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Monday, 6 September 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.**

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 heavily advised to watch the meeting remotely, via the livestream, in order to allow for
the maintenance of social distancing at Surrey Heath House.

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, 23 September
2021 at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Damian Roberts

Chief Executive

AGENDA

	Pages
1 Apologies for Absence	
2 Minutes of Previous Meeting	3 - 8

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 12 August 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

4 Application Number: 20/1048: 22-30 Sturt Road, Frimley Green, Camberley, Surrey, GU16 6HY *	9 - 72
5 Application Number: 20/00405 - Land At Bagshot Retail Park, 150-152 London Road, Bagshot, Surrey, GU19 5DF *	73 - 94
6 Application Number: 21/0724: 151 Gordon Avenue, Camberley, Surrey, GU15 2NR	95 - 106
7 Application Number: 21/0799: 17 Sefton Close, West End, Woking, Surrey, GU24 9HT	107 - 124
8 Enforcement Monitoring Report	125 - 132
9 Review of Exempt Items	

To review those items or parts thereof which can be released as information available to the public.

*** 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 12 August 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

*Cllr David Mansfield attended virtually so did not vote on any item

Substitutes: Cllr Sashi Mylvaganam (In place of Cllr John Skipper) and Cllr Morgan Rise (In place of Cllr Helen Whitcroft)

Members in Attendance: Cllr Adrian Page and Cllr Pat Tedder

Officers Present: Sarita Bishop, Gavin Chinniah, Joe Malone, Jonathan Partington, Emma Pearman, Eddie Scott and William Hinde

15/P Minutes of Previous Meeting

The minutes of the meeting held on 15 July 2021 were confirmed and signed by the Chairman.

16/P Application Number: 20/1048 - 22-30 Sturt Road, Frimley Green, Camberley, Surrey, GU16 6HY

The application was for the 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.

Members were advised of the following updates:

“This application is **DEFERRED**.

Paragraph 1.4 of the officer report sets out the uncertainty on the exact the level of affordable housing to be secured, at the time of the completion of the officer report and this matter has, to date, not been fully resolved. Sufficient further viability

information had not been provided in time to confirm the level of affordable housing that would be required to be provided and secured through the legal obligation and as such it is not ready to be determined by Members. In addition, we have received further education and drainage comments which require a fuller assessment.”

RESOLVED that the deferral of application 20/1048 be noted.

17/P Application Number: 19/2141 - 50 Windsor Road, Chobham, Woking, Surrey, GU24 8LD

The application was for the demolition of the existing building and the erection of a new club building and 9 dwellings, access roads, car parking and landscaping.

The amended submission 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 Victoria Wheeler. The original submission for 10 dwellings constituted a major development and so would have automatically been reported to Planning Applications Committee.

Members were advised of the following updates on the application:

“Amended wording for condition 23 as follows:

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 V) for vehicles to be parked. Thereafter the parking areas shall be retained and maintained for their designated purpose”.

As the application had triggered the Council’s public speaking scheme, Mr and Mrs Brian and Jennifer Lewis shared a public speaking slot and spoke in objection to the application. Ms Suzanne Duke and Mr Kevin Scott shared a public speaking slot and spoke in support of the application on behalf of the applicant and agent.

Whilst Members acknowledged that the appearance of the scheme complimented the existing streetscene in respect of 79-81 Windsor Road, the Committee felt the proposal failed to fit in with the Windsor Road and Fowlers Mead streetscenes as a whole. In addition, Members felt that the quantum of the proposal was also out of keeping with the streetscene and constituted overdevelopment of the site.

There were also reservations in respect of the effect of the proposal on the green corridor entrance to Chobham village in respect of the Chobham Conservation Area. Furthermore, Members opined concerns in respect of the scheme’s insufficient amenity space.

As there was no proposer and seconder for the officer’s recommendation, the officer’s recommendation fell.

An alternative proposal to refuse the application for the reasons below was proposed by Councillor Morgan Rise, seconded by Councillor Cliff Betton and put to the vote and carried.

A further vote was conducted in order to confirm that an additional reason for refusal would be included in respect of the absence of a SAMM agreement; and was carried unanimously.

RESOLVED that

I. application 19/2141 be refused for the following reasons:

- **failure to meet the Council's minimum design standards in respect of amenity space**
- **quantum of built form and overdevelopment of the site**
- **out of keeping with the existing street scene**
- **negative impact on the green corridor in respect of the entrance to the Chobham Conservation area.**
- **absence of a section 106 legal agreement and SAMM contribution; and**

II. the wording of the reasons for refusal be finalised by the Head of Planning after consultation with the Chairman, Vice Chairman of the Planning Applications Committee and the Ward Councillors.

Note 1

It was noted for the record that:

- I. Councillor Victoria Wheeler declared that:
 - a. she had been contacted by local residents who about the site, as well as the applicant;
 - b. she had been contacted by Chobham Parish Councillors whom were involved with the applicant; and
 - c. she had sat through a number of Parish Council debates in respect of the application
- II. Councillor Edward Hawkins declared that all members of the Committee had received various pieces of correspondence in respect of the application.

Note 2

In accordance with Part 4, Section D, paragraph 18 of the Constitution as Councillors Peter Barnett, Mark Gordon and Valerie White were not present for the entire consideration of the item, they did not vote or participate in the debate on the application.

Note 3

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 alternative recommendation to refuse the application:

Councillors Cliff Betton, Edward Hawkins, David Lewis, Robin Perry, Darryl Ratiram, Sashi Mylvaganam, Morgan Rise, Graham Tapper and Victoria Wheeler.

Voting in abstention in respect of the alternative recommendation to refuse the application:

Councillor Graham Alleway.

18/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.

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.

Members were advised of the following updates on the application:

"This application is **DEFERRED**.

Following the Member Site Visit, it became apparent that there were some inaccuracies on the drawings which will require amending. In addition, the received comments from Environmental Health will require further clarification."

RESOLVED that the deferral of application 20/0514 be noted.

19/P Application Number: 19/2025- Frimley Hall Hotel, Lime Avenue, Camberley, Surrey, GU15 2BG

The application was for the erection of a third floor extension with associated alterations to first and second floor.

Members raised concerns in respect of the effects of the construction of the proposal on highway safety and the residential amenity of the neighbouring properties. As a result, it was agreed to amend the proposed condition 7 of the officer report to require details in respect of hours of construction and measures to control noise and dust to be included in the submitted construction management plan.

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

RESOLVED that application 19/2025 be granted subject to the conditions in the officer's report, as amended.

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 officer recommendation to grant the application:

Councillor Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, Edward Hawkins, David Lewis, Sashi Mylvaganam, Robin Perry, Darryl Ratiram, Morgan Rise, Graham Tapper, Victoria Wheeler and Valerie White.

20/P Application Number: 20/0342 - Clews Lane Nursery, Clews Lane, Bisley, Woking, Surrey, GU24 9DY

The application was for the installation of a 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.

This application would have normally been determined under the Council's Scheme of Delegation. However, it had been reported to Committee at the request of Councillor David Mansfield. This was 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.

Members were advised of the following updates on the application:

"One further letter of objection has been received. This objection reiterates the objections summarised on the agenda at pages 158 -160. This includes highway concerns relating to the narrowness of the lane with no footpaths and the unsuitability for commercial activity; concerns over the impacts upon wildlife; and the loss of the enjoyment of the area for mental wellbeing. "

As the application had triggered the Council's public speaking scheme, Ms Sarah Oliver; Ms Lauren Wright and Mr Norman Holden, whom shared a public speaking slot, spoke in objection to the application.

The officer recommendation to refuse the application was proposed by Councillor Morgan Rise, seconded by Councillor Cliff Betton and put to the vote and carried.

RESOLVED that application 20/0342 be refused for the reasons as set out 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 officer recommendation to refuse the application:

Councillor Graham Alleway, Peter Barnett, Cliff Betton, Mark Gordon, Edward Hawkins, David Lewis, Sashi Mylvaganam, Robin Perry, Darryl Ratiram, Morgan Rise, Graham Tapper, Victoria Wheeler and Valerie White.

21/P Members' Update

The Chairman noted that following the conclusion of the meeting, Members will be updated in respect of planning enforcement matters.

Chairman

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

This application is being reported to the Planning Applications Committee because it is a major development (10 or more dwellings).

UPDATE

RECOMMENDATION: GRANT subject to conditions and a legal agreement

- (i) This application was deferred from the Planning Applications Committee on 13 August 2021 because the Heads of Terms for the legal obligation had not been fully confirmed (please see section 7.10 of the original report below). The Heads of Terms have now been fully confirmed as follows:
 - In total 15 affordable housing units (representing 9.4% of overall provision) proposed at Discount Market Sale (DMS) with a review procedure mechanism. This is the maximum level of affordable housing provision as set out in the range indicated in paragraph 7.10.4 of the original report, which has now been confirmed by the applicant;
 - £195,000 towards a local flood relief scheme (at Sturt Road under the railway bridge); and
 - £103,922 towards SAMM measures.

It is noted that, in addition, £1,971,293 is to be provided towards SANG provision within the Hart District.

- (ii) The Department of Education’s Securing Developer Contributions for Education 2019, referred to in the PPG, provides non-statutory guidance to assist local authorities to secure developer contributions for education from housing growth. Surrey County Council Education has advised that whilst there is no requirement for contributions towards mainstream primary or secondary education in this area, there is a proposed expansion of Special Education Needs (SEN) education of 20 places at Kings International College, a

secondary school in south Camberley. The application site falls within the catchment of this school and SCC has calculated, from the pupil yield for this development, a contribution of £107,680.

- (iii) Whilst, in principle, SCC's request would be consistent with the DoE guidance, the proposed SEN expansion at Kings International College is proposed to be provided without providing new, or extending existing, school buildings. SCC has indicated that these works could be provided instead by refurbishment, although no scheme is currently being promoted. In the officer's opinion, because no definitive scheme has been promoted it is unclear how and why a refurbishment would provide the additional 20 pupil places. Associated to this, there is uncertainty over delivery. Consequently, SCC's funding request would not satisfy the NPPF planning obligation tests. That is to say, a contribution towards education is not included as this is not deemed to be necessary to make the development acceptable in planning terms; has not been demonstrated to be directly related to the development; or, shown to be fair and reasonably related in scale and kind to the development. In addition, and as indicated in paragraph 7.8.3 of the original report below, the provision of an education contribution would impact on the delivery of affordable housing and funding towards the flood relief project on viability grounds.
- (iv) The proposed conditions have been reviewed in the light of comments provided by the applicant and revised comments from the Local Lead Flood Authority. The principal changes include:
- Minor corrections to the list of approved drawings (Condition 2);
 - Amendment to the timing for agreement of a land contamination scheme to allow the demolition of buildings so that the surveying underneath for potential contamination can be undertaken (Condition 6);
 - Amendment to ensure that site visibility requirements are not limited by existing road signs, and any new signs provided in the future by the County Highway Authority, which would be outside of the control of the applicant (Condition 7);
 - Amending the timing for the approval of details of amenity areas and play space (Condition 27);
 - Splitting of Condition 29 into two separate conditions (Conditions 29 and 30) with the following conditions renumbered to reflect this change;
 - Improved clarity to the delivery of the approved details (Conditions 8, 9, 15, 30 & 31); and
 - Amendments to drainage conditions (Conditions 28 and 29) which reflect revised comments from the Local Lead Flood Authority.

For completeness, and ease of reading, all of the proposed conditions have been listed at the end of this update. This list incorporates the above amendments and repeats the original unamended conditions listed at the end of the original report. The applicant had requested amendments to allow delivery of details required by a number of conditions on a phased basis, but no phasing for the development has been provided (or agreed to date).

- (v) There were 177 letters of notification letters originally sent to neighbouring properties on 21 December 2020 and there was a press notice provided in a local paper on 30 December 2020.
- (vi) Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.
- (vii) 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. There is a presumption in favour of sustainable development and whilst the

quantum of development would have an increased impact on the countryside any impact is significantly outweighed by the benefit of providing this amount of housing that would significantly address the Council's shortfall below the 5 year's supply of housing (plus buffer). Subject, therefore, to securing SANG contributions (towards a SANG in Hart district) and contributions towards SAMM and a local flood relief scheme with the provision of 15 on-site affordable housing units, the proposal is considered to be acceptable.

RECOMMENDATION

GRANT subject to a legal agreement to secure contributions of £103,922 towards SAMM and £195,000 towards a local flood relief scheme, provision of 15 on-site affordable housing units and review mechanism 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/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 E1, 29769A/440 Rev E1, 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. Construction of the 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 have 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, with the exception of existing or required road signs, 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, unless otherwise agreed in writing by the Local Planning Authority. The crossings and footway shall be provided in accordance with the approved details.

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 each 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, that provided further detail about the methods for protecting trees that are to be retained on site and, where appropriate, adjoining land, 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 first 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. Details of the amenity areas and play space shown on the approved plan 27969A/100 Rev H8 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 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) The results of infiltration testing completed in accordance with BRE Digest: 365, including information of groundwater levels and that ground contamination does not preclude the use of infiltration. Results must correspond with the proposed locations of infiltration features.

b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 7.5 litres per second.

c) 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). Confirmation of a required 1 metre unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times should infiltration be proposed.

d) Detailed drainage drawings for the existing on-site pump arrangement including details of overflow arrangements and the interaction between the existing system and on-site surface water drainage system.

e) Details of easements for existing and proposed on-site surface water drainage infrastructure, including details of surfacing and landscaping materials within easements.

f) 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, including evidence that any exceedance events do not impact the adjacent railway line and confirmation of measures in place should pump failure occur.

g) Details of drainage management responsibilities and maintenance regimes for the drainage system and proposed surface water pump for the lifetime of the development.

h) 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 and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

29. 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), 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) and confirm that any defects have been rectified.

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

30. 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 and approved Arboricultural Method Statement. Tree and ground protection is 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.

31. 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 the prior written approval of the Local Planning Authority.

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 Local Planning Authority).

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.

32. 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
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.
9. If the proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the environment Agency will require proof of surface water treatment to achieve water quality standards. If there are any further queries, please contact the Flood Risk Asset, Planning and Programming team via suds@surreycc.gov.uk.

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

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.

ORIGINAL COMMITTEE REPORT PROVIDED TO THE PLANNING APPLICATIONS COMMITTEE ON 13 AUGUST 2021

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. <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. <i>Her comments are provided at Annex B.</i>
5.13	Viability Consultant (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 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 Pumhouse 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, 29769A/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
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:

3. 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.

4. 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.

APPLICATION NUMBER	SU/20/1048
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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

Contact Officer	Richard Peplow	Consultation Date	21 December 2020	Response Date	13 July 2021
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

CONDITIONS

- 1) The development hereby approved shall not be first occupied unless and until 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.

- 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.

