitted Arboricultural Report should be soft felled to avoid harm to any bats, should they be present.

Reason: In the interests of not harming protected species in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. The development hereby permitted shall proceed in line with the precautionary working recommendations for reptiles and amphibians, as set out in Section 5 of the submitted Preliminary Ecological Appraisal received 23.09.2019.

Reason: In the interests of not harming protected species in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework

13. No external lighting shall be installed on the site without a lighting scheme first being submitted to and approved in writing by the Local Planning Authority. Any external lighting shall comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK - Bats and the Built Environment Series".

Reason: In the interests of not harming protected species in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

#### **Informative(s)**

1. 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.



2. The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan
3. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:  
<http://www.beama.org.uk/resourcelibrary/beama-guide-to-electric-vehicle-infrastructure.html>
4. The developer is reminded that it is an offence under Part 1 of the Wildlife and Countryside Act 1981 to intentionally kill, injure or take any wild bird, or to intentionally damage, take or destroy its nest whilst it is being built or in use. Tree felling and vegetation clearance should be timed to avoid the bird nesting season of early March to August inclusive. If this is not possible, the site shall be inspected for active nests by an ecologist immediately prior to clearance works. If active nests are found they shall be left undisturbed with a buffer zone around them until confirmed by an ecologist that it is no longer in use.
5. In conditions 4 and 5 above, the following British Standards should be referred to:
  - A. BS: 3882:2015 Specification for topsoil
  - B. BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
  - C. BS: 3998:2010 Tree work - Recommendations
  - D. BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
  - E. BS: 4043:1989 Recommendations for transplanting root-balled trees
  - F. BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
  - G. BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
  - H. BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
  - I. BS: 8601:2013 Specification for subsoil and requirements for use.

This page is intentionally left blank



<b>APPLICATION NUMBER</b>	<b>SU/19/2025</b>
---------------------------	-------------------

**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Macdonald Hotels And Resorts

**Location:** Frimley Hall Hotel, Frimley Hall Drive, Camberley, Surrey GU15 2BG

**Development:** Erection of third floor extension with associated alterations to first and second floor.

<b>Contact Officer</b>	Matthew Strong	<b>Consultation Date</b>	3 January 2020	<b>Response Date</b>	25 March 2020
------------------------	----------------	--------------------------	----------------	----------------------	---------------

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

**Conditions**

1. No 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) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (e) measures to prevent the deposit of materials on the highway

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

2. The development hereby approved shall not be occupied unless and until at least 4 of the parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

3. The details within the approved Travel Plan, dated February 2020, shall be implemented during shall be implemented upon completion of the development and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

4. The development hereby approved shall provide facilities for the secure, covered parking of bicycles within the development site, in accordance with the approved plans, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

**Reason**

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

**Policy**

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

**Informatives**

The 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).

The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.

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.

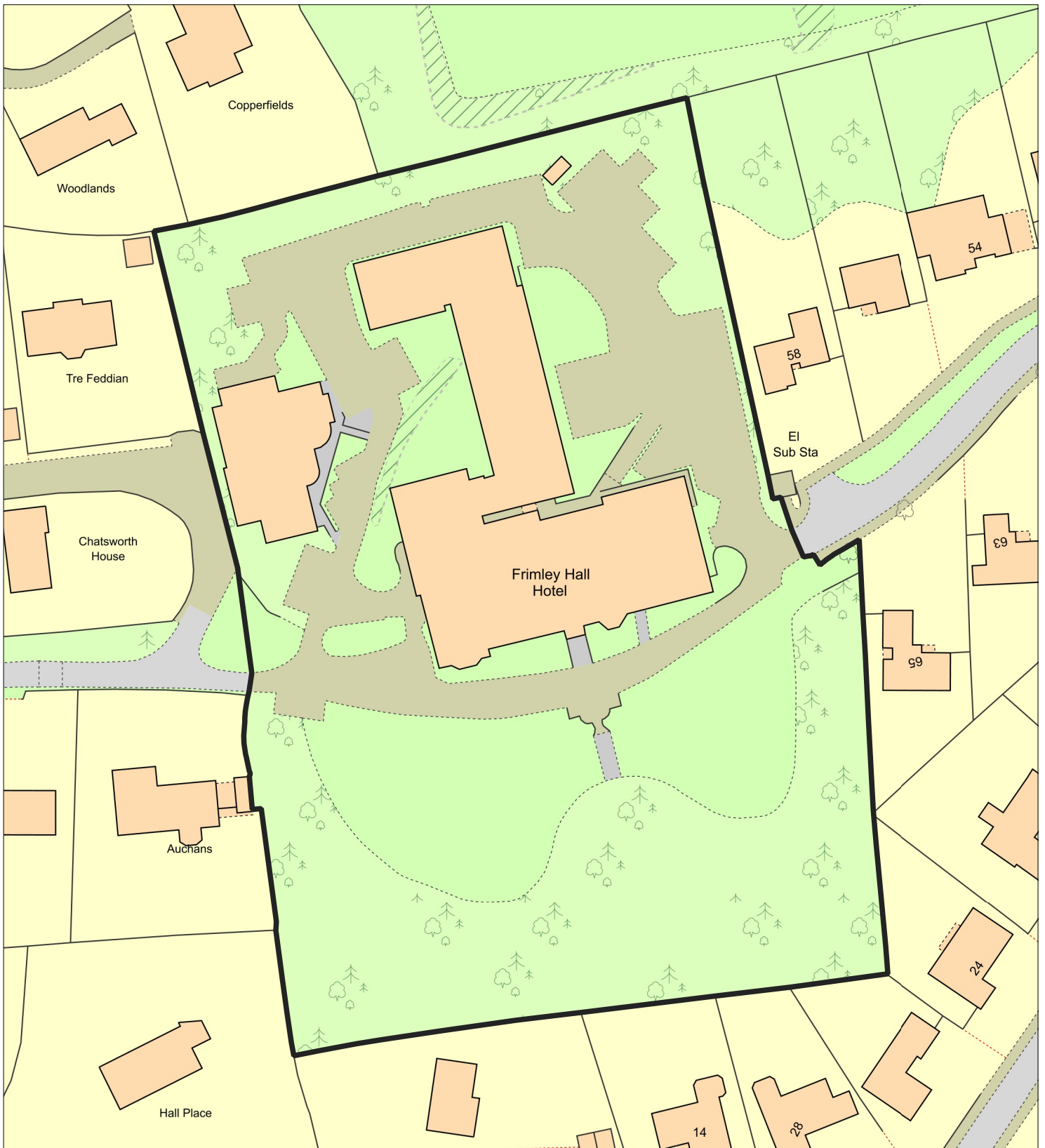
**Note to Planner**

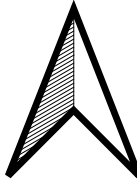
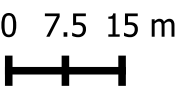

The proposed third floor extension will lead to an increased number of bedrooms at the site. There are currently 98 bedrooms at the hotel and the proposal would lead to a further 12 guest bedrooms and 4 staff bedrooms. Currently, there are 87 members of staff at the hotel and the proposal would see this increase by 5.

A car park accumulation study has been undertaken which shows there is adequate spare capacity within the site. The proposal does not include any changes to the vehicular access, which will remain as existing from Lime Avenue.

The proposal includes cycle parking and this, alongside condition 2 above, will encourage sustainable modes of travel to/from the site. The Highway Authority considers that the proposal is unlikely to have a material impact on highway safety issues.



