



Surrey Heath Borough Council
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To: The Members of the **Planning Applications Committee**
(Councillors: Edward Hawkins (Chairman), Victoria Wheeler (Vice Chairman),
Graham Alleway, Peter Barnett, Cliff Betton, Stuart Black, Mark Gordon, David Lewis,
Charlotte Morley, Liz Noble, Robin Perry, Darryl Ratiram, 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,
Rebecca Jennings-Evans, Emma-Jane McGrath, Morgan Rise, John Skipper,
Pat Tedder and Vacancy

Site Visits

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

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held at Council Chamber,
Surrey Heath House, Knoll Road, Camberley, GU15 3HD on **Thursday, 9 June 2022 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 - 10

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 5 May 2022.

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.

4 Tree Preservation Order (TPO) 02-22 11 - 30

Planning Applications

5 Application Number: 21/0769 - Frimhurst Farm, Deepcut Bridge Road, Deepcut, Camberley, Surrey, GU16 6RF * 31 - 72

6 Application Number: 21/1268 - 29, 30 & 30A Brackendale Close, Camberley * 73 - 108

7 Application Number: 21/0895 - Novartis, 200 Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SR 109 - 134

8 Application Number: 21/1176 - Solstrand, Station Road, Bagshot, Surrey, GU19 5AS * 135 - 166

* 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 5 May 2022

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

- Cllr Graham Alleway	+ Cllr Liz Noble
Cllr Peter Barnett	+ Cllr Robin Perry
+ Cllr Cliff Betton	+ Cllr Darryl Ratiram
+ Cllr Stuart Black	+ Cllr Graham Tapper
+ Cllr Mark Gordon	- Cllr Helen Whitcroft
+ Cllr David Lewis	+ Cllr Valerie White
+ Cllr Charlotte Morley	

+ Present

- Apologies for absence presented

* Present from midway through minute 4/P

*2 Present from midway through minute 6/P

Substitutes: Cllr Morgan Rise (In place of Cllr Helen Whitcroft) and Cllr Pat Tedder (In place of Cllr Graham Alleway)

Members in Attendance: Cllr Sharon Galliford

Officers Present: Sarita Bishop, Duncan Carty
Gavin Chinniah, William Hinde
Jonathan Partington, Emma Pearman
Eddie Scott and Sarah Shepherd

1/P Chairman's Welcome

The Chairman took the opportunity to formally welcome Councillor Liz Noble to the Council and Planning Applications Committee.

2/P Minutes of Previous Meeting

The minutes of the meeting held on 7 April 2022 were confirmed and signed by the Chairman.

3/P Application Number 22/0167 - Langshot Equestrian Film Studio, Gracious Pond Road, Chobham, Woking, Surrey, GU24 8HJ

The application was withdrawn by the applicant prior to Committee meeting.

4/P Application Number 21/0936 - Orchard Cottage, Shepherds Lane, Windlesham, Surrey, GU20 6HL

The application was for the erection of a two-storey, 66 bedroom care home for older people with associated parking and landscaping.

This application had been reported to the Planning Applications Committee as the floor area exceeded 1000 square metres.

Members were advised of the following updates on the application:

"Secretary of State – As the application would be a departure from the development plan, if Members resolve to grant permission then the application would have to be referred to the Secretary of State prior to any decision being issued.

Doctor's surgery – The applicant has been asked for information to clarify why a doctor's surgery was not part of this permission. The applicant has stated:

It is appreciated that a doctors surgery formed part of the original planning permission relating to this site. It is also appreciated that this proposal followed on a short time after the doctors surgery central to Windlesham was closed. This decision was made over 10 years ago on the basis that it was believed inefficient and ineffective to retain the surgery in Windlesham.

The preference then was to centralise the provision, funding and delivery of the GP Service to residents of Windlesham at the Lightwater Surgery, only a short distance away (less than 2 miles from the application site and only little over a mile from the centre of Windlesham). It is understood and it remains the case and that there remains insufficient funding available or deemed necessity, to make the provision of a doctors surgery on the site of Orchard Cottage, a viable prospect.

It is notable here that NHS Frimley Clinical Commissioning Group have not responded to the current application, despite having been consulted.

To clarify further, there is no requirement for the applicant to provide the doctor's surgery as part of the extant permission. This was not requested by Members at Committee when the previous application (15/0272) was granted.

The CCG have been chased again for a response but have no response has been received.

CO2 savings – The applicant has provided further information as follows:

I have sought advice on quantification of the CO2 saving likely to arise from this particular array of solar panels. The advice I have received is that these will result in a saving of some 20.0 kg/m²/yr equivalent to an overall quantity of c.64 tonnes.CO₂/annum. If we include the ground source system, designed to provide all of the homes heating and cooling requirements, the saving across both systems should result in a saving of c. 40.0 kg/m²/yr, amounting to a conservatively estimated saving, of in excess of 100 tonnes/CO₂/annum.

It is noted that the extant scheme did not propose solar panels or the ground source heating system.