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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

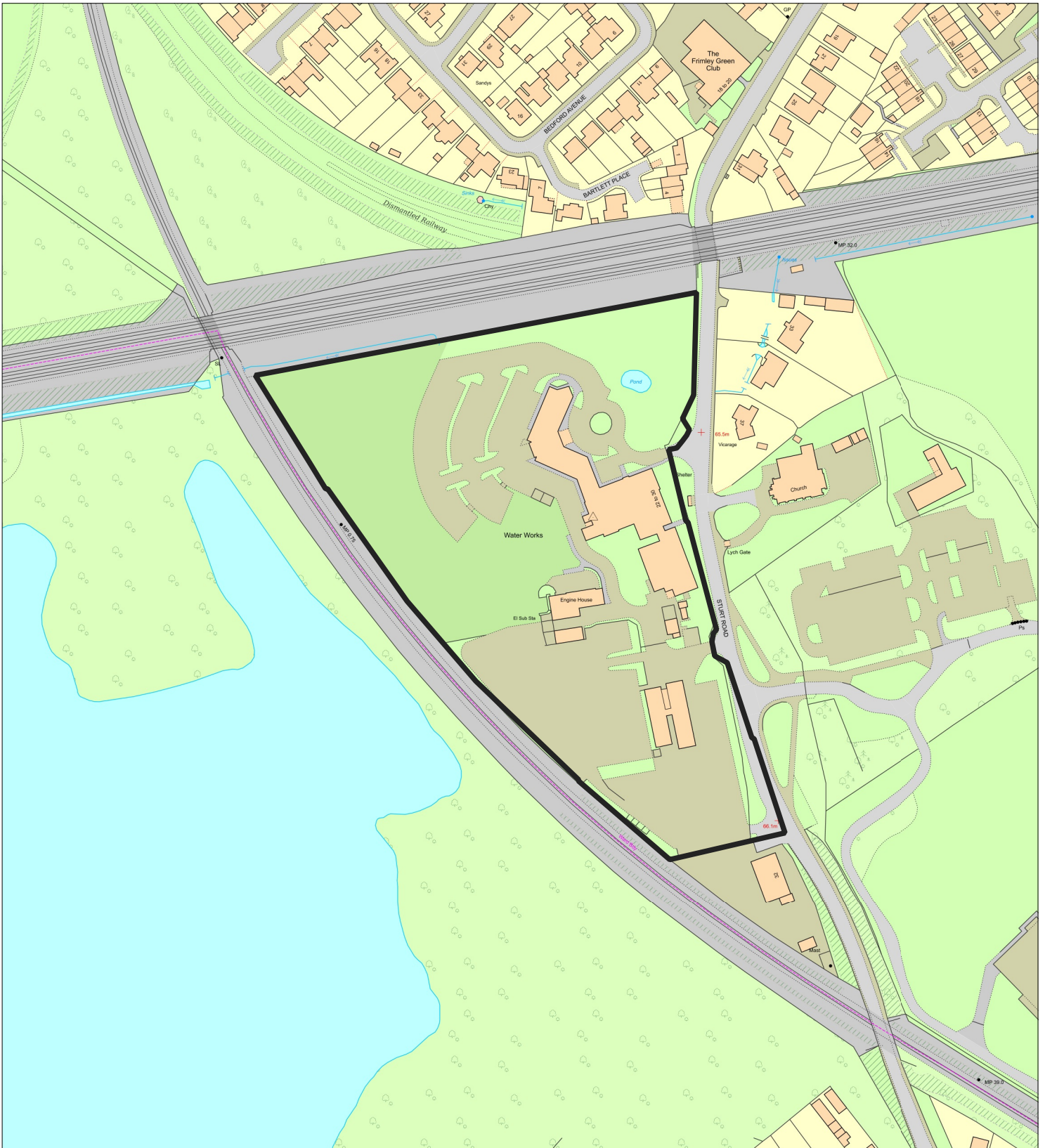
The proposed traditional building materials, orange-red brickwork and reddish-brown hanging tiles are typical for Surrey Heath and are supported in principle. The proposed vertical wooden cladding of the mill buildings is also supported from an urban design point of view. A material schedule and samples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

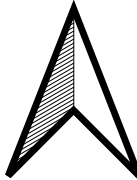
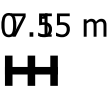

A positive result also depends on high quality detailing of the building design, such as proper recesses around windows and doors, high quality fenestration and doors with appropriate detailing in line with Surrey Heath Residential Design Guide (SHRDG) SPD. Consequently, these principal design details,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



Title	Planning Applications		
Application number	20/1048/FFU	  0.55 m	Scale @ A4 1:2500
Address	22-30 Sturt Road Frimley Green Camberley Surrey GU16 6HY		Date 22 Jul 2021
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		
			
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Site Location and existing layout



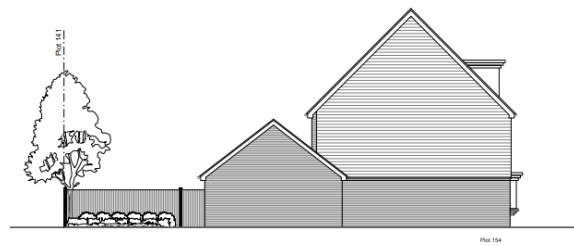
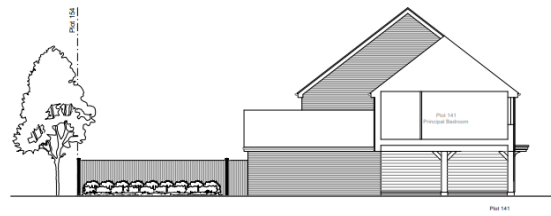
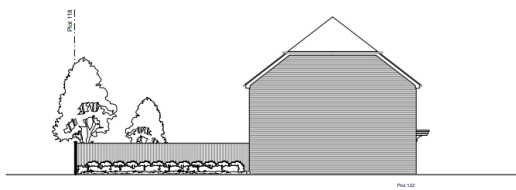
Proposed Layout



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



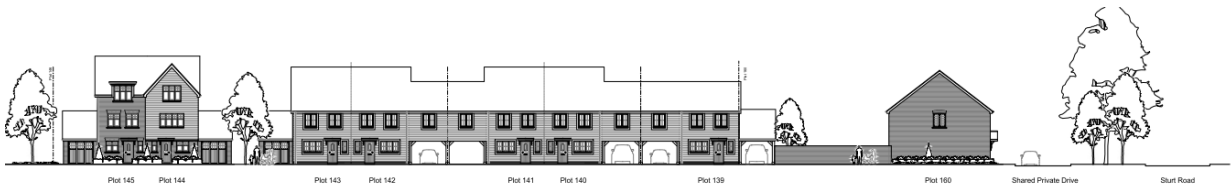
Principal Entrance looking North
 Plots 21-31, 39 - 41 & 42 - 59



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



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20/0405/FFU

Reg. Date 11 May 2020

Bagshot

LOCATION: Land At Bagshot Retail Park, 150-152 London Road, Bagshot, Surrey, GU19 5DF,

PROPOSAL: Amalgamation of existing (Class E) retail units (Units 2B & 2C) for use as a foodstore (Class E) along with internal works (including a reduction in mezzanine floorspace), changes to the building elevations (including a revised shop front), site layout (including revised servicing and car parking arrangements), revised opening and servicing hours, external plant area, trolley bay and associated works

TYPE: Full Planning Application

APPLICANT: c/o Agent

OFFICER: Mr Duncan Carty

This application is being reported to this Committee because it is a major development.

RECOMMENDATION: GRANT, subject to a legal agreement and conditions

1.0 SUMMARY

- 1.1 The current proposal relates to the amalgamation of two non-food retail units into one food store (Lidl) within an existing retail park along with the provision of extended servicing hours, alterations to the shopfront and side/rear elevation, replacement plant, a new trolley shelter to the front and alterations to the car park arrangements across the shared car park. The proposal would see the loss of the Cotswold Outdoor and Pets at Home retailers from this retail park.
- 1.2 The site lies in the Countryside beyond the Green Belt and outside of any local (or other) retail centre. The proposal would result in the loss of comparison goods outlets and replace them with a convenience goods operator. The proposal has been thoroughly assessed by the Council's Retail Advisor, RPS, and as a consequence of the initial retail assessment further information has been required which the developer has provided. As a result of this assessment, the proposal would not have an adverse effect on the vitality and viability of local centres, nor local character or residential amenity.
- 1.3 The proposal would result in a minor reduction in car park capacity but would include improvements to the traffic lights on A30 London Road (at the Waterers Way and Yaverland Drive junctions), and with this provision, it is considered to be acceptable by the County Highway Authority. It is therefore considered that, subject to the securing of a £50,000 contribution towards traffic light improvements to local road junctions, the proposal is considered to be acceptable.

2.0 SITE DESCRIPTION

- 2.1 This application site relates to part of the Bagshot Retail Park (150-152 London Road). The existing Retail Park includes Subway (which has a sui generis use), Cotswold Outdoor, Pets at Home and Waitrose (which all have a Class E use), which in total has a floorspace of 5,612 square metres. The proposal relates to the Cotswold Outdoor and Pets at Home

units, which have 1,413 and 1,019 square metres gross internal floor area, respectively. Other works are included relating to the car parking and service yards areas of the wider retail park.

- 2.2 The Bagshot Retail Park is on the south east side of A30 London Road with its vehicular access onto Waterers Way, the main access road of the Earlswood development, accessing onto a traffic light junction with A30 London Road. The SANG of the Earlswood development is located to the rear and north west flank of the Retail Park. A number of residential properties, the Foresters Public House, M & D Supermarket (Wine Shop) and Costa Coffee lie on the opposite side of London Road. The site is in an out-of-town retail location. The site lies in the defined Countryside Beyond the Green Belt and was the site of the former Notcutts Garden Centre.

3.0 RELEVANT HISTORY

The application site has an extensive planning history for which the most relevant history is as follows:

- 3.1 SU/13/0435 – Erection of a part single storey, part two storey building to provide two retail units (Class A1) with ancillary café and storage facilities as well as parking, landscaping, and access following the demolition of existing garden centre.

Approved in February 2014.

This development provided the Waitrose store and was envisaged to provide a replacement for the Notcutts garden centre, previously located on the site, which was amended by the planning history below. The proposal was restricted by restrictions on sales to both retail units (Conditions 2 and 3); no increase in floorspace/mezzanine accommodation (Condition 4); no subdivision of units (Condition 10); and limitations on opening and servicing hours (Condition 26). This development also secured a contribution towards improvements to the pedestrian environment to the Bagshot village centre.

- 3.2 SU/15/0859 - Variation of Conditions 3 and 10 of planning permission SU/13/0435 to allow the provision of 4 retail units (including a café).

Refused in September 2015 and subsequent appeal dismissed in March 2016.

- 3.3 SU/16/1041 - Subdivision of existing retail unit to provide 3 retail units to be used for the following: one unit for the sale of bulky goods and goods relating to outdoor pursuits and with ancillary travel clinic (Class A1); one unit for the sale of bulky goods with ancillary pet care, treatment and grooming facilities and installation of mezzanine floor (Class A1); and one used as a café/restaurant (Class A3).

Approved in February 2017.

- 3.4 SU/17/0589 - Change of use of restaurant/café to retail (Class A1) and/or café/restaurant (Class A3) use, installation of mezzanine floor and associated works.

Approved in September 2017. A subsequent non material amendment permission SU/17/0589/1, granted in November 2017, deleted the mezzanine floor part of this proposal.

4.0 THE PROPOSAL

- 4.1 The current proposal relates to the amalgamation of two retail units (Cotswold Outdoor and Pets at Home) and provision of a Lidl supermarket (Class E) with associated internal alterations. The proposal would also provide extended opening hours on public holidays (except Sundays), along with the provision of extended servicing hours, alterations to the

shopfront and side/rear elevation, replacement plant, a new trolley shelter to the front and alterations to the car park arrangements across the shared car park.

- 4.2 The proposal would include internal alterations which would provide a chiller, freezer, in-shop bakery, sales area and warehouse with back of house facilities at first floor including staff room, office/meeting room, manager's office and toilets, on a reduced mezzanine first floor level. The proposal, through these internal alterations, would reduce the gross floorspace of the unit from 2,432 to 1,770 square metres. The whole building would provide 4,950 square metres in total, reduced from 5,612 square metres. The proposal would provide 1,073 square metres retail sales floorspace (no increase in existing floorspace).
- 4.3 The approved opening hours, as also restricted for Waitrose, are 07:00 until 22:00 hours, except on Sundays from 10:00 to 18:00 hours on Sundays and Public Holidays from 08:00 to 20:00 hours and the approved servicing hours are from 07:00 and 21:30 hours, which apply to all units on this development. The proposal would provide extended opening hours for this unit on Public Holidays to 08:00 to 20:00 hours for the proposed Lidl store (but this would not include the Waitrose store). In addition, the proposal would amend the servicing hours for the proposed Lidl store (but not the Waitrose store) in that the proposed servicing would be extended to 07:00 and 23:00 hours.
- 4.4 The proposal would amend the front elevations of the unit to remove one of the entrances with the main entrance provided to the right hand (west) side of the unit; replaced by glazing; obscure glazing to replace part of the glazed frontage; a door access to the side elevation (and access) and a new double door in the rear elevation (with other door accesses removed). An external plant area in the rear service yard would be provided, replacing existing plant with ventilation openings in the rear elevation (at first floor level). The proposed elevations indicate the provision of signage which would be the subject of a separate application under the Advertisement Regulations.
- 4.5 The proposal will include the provision of a covered trolley park to the front of the unit. The proposal would reconfigure the existing parking arrangements for the shared car park, with an overall reduction in car park capacity from 338 to 332 spaces. The new trolley park and other works would result in an overall loss of 6 spaces, including losses occurring from the provision of 5 parent and child and 2 further disabled parking spaces, in place of existing car park spaces. Further parking spaces are to be provided within the existing and overflow car park with the provision of a retaining wall to the front of the expanded overflow car park and the loss of landscaping including three trees.
- 4.6 The current application has been supported by the following documents:
- Planning and Retail Statement;
 - Transport Assessment;
 - Noise Assessment;
 - Design and Access Statement; and
 - Supporting letter from applicant.

Further retail information has subsequently been provided on request and following advice from the Council's Retail Advisor (RPS) with the relevant consultees consulted. Reference will be made to these documents in section 7 of this report, where applicable.

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 along with a contribution towards improvements to local traffic light junctions.

Their comments are provided at Annex A.

- 5.2 The Council's Retail Advisor No objections subject to conditions.
(RPS)
- 5.3 Senior Environmental Health Officer No objections subject to the imposition of conditions to deal with noise from extended servicing hours.

6.0 REPRESENTATION

6.1 There were 61 letters of notification letters originally sent to neighbouring properties on 8 June 2020 and there were press notices provided in local papers on 17 and 19 June 2020. At the time of preparation of the report, 56 objections, including an objection from the Bagshot Society, have been received. An objection has been received from Waitrose & Partners which includes a transport assessment review by an appointed consultant. The County Highway Authority has taken into account this consultant's review in their comments (above and at Annex A). The objectors have raised objections for the following reasons:

6.2 Impact on retail [See section 7.3]

- Proposal is not needed/unnecessary
- Sufficient food retail outlets are already provided
- Bagshot already has a sufficient number of supermarkets
- There is already a Lidl in Camberley
- Diverting business away from local shops/village
- Increase traffic for longer hours
- Existing shops (Cotswold Outdoor and Pets at Home) offer variety and improve community
- Proposal would take away from community and reduce businesses from three to one
- Pets at Home essential to Bagshot providing access to pet care (from on-site vets), is highly valued and would be a significant loss [*Officer comment: The loss of this business in this location would not be a reason to refuse this application*]
- Retail competition for/impact on Waitrose
- John Lewis would be a better neighbour for Waitrose [*Officer comment: The planning system does not control operators*]
- Cotswold Outdoor store encourages exercise at home (during Covid pandemic) [*Officer comment: This would not be a reason to refuse this application*]
- Development was only designed for one food retail outlet with the remaining accommodation provided as complementary non-food retail unit(s)
- Proposal would allow unrestricted retail use against policy [*Officer comment: Conditions to limit retail sales are to be proposed*]
- Reduction of non-food retail outlets in the village
- No evidence that current occupiers (Pets at Home and Cotswold Outdoor) are about to vacate their premises [*Officer comment: This would not be a reason to refuse this application*]
- Nail in the coffin for local shops and provides yet another anodyne American-style shopping mall
- Lidl should look at a village centre location first
- Would become a food shopping centre rather than a mixed retail park
- Not a surprise that the existing units are struggling (due to Covid pandemic)
- Increased economic/retail activity not needed

6.3 Impact on highway safety [See section 7.4]

- A supermarket will generate more traffic than existing retail uses
- Loss of parking
- No provision for extra/insufficient parking
- Generation of a considerable amount of extra traffic

- Increased road congestion
- Extra traffic would lead to more danger to children
- Access disruption to local residents
- Only just sufficient car parking at the moment (especially at weekends and other peak times Xmas/Easter)
- Overflow of cars into local roads (local housing estate)
- Impact on Disposal Zone status of village
- Inadequate access
- Traffic on A30 (London Road) is far too busy already
- Gridlocked A30 (London Road) and proposal will cause immeasurable chaos
- The road system does not have the capacity to cope with any extra traffic
- Existing traffic lights at the A30 junction is the worst in the locality for congestion often creating large tail-backs. Proposal will make matters worse
- No provision for charging electric vehicles [*Officer comment: The proposal includes some provision for charging electric vehicles*]
- Needs for disabled/parent and child spaces further impacting on parking provision
- Transport assessment (TA) has no credibility – areas shown to be within walking distance are limited by barriers such as rail lines and M3 motorway
- TA is a theoretical assessment and does not recognise the real world, particularly the traffic problems with local junctions
- Road layout has inadequate and insufficient storage space
- TA considers that more trips would be generated but lower parking provision required
- Proposed parking provision not justified
- Knock-on effect on other (traffic lighted) road junctions (e.g. Yaverland Drive)
- Difficult to see how reconfigured car park will lead to improved accessibility (as claimed by TA)
- Parking shortfall against SCC parking guidelines
- Overflow car park is used more by staff than customers
- Traffic coming in from other parts of Surrey Heath
- Car park survey required/inadequate surveys provided
- Short traffic light sequence at Waterers Way junction (with A30)
- Proposal will bring forward the shopfront reducing car parking provision [*Officer comment: There is no proposal to bring forward the shopfront*]
- Car park would not be adequate to cope with the style of shopping, quick turnover, and high volume e.g. frequent flash deals, leading to road blockages, aggressive driving, etc. Waitrose is more suitable because they sell at a lower volume
- Increased risk of accidents at local road junctions on A30/existing junctions and traffic movements dangerous
- Reduction in linked trips
- Lidl shops elsewhere operate with insufficient parking and cause traffic congestion [*Officer comment: No details of the traffic impact from other Lidl stores provided*]
- Congestion for users (dog walkers) of nearby SANG [*Officer comment: It is not clear how this would result in such an impact*]
- Difficulty in existing local roads (onto A30 London Road) will increase
- Traffic situation in Bagshot is already awful, periodically diabolical, because of the failure of SCC Highways to design and implement a sensible junction design
- Cumulative impact with nearby developments (Costa Coffee, Chapel Lane and Waterers Way)
- Inadequate public transport provisions
- Contribution too small to fix traffic light problems
- Waterers Way should be adopted first [*Officer comment: This is not a part of the proposal*]
- Further details of traffic signal improvement scheme required
- Distance to nearest Pets at Home (Farnborough)