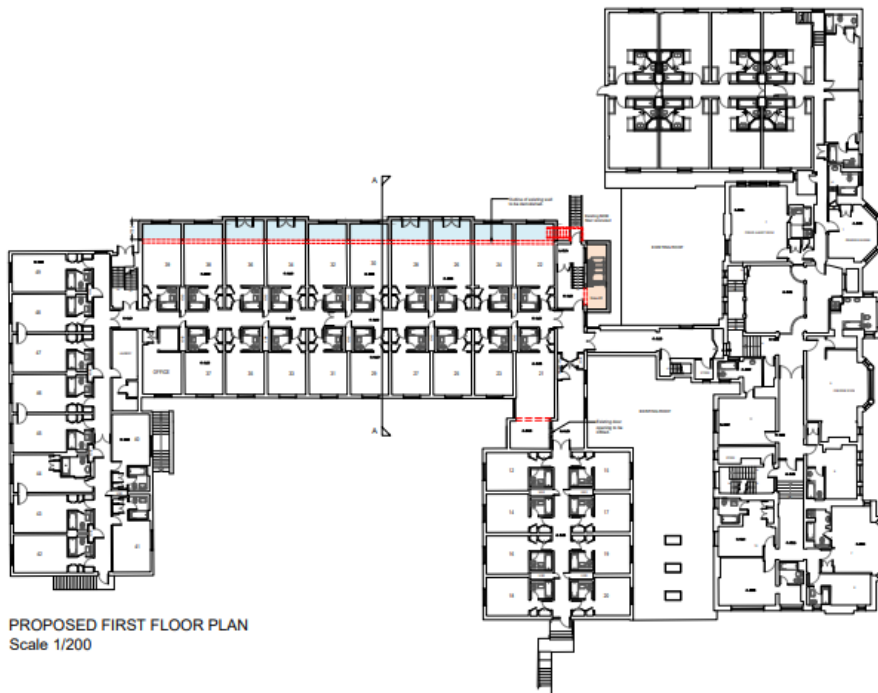


<b>Title</b>	Planning Applications		
<b>Application number</b>	19/2025/FFU	  0 7.5 15 m	<b>Scale @ A4</b> 1:1000
<b>Address</b>	Frimley Hall Hotel Lime Avenue Camberley Surrey GU15 2BG		<b>Date</b> 22 Jul 2021
<b>Proposal</b>	Erection of third floor extension with associated alterations to first and second floor.		
			
Version 5      © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021      Author: DE			