6.4 Impact on residential amenity [See section 7.5]

- Light pollution
- Noise and disturbance from increased lorry traffic
- Dust and fumes
- Disturbance from waiting lorries (before yard opening times) and disturbance late in the evening (after closing times)
- Loss of privacy (views in gardens from lorries)
- Close to adjoining properties [*Officer comment: The proposal would not change the physical relationship with adjoining properties with no extensions to the unit/s proposed*]
- Loss of trees will increase noise and air pollution
- Disturbance from construction work

6.5 Other matters

- Impact on character of village from another large retail unit [*See paragraph 7.6*]
- Out of keeping and over development [*See paragraph 7.6*]
- Removal of trees, provided for aesthetic reasons and environmental benefits, in car park [*See paragraph 7.6*]
- Needs for disabled/parent and child spaces further impacting on trees [*See paragraph 7.6*]
- Loss of trees has not been justified and their replacement not proposed [*See paragraph 7.6*]
- Alterations to shop frontage do not improve the building appearance
- Not in keeping with Bagshot village High Street [*Officer comment: The Bagshot High Street lies 600 metres to the north east of the application site*]
- Development is too high [*Officer comment: There are no proposal to change the height of the development*]
- Not enough information provided with the application [*Officer comment: There is no explanation where there is a lack of information*]
- Impact on house prices [*Officer comment: This is not a material planning consideration*]
- Nature of brand will affect house prices [*Officer comment: This is not a material planning consideration*]
- Conflict with local plan [*Officer comment: There is no explanation where there is such conflict*]
- Stain on existing communal facilities [*Officer comment: There is no explanation how the proposal would result in such an impact*]
- Affect local geology [*Officer comment: There is no explanation how the proposal would result in such an impact*]
- Sucking the life out of the village
- General dislike of proposal [*Officer comment: No further explanation, in relation to this comment, has been received*]
- Jobs benefit (40) not sufficient against disruptive effect of proposal
- Profit for supermarket chain will be only benefit [*Officer comment: This would not be a reason to refuse this application*]
- Bike racks and charging stations play lip-service to the environmental impact
- New lights would be short term gain for long term nightmare (once done it cannot be undone)
- Very costly to revert property back to two units in the future [*Officer comment: This would not be a reason to refuse this application*]
- Impact on village life
- Staff in Pets at Home are unaware of proposal [*Officer comment: This is not a material planning consideration*]

6.6 At the time of preparation of the report, six representations in support have been received raising the following matters:

- In support of change of use
- Commercial decision for existing retailers to move out
- SCC Highways should sort out queues and poor traffic signalling on the Yaverland Drive traffic lights to stop queueing on A30 (London Road)
- No traffic problems west of site (towards Camberley) or to east of village (towards Sunningdale) at any time Traffic lights should be replaced with a roundabout
- Will use shop if it opens here
- Good value store required
- More consumer choice and benefit local community reducing journeys and pollution
- Could improve cycle and pedestrian access
- Due to changing shopping habits, part of the unit will remain empty if not occupied by Lidl
- Providing local jobs

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, CP9, CP10, CP11, CP12, DM9, DM11 and DM12 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP). In addition, advice in the Planning Practice Guidance (PPG) is also material.

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

- Impact on retail centres;
- Highway and parking impacts;
- Impact on residential amenity;
- Impact on local character and trees;
- Impact on local infrastructure; and
- Other matters.

7.3 Impact on retail centres

7.3.1 Policy CP1 of the CSDMP provides the spatial strategy for the Borough and confirms that Camberley Town Centre will be the focus for major retail development (reinforced by Policy CP10). Policy DM12 of the CSDMP encourages development which supports the viability, vitality and retail function of District and Local Centres. Policy CP9 of the CSDMP, relating to the hierarchy and role of centres, defines Bagshot as a district centre and Lightwater as a local centre.

7.3.2 Paragraph 87 of the NPPF indicates that a sequential test should be applied for main town centre uses (such as retail) 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 (or expected to become available within a reasonable period) should out of centre sites be considered.

7.3.3 Paragraph 90 of the NPPF indicates that a retail impact assessment is required for retail development outside town centres, which are not in accordance with an up-to-date plan, where the proposal is over a threshold of 2,500 square metres gross floorspace. Paragraph 91 of the NPPF indicates that where a proposal fails to satisfy the sequential test or is likely to have a significant adverse impact on town centre vitality and viability or existing, committed and planned investment in a centre (or centres), it should be refused permission.

The need for a retail assessment

- 7.3.4 The NPPF, as indicated in Paragraph 7.3.3 above, would only require a retail assessment to be provided for development of 2,500 square metres of retail floorspace. The current proposal relates to the use of 1,770 square metres which is 730 square metres under this threshold. However, it was considered prudent to request such an assessment, noting it's out of town location and the potential impact the proposal would have on local centres. The proposal needs to be assessed against the provided assessment; and further information subsequently provided by the applicant and the assessment by the Council's Retail Advisor, RPS. The applicant has been willing to work with the Local Planning Authority by providing further detailed retail information in what has been an extensive process. In the officer's opinion, this has provided greater certainty and comfort that the retail impacts have been tested robustly, being beyond the requirements set out in the NPPF.

The sequential test

- 7.3.5 The sequential test requires an assessment of whether there is available a more central location that could be provided to accommodate the retail unit. Paragraph 87 of the NPPF confirms that for main town centre uses, such as retail, should be located in town centres, then edge-of-centre locations. It is only when suitable sites are not available (or expected to become available within a reasonable period) should out of centre locations be considered. There should be a flexible approach taken to site selection from the applicant but a reasonable approach in their assessment needs to be undertaken by the Council.
- 7.3.6 An assessment of available sites has been undertaken and sites within and around Camberley town centre and local centres, Bagshot and Lightwater, were considered. However, the only central site which could be available is the former BHS site in Camberley Town Centre. It is understood that an alternative occupier is currently envisaged for this unit and is now not available. As such, the sequential test concluded that there were no town centre or edge of centre locations available and therefore out of town locations could be explored.

Retail impact on local centres

- 7.3.7 The provision of a convenience good store would have its greatest impact on the local centres, Bagshot and Lightwater, where the local Co-op supermarkets are at the heart of these smaller local (retail) centres. Planning policy is not expected to consider competition between retailers but the impact on the vitality and viability of local centres, as a whole, is to be taken into consideration. There are no planned investments which would be affected and it is therefore it is the impact on these local centres, including these local shops, which needs to be assessed.
- 7.3.8 The retail assessment considers that the proposal would result in a 2% and 2.5% diversion of trade from Bagshot and Lightwater, respectively. The Co-op supermarkets are principally used as a "top-up" facility by shoppers and the proposal would provide a larger supermarket where it is more likely used for bigger, weekly food shopping, reducing the retail impact it would have on these local shops. Although the Council's Retail Advisor considers the projected trade diversion to be conservative estimates, it is clear that even with a much larger trade diversion, the proposal would not result in an adverse impact on the vitality and viability of these centres.

Retail impact on Camberley Town Centre (and beyond)

- 7.3.9 Currently, Sainsburys and Lidl trade, as larger convenience stores, from Camberley Town Centre. However, the retail assessment indicates that Camberley and Bagshot would have different catchments and the impact on Camberley Town Centre would be more limited. In effect, the applicant has indicated that the proposal would not serve the catchment of the Lidl store in the Camberley Town Centre.

- 7.3.10 The proposal would result in the loss of two comparison goods units, Cotswold Outdoor and Pets at Home, which are in more direct competition with retailers within the town centre. Whilst, overall it has previously been considered that this impact could not adversely affect the vitality and viability of this centre, it would still be considered to be a minor benefit that these operators are removed from this out of town location. It is not considered that, in planning policy terms, there is a case to require the retention of the Pets at Home store, for example, although the local benefits, e.g. the in-store vets, are noted.
- 7.3.11 The trade diversion from Camberley would be extremely small and larger trade diversions would be expected from other out of centre locations, e.g. Sainsburys at Watchmoor Park and further afield. There may also be an impact on the Waitrose unit on this retail park, given that these are both convenience stores. However, the impact of the proposal on these out-of-town locations would not affect the vitality and viability of any local centre and as such no objections would be raised to such potential impacts.
- 7.3.12 It is considered that the proposal would not result in a significant adverse impact on local centres and that the sequential retail test has been passed. As such, there are no objections on these grounds, with the proposal complying with Policies CP1, CP9 and DM12 of the CSDMP and the NPPF.

7.4 Highway and parking impacts

- 7.4.1 Policy DM11 of the CSDMP indicates that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. Policy CP11 of the CSDMP indicates that new development that will generate a high number of trips will be directed towards previously developed land in sustainable locations or will be required to demonstrate that it can be made sustainable to reduce the need to travel and promote travel by sustainable modes of transport. All new development should be appropriately location in relation to public transport and the highway network and comply with car parking standards.
- 7.4.2 Paragraph 110 of the NPPF indicates that proposal should ensure that appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location; 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 cost effectively mitigated to an acceptable degree. Paragraph 111 of the NPPF indicates that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the highway network would be severe.

Impact on local highway network

- 7.4.3 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, and the County Highway Authority has identified that there is a localised traffic issue on A30 London Road to which the proposal could lead to worsening highway conditions.
- 7.4.4 The proposal would lead to a different pattern in traffic generation and movements due to the new type of retail proposal provided under this application, as identified in the traffic assessment (TA). The TA indicates that for the weekday morning (8-9am.) and evening peak (5-6pm.), the trip movements generated in and out of the site would be 51 and 115 trips (an increase in 22 and 19 trips, respectively). The Saturday peak (12-1pm.), when there is less road traffic, the trip movements generated would be 243 trips (an increase in 94 trips), which can be accommodated on the local highway network. This has been tested through a modelling audit by the County Highway Authority.

- 7.4.5 The proposal would access onto the traffic light junction of A30 London Road and Waterers Way, which is close to the traffic light junction with Yaverlands Drive. The combination of these traffic lights, which are not in sync, has caused local highway network issues for traffic on A30 London Road, as a major thoroughfare through the Borough. The County Highway Authority has raised no objections subject to improvements to the traffic light programming of £50,000 to improve traffic movements to and from the site and the flow of traffic on A30. It is considered that a new pattern of trip generation would be provided by this proposal which could exacerbate this localised issue, due to the issue of the syncing between these traffic lights.
- 7.4.6 The County Highway Authority has advised that the existing traffic lights at Waterers Way and Yaverland Drive require upgrading with the Yaverland Road junction traffic lights using obsolete equipment and both sets of traffic lights requiring refurbishment because they are not compatible with the newer monitoring systems used elsewhere in the Borough. It is considered that this upgrade is required to bring the junctions up to current standards and meet the obligation tests set out in Paragraph 57 of the NPPF, being necessary and relevant to the development, and fairly and reasonably related in scale and kind. The financial contribution would secure the required upgrade which would bring these junctions up to standard and this will assist in the free flow of traffic on A30 London Road.

Impact on parking demand

- 7.4.7 By way of context, in 2014 when the original retail park was approved, that proposal related to a supermarket (Waitrose) and garden centre (Notcutts) and the circumstances around that assessment were very different. The assessment below has been on the basis of the current proposal and how this would impact on the parking arrangements for the whole of the retail park and the local highway network.
- 7.4.8 As acknowledged in the Transport Assessment and by the County Highway Authority, the proposal would result in a change to the retail provision at the retail park and that less linked trips would be possible (with Waitrose and Lidl being both food retailers reducing the need for shared trips), and that the number of traffic movements would be greater for a convenience goods stores than comparison goods stores. County, in response to the original Transport Assessment had challenged its content, and requested further information and justification concerning the expected trip rates and how this impacted on the parking demand for the proposal along with the other stores in the retail park. Further information regarding the baseline parking demand, relating to the existing users, had also been requested. Waitrose's appointed highway consultant also challenged the assumptions made and County had regard to this.
- 7.4.9 On the basis of the receipt of further information and justification from the applicant, the County Highway Authority is now satisfied with the total number of parking spaces for two food stores. Their final comments are provided at Annex A of this report. Whilst the reconfiguration of the car park would provide an overall reduction in parking spaces for the retail park by 6 spaces, the proposal would result in a reduction of floorspace of 662 square metres (to 4,950 square metres) across the whole of the retail park (the existing building provides accommodation totalling 5,612 square metres overall). County's Parking Guidance is for a 'maximum' provision of 1 parking space per 14 square metres of gross floorspace for a food retail store of this size, which equates to a total of 354 parking spaces for the overall retail park. Furthermore, if the parking provision went above this standard, it would be unacceptable. However, this proposal would provide 332 spaces for the overall retail park which is within the policy guidance and as such would be acceptable.
- 7.4.10 In addition, the proposal is located in a fairly sustainable location on a major bus route within the Borough and on a principal road (A30 London Road). The provision of further parent and child spaces and disabled spaces would improve accessibility and the provision of 13 no. electric charging points, as requested by the County Highway Authority by condition, resulting in improved sustainability for the proposed development.

Servicing requirements

- 7.4.11 The proposal would provide a supermarket which would have a different pattern of servicing from the existing retail uses, where deliveries would be expected to be more frequent. To ensure that the servicing for the proposal does not conflict with the servicing for Waitrose, which share the same access, a servicing plan is to be required by condition.
- 7.4.12 The proposal is considered to be acceptable on these grounds, subject to the securing of a contribution towards traffic light improvements, complying with Policy CP11 and DM11 of the CSDMP and the NPPF.

7.5 Impact on residential amenity

- 7.5.1 Policy DM9 of the CSDMP indicates that development should respect the amenities of the occupiers of neighbouring property and uses.
- 7.5.2 The proposal would seek minor changes to the opening hours (for most of the public holidays only) and servicing hours, as indicated in Paragraph 4.3, which extend the delivery hours from 9:30pm to 11pm for the proposed Lidl store (but not the Waitrose store). These changes along with any changes to the pattern of traffic movements from this proposal, would not have any significant impact on residential amenity. In addition, the proposed plant provided to the rear of the building which would be set 28 metres from the nearest residential properties (in Waterers Way and Gomer Road).
- 7.5.3 Noting the comments of the Environmental Health team, any loss of amenity to these residential properties are not envisaged, on the basis that the increase in servicing only applies to the application property (and not Waitrose), which is the case. The other proposed changes would have very little impact on residential amenity.
- 7.5.4 No adverse impact on residential amenity is envisaged with the proposal complying with Policy DM9 of the CSDMP.

7.6 Impact on local character and trees

- 7.6.1 Policy DM9 of the CSDMP indicates that development should respect and enhance the local character of the environment, and should protect trees and other vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate.
- 7.6.2 The current proposal would result in the loss of some landscaping including three smaller trees. The existing landscaping could be enhance to address the loss of trees within the car park which is to be secured by condition. However, given the presence of other landscaping in the area, the proposed loss would not be detrimental to the visual amenity of the area.
- 7.6.3 The proposal would provide minor changes to the appearance of the existing building, as set out in Paragraph 4.4, and other minor works, as set out in Paragraph 4.5, and these works would be acceptable in character terms.
- 7.6.4 No objections are raised in character terms with the proposal complying with Policy DM9 of the CSDMP and the NPPF.

7.7 Impact on local infrastructure

- 7.7.1 Paragraph 57 of the NPPF sets out the tests for seeking planning obligations for developments (as set out in Paragraph 7.4.2 above). Policy CP12 of the CSDMP indicates that where funding gaps for infrastructure projects have been identified, the Borough Council will require a developer to make a contribution towards the shortfall in funding by way of a financial or in-kind contribution.

7.7.2 The proposal would require funding for a benefit to the local highway network as indicated in Section 7.4 above. It is considered that this benefit meets the test in Paragraph 57 of the NPPF. It is considered that no objections are raised on these grounds, as such the proposal complies with Policy CP12 of the CSDMP and the NPPF.

7.8 Other matters

7.8.1 The application is a major development and a flood risk assessment has been provided in this regard. The site lies in an area of low flood risk and does not involve additional floorspace to the existing building. As such, it is not considered that the proposal would have any significant risk to flooding.

7.8.2 The original building was constructed using 2011 BREEAM credits to improve sustainability; including the use of more sustainable construction materials; cold air retrieval technology to reduce energy demands; and, water and waste mechanisms to reduce the demand on the environment. This proposal relates to existing accommodation and, noting the above, it is not considered that further energy efficiencies from this proposal would be required.

7.8.3 The originally approved development, and subsequent amendments, included a series of planning conditions. The application site has been drawn such that the other retail units are not within the application site. As such, the conditions that applied to the units, that are the subject of this application have to be reviewed and revisited. The proposed list of conditions have been provided on this basis.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

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, in particular relation to the retail impact.

8.2 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.

9.0 CONCLUSION

9.1 The proposal is considered to be acceptable in terms of its impact on retail impact, residential amenity, local character and infrastructure. Subject to the provision of a £50,000 contribution towards traffic light improvements to nearby road junctions, no objections are raised to the proposal on highway safety grounds. The application is considered to be acceptable.

10.0 RECOMMENDATION

GRANT subject to a legal agreement to secure a £50,000 contribution towards improvements to traffic lighting 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: 16471-102 Rev C, 16471-105 Rev C, 16471-106 Rev C, 16471-108 Rev C and 16471-111 Rev B, unless the prior written approval has been obtained from the Local Planning Authority.

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

3. The parking spaces and service yard shown on the approved plan 16471-102 Rev C 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 their respective approved uses.

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.

4. The retail unit hereby approved shall only be used as a retail supermarket, and for no other purpose within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended), with a maximum net retail sales floor area of 1,019 square metres and level of 80% of convenience goods (equating to 815 square metres) and 20% level of comparison goods (equating to 204 square metres).

Reason: To retain control in order to prevent unrestricted retail use having regard to the impacts on existing, committed and planned investment in the catchment area; and, in the interests of the vitality and viability of Camberley Town Centre, Bagshot and other designated centres, to comply with Policies CP9 and CP10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

5. The retail unit hereby permitted shall only be open to the public between the hours of 07:00 and 23:00 hours from Mondays to Saturdays and Public Holidays (except New Years' Day, Easter Sunday and Christmas Day) and the hours of 10:00 and 18:00 hours on Sundays unless the prior written approval has been obtained from the Local Planning Authority. The retail unit shall not be open on New Years' Day, Easter Sunday and Christmas Day. However, for the avoidance of doubt, Public Holidays include all Bank Holidays, New Year's Day, Good Friday, Easter Sunday, Easter Monday, Christmas Day and Boxing Day.

The latest HGV delivery shall have been completed by 23.00 hours and thereafter no delivery shall take place before 07.00 hours on the following day or otherwise as agreed in writing with the Local Planning Authority.

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

6. A servicing plan shall be submitted to and approved by the Local Planning Authority and implemented prior to the occupation of the development.

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

7. Notwithstanding the provisions set out in the Town and Country Planning General Permitted Development Order 1995 (as amended), no extension or increase in floorspace (including the provision of any further mezzanine accommodation) shall be added to the unit or subdivision of the unit hereby permitted, there shall also be no external storage or sales within the application site without the prior written approval of the Local Planning Authority.

Reason: To retain control in order to prevent unrestricted retail use having regard to the impacts on existing, committed and planned investment in the catchment area; and, in the interests of the vitality and viability of Camberley Town Centre, Bagshot and other designated centres, to comply with Policies CP9 and CP10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

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

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

9. The development hereby approved shall not be occupied prior to the provision of 13 parking spaces 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 to 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. The development hereby approved shall not be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority in accordance with the aims and objectives of the National Planning Policy Framework, Surrey County Council's Travel Plans Good Practice Guide." The approved Travel Plan shall be implemented and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: In the interests of site sustainability and to reduce the need for the motor car 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.

11. 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) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (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.

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

Reason: In the interests of site sustainability and to reduce the need for the motor car 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.

Informative(s)

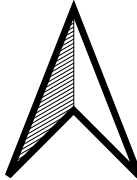
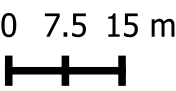
1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders (Sections 131, 148 and 149 of the Highways Act 1980 (as amended)).
2. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrast ructure.html> for guidance and further information on charging modes and connector types.

In the event that a satisfactory legal agreement has not been completed by 28 October 2021, or any other period as agreed by the Head of Planning, the Head of Planning be authorised to REFUSE for the following reasons:

1. In the absence of a completed legal agreement under Section 106 of the Town and Country Planning Act, the proposal fails to provide an adequate provision to improve

the traffic light arrangements close to the application site which, with any intensification of traffic movements to and from the site resulting from the proposal, would result in conditions prejudicial to highway safety failing to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.



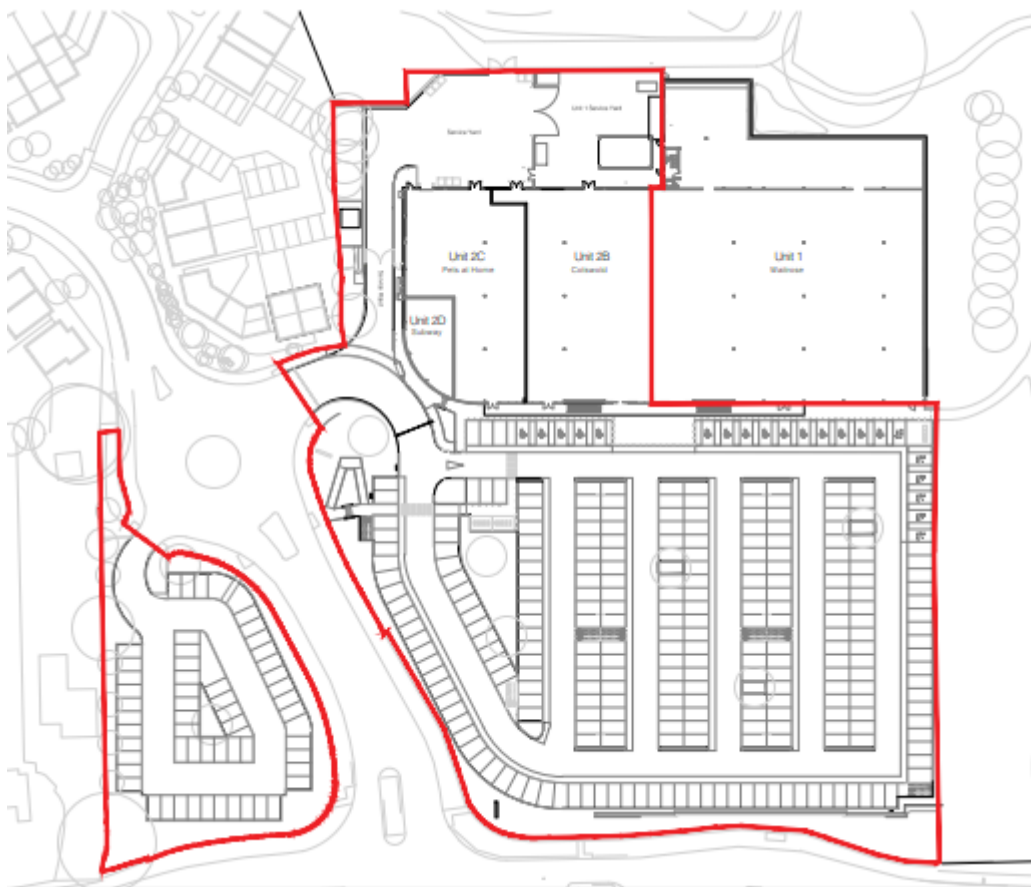
Title	Planning Applications		
Application number	20/0405/FFU	 	Scale @ A4 1:1,000
Address	Land At Bagshot Retail Park 150-152 London Road Bagshot Surrey GU19 5DF		Date 07 Sep 2021
Proposal	Amalgamation of existing (Class A1) retail units (Units 2B & 2C) for use as a foodstore (Class A1) along with internal works (including a reduction in mezzanine floorspace), changes to the building elevations (including a revised shop front), site layout (including revised servicing and car parking arrangements). revised opening and servicing		
<p>Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021 Author: DE</p>			

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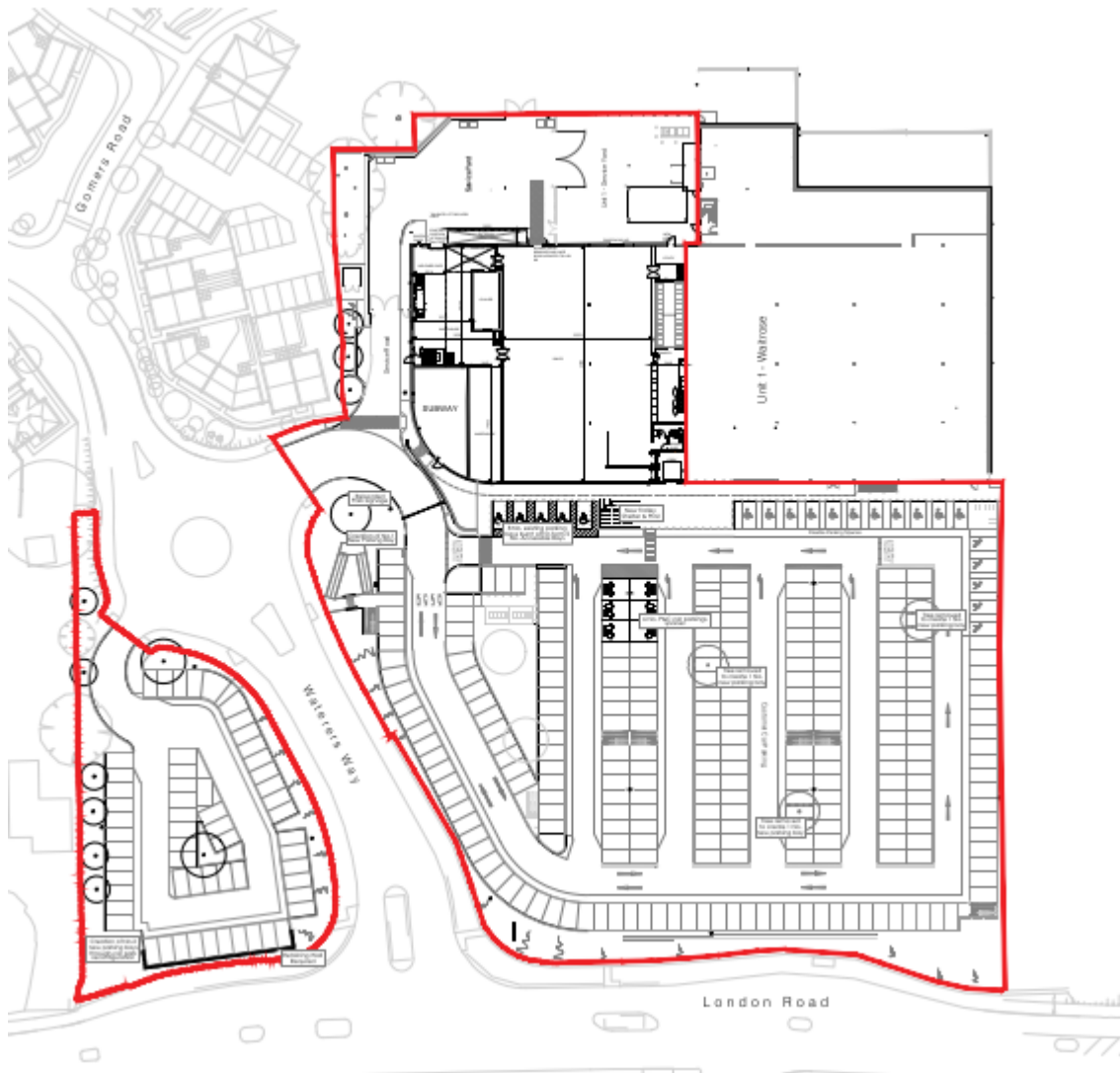
Site Location



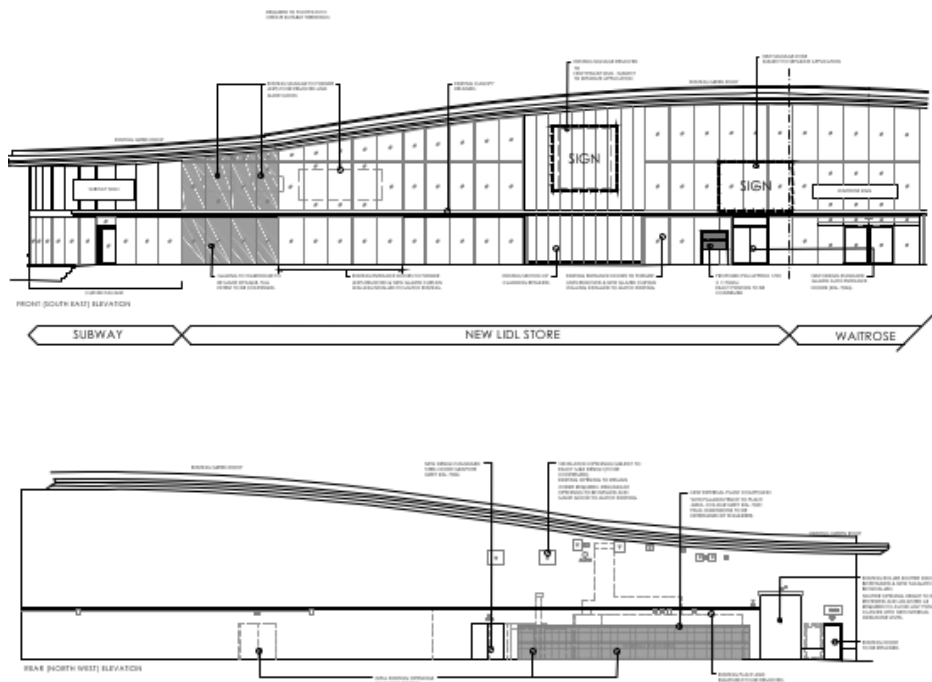
Existing layout



Proposed Layout



Proposed Front and Rear Elevations



Site photos

Bagshot Retail Park



Rear yard



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21/0724/FFU

Reg. Date 25 June 2021

Watchetts

LOCATION:	151 Gordon Avenue, Camberley, Surrey, GU15 2NR,
PROPOSAL:	Change of use of a single family dwelling house (C3) to short term accommodation for up to 6 homeless people (sui generis).
TYPE:	Full Planning Application
APPLICANT:	Surrey Heath Borough Council
OFFICER:	Mr Neil Praine

An application of this type would usually be determined under the Council's Scheme of Delegation. However, this application has been reported to the Planning Applications Committee because the Council is the landowner and the applicant.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application is for a change of use of an existing single family dwelling house to short term accommodation for up to 6 homeless people. It is considered that the proposal is acceptable in principle; would result in no adverse impact on the character of the surrounding area or the the host dwelling; the residential amenities of the occupiers of the neighbouring dwellings; or, the safe operation of the highway network. The application is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is a two storey (with accommodation in the roofspace), detached dwelling. It is located to the south-east of Gordon Avenue. The property is brick-built with a render finish under a tiled roof, it has a rear garden and a front driveway with space for off street car parking. The surrounding area is predominantly residential.
- 2.2 The property is currently vacant and previously in use as a single family dwelling house. Prior to this, the property was in use as a large HMO with 7 bedrooms as indicated in the planning history (see paragraph 3.1 below). The site also falls within the 'Historic Routes' (Victorian/Edwardian Subdivisions) Character area within the wider Settlement Area of Camberley.

3.0 RELEVANT HISTORY

- 3.1 SU/85/917 Change of use to provide seven bed-sitting units and one one-bedroom flat on a permanent basis – approved – 06 January 1986

4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for a change of use of the existing single family dwelling house to short term accommodation for up to 6 homeless people. No material external changes are proposed.