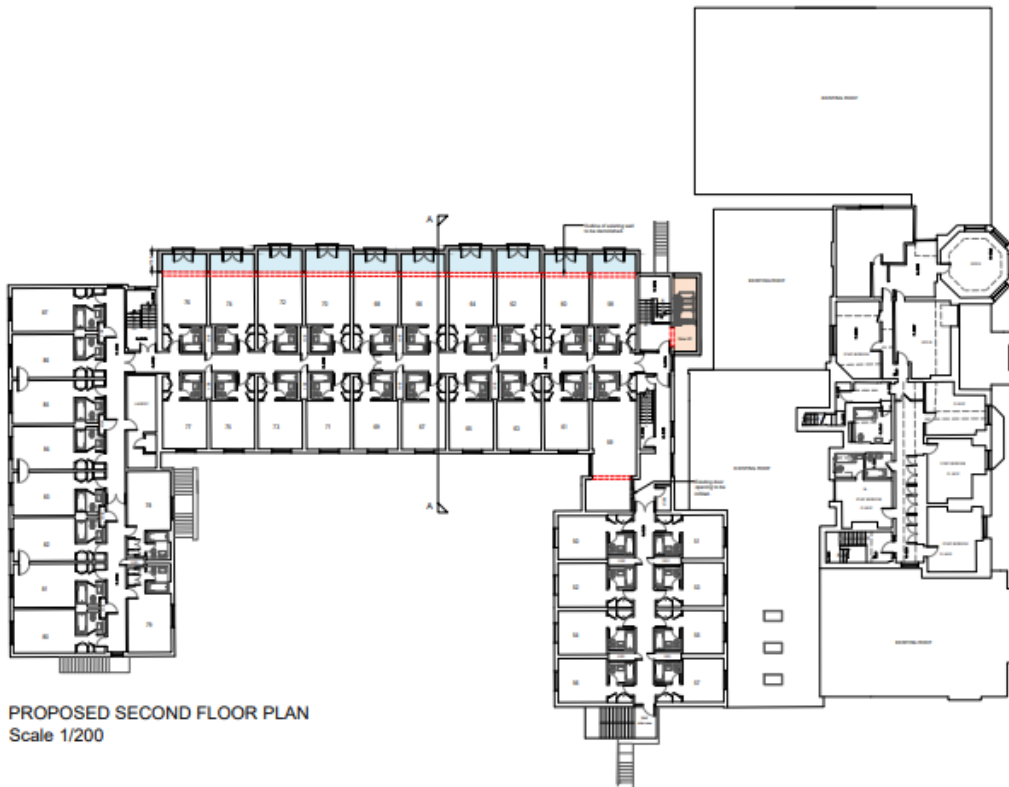
This page is intentionally left blank



Proposed First Floor Plan

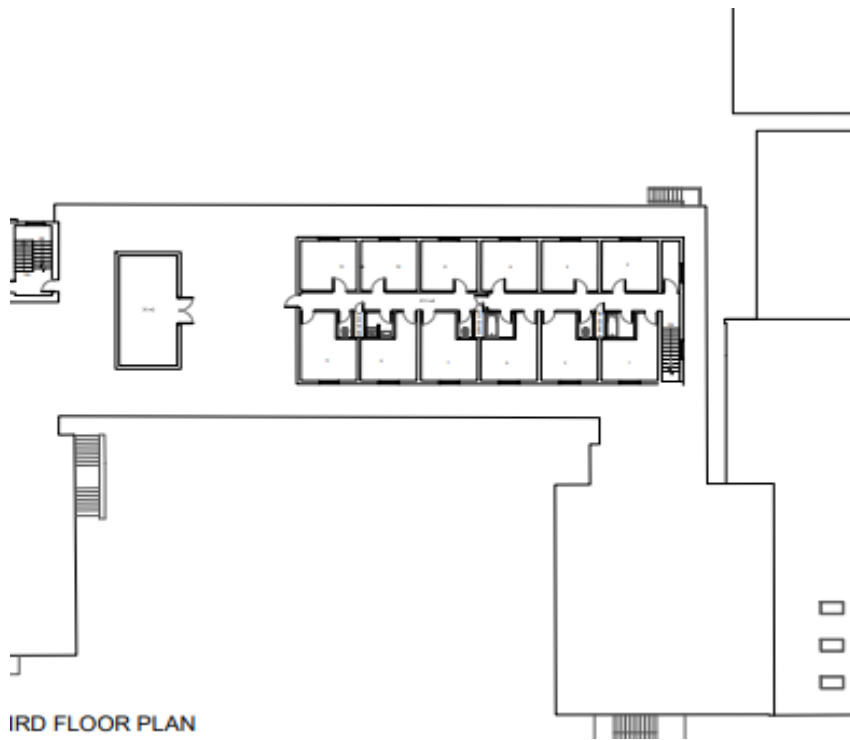


Proposed Second Floor Plan

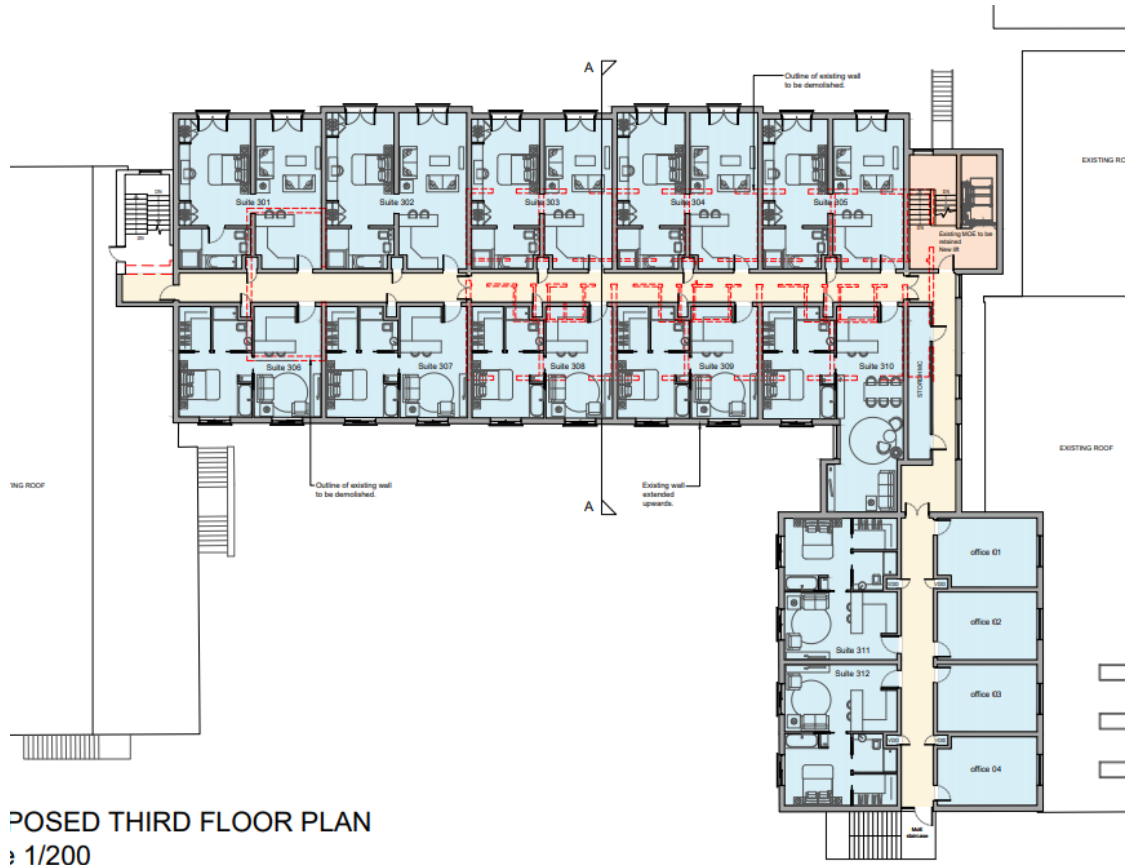




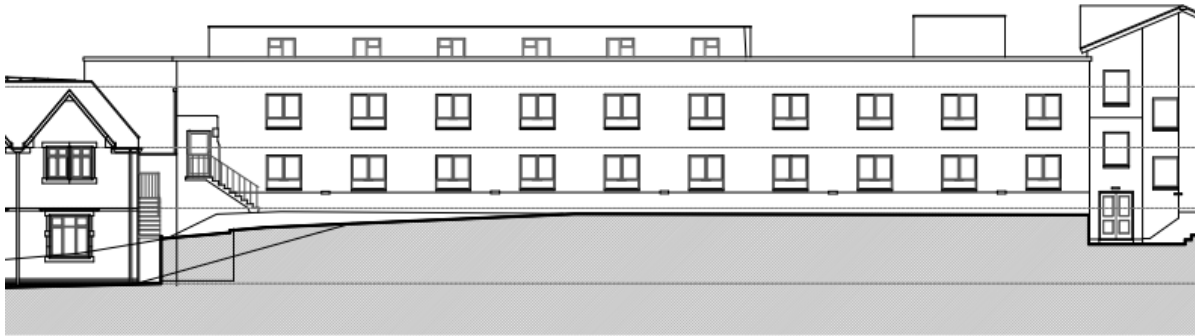
Existing third floor plan



Proposed third floor plan



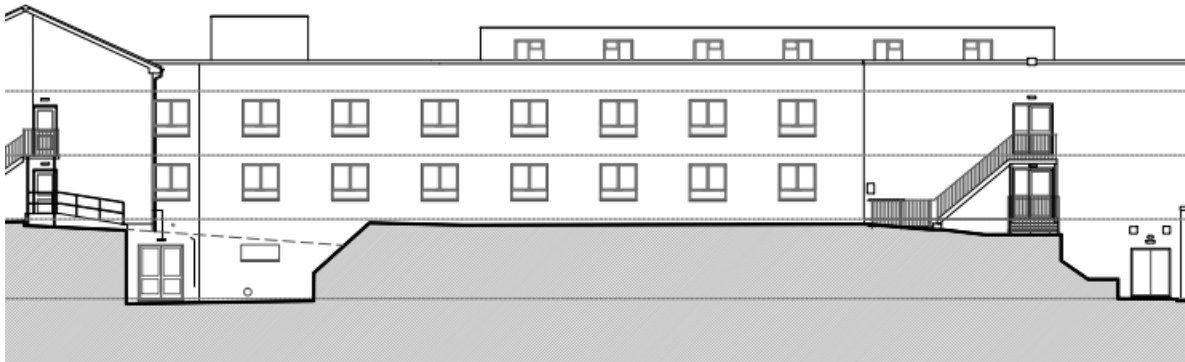
Existing Eastern Elevation



Proposed Eastern Elevation



Existing Western Elevation

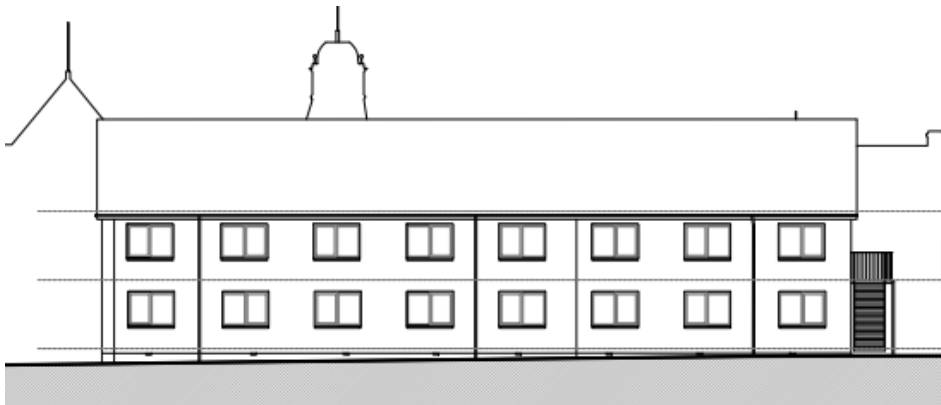


ATION #2 Scale 1/100

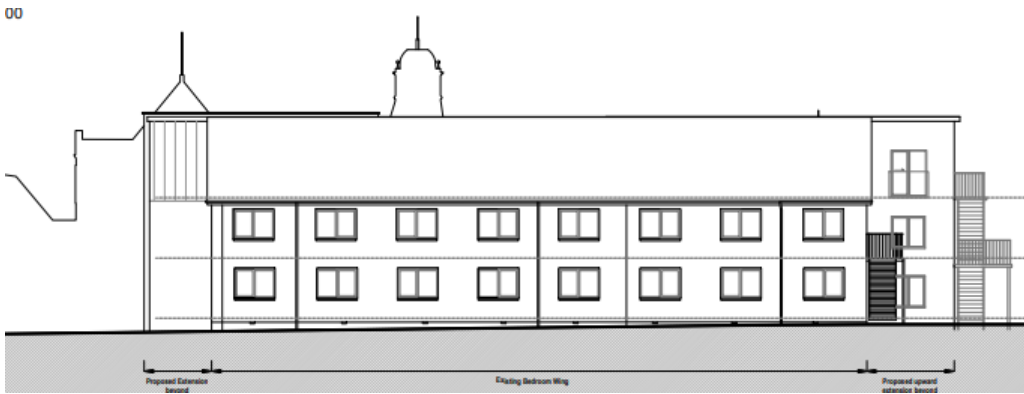
Proposed Western Elevation



Existing Northern Elevation



Proposed Northern Elevation



Existing Southern Elevation



Proposed Southern Elevation





Southern (front) Elevation



Northern (rear) Elevation





Eastern (side) Elevation



View from eastern side looking to nearest property on Lime Avenue





Western (side) Elevation



View from nearest neighbour on western side in Frimley Hall Drive



20/0342/FFU

**Reg. Date**

18 August 2020

Bisley &amp; West End

<b>LOCATION:</b>	Clews Lane Nursery, Clews Lane, Bisley, Woking, Surrey, GU24 9DY,
<b>PROPOSAL:</b>	Installation of portacabin office and shipping container for storage of horticultural supplies, construction of plant staging areas on to geotextile membranes and gravel surfacing, the widening, relaying and extension of existing vehicular access off Clews Lane and additional hard standing area.
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Mr Keith Vernon
<b>OFFICER:</b>	Emma Pearman

This application would normally be determined under the Council's Scheme of Delegation. However, it is being reported to Committee at the request of Cllr Mansfield. This is due to the amount of concerns raised by the residents on the grounds of traffic in a very narrow lane and the effect upon the Green Belt.

## **RECOMMENDATION: REFUSE**

### **1.0 SUMMARY**

- 1.1 The application site is Clews Lane nursery, located to the east of the settlement of Bisley, between Clews Lane and St John the Baptist Church. The application site is outside of the settlement area and within the Green Belt. The site currently comprises open land, however there is a shipping container, field shelter, metal shed and some hardstanding which have been constructed within the last few years. The application seeks planning permission for the installation of a portacabin office/welfare unit, a shipping container for the storage of horticultural supplies; the construction of plant staging areas on geotextile membranes and gravel surfacing; and the widening, extension and upgrade of the existing vehicular access off Clews Lane to highways standards, as well as additional hard standing area within the site and along the access road. These elements are required in connection with the proposed use of the site as a plant nursery.
- 1.2 The lawful use of the site is for agriculture. The use of the site as a nursery for growing trees from saplings is a form of agriculture and so the use itself does not require permission. The portacabin and container and the plant staging areas are deemed to be reasonably necessary to support this use, and is not inappropriate development in the Green Belt. However, the additional hardstanding would represent an engineering operation and by virtue of its significant area would visually not preserve openness and be inappropriate development in the Green Belt. The visual urbanising effect of the hardstanding would cause further harm to the rural and picturesque character of the area and the setting of the Grade II\* Listed St. John's Church. The County Highway Authority have also objected, stating that it has not been demonstrated that the appropriate visibility splays could be achieved, and that the intensification of the use of the road by large commercial vehicles would adversely affect highway safety. There is also insufficient information to be certain that off-site trees along the access road will not be harmed by the proposed hardstanding along the access.