- 4.2 The applicant explains, within their submitted Planning Statement (PS), that the proposed use would be for homeless people who will be placed at the property by an experienced homeless charity, The Hope Hub, who help prevent and end homelessness in Surrey Heath. The proposal will be managed by the charity who are experienced in offering short term accommodation for homeless people and managing such facilities.
- 4.3 This proposal comprises one of the charity's Emergency Accommodation services and will be run in partnership with Surrey Heath Borough Council (SHBC) who own the existing applicant building. The charity and SHBC work in partnership to support homeless people and give them the right support and access to services to be able to move from homelessness to settled lives in the community.
- 4.4 With this particular application, the applicant states there will be a maximum of 6 homeless people occupying the 6 bedroom property at any one time. The proposal will provide short term accommodation for homeless people through a formal tenancy arrangement (likely to be 7-14 days) before they move on to more settled accommodation. The applicant confirms that the property will therefore not provide long term accommodation. Residents will be required to sign a license agreement that will include a number of requirements such as the house is a dry house, abiding by a curfew, not having visitors to the property and engaging with the support that is offered. Any resident in breach of the terms of their license will be required to leave.
- 4.5 The applicant also explains residents will be offered a place by the charity following a full risk assessment to ensure that the accommodation is a suitable placement in terms of staff safety, the safety of other residents and the wider community. The proposed accommodation is not a direct access hostel and will not be available for people to attend without a prior assessment and an offer of a place. Assessments will also not take place at the house. The proposal will therefore not offer a walk-in service, and all guests must have been referred to the site.
- 4.6 The PS sets out that there will be a maximum of 2 staff with further support from volunteers. Residents will not have access to the premises outside of staffed opening hours. The property will be staffed whenever there are people accessing the accommodation.

5.0 CONSULTATION RESPONSES

- 5.1 County Highway Authority No comments or requirements to make.
- 5.2 Environmental Health Officer No objection

6.0 REPRESENTATION

- 6.1 A total of 5 individual letters of notification were sent out on 30 July 2021 to properties in Gordon Avenue and Chillingham Way. At the time of preparation of this report four representations of objections have been received. No letters of support have been received. The letters of objection raise the following concerns:
- Loss of privacy [*Officer comment: see paragraph 7.4*]
 - Concern about noise and anti-social behaviour [*Officer comment: see paragraph 7.4*]
 - Insufficient parking [*Officer comment: see paragraph 7.5*]

7.0 PLANNING CONSIDERATION

7.1.1 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 Policies CP1, CP3, CP8, DM9 and DM11 of the CSDMP and the National Planning Policy Framework (NPPF). The Western Urban Area Character SPD 2012 (WUAC) and Residential Design Guide SPD 2017 (RGG) also have relevant advice.

7.1.2 The main issues to be considered within this application are:

- Principle of development;
- Impact on character and appearance of the surrounding area;
- Impact on residential amenity of neighbouring properties including noise and antisocial behaviour;
- Impact on the safe operation of the highway network and parking; and,
- Other considerations

7.2 Principle of the development

7.2.1 Policy CP1 (Spatial Strategy) of the Core Strategy and Development Management Policies document 2012 (CSDMP) states that development will be directed to areas which make the best use of infrastructure and services whilst respecting the character of the Borough.

7.2.2 Policy CP3 (Scale And Distribution Of New Housing) of the CSDMP seeks to resisting any development that involves a net loss of housing unless it can be demonstrated that the benefits outweigh the harm.

7.2.3 While the site is located within the a sustainable area which makes use of local infrastructure and services, the officer notes that from a policy perspective permanent residential housing (known as Use Class C3 housing) is being lost to short term accommodation which is classified as Sui-Generis (i.e. outside any specific Use Class). As such this loss of C3 housing weighs against the proposal. That said, Policy CP3 allows such a loss if the benefits arising from any proposal outweigh this harm.

7.2.4 Turning to any benefits arising from the proposal, the scheme involves no physical alterations to the appearance of the building and therefore the property will continue to read as a residential building. The impact on the character of the area is considered in more detail at paragraph 7.3 below. In addition the NPPF promotes the provision of social facilities and services to support the delivery of local strategies to improve health and social well-being for all sections of the community (paragraph 93 refers).

7.2.5 The need for housing for homeless people in the Borough has been identified through the Council's Homelessness and Rough Sleeping Strategy 2019- 2023 (HRSS). Homeless people are a vulnerable group that need support to meet their housing needs.

7.2.6 It is noted that Surrey Heath has a small but persistent number of people who find themselves homeless. The HRSS notes that there have been a number of recent amendments to the homelessness legislation which increases the duties of local authorities. Most recently the Homelessness Reduction Act 2017 significantly reformed the legislation by placing duties to provide homelessness services to all homeless people not just those deemed to be in 'priority need'. The proposal will therefore assist the Council in fulfilling its increased duties by providing accommodation to meet the short-term housing needs of homeless people and give them the right support and access to services to be able to move from homelessness to settled lives in the community.

7.2.7 While the technical loss of housing is noted, the benefits of providing accommodation for homeless people to meet a demonstrated need of a small but persistent number of people who find themselves homeless weighs in favour of this proposal. The provision of such accommodation also contributes toward the liabilities of local authorities in respect of homelessness legislation. The application site is located in an area with close access to infrastructure and services and no physical changes are proposed external appearance of the building. The proposal offers social facilities and services to support the delivery of local strategies to improve health and social well-being for homelessness people. These benefits weigh substantially in support of the proposal and in the officer's opinion outweigh harm created by the loss of one dwelling. On this basis no objections are raised on these grounds.

7.3 Impact on character and appearance of the surrounding area and host dwelling

7.3.1 The National Planning Policy Framework (NPPF) supports the creation of quality buildings and places which fit in with the overall form and layout of their surroundings. Policy DM9 of the Core Strategy and Development Management Policies document (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.

7.3.2 Principle 7.8 of the Residential Design Guide (RDG) sets out that design which positively contributes to the character and quality of the area will be supported. The Western Urban Area Character SPD 2012 (WUAC) seeks to prevent unsympathetic development which results in the loss of period features, the loss of Victorian/ Edwardian buildings or any negative visual impact the wider character of the area.

7.3.3 There are no proposed external alterations or physical extensions to the building, and on this basis there will be no changes to the design, appearance, scale, bulk and massing of the building. Therefore, the proposal will not change the overall form or layout out the immediate area or result in any loss of period features or Victorian/ Edwardian buildings. The proposal will therefore preserve the visual character and appearance of the existing building and surrounding area.

7.3.4 In character terms the proposal is considered to comply with Policy DM9 of the CSDMP and the RDG.

7.4 Impact on residential amenity of neighbouring properties including noise and disturbance

7.4.1 Policy DM9 of the CSDMP states that development will be acceptable where the proposal respects the amenities of the occupiers of neighbouring properties and uses. This is supported by para 127(f) of the NPPF, which seeks to create a high standard of amenity for existing and future users. The importance of appropriate design for extensions, so as not to result in a material loss of amenity for the occupiers of neighbouring properties, is set out in principles 8.1 and 10.1 of the RDG.

7.4.2 There are no proposed external alterations or physical extensions to the building. On this basis no objections are raised in respect to any overshadowing, overbearing impacts or loss of privacy.

7.4.3 Turning to concerns regarding noise and disturbance, as set out at paragraphs 4.4, 4.5 and 4.6 above, there will be a maximum of 6 homeless people occupying the property at any one time and residents will be required to sign a license agreement that will include a number of requirements such as the abiding by dry house rules, a curfew, not having visitors and engaging with the support that is offered. Any resident in breach of the terms of their license will be required to leave. The applicant also confirms that they will have full operating procedures in place with the accommodation staffed at all times during occupation.

- 7.4.4 Indeed the officer also notes that residents will only be offered a place following a full risk assessment to ensure that the accommodation is a suitable placement and residents have the skills to stay at the accommodation and abide by the rules. The accommodation is not a direct access hostel and will not be available for people to attend without a prior assessment. Furthermore, the applicant confirms that in the unlikely event of an escalating situation procedures are in place including accessing emergency services, if necessary. The applicant confirms that they seek to run a courteous temporary home for people and will encourage respect and acceptable behaviours at all times.
- 7.4.5 Therefore, having considered the applicant's submissions it is concluded that the proposal will cause no adverse impact upon neighbouring amenities in compliance with Policy DM9 of the CSDMP, the RDG and the NPPF. In addition, given that the management of the accommodation falls under separate legislation, it is not considered appropriate to impose any management conditions.

7.5 Parking and Highway Safety

- 7.5.1 The applicant confirms that there will usually be 1-2 staff members on site at any one time plus a volunteer so it is anticipated up to 3 cars to be on the drive at any one time. This is not dissimilar to the existing parking pressures of a family dwelling house.
- 7.5.2 In applicant also explains that in their experience most homeless people do not have the use of a car but if they do, the applicant will work to find a solution where they are not parking on the road. It is noted that the site is also well served by public transport and walking distance from Frimley Road shopping parade and the Town Centre.
- 7.5.3 In respect of parking and traffic generation, the proposed development is considered to be acceptable and accords with the provisions of Policy DM9 and DM11 of the CDSMP.

7.6 Other considerations (Community Infrastructure Levy (CIL) / Thames Basin Heaths Special Protection Area (TBHSPA)

- 7.6.1 The proposed development does not generate a net increase in dwellings, nor is it for a residential extension of over 100 square metres, as such the proposal will not be CIL liable or impact on the TBHSPA.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

- 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.
- 8.2 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.

9.0 CONCLUSION

- 9.1 It is considered that the proposal is acceptable in principle; would result in no adverse impact on the character of the surrounding area and the host dwelling; the residential amenities of the occupiers of the neighbouring dwellings; or, the safe operation of the highway network. The application is therefore recommended for approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

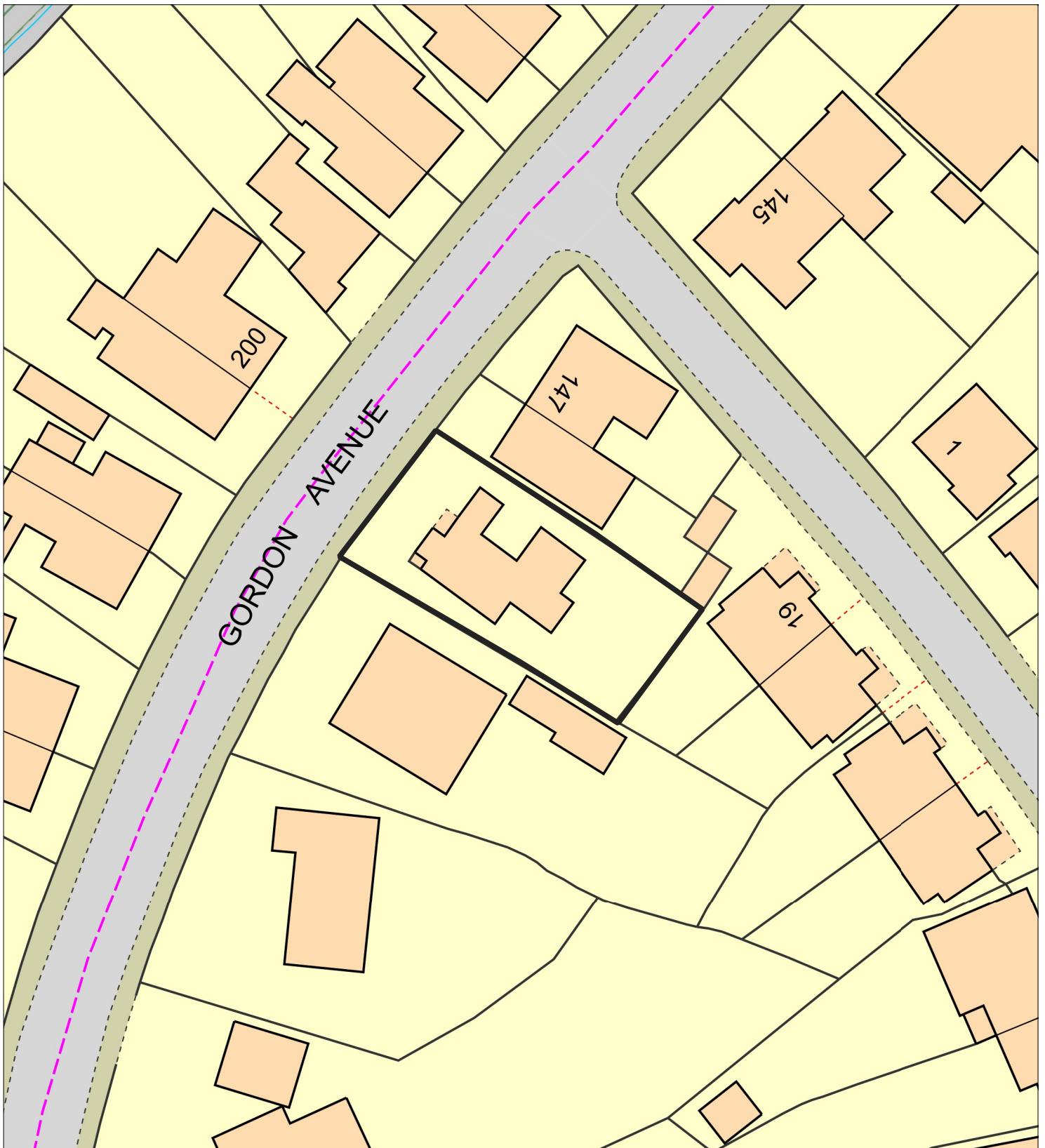
Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

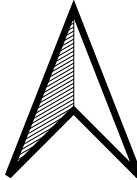
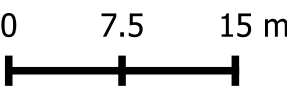

2. The proposed development shall be built in accordance with the following approved plans: 01, 02 and 03 unless the prior written approval has been obtained from the Local Planning Authority.

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

Informative(s)

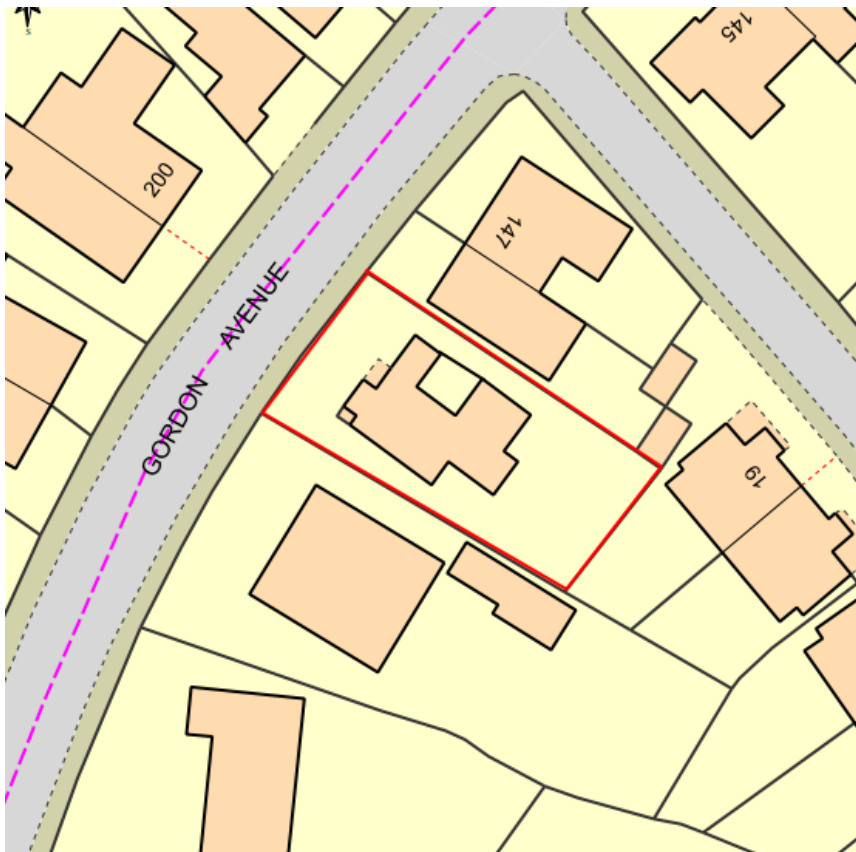
1. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
2. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report
3. The applicant is advised that the use approved by this permission is classified as sui generis. Consequently, any future change of use will require planning permission.



Title	Planning Applications		
Application number	21/0724/FFU	 	Scale @ A4 1:500
Address	151 Gordon Avenue Camberley Surrey GU15 2NR		Date 07 Sep 2021
Proposal	Change of use of a single family dwelling house (C3) to short term accommodation for up to 6 homeless people (sui generis).		
<p>Page 101</p> <p>Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2021 Author: DE</p>			

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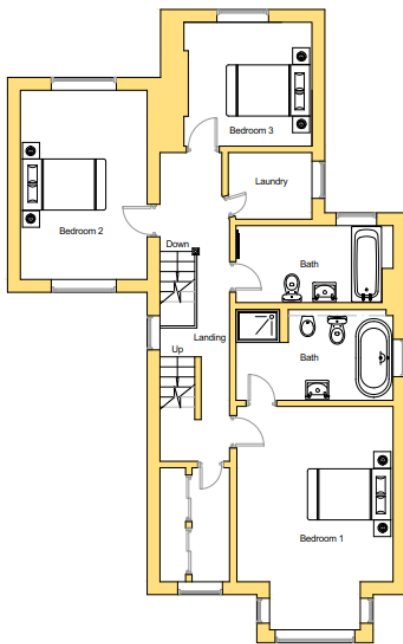
Location / site plan



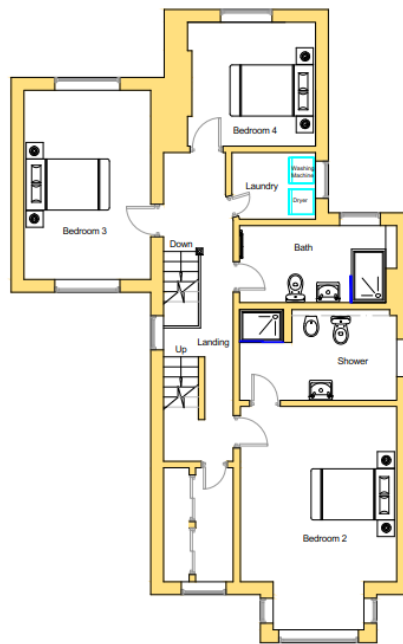
Existing Ground Floor Plan



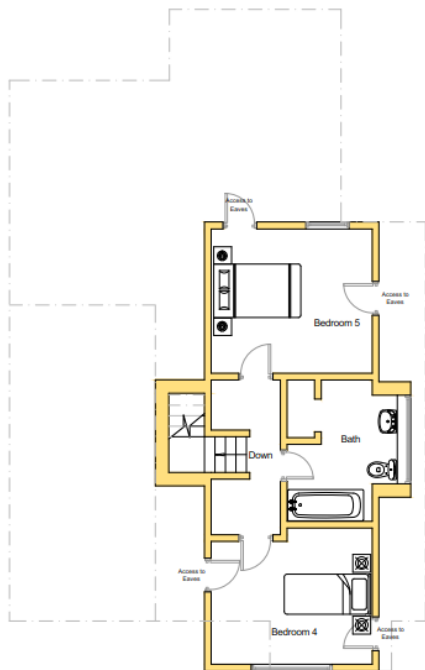
Proposed Ground Floor Plan



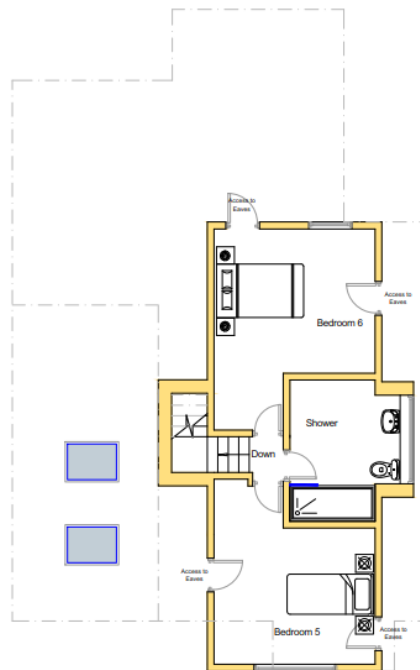
Existing First Floor Plan



Proposed First Floor Plan



Existing Second Floor Plan



Proposed Second Floor Plan

The application building



Street Scene looking west



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21/0799/FFU

Reg. Date 16 July 2021

Bisley & West End

LOCATION:	17 Sefton Close, West End, Woking, Surrey, GU24 9HT,
PROPOSAL:	Erection of a two storey rear extension and single storey side extension, following demolition of single garage and conservatory.
TYPE:	Full Planning Application
APPLICANT:	Mr Adrian Page
OFFICER:	Thomas Frankland-Wells

This application has been reported to the Planning Applications Committee because the applicant is a serving Councillor of Surrey Heath Borough Council.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The proposal is for the erection of a two-storey rear extension following the demolition of the garage and single storey northeast side extension following the demolition of the conservatory. The principal/front elevation of the dwelling is southeast facing, unlike the adjoining neighbouring dwellings nos. 16 and 18 which have southwest facing front elevations. The proposed development is identical to planning permission 21/0496/FFU approved under delegated powers in June 2021. However, a Revocation Order has been made to revoke this permission, which will take effect on 22 September 2021. The reasoning for this Order is explained in paragraph 3.2 below.
- 1.2 It is considered that the proposal's size, proportions, design style and materials would harmonise satisfactorily with the existing dwelling. In the officer's opinion the extensions would not have an adverse impact on local character, residential amenity or highway safety and is, therefore, recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site falls within the settlement area of West End and comprises a circa. 1950's two-storey, detached dwelling of light red buff brick construction under a plain-tiled, roof. The principal (front) elevation of the dwelling faces south-east and looks out over the turning head in this part of Sefton Close toward the neighbouring semi-circle of dwellings at Nos. 18-22 Sefton close. There is a combined wall and hedge approximately 1.8 metres in height running along the front boundary of the site. The south-west facing plain gable, side elevation of the dwelling faces out onto the main part of Sefton Close, and the driveway serving the dwelling lies on this side of the plot.
- 2.2 The rear elevation of the two-storey element of the dwelling has a ground floor entrance porch under a mono-pitched roof attached to this side of the dwelling which lies between it and the flat-roofed, single garage serving the dwelling. The garage abuts the north-western site boundary with the neighbouring dwelling at No. 16 Sefton Close. This dwelling has a side elevation with first floor windows serving a bathroom and landing, and a ground floor window facing the blank side elevation of the garage and rear aspect of No. 17. The site also

bounds the rear gardens of dwellings to the north-west at Nos. 23 and 25 Jenner Drive. The wall to wall distances between the No. 17 dwelling and the dwellings on these plots is approximately 45.0 metres. The neighbouring dwelling at 18 Sefton Close is a detached, 2-storey, dwelling constructed from similar materials under a hipped/pitched roof sited to the west of No. 17 and set at 90° to it. The boundaries between plots are marked by 1.8 metres high wooden, close-boarded fencing.

3.0 RELEVANT HISTORY

- 3.1 14/0576 Erection of a part two storey front, part two storey rear, part single storey side, part single storey front and side following demolition of existing attached garage, conservatory and single storey rear extension. Approved – 5/8/14.
- 3.2 21/0496/FFU Erection of a two-storey rear extension and single storey side extension, following demolition of single garage and conservatory. Approved – 25/6/21.
- This application form declared that the applicant was not a serving councillor and so the applicant was approved under delegated powers. Subsequently, officers were advised that the applicant was a serving councillor. Under the Council's adopted Scheme of Delegation any planning application by a serving councillor must be reported to Committee. To rectify this a Revocation Order was therefore made under Section 97 of the Town and Country Planning Act 1990 to revoke this permission. This was advertised in the Surrey Advertiser on 6 August 2021. The Order is due to take effect on 22 September 2021.

4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the erection of a two-storey rear extension and single storey side extension, following demolition of the single garage and conservatory. This proposal is identical to planning application 21/0496.
- 4.2 The two-storey extension would measure approximately 3.8 metres wide x 4.7 metres deep x 4.75 metres to the eaves and 7.4 metres to the ridge of the pitched roof, where it would join the main dwelling's rear elevation. Matching construction materials are proposed to be used. The single storey extension attached in place of the existing conservatory and facing the main garden would measure approximately 10.2 metres wide x 2.6 metres deep, and would have a shallow hipped/pitched roof measuring 2.5 metres high to the eaves and 3.6 metres high to the ridge of the mono-pitched roof.
- 4.3 The proposed use of the two-storey extension is for two new bedrooms and a shower room. The proposed single storey rear extension is for a new family, kitchen and dining room to the ground floor.
- 4.4 The proposals also involve a change from the present tile hanging at first floor elevation level to painted render on all sides of the dwelling. At ground floor level the use of matching bricks is proposed. There is no proposed change to the front building line of the dwelling and its relationship to the highway and street scene.

5.0 CONSULTATION RESPONSES

- 4.1 County Highways Authority No comments or requirements to make
- 4.2 West End Parish Council Raises no objection.

6.0 REPRESENTATION

- 5.1 A total of 6 individual letters of notification were sent out on 23 July 2021 to neighbouring Sefton Close properties. At the time of preparation of this report one letter of representation have been received, summarised below:

- Expresses uncertainty as to whether this application is to replace the 21/0496/FFU given the different application descriptions between the two schemes. Of the two schemes the former appears to have less of an impact on the character and appearance of the surrounding area.

[Officer comment: The schemes are identical. Since receipt of this representation, and to avoid confusion, the application description has been amended to replicate 21/0496. This change of description has been agreed with the applicant]

6.0 PLANNING CONSIDERATION

- 6.1 The site lies in the settlement area for West End where residential extensions, in principle, are acceptable. In considering this proposal regard has been had to the National Planning Policy Framework 2021 (NPPF), the National Design Guide (NDG), Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP) and guidance within the Surrey Heath Residential Design Guide SPD 2017 (RDG); and, the West End Village Design Statement 2013 (WEVDS).
- 6.2 The main issues to be addressed are:
- The impact of the development on the character and appearance of the surrounding area;
 - Impact on residential amenities; and,
 - Impact on highway safety

6.3 The impact of the development on the character and appearance of the surrounding area

- 6.3.1 The WEVDS identifies Sefton Close and surrounding roads, as being in Character Area 2 as having a range of properties covering the period from the 1930's to the late 20th Century advising that red brick and tile-hanging are fairly typical features of this semi-rural leafy road. The road features predominantly larger, two-storey, detached houses most of which have been considerably extended. Guideline 2 indicates that any new development should seek to complement existing building lines, whilst Guideline 5 indicates that extensions should be complimentary to the existing building in proportion, style and use of materials. Similarly, the RDG requires extensions to reflect the existing dwelling and principles 10.1 – 10.5 are relevant.

- 6.3.2 Whilst the proposed extensions would add mass and bulk to the existing dwellinghouse the single storey side extension would be largely screened by the front elevation. Additionally, the two-storey extension would be set back from the main side elevation of the house thus significantly lessening the impact on the street scene and the ridge height being lower than the main dwelling's ridge would ensure subservience. The size of this two-storey extension would not appear cramped or incongruous in the street scene. Overall, the design of the extensions would satisfactorily harmonise with the existing dwelling in terms of roof design, proportions and materials.
- 6.3.3 In character and appearance terms, the proposal therefore complies with Policy DM9 of the CSDMP, Principles 7.8, 10.1, 10.2, and 10.4 of the RDG; and, Guidelines 2 and 5 of the WEVDS.

6.4 The impact of the development on residential amenities

- 6.4.1 The single storey side extension would be in close proximity to no. 18 Sefton Close (i.e. the adjoining neighbour to the east) and would have the most impact upon this neighbour. There is minimal boundary screening between the dwellings. However, the proposed side extension would be replacing an existing side conservatory with more glazing, currently sited with a similar proximity to no. 18 as this proposal. Whilst there are bay windows located in the front elevation of no. 18 serving principal living rooms and there are flank windows to this neighbouring dwelling, given the oblique built-form relationships and overall separation distances, it is considered that this single storey proposal would cause no adverse or significant loss of residential amenity to this neighbour in respect of overbearing impacts, loss of light or overlooking.
- 6.4.2 The two-storey rear extension would have the most impact upon no. 16 Sefton Close (i.e. the adjoining neighbour to the west). Given the width of the proposed extension, the impact of it would be confined to the side elevation of no. 16. Of the 3 windows in the side elevation of no. 16 facing the proposed extension, 2 are bathroom windows and obscure glazed and 1 is a large landing window. However, there would be no proposed rear elevation facing windows within the extension, which would be an improvement on the existing number of windows facing this neighbour. For this reasoning it is considered that there would be no adverse loss of privacy. It is recommended that a condition be added to control the insertion of future windows.
- 6.4.3 Whilst this extension would be 1 metre away from no. 16's shared boundary this would be moved further away than the existing garage to be replaced. The width of the extension and the overall size of the extension, together with the aforementioned built form and fenestration relationships would ensure that the extension would not result in significant overbearing impacts or a loss of light.
- 6.4.4 It is considered that the proposed extensions, are significantly separated from other neighbouring properties and as such there would be no adverse loss of residential amenity. It should also be noted that the two-storey extension is in the same location and is of similar dimensions to that previously approved by application 14/0576. Whilst this permission is no longer extant it was subject to the same CSDMP policies. The main difference is that the previously approved extension proposed a hip to the roof of the extension, whereas that now proposed is for an extension with a plain gable. The overall quantum of development proposed by this submission is less than that approved under 14/0576 as there is no garage, 2-storey side extension, or 2-storey front extension and front porch forming any part of the current proposals.
- 6.4.5 In accordance with Policy DM9 of the CSDMP and the RDG the proposed development would satisfactorily respect the amenities enjoyed by occupants of adjoining and nearby neighbouring properties.

6.5 Impact on highway safety

- 6.5.1 Whilst the development would result in the loss of the existing garage serving the dwelling, it is noted that the driveway is sufficiently long enough to accommodate several vehicles. It is considered that the proposed development would not result in an adverse impact on parking or access to or within the site. The County Highways Authority have no comments to make. The proposal would therefore accord with Policy DM11 of the CSDMP.

6.6 Other matters

- 6.6.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted on 16 July 2014 and the CIL Charging Schedule came into effect on 1 December 2014. Surrey Heath charges CIL on residential and retail developments where there is a net increase in floor area, however, as the proposal relates to a net increase in residential floor area less than 100 square metres the development is not CIL liable.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

- 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.
- 8.2 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.

9.0 CONCLUSION

- 9.1 In the officer's opinion the proposal would result in an acceptable form of development that would be in keeping with the character and appearance of the host dwelling and local area. It would not give rise to any unacceptably adverse impacts on the amenities currently enjoyed by occupants of neighbouring residences, particularly those at nos. 16 and 18 Sefton Close. As such, the proposal would accord with Policy DM9 of the CSDMP, the advice in the RDG and the WEVDS; and, the NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

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

Location Plan (Drawing No. 17SF/LP/01);
Proposed Block Plan (Drawing No. 17SF/PBP/01);
Proposed Ground Floor Plan (Drawing No. 17SF/PGF/01);
Proposed First Floor Plan (Drawing No. 17SF/PFF/01);
Proposed Roof Plan (Drawing No. 17SF/PRP/01);
Proposed Elevations (Drawing No. 17SF/PEL/01);

All received and validated on 16 July, 2021, unless the prior written approval has been obtained from the Local Planning Authority.