- 1.3 While there are some benefits of the proposal, it is not considered that they amount to very special circumstances to outweigh the identified harm. It is therefore recommended that the application is refused.

## **2.0 SITE DESCRIPTION**

- 2.1 The application site comprises an approx. 0.7ha field to the east of Clews Lane, within the Green Belt, with the defined settlement of Bisley running along the opposite side of Clews Lane. The site benefits from a shared vehicular access with the detached bungalow of Willow Tree Cottage to the southwest. The eastern corner of the site adjoins St John the Baptist church grounds, with views to this church restricted by trees. There is a public footpath FP137 along the south-eastern site boundary.
- 2.2 From review of the planning history (Section 3 below), it appears that the site has previously been used as a nursery as stated in the 1979 agricultural dwelling application documents. At this time, the Council identified almost the whole of the area as being cultivated for horticulture, containing deciduous, coniferous, fruit and ornamental trees/shrubs grown for exported sale. More recently, the information submitted in early 2010 under the 10/0116 application states that the site has been used for producing hay and silage for an off-site farmer and was identified as Grade 4 (poor quality) pasture land by an agricultural consultant appointed by the Council.
- 2.3 Aerial photos covering the last 20 years show the site as grass for the entire period, however a shipping container, area of hardstanding and a close-boarded fence appeared between the end of 2016 and early 2017 and still remain. The close-boarded fence has been erected between the hard standing and the eastern site boundary. The shipping container is currently in the approximate proposed location for the portacabin, and not its final proposed location which is why the proposal is not described as retrospective. There is also now a metal corrugated shed to the west of the shipping container, and a wooden field shelter to the east. These do not benefit from planning permission, although the fence is permitted development.
- 2.4 Lines of willow trees have been planted to the south-west, close to where the proposed vehicular access extension would be. The rest of the site remains open as grassland, including land to the east and south also in control of the applicant. The land in the applicant's control beyond the northeast boundary is used for the keeping of horses, with a horse box present at time of most recent site visit.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 79/0077 - Erection of agricultural occupancy bungalow

*Decision: Refused*

- 3.2 10/0116 - Erection of a stable building and a storage building.

*Decision: Refused*

*Reason:*

*It has not been demonstrated that the proposed development is genuinely needed for either agriculture, forestry or that it would provide essential facilities for outdoor sport or recreation. The proposal is therefore considered to be inappropriate development in the Green Belt which by its very nature would be harmful to character and openness of the Green Belt. Furthermore, no case of very special circumstances has been demonstrated to outweigh the harm which would arise. The proposal is therefore considered to be contrary to the aims and objectives of Policy RE2 of the Surrey Heath Local Plan 2000 (as saved) and PPG2 Green Belts.*



- 3.3 11/0161 - Prior notification for agricultural development to include the erection of a building for the storage of hay and machinery.  
*Application withdrawn.* The 1995 GDPO did not allow the erection of a building on an agricultural unit of less than 5 hectares.
- 3.4 11/0523 - Prior notification for agricultural development to include the erection of a building for the storage of hay and machinery.  
*Application withdrawn.* The 1995 GDPO did not allow the erection of a building on an agricultural unit of less than 5 hectares.
- 3.5 17/0414 - Application for Prior Notification of Agricultural Development in the form a proposed road under Class B, Part 6 of Schedule 2 of the Town and Country Planning General Permitted Development Order 2015 (as amended).  
*Decision: Prior approval required.*  
*Reason:*  
*It has not been demonstrated that the development is reasonably necessary for the purposes of agriculture within the unit thereby failing to meet the requirements of Class B, Part 6 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).*
- 3.6 18/0465 - Lawful Development Certificate for the proposed improvement and extension of existing vehicular access, erection of portacabin office and extension to hard standing and storage areas.  
*Decision: Refused*  
*Reason:*  
*It has not been demonstrated that the proposed development is reasonably necessary for the purposes of agriculture within the unit thereby failing to meet the requirements of Class B, Part 6 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Notwithstanding this, the application site does not benefit from any permitted development rights for agricultural buildings, as its area is less than 5 hectares. Furthermore, the proposed development fails to satisfy criteria B.1 (b) and B.4 under Part 6 of Schedule 2 of the above Order. Planning permission is therefore required.*

#### **4.0 THE PROPOSAL**

- 4.1 Planning permission is sought for the installation of a portacabin office/welfare unit and shipping container for storage of horticultural supplies, the construction of plant staging areas on to a geotextile membrane and gravel surfacing, and widening and re-laying of the vehicular access off Clews Lane.
- 4.2 The supporting statement advises that the applicant is currently using the site to support its business activities through growing trees from saplings. The applicant wishes to extend its business activities through the additional production and storage plant material, to facilitate the efficient supply of plants to its landscape and garden design projects, along with all ongoing maintenance projects where replacement planting is necessary.
- 4.3 The proposed portacabin would be sited within the existing hard surfaced area (towards the western boundary), and would consist of office, kitchenette and toilet facilities. The proposed site plans shows that the portacabin would have a width of 7.5m and depth of 3.3m. The supporting statement advises that the portacabin will provide new office space for two staff members, with doorway access directly from the hardstanding area, and that this space will be vital for staff to process orders and check deliveries, as well as providing welfare facilities. It is also advised that the unit will be located in the delivery area with views onto the car park and plant staging area. Although the supporting statement advises that the dimensions would be 6m x 2.4m, the dimensions on the submitted drawing must be considered as that proposed.

- 4.4 The proposed shipping container would also be sited within the existing hard surfaced area (towards the northern boundary), and would have a width of 6m and depth of 2.4m as shown on the site plans. It is labelled as existing on the site plans, but at time of site visit the container was sited to the west, roughly in the location of the proposed portacabin. The supporting statement advises that the proposed shipping container is for the storage of sundry material.
- 4.5 The proposed plant staging areas would consist of five rows of geotextile membranes surrounded by gravel surfacing for pedestrian access, located to the east of the existing hard standing area. The supporting statement advises that this is to facilitate plant materials delivered to the nursery to be staged prior to being transported to development sites managed by the applicant.
- 4.6 The proposed widening and relaying of the existing vehicular access off Clews Lane would consist of asphalt. The existing access would also be extended in length to the east by a further distance of approx. 50m, to provide an overall access length of approx. 120m from the Clews Lane entrance. The frequency and type of vehicles proposed has been provided (see Annex B of this agenda).
- 4.7 The proposed site plans also include a polytunnel and a water storage structure. These were included as part of additional information to validate the application. However, as the application form originally received did not amend the proposal description to include the polytunnel and water storage structures, they cannot be considered under this application as they were not subject to the statutory consultation process already undertaken. Whether the polytunnel and water storage structures require additional planning permission would depend on the type and scale of structures proposed. Their size, their degree of permanence and the way they are fixed to the ground would also be relevant.