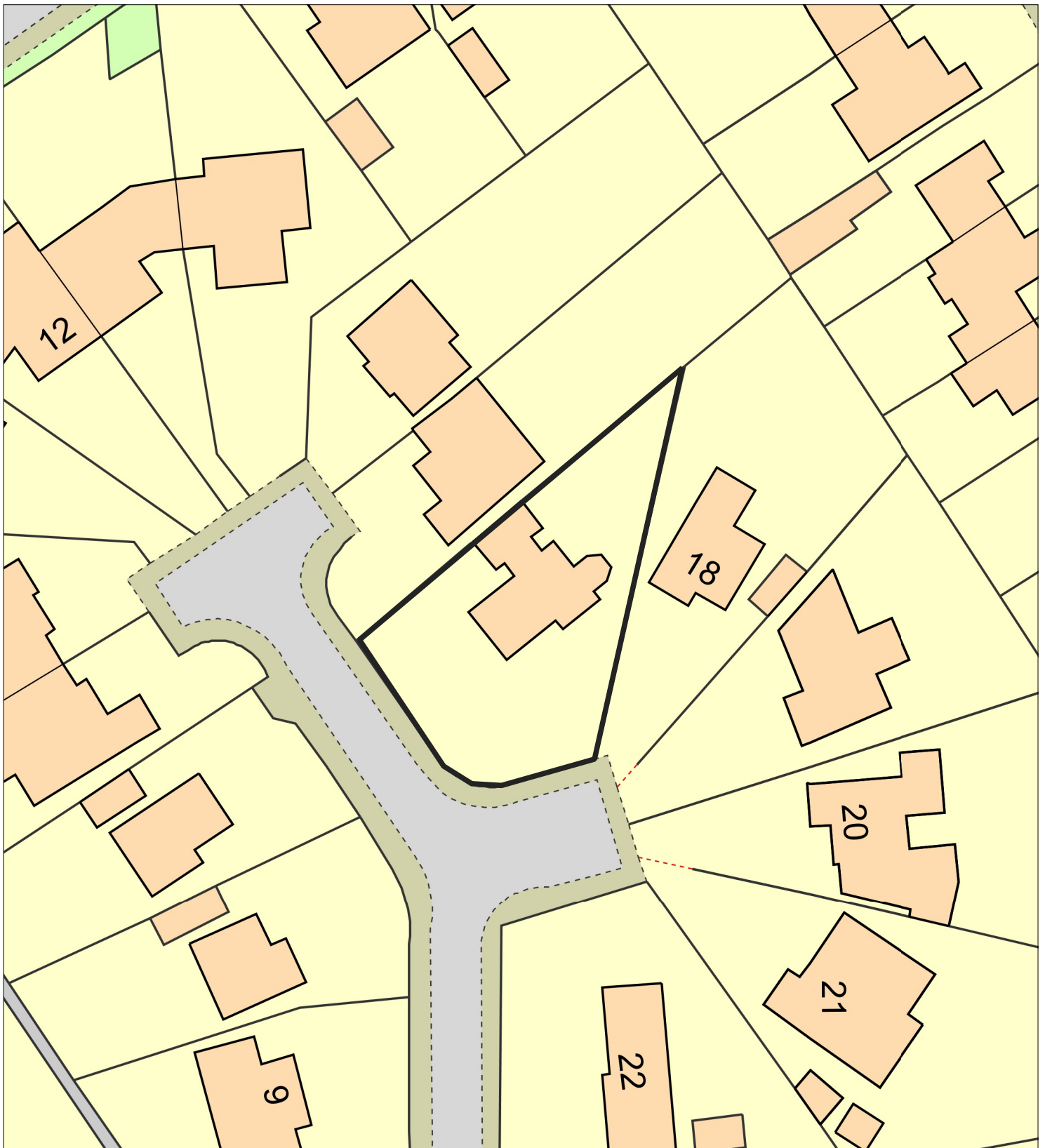
Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

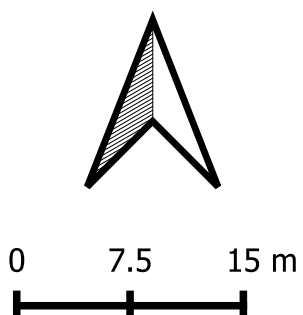

3. The building works, hereby approved, shall be constructed in external fascia materials to match those of the existing building.

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

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 applicant's attention is drawn to the Party Walls (etc) Act 1996.



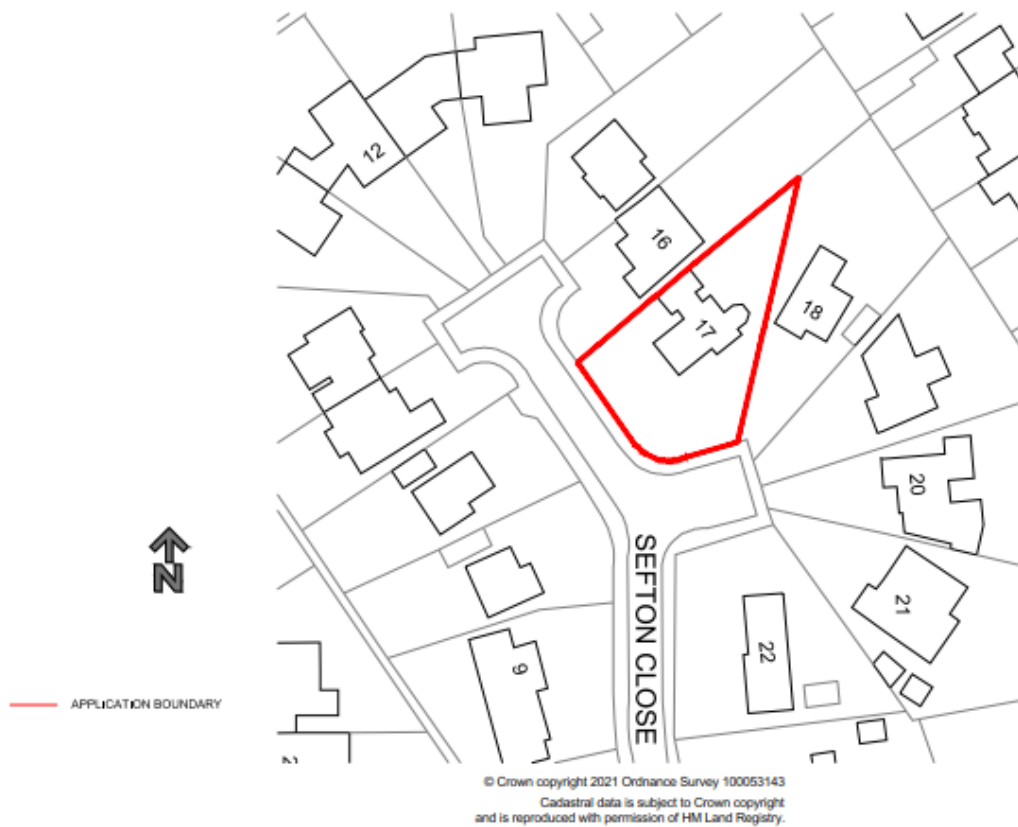
Title	Planning Applications		
Application number	21/0799/FFU		Scale @ A4 1:500
Address	17 Sefton Close West End Woking Surrey GU24 9HT		Date 07 Sep 2021
Proposal	Erection of a two storey rear extension and single storey side extension, following demolition of single garage and conservatory.		
			
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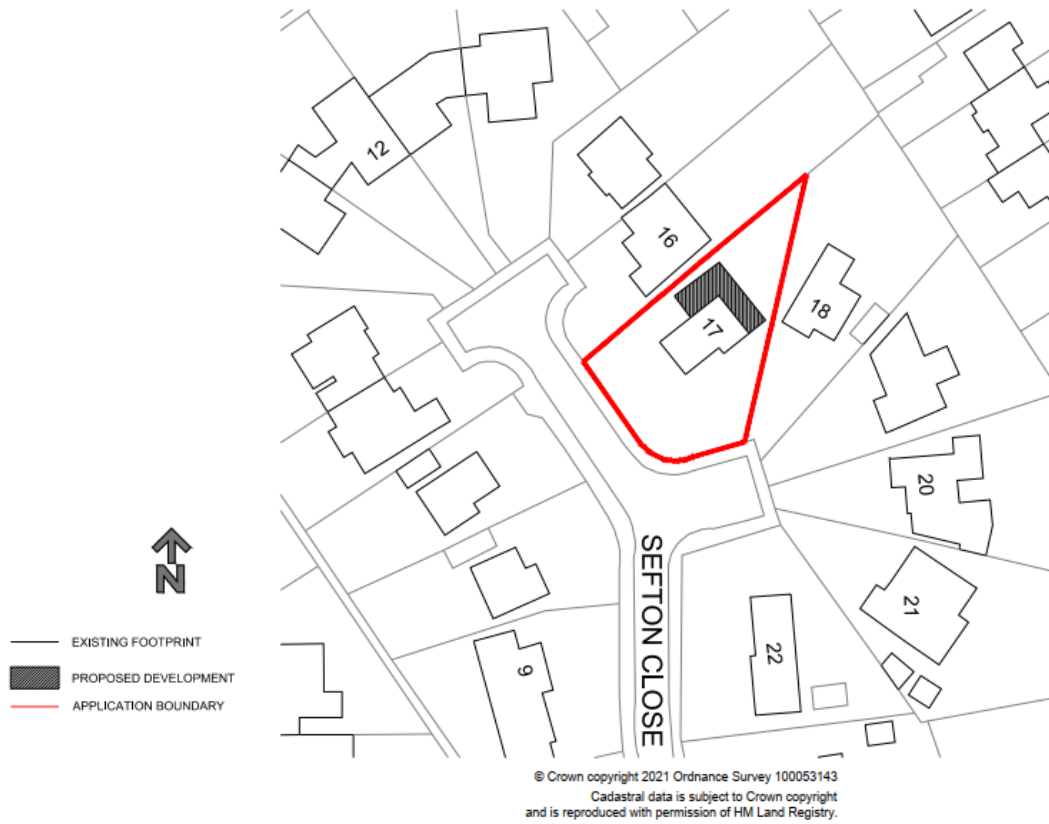
Location plan



Existing site plan



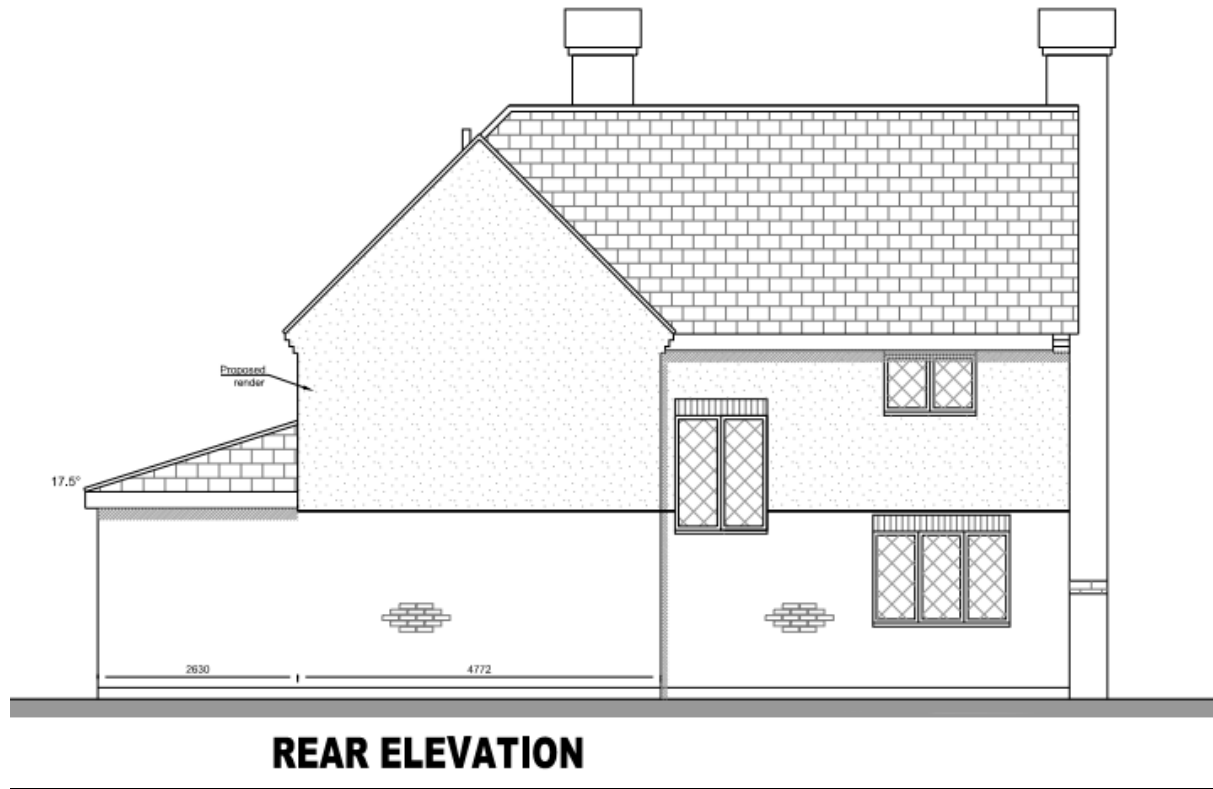
Proposed site plan



Proposed Front Elevation



Proposed Rear Elevation



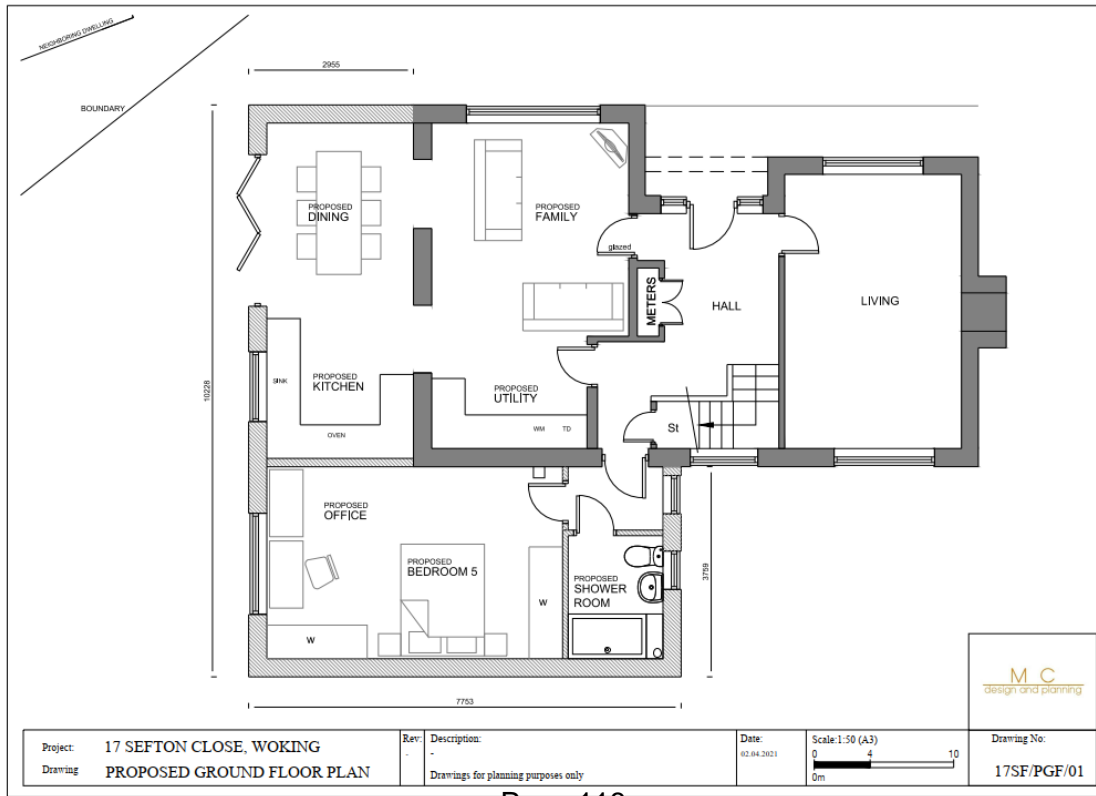
Proposed SE facing Side Elevation and relationship with No. 16 Sefton Close



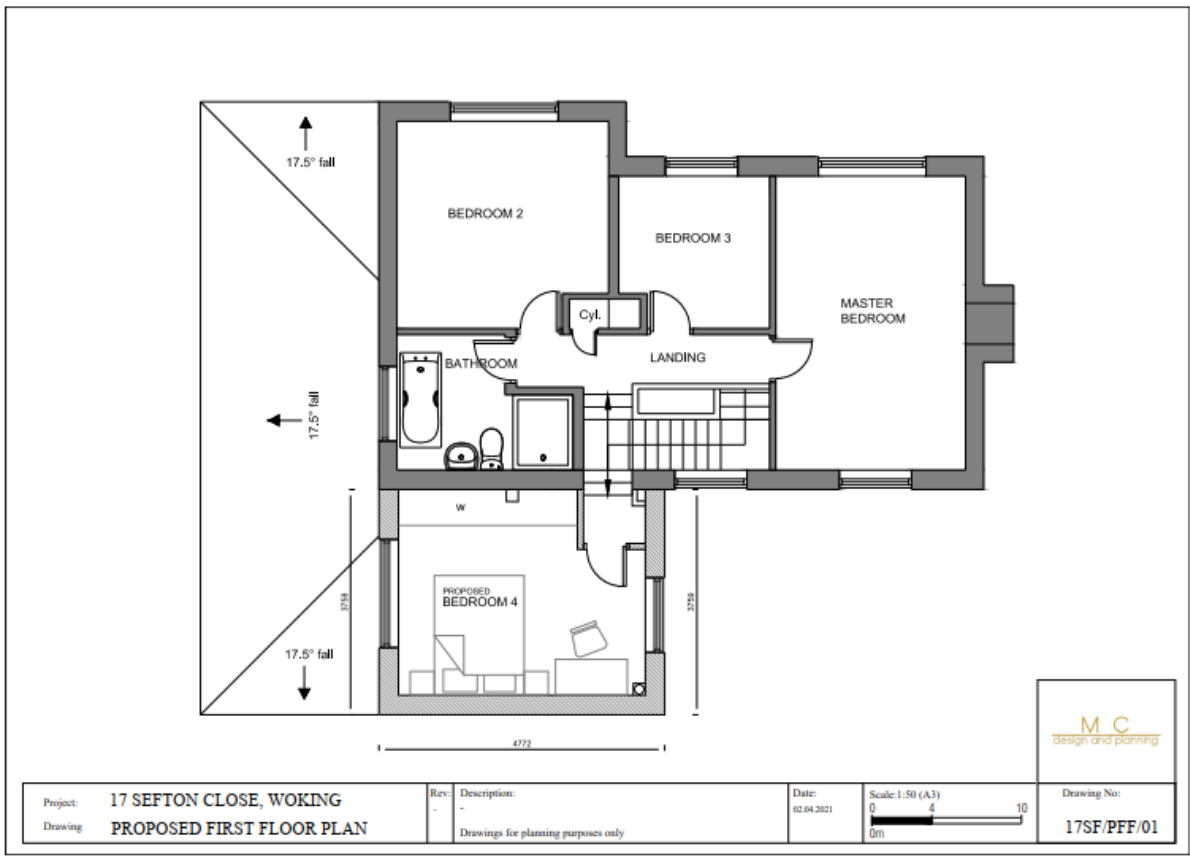
Proposed NW facing Side Elevation and relationship with No. 16 Sefton Close



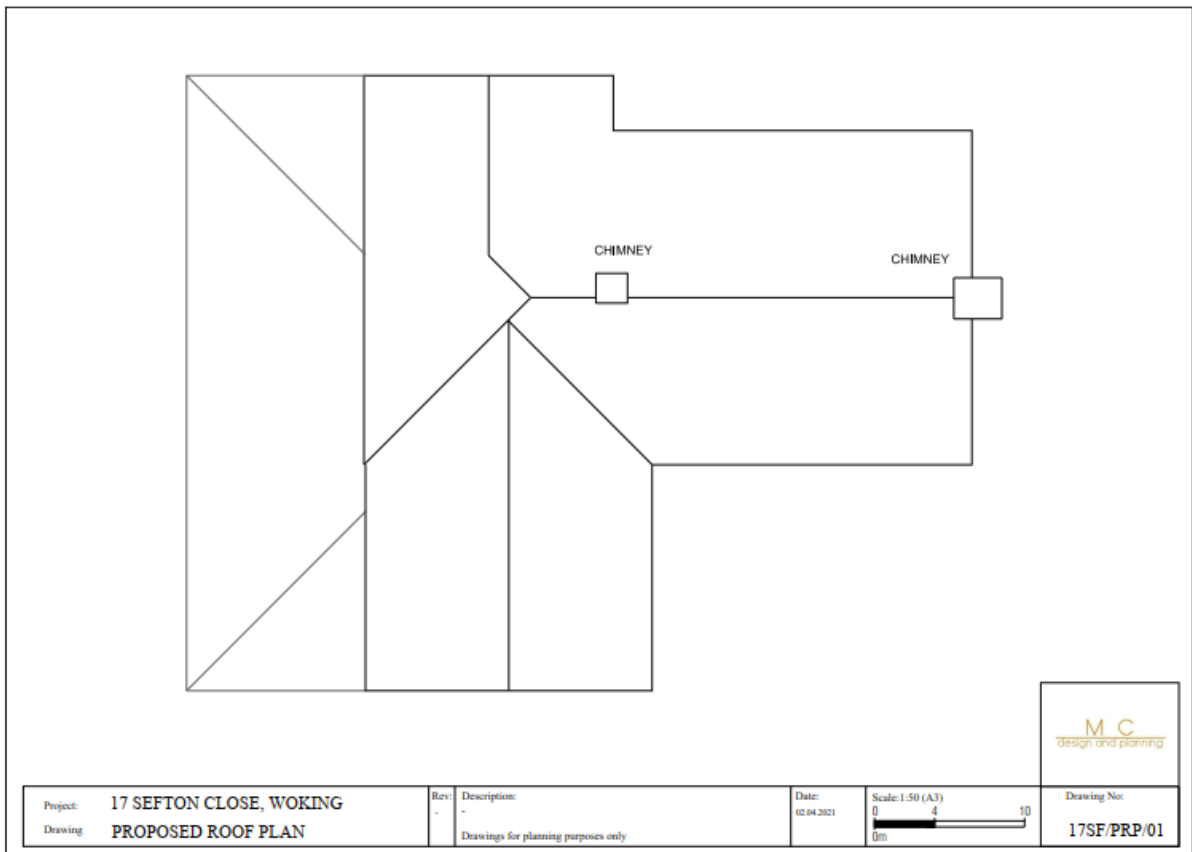
Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Roof Plan



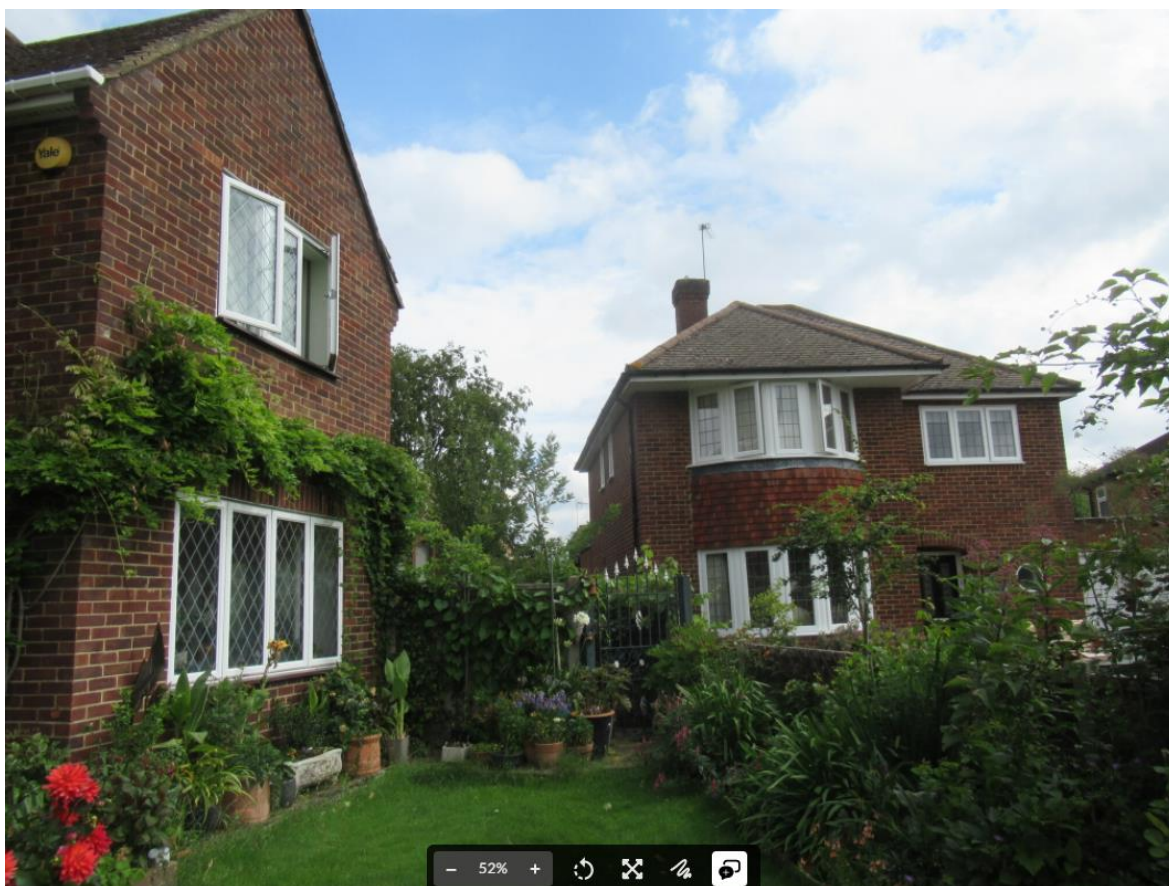
The site, application dwelling and relationship with No. 18 Sefton Close



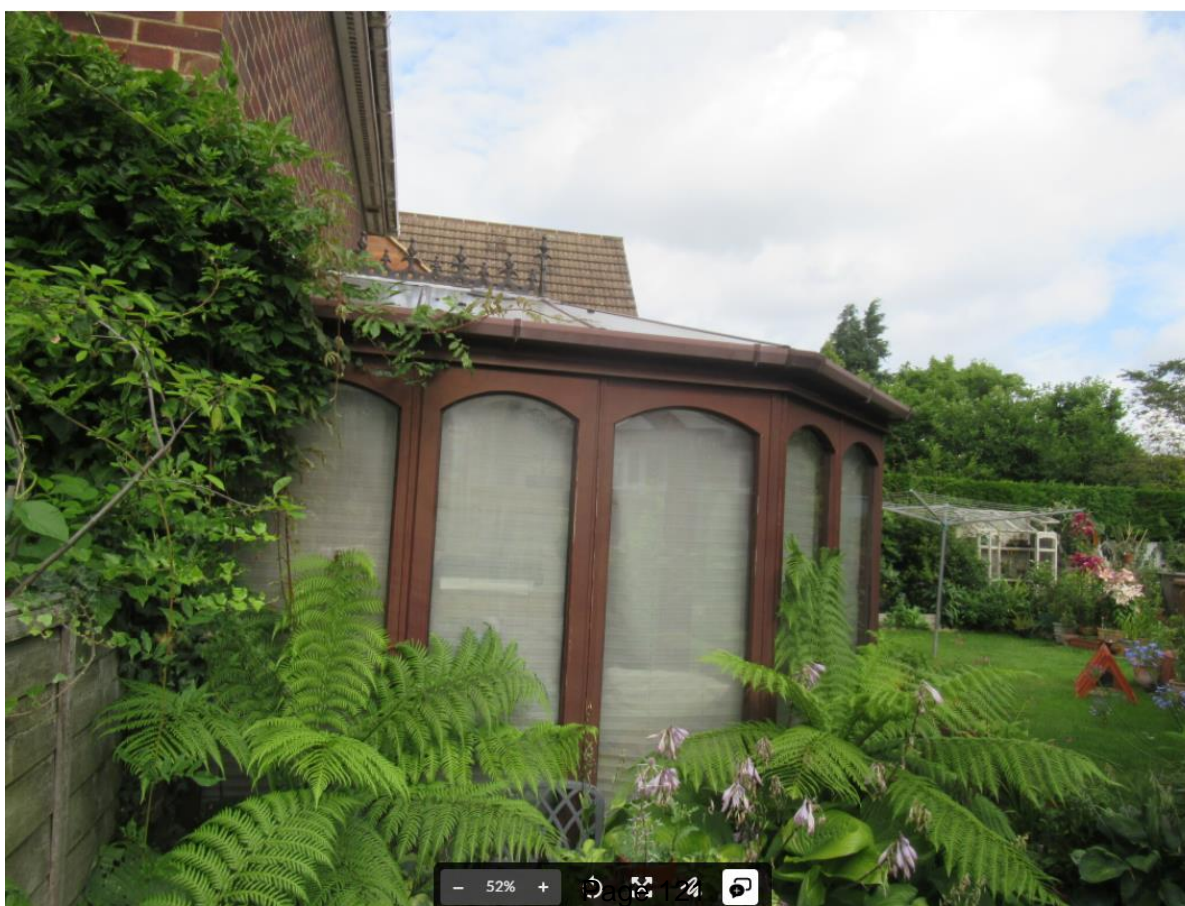
The application dwelling



The application dwelling and relationship with No. 18 Sefton Close



The conservatory proposed to be removed and replaced with a ground floor extension



The rear elevation and garage of the application dwelling (No. 17) and relationship with No. 16 Sefton Close



The driveway and garage of the application dwelling (No. 17) and relationship with No. 16 Sefton Close



No. 16 Sefton Close with rear elevation of No. 17 in the background



Side elevation and garage of No. 1 Sefton Close with No. 16 adjacent to the left of picture



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Monitoring Report

Portfolio:	Regulatory
Ward(s) Affected:	All Wards

Purpose: As an information item providing an overview of function and performance of the Corporate Enforcement Service for the period 1 May 2021 – 31 August 2021

1. Key Issues

- 1.1 This report provides clarification over the performance of the Corporate Enforcement Team over the period spanning from 01 May 2021 to 31 August 2021. The previous monitoring update to the Planning Applications Committee was in August 2021 as a verbal update on the highest priority urgent investigations.
- 1.2 The following matters will be discussed within the report:
- 1) Enforcement Performance
 - 2) Uniform
 - 3) Enforcement Register
 - 4) High Priority Investigations
 - 5) Resource Update

2. Enforcement Performance

- 2.1 The Corporate Enforcement Team (the Team) has continued reviewing their internal procedures in order to put emphasis on customer service for both internal and external customers. Extensive work has now been undertaken alongside the IT Department to improve Uniform, the Team's operating system. This has led to the commencement of the larger procedural review of the Team's internal procedures and this will remain on-going until after Uniform with Enterprise (sub-system to Uniform) has been completed, which is explained later in this report. It should be noted that this review is having a direct impact on officers' availability to working through the remaining historical backlog and the Enforcement Register that is currently under review. Consequently, the Team has closed down 67 investigations overall during the period of 01 May 2021 to 31 August 2021, 5 of which are historical investigations.

3. Uniform

- 3.1 Uniform is one of the IT systems the Corporate Enforcement team uses. As part of the Uniform package, the Council has obtained access to Enterprise which is a managing tool for Uniform that allows more complex reports to be drawn from. Consultants of Enterprise will be assisting the IT Department and the team in setting this sub-system up in January 2022. Unfortunately, a significant amount of work needs to be undertaken before Enterprise can be installed which will impact workloads of all officers in the Corporate Enforcement team. The reason being that the current data review of Uniform will need to have been completed by then, including the finalisation of all Planning Enforcement internal processes (this includes mapping all of those procedures) and template writing (this includes the installation of all templates into Uniform).

- 3.2 As part of the above process, the Team has managed to-date to close a significant number of open historical investigations (an update in May 2021 clarified the extent of historical cases closed at that time, and this remains ongoing), create a number of new internal processes (this included expanding on current internal processes) and templates for ease of the usage of the Uniform system (the IT Department has advised that numerous templates have now been uploaded, but the main templates for expediency reports and formal Notices still needs to be finalised and then uploaded).

4. Enforcement Register

- 4.1 The Council by law has to provide an Enforcement Register that contains all Enforcement Notices, Stop Notices and Breach of Condition Notices issued by the Council since records began. The reviewing of the current Register remains ongoing with a large part of the existing Notices already scanned. Once all Notices have been scanned and uploaded then a full review of the status of each Notice needs to be undertaken before the Register can be signed off by Legal. This is an extensive exercise that will remain ongoing alongside the current caseload of officers.

5. High Priority Investigations

- 5.1 An appendix has been attached to this report providing a list of the highest priority investigations the team are currently dealing with. As part of this list, a traffic-light system has been introduced showing the current progress on those investigations. The red-light system works as follows:

Red: The investigation requires urgent attention;

Orange: The investigation is progressed on an ad-hoc basis;

Green: The investigation is held in abeyance pending consideration of other decisions; such as a planning appeals, planning applications, etc.

6. Resource Update

- 6.1 The Council has appointed Jina Parker as an Assistance Corporate Enforcement Officer who started on 7th June 2021. In addition to her day-to-day job, she has also been tasked to assist Corporate Enforcement officers in their day-to-day activities, including accompanying officers during site inspections. Jina has settled in and is an invaluable member to the Team.

- 6.2 Furthermore, the Council has also appointed Rebecca Green as a Planning Enforcement Officer (Compliance) whom will start on Monday 13 September 2021. She has an extensive planning enforcement background having worked 12 years for a local Surrey Borough Council. She has worked in the private sector for the last 3 years and her overall experience will provide the Team with a wide range of additional skills.

7. Summary

- 7.1 The Corporate Enforcement Team has now added two additional resources. As a consequence, the Team aims to increase performance by reviewing the overall number of open investigations, resolve the highest priority investigations at the earliest opportunity and thus increasing officer availability to tackle new cases in a more expedient manner.

- 7.2 The challenge for the current year is to complete the reviewing of the Team's internal processes, review and update Uniform and finalise all templates, including the

completion of the Enforcement Register and make it available in a more convenient electronic form whilst maintaining the reduction in open enforcement investigations.

Author/Contact Details	Ryno van der Hoven Ryno.vanderhoven@surreyheath.gov.uk
Head of Service	Executive Head of Transformation - Louise Livingston

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By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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