## 5.0 CONSULTATION RESPONSES

- |     |                                 |  |
|-----|---------------------------------|--|
| 5.1 | County Highway Authority        | Objection, regarding visibility splays and increased use of Clews Lane by commercial vehicles. These comments are appended as Annex A. |
| 5.2 | Council Conservation Consultant | No objection in principle, subject to condition  |
| 5.3 | Council Arboricultural Officer  | Additional information required to be able to determine the impact on off-site trees. Tree protection plan is not adequate.            |
| 5.4 | Council Scientific Officer      | No objection, given the limited ground disturbance   |
| 5.5 | Bisley Parish Council           | Object on highways grounds in that the use of Clews Lane for HGVs of all sizes is inappropriate for the area.                          |

## 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, objections from 96 addresses have been received, raising the following concerns:
- 6.2 Principle of development [See Section 7.2]
- Conflict with local plan
  - Violation of Green Belt policy
  - Site is peaceful, green and tranquil
  - Loss of one of the most beautiful fields in the area

- Land hasn't been used as a plant nursery for 35 years – and then it was minimal – application should be classified as a change of use

### 6.3 Character and heritage [ See Section 7.3 and 7.4]

- Out of keeping with character of area
- Over development
- Eyesore in a rural area
- Impact on Church and Grade II Listed holy well both within 200m of site
- Site also near public footpaths – so will be an eyesore
- Development too high
- Banked earth to conceal portacabin from Clews Lane is not a natural feature
- Proposed buildings are ugly
- Trees should be protected, not destroyed
- Negative impact on village

### 6.4 Residential amenity [See Section 7.5]

- Close to adjoining properties
- Loss of privacy
- Noise nuisance – HGVs, use of generators and construction works

### 6.5 Highway matters [See Section 7.6]

- Increase in traffic – Clews Lane not capable of taking these vehicles
- Village is congested enough with large vehicles
- Road surfaces already in poor condition
- Lots of accidents on Clews Lane and surrounding roads
- Clews Lane is narrow – not wide enough for free flow of vehicles in each direction - and has no footpath
- Not suitable for HGVs - will not be safe with larger vehicles using this than as existing
- Lane is used by families and children to access nearby school, park and church
- Lane is further narrowed by existing on-street parking overspill, made worse by school drop-off/pick-up
- Lane is already too busy – cars speed – overgrown hedges – dangerous for pedestrians, cyclists and horse riders – used by many for walking with nearby public footpaths
- Inadequate site access, parking and public transport
- Question why access has to be widened – most vehicles have no issues accessing site – e.g. refuse lorry and farming machinery have accessed site for years
- Damage to trees from high sided vehicles

### 6.6 Other matters

- Increase in pollution [*Officer comment: Given the limited proposed number of vehicles to the site and the nature of the use it is not considered that it would result in any significant adverse impacts in this regard*]

- Impact on wildlife [*Officer comment: Given the nature of the horticultural use and the current habitat at the site, the fact that no loss of trees are proposed it is not considered that there would be any significant harm to wildlife*]
- Increase danger of flooding – existing drainage of field is an issue – run-off on to Clews Lane during heavy rain – will be made worse by proposal [*Officer comment: The application site is in Flood Zone 1 and in an area of low risk for surface water flooding. Given the size of the site no further information is required in terms of flooding*]
- Potentially contaminated land – applicant has already buried waste on site [*Officer comment: See section 7.7*]
- Concerned about pesticides and fertilisers in water run-off from site [*Officer comment: See section 7.7*]
- Strain on existing community facilities [*Officer comment: It is not clear what community facilities are meant and it is not considered that the proposal would cause any harm in this regard given its nature*]
- Discrepancies between application statement and plans/ no drawings have been submitted for the proposed water tank or polytunnels [*Officer comment: See paragraph 4.7 above*]
- Insufficient neighbour notification [*Officer Comment: Notification was undertaken in accordance with the statutory requirements*]

## 7.0 PLANNING CONSIDERATIONS

7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), and in this case the relevant policies are Policies CP1, CP2, CP8, CP11, CP14A, DM1, DM9, DM11 and DM17. The National Planning Policy Framework (NPPF) is also a material consideration to the determination of this application. The main issues to be considered are:

- Principle of the development in the Green Belt;
- Impact upon the character of the area and impact on trees
- Impact on heritage and archaeology
- Impact on residential amenity;
- Impact on access, parking and highway safety, and;
- Other matters – contaminated land;
- Consideration of very special circumstances

### 7.2 Principle of the development in the Green Belt

7.2.1 Following recent site visits and a review of the planning history, it is considered that the application site was historically in agricultural use as a plant nursery, and since then may have been in use for hay making as described in 2010. Agricultural use of the application site, meeting the following definition, would therefore not, in itself, require planning permission. Part 336(1) of the Town and Country Planning Act 1990 (as amended) defines agriculture to include:

*horticulture, fruit growing, seed growing, dairy farming, the breeding of livestock (including any creature kept the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land as woodlands where*

*that use if ancillary to the farming of land and any other agricultural purposes, and 'agricultural' shall be construed accordingly.*

[officer emphasis]

- 7.2.2 The supporting statement advises that the site as a whole is being managed to ensure it does not become overgrown, including the treatment of weeds. The site appears to be fit for the purposes of recommencing plant production. The proposed construction of plant staging areas on to geotextile membrane and gravel surfacing, are all reasonably necessary for agriculture and designed (and intended) for agriculture at this application site – specifically as a garden nursery, consistent with the above definition. The ancillary portacabin office/welfare facilities (for a total of two members of on-site staff) and shipping container would, in the officer's opinion, be of a commensurate size to support this use.
- 7.2.3 Whilst a portacabin and shipping container are mobile structures given that they are intended to be in situ whilst the use is in place, and given their degree of permanence, it is considered reasonable to classify them as buildings for the purposes of the Green Belt assessment. Paragraph 149 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, although there are exceptions. One of these exceptions listed is buildings for agriculture or forestry. It is therefore considered that the portacabin and shipper container are not inappropriate development.
- 7.2.4 The supporting statement advises that the nursery would also require provision of a 1,600 litres water tank and a 9.4m x 21m polytunnel, as shown and labelled on the proposed site plan. However, the proposed site plan that includes the HGV tracking, labels the water tank as being 50,000 litres. Again, these structures may be deemed as necessary to support the use and may not constitute inappropriate development, but these elements cannot be formally considered without the necessary detail and as explained in paragraph 4.7 above. An advisory informative will be added in this regard.
- 7.2.5 Paragraph 150 states that certain other forms of development, including engineering operations, are also not inappropriate in the Green Belt provided that openness is preserved and the development does not conflict with the purposes of including land within the Green Belt. In the officer's opinion it is reasonable to classify the proposed widening, relaying and extension of the existing vehicular access off Clews Lane and the additional hard standing area as an engineering operation.
- 7.2.6 The proposal includes a significant additional amount of hardstanding across the site. At present, the only areas of hardstanding are the existing access road, which has a partly gravelled surface, and part of the area between the container and the close-boarded fence, which is again a gravelled surface. The remainder of the site is laid to grass. The proposal includes an asphalt surface along the existing access road and extending into the site to cover an area of grass within the site of over 400m<sup>2</sup>. The whole area between the portacabin and fence would also be hardstanding, which is an additional area of around 600m<sup>2</sup>. The area underneath the plant staging areas would be gravelled, which is an area of 1000m<sup>2</sup> approx. in total, excluding the plant staging areas. This would lead to a net increase in hard standing area of approx. 2000m<sup>2</sup> above what is currently on site. It is not considered that the plans accurately show the extent of existing hardstanding, which is less than is shown on the plan, and as such this has been reflected accordingly in the above figures.
- 7.2.7 Whilst hardstanding, by its very nature, would not have a significant impact upon Green Belt openness, nevertheless, harm would arise. Caselaw has established that harm to openness is open-textured and can include spatial and visual impacts. In the officer's opinion this extent of hardstanding would result in an urbanising effect upon the Green

Belt. The hardstanding would spread development to the east and visually this would be harmful to the open character of the Green Belt here, characterised by open fields and its rurality (see Section 7.3 below). By association, therefore, there would be a degree of impact upon the purposes of the Green Belt which includes preventing encroachment into the countryside, albeit it is accepted that this impact would be limited. The hardstanding would therefore be inappropriate development.

- 7.2.8 Paragraph 148 of the NPPF is clear that substantial weight 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 its inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations. Section 7.3 – 7.7 of this report therefore consider any other harm caused by the proposal. The need for this hardstanding and whether there are very special circumstances to outweigh the harm will then be considered in section 7.8.

### **7.3 Impact on character of the surrounding area and impact on trees**

- 7.3.1 Paragraph 130 of the NPPF states that planning decisions should ensure that developments add to the overall quality of the area, are visually attractive as a result of layout and appropriate and effective landscaping, and are sympathetic to local character and history including the surrounding built environment. Paragraph 134 states that development that is not well designed should be refused especially where it fails to reflect local design policies and government advice on design.
- 7.3.2 Policy CP2 of the CSDMP states that development should respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 also promotes high quality design that respects and enhances the local environment, paying particular regard to scale, massing and bulk, and requires development to protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate.
- 7.3.3 Although the site is adjacent to the settlement of Bisley, the immediate Clews Lane street scene is verdant and rural in character, comprising a narrow laneway and mature shrubbery at each side. The application site is set significantly back from this highway boundary, and as such, other than the entrance gates and access road, is not visible from Clews Lane. The access road is currently loose gravel and grass, and additional hardstanding along the access road is not considered to be significantly harmful in this context adjacent to Clews Lane and the driveway of Willow Tree Cottage.
- 7.3.4 The site is visible from Public Footpath FP137 which runs along the southern and eastern boundary of the site. Views from this footpath into the site are completely unobscured as there is no boundary treatment between the footpath and the site, and it is completely open. While the existing close-boarded fence within the site reduces the open, spacious nature of the views from this footpath, as stated above this element does not require planning permission. The plant staging areas would be the closest part of the development to the footpath, and although no further details are provided in terms of their height or appearance, this could be controlled by condition and given their likely low height and appearance in keeping with the horticultural nature of the use, are not likely to cause any significant harm to the character and appearance of the area.
- 7.3.5 The portacabin and shipping container would be further from the footpath and their visibility from the east reduced by the close-boarded fence, though they would be clearly visible in the distance from the south. However, they would be set back against the tree line, some distance from the path and given their height and temporary appearance, there would be no significant adverse impact on character. With regards to the proposed hardstanding, while the area behind the fence would only be visible at a distance from the footpath to the south, the extended access along the south of the site would be clearly visible and would constitute a significant urbanising and unattractive feature in this otherwise rural landscape.

- 7.3.6 There are a number of oak trees located on and adjacent to the application site. Most of these are located on third party land, immediately to the north of the access road, and provide significant amenity value when viewed from Clews Lane particularly. Two oak trees are located within the site itself. The application is accompanied by an Arboricultural Report, which states that one of the trees within the site requires removal as it is infected with a fungus. The report states that the trees along the access road will be able to remain, with the proposed hardstanding laid within their Root Protection Area.
- 7.3.7 The Council's Arboricultural Officer has been consulted and has stated that in principle, the hardstanding is unlikely to harm these retained trees along the access road, due to pre-existing levels of ground compaction. However, an Arboricultural Method Statement for the installation of the driveway, including cross sectional drawings, are needed prior to determination to be sure that the roadway will be adequately able to support the vehicles without harming the tree roots. Given that the application is proposed for refusal, the applicant has not been asked for this additional information and as such a reason for refusal is proposed in this regard. However, it is considered that in the event of an appeal, further information could be provided which may overcome this refusal reason.
- 7.3.8 The Arboricultural Officer has also commented that the Tree Protection Plan may be insufficient as it proposes removing some of the protective fencing for the installation of the hardstanding. However, it is considered that a revised Tree Protection Plan could be submitted by condition if the development was otherwise acceptable.
- 7.3.9 It is therefore considered that the proposal causes unacceptable harm to the character of the area, in terms of the urbanising effect of the significant additional amount of hardstanding proposed. In addition, insufficient information has been provided at this stage to be able to determine whether the proposed access road would harm the off-site trees. The proposal is therefore contrary to Policies CP2 and DM9 as it fails to sufficiently protect and enhance the character of the area.

#### **7.4 Impact on heritage and archaeology**

- 7.4.1 Paragraph 199 of the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.4.2 Policy DM17 of the CSDMP states that development which affects any Heritage Asset should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting. Policy CP2 requires development to respect and enhance the quality of the urban, rural, natural and historic environments.
- 7.4.3 The site is also near the Grade II\* Listed St John the Baptist Church to the east and its Holy Well (Grade II Listed) to the southwest along FP137. There are clear views of the site from within the church yard, given the low wall and gaps in the trees on its western boundary, however the site is not visible from the Holy Well, given the intervening vegetation.
- 7.4.4 A desk-based archaeological assessment has been provided, which advises that the previous discoveries from nearby areas suggest that the area has moderate to good potential for as yet unknown buried archaeological remains of medieval and post-medieval date. The report therefore recommends that the development should be subject to an archaeological watching brief. This assessment also assesses the site's proximity to the abovementioned Listed Church and Holy Well. The assessment concludes that despite the close proximity to the Listed Church site and its Holy Well,

little or no intervisibility can be established, as the existing boundaries around these Heritage Assets are heavily wooded and comprise numerous mature trees. Following the site visit, the officer does not agree with this conclusion as there are clear views of the site from the church yard as described above.

7.4.5 The Council's Conservation Consultant has raised no objection to the principle of the proposal, but has commented that no details regarding the service connections have been submitted which could have an impact on the archaeology. It advised that the County Archaeologist is referred for comment and/or conditions for trial trenches with a watching brief added to any permission given. A watching brief is also recommended by the archaeological assessment and although it is noted that the depth of ground disturbance is limited, could be secured by planning condition. No specific comments on the impact on the listed buildings were received.

7.4.6 It is considered that given the intervisibility of the site and the Church, as well as its proximity to the Church that affects its setting, the proposal does cause harm to the setting of this heritage asset, particularly through the urbanising effects of the hardstanding, compared to the currently very rural nature of the Church's setting. It is therefore considered that the proposal is contrary to Policy DM17, Policy CP2 and the NPPF as it fails to conserve and enhance the setting of the listed church and the historic environment.

## **7.5 Impact on residential amenity**

7.5.1 Policy DM9 of the CSDMP states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses.

7.5.2 The closest residential property to the site is Willow Tree Cottage, which is to the south of the site access road. The property is not immediately adjacent to its boundary with the access road, although would experience additional noise and disturbance from the increased use of this access. However, the types and numbers of vehicles likely to access the site has been provided by the applicant, which includes two deliveries per week by HGV only. The hours of operation and number of HGVs accessing the site could be controlled by condition which would prevent any significant harm to amenity. The property is far enough away from the proposed built development not to be adversely affected by these elements.

7.5.3 Concerns have been raised by neighbours in the vicinity in respect of noise from HGVs, generators and construction works. However, with conditions controlling hours of operation and numbers of HGVs, the impact on amenity to neighbours further afield is considered to be acceptable. The noise from any generator may be audible at a low level, but given the distance of the site from surrounding residential properties, is not considered likely to cause any significant adverse effects. Construction works are temporary in nature and are not a material planning consideration. Impacts during the construction period in terms of noise, parking and operating hours could be controlled through the submission of a Construction Management Plan, secured by condition.

7.5.4 On this basis, is not envisaged that the proposal would adversely impact upon the residential amenity of the area, to accord with the amenity requirements of Policy DM9 of the CSDMP and the NPPF.

## **7.6 Impact on access, parking and highway safety**

7.6.1 Paragraph 111 of the NPPF states that development should only be prevented or 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. Policy DM11 of the CSDMP states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted



unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. Policy CP11 states that the Council will work with the highway authority to seek the efficient and safe operation of the highway network.

- 7.6.2 The existing vehicular access to the site off Clews Lane is proposed to be altered by increasing its carriage width to approx. 4.8m. The existing access would also be extended in length to the east by a further distance of approx. 50m, to provide an overall access length of approx. 120m from the Clews Lane entrance. In their initial consultation response, Surrey County Highway Authority (CHA) requested additional information detailing whether the proposal will lead to an increase in vehicular movements to/from the site and/or whether it will lead to a change in the size of the vehicles accessing the site.
- 7.6.3 In response, the applicant provided a table of the number of vehicles and the vehicle types which would travel to and from the site in conjunction with the plant nursery operation (see Annex B of this agenda). One motorcycle and one car used by staff would travel to and from the site each working day. 1-2 small commercial vehicles would visit the site each day, to pick up a small number of plants and to drop off materials. One large van (two axle six tyre unit) would visit site once per week to deliver and collect plants and materials. One small truck (three axle single unit) would also visit once per week but to deliver plants and materials only. Any larger vehicles would be prohibited.
- 7.6.4 The CHA has however raised objection in response to the above additional information, proposing refusal of the application for two reasons (see Annex A). Regarding the first reason for refusal, the CHA has commented that a minimum visibility splay of 2.4 x 25m would be needed to be provided in each direction from the access, commensurate with vehicle speeds of 20mph, with no obstruction to visibility between the height of 0.6 and 2.0 metres above the ground. Visibility in the trailing traffic direction is severely restricted by an existing hedge, which appears to be on third party land. It has therefore not been demonstrated to the satisfaction of the CHA that 2.4m x 25m visibility splays could be provided over land that is either under the control of the applicant or is highway land. The intensification of use of an access with substandard visibility would increase the risk of conflict with other road users.
- 7.6.5 Regarding the second reason for refusal, the CHA has commented that Clews Lane is a narrow rural road, with no footway. It provides access to public footpaths 138 and 137 and is a road used by pedestrians as well as by cyclists and horse riders. The proposed development would lead to an increased use of the road by large commercial vehicles, needed to deliver plant materials to the development site and for transporting containerised trees and shrubs from the site to other locations. Due to the narrowness of the carriageway large commercial vehicles would not be able to pass other vehicles on Clews Lane. This may result in vehicles having to reverse a distance to reach passing places. The proposed development would therefore cause inconvenience to other road users and be to the detriment of the safety of vulnerable road users.
- 7.6.6 It is noted that Clews Lane is subject to a weight restriction of 7.5T but with an exception for access, and as such this would not prevent the larger vehicles coming to and from the site, as it only prevents the use of this road as a cut through by larger vehicles.
- 7.6.7 It is therefore considered that the proposal is unacceptable in terms of its impact on highway safety and is therefore contrary to Policies CP11, DM11 and the NPPF in this regard.

## **7.7 Other matters**

- 7.7.1 Policy DM9 requires development to respect and enhance the natural character of the environment. Objections have been raised mentioning that there is buried waste on the site. The Council's Scientific Officer has been consulted and has stated that he has no objections, given that the ground disturbance is limited. He states that there are limited pollution linkages, of which one could be by way of foul water discharge from the

portacabin, and as such the applicants will need to apply to the Environment Agency to install a septic tank. Given this is covered by other pollution control regimes, there is no requirement for a condition in this regard.

## **7.8 Consideration of very special circumstances**

- 7.8.1 Paragraph 147 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.8.2 In this case, the hardstanding would be inappropriate development in the Green Belt because of its harm to openness. Other harm to character and the setting of the listed Church has also been identified, through the urbanising effect of the significant amount of additional hardstanding, and insufficient information has been provided to be sure that the proposal will not harm the off-site trees. There is also significant harm arising from the impact of the proposal on highway safety. This quantum of identified harm needs to be clearly outweighed by very special circumstances.
- 7.8.3 The applicant has not put forward an explicit case for very special circumstances (VSCs). However, case law has held that all factors which are in favour of a grant of planning permission for inappropriate development in the Green Belt are capable of contributing towards the assessment of very special circumstances. Whether the very special circumstances test is met, on the facts of a particular proposal, is a matter for the decision-maker.
- 7.8.4 The proposal has economic benefits in terms of supporting a local business, and paragraph 81 of the NPPF states that 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 proposal would support jobs for two members of staff, and there is also the opportunity for indirect employment, such as drivers hauling materials to and from the site. The job creation is also supported by Policy CP8 of the CSDMP.
- 7.8.5 The need for the hardstanding to support this use is also a consideration. The application form advises that the existing site accommodates three parking spaces for light goods vehicles and the proposal would also provide three such spaces. The supporting statement also advises that staff parking will be provided to the north of the site with the overall proposal facilitating two staff members. It is considered reasonable to assume that this would involve an additional two vehicle parking spaces. It is accepted that one of the proposed site plans includes a swept path analysis for a large commercial vehicle. However, given the proposed parking requirement, it is unclear why such a large amount of additional hard standing area is reasonably necessary for the use of the application site as a plant nursery. Similarly, it is not considered that the extent of the proposed increase in the length of the existing vehicular access has been adequately demonstrated to be reasonably necessary for the purposes of this agricultural use of the site, and given this would be asphalt, is one of the more harmful elements of the proposed hardstanding.
- 7.8.6 In the officer's opinion there would not be a permitted development fallback for the on-site hardstanding. Agricultural units on sites of less than 5 hectares do benefit from permitted development rights for the provision of a hard surface, however that hard surface has to be reasonably necessary for the purposes of agriculture within that unit. On the basis of the submission, it is not considered that the provision of the hard surface is reasonably necessary for the use as proposed.

- 7.8.7 The applicant sets out the following in the planning statement as benefits of the scheme:
- Additional CO<sub>2</sub> storage through the production of trees and shrubs;
  - Grey water capture from the road to use on trees and shrubs, leading to more water efficiency;
  - Additional green infrastructure;
  - Improved access to the right of way;
  - Consideration of learning and skills training and accessible employment opportunities; and,
  - Enhancement of biodiversity through the introduction of new plant species.
- 7.8.8 The above factors can contribute towards the requirement for very special circumstances. With regard to CO<sub>2</sub> storage, it is noted that they will also be putting hardstanding over a large, currently grassed area which also stores carbon, and the amount of proposed planting and carbon storage is not quantified. As such limited weight can be attached to this benefit. With regard to the water capture, later in the document it states that porous asphalt may be used instead of doing this, and as such very limited weight can be attached to this.
- 7.8.9 The site as a nursery is likely to result in additional planting and enhancement of biodiversity, which is a benefit also supported by the NPPF and Policy CP14A which seeks to increase biodiversity, however there are no further details of the proposed planting. It is not clear what is meant by the improved access to the right of way, as the site will be a private nursery and there appears to be a fence between the site and the right of way to the east. As such very limited weight can be attached to this. The opportunities for learning and skills training would also be a benefit, however the statement only mentions consideration of this, so it is not a guaranteed benefit.
- 7.8.10 For the reasoning given above, either alone or in combination, these factors are not considered sufficient to amount to very special circumstances to outweigh the identified harm.

## **8.0 CONCLUSION**

- 8.1 The proposed use of the site and the buildings to support this use are not inappropriate development in the Green Belt. However, the hardstanding is an engineering operation and by reason of its extent would visually be harmful to openness and therefore be inappropriate development in the Green Belt. Further harm would be caused to rural character and the setting of the listed church adjacent to the site. In addition, insufficient information has been provided to be able to fully determine the impact on off-site trees. The County Highway Authority has also objected, stating that Clews Lane is not suitable for the increase in commercial vehicles, and the access would require a large visibility splay on land which does not appear to be within the applicant's control.
- 8.2 The identified harm is not outweighed by very special circumstances, and as such the application is recommended for refusal.

## **9.0 POSITIVE/PROACTIVE WORKING**

- 9.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included 1 or more of the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

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

## 10.0 RECOMMENDATION

REFUSE for the following reasons:

1. The proposed hardstanding is an engineering operation, and by virtue of its extensive area and spread of development to the east would spatially and visually be harmful to Green Belt openness and therefore be inappropriate development in the Green Belt. The hardstanding would cause additional harm to the rural character of the area; the recreational enjoyment of the area including views from public footpath FP137; and, the setting of the adjacent Grade II\* Listed St. John's Church, through its urbanising effect in the rural landscape. The need for the amount of hardstanding has not been justified to the satisfaction of the Local Planning Authority and there are no very special circumstances to outweigh the above harm, nor the harm identified in reasons for refusal 2-4 below. The proposal is therefore contrary to Policies CP2, DM9 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
2. The proposed development would result in an intensification in use of the existing access onto Clews Lane, a public road, where the visibility splay in the trailing traffic direction is sub-standard. The proposed development would therefore have an unacceptable impact on highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and Section 9 of the National Planning Policy Framework.
3. The proposed development would result in an intensification in use of Clews Lane by large commercial vehicles. This would be to the detriment of the safety of other road users, including pedestrians, cyclists and horse-riders. The proposed development would therefore have an unacceptable impact on highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.
4. Insufficient information has been provided in order to demonstrate that the proposal would not have a harmful effect on the off-site trees north of the site access road. The loss of these trees would cause harm to the visual amenity of the area and the proposal is therefore contrary to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

## **Informative(s)**

1. The polytunnel and water storage structures as shown on the submitted plans have not been considered as part of the application, as they were not within the description on the application form and as such not part of the consultation undertaken. As such they have not been assessed and may require planning permission in their own right.

This page is intentionally left blank



<b>APPLICATION NUMBER</b>	<b>SU/20/0342</b>
---------------------------	-------------------

## **DEVELOPMENT AFFECTING ROADS**

### **TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Mr Keith Vernon

**Location:** Clews Lane Nursery, Clews Lane, Bisley, Woking, Surrey GU24 9DY

**Development:** Installation of portacabin office and shipping container for storage of horticultural supplies, construction of plant staging areas on to geotextile membrane and gravel surfacing, and widening and relaying of vehicular access off Clews Lane.

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	21 August 2020	<b>Response Date</b>	16 November 2020
------------------------	----------------	--------------------------	----------------	----------------------	------------------

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:

#### Refusal Reasons:

- 1) The proposed development if permitted would result in an intensification in use of the existing access onto Clews Lane, a public road, where the visibility splay in the trailing traffic direction is sub-standard. The proposed development would therefore have an unacceptable impact on highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and Section 9 of the National Planning Policy Framework 2019.
- 2) The proposed development if permitted would result in an intensification in use of Clews Lane by large commercial vehicles. This would be to the detriment of the safety of other road users, including pedestrians, cyclists and horse-riders. The proposed development would therefore have an unacceptable impact on highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and Section 9 of the National Planning Policy Framework 2019.

#### Informative Note to Planning Officer:

- 1) The County Highway Authority (CHA) would require a minimum visibility splay of 2.4 x 25m to be provided in each direction from the access, commensurate with vehicle speeds of 20mph, with no obstruction to visibility between the height of 0.6 and 2.0 metres above the ground. Visibility in the trailing traffic direction is severely restricted by an existing hedge, which appears to be on 3rd party land. It has not been demonstrated to the satisfaction of the CHA that 2.4 x 25 visibility splays could be provided over land that is

either under the control of the Applicant or is Highway land. The intensification of use of an access with substandard visibility would increase the risk of conflict with other road users.

2) Clews Lane is a narrow rural road, with no footway. It provides access to public footpaths 138 and 137 and is a road used by pedestrians as well as by cyclists and horse riders. The proposed development would lead to an increased use of the road by large commercial vehicles, needed to deliver plant materials to the development site and for transporting containerised trees and shrubs from the site to other locations. Due to the narrowness of the carriageway large commercial vehicles would not be able to pass other vehicles on Clews Lane. This may result in vehicles having to reverse a distance to reach passing places. The proposed development would therefore cause inconvenience to other road users and be to the detriment of the safety of vulnerable road users.



## Ginkgo Gardens - Clews lane Nursery – Commercial Vehicle Control

The following vehicle will be permitted to facilitate the commercial activities of the business. Red coloured vehicles will be prohibited. Figure 1 shows vehicle sizes

Vehicle Class	GVWR (Kg)	Example	Purpose	Activity	Intensity	Number
1	0 – 2,722	Motorcycle, side car, three wheeler	Nursery Staff vehicle	Non commercial	Start and end of working day	1 per day
2	2,722 – 4,536	Saloon, estate car	Nursery Staff vehicle, Management staff vehicle	Non commercial	Start and end of working day	1 per day
3	4,536 – 6,350	Small truck, pick-up truck, small van plus trailer (two axle, 4 tire unit)	Pick up of small number of plants, drop off of materials	Commercial	As required to support contracts	1-2 per day
4	6,351 – 7,257	Buses	Prohibited	N/A	N/A	0
5	7,258 – 8,854	Large van (two axle, 6 tire unit)	Delivery of plants and materials/ collection of plants and materials	Commercial	Delivery of stock plants & materials	1 per week
6	8,856 – 11,793	Small truck (three axle single unit)	Delivery of plants and materials only	Commercial	Delivery of stock plants & materials	1 per week
7	11,794 – 14,969	Medium and Large lorries (four or more axle units)	Prohibited	N/A	N/A	0
8 - 13	14,969 Plus	Three or four axle trailers	Prohibited	N/A	N/A	0







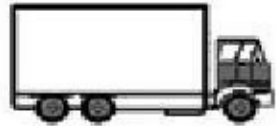
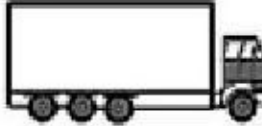

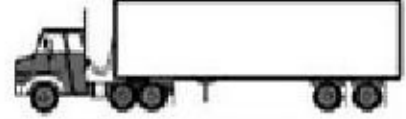






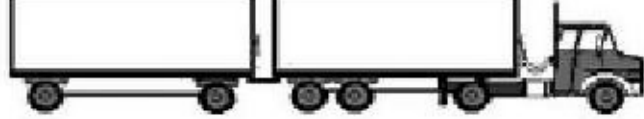


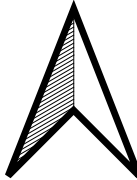
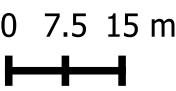
(1) Motorcycle	(2) Passenger Car	(3) Two Axle, 4-Tire Unit	(4) Buses	
				
(5) Two Axle, 6-Tire Unit	(6) Three Axle Single Unit	(7) Four or More Axles Unit	(8) Three or four Axles Trailer	
				
(9) Five Axle Single Trailer		(10) Six or More Axles, Single Trailer		
				
				
				
(11) Five or Less Axles, Multi-Trailer		(12) Six Axles, Multi-Trailer		
				
(13) Seven or More Axles, Multi-Trailer				
				

Figure 1 Vehicle sizes



<b>Title</b>	Planning Applications		
<b>Application number</b>	20/0342/FFU	  0 7.5 15 m	<b>Scale @ A4</b> 1:1000
<b>Address</b>	Clews Lane Nursery Clews Lane Bisley Woking Surrey GU24 9DY		<b>Date</b> 25 Mar 2021
<b>Proposal</b>	Installation of portacabin office and shipping container for storage of horticultural supplies, construction of plant staging areas on to geotextile membranes and gravel surfacing, the widening, relaying and extension of existing vehicular access off Clews Lane and additional hard standing area.		
<div style="display: flex; justify-content: space-between;"> <span>Version 5</span> <span>© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021</span> <span>Author: DE</span> </div>			

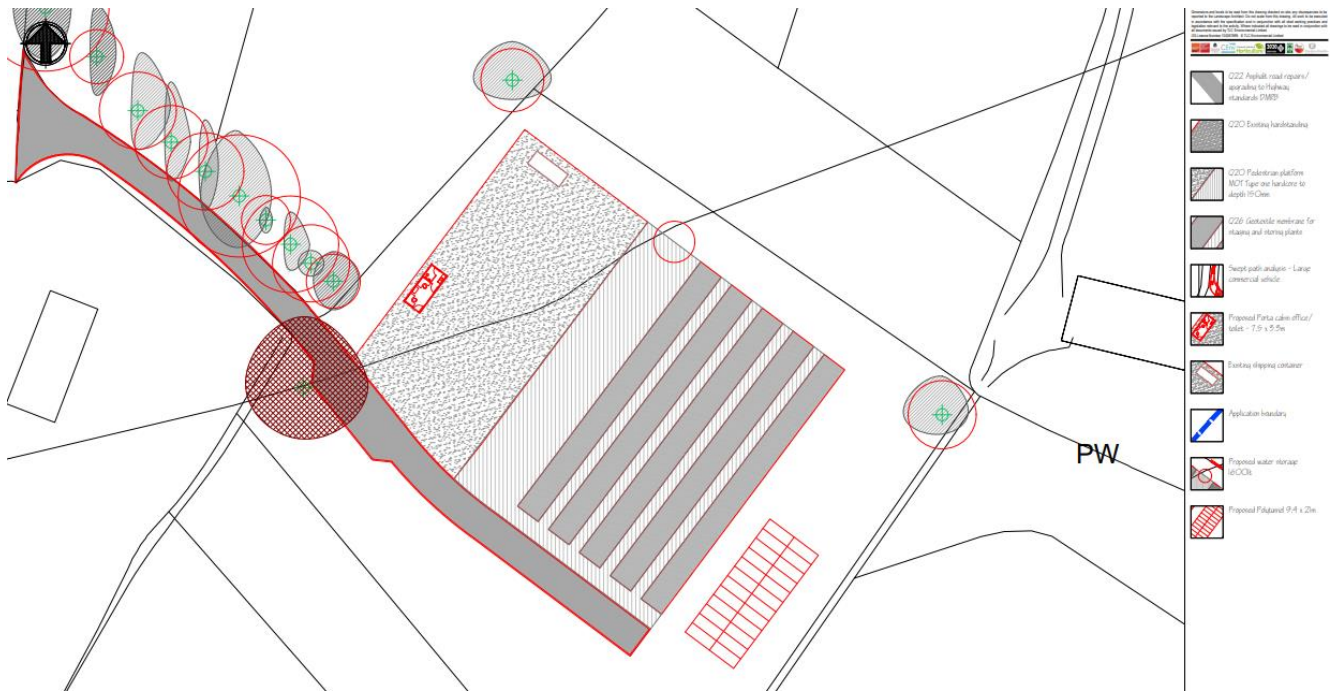


This page is intentionally left blank





Detailed layout showing vehicle swept path



Looking west across the site from public footpath



Looking south



Looking north towards Church Road





Looking east towards footpath



Existing structures on western side of site





Hardstanding on western side



Site access





Clews Lane looking south from access



Clews Lane looking north towards site