Nursing care – The applicant has clarified that nursing care at the home is not currently proposed, however more specialised residential/dementia care will be offered. There is flexibility to provide nursing care in the future if required.

Residents' cars – The applicant has advised that while it is not their policy to not permit residents to have their own cars, due to their care needs (they will have to meet proposed Condition 17) it is very unlikely that they would still be physically able to drive. The applicant is comfortable therefore advising that none of the residents will have their own cars at the site.

Double bedroom accommodation – To clarify, four rooms proposed are double bedrooms, two on the ground floor and two on first floor.

Comparison of other sites and parking spaces – The applicant has advised that the following homes are all 66-bed care homes run by the same operator (LNT Care Developments) with fewer parking spaces:

- Canterbury House, Faversham – 22 spaces (Officers note this is 16 min walk from a railway station and 4 min walk from an hourly bus service)
- Harrier Grange, Andover – 18 spaces (Officers note this is a 31 min walk from a railway station and 8 min walk from a regular bus service)
- Briggs Lodge, Devizes – 22 spaces (Officers note a number of buses stop immediately outside the care home but there is no railway station nearby)

For comparison, this site is a 25-minute walk from a bus service with less than hourly frequency Monday to Friday, and a 46-minute walk from the nearest station (Longcross).

The applicant has further advised that:

- It is of paramount importance to the care home operator that the parking provision is suitable, as not to provide sufficient parking would result in serious implications for the operation of the proposed care home and would mean it was not as attractive to future residents
- The adopted parking standards are a maximum and here they have sought to provide the maximum
- As a comparison - Lakeview Care Home in Lightwater has 58 beds and offers 19 parking spaces; Kingsley Court in Bisleigh is a 60-bed care home that only offered 19 spaces until recently extended
- The same ratio here would mean 29 spaces for Lakeview and 30 for Kingsbury Court, neither of which will be achieved even with the proposed extensions of provision.

County Highways further response – They have confirmed that the parking standards for care homes take account of staff requirements as well as that of visitors and residents. They state that even with 24 staff all driving to work which is a worst-case scenario, 9 spaces would be left for visitors which they consider is sufficient as visitor numbers will be spread throughout the day. "

As the application triggered the Council's public speaking scheme, Mr Alistair Wood spoke on behalf of the applicant in support of the application.

The Committee raised concerns in respect of the potential harm created by the construction of the proposal in relation highway safety and inconvenience to other highways users. As a result, it was agreed to add an additional requirement to condition 7 of the officer's recommendation in order to require signage as part of the specified vehicle routing.

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

RESOLVED that

- I. application 21/0936 be granted subject to the conditions in the Officer Report, as amended; and**
- II. the application be referred to the Secretary of State due to a departure from the Development Plan.**

Note 1

It was noted for the record that Councillor Pat Tedder knew the owner of the site, but they were not the applicant.

Note 2

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

Voting in favour of the officer recommendation to grant the application:

Councillors Edward Hawkins, Charlotte Morley, Liz Noble, Robin Perry, Darryl Ratiram, Morgan Rise and Graham Tapper.

Voting against the officer recommendation to grant the application:

Councillors Stuart Black, Pat Tedder and Valerie White.

Note 3

In line with Part 4, Section D, Paragraph 18 of the Constitution, Councillors Mark Gordon, David Lewis and Victoria Wheeler did not vote on the application as they were not present for the whole consideration of the application.

5/P Application Number 19/2313 - Hudson House, Albany Park, Camberley, Surrey, GU16 7PL

The application was for the change of use from warehousing to light industrial, general industrial and warehousing

The application was referred to the Planning Applications Committee because its floor area exceeded 1,000 square metres and Surrey Heath Borough Council was the applicant.

The officer recommendation to grant the application was proposed by Councillor Robin Perry, seconded by Councillor Charlotte Morley, and put to the vote and carried.

RESOLVED that application 19/2313 be granted subject to the conditions as set out in the Officer's report.

Note 1

It was noted for the record that:

- i. Councillor Edward Hawkins made a group declaration acknowledging that the applicant was Surrey Heath Borough Council; and
- ii. Councillor Victoria Wheeler declared that her current employer owned a building on Albany Park.

Note 2

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

Voting in favour of the Officer Recommendation to grant the application:

Councillors Stuart Black, Mark Gordon, Edward Hawkins, David Lewis, Charlotte Morley, Liz Noble, Robin Perry, Darryl Ratiram, Morgan Rise, Graham Tapper, Pat Tedder, Victoria Wheeler and Valerie White.

6/P Application Number 21/0901 - Windlesham Garden Centre, London Road, Windlesham, Surrey, GU20 6LL

The application was for the demolition of part of the existing building, erection of a single storey glass house extension (use class 'E') and designation of a smoking area with associated alterations, resurfacing of existing car park with associated lighting and creation of a raised veranda and porch to existing farm shop (retrospective) and provision of smoking shelter, cycle parking and electric vehicle charging points.

The application had been referred to the Planning Applications Committee because of its association with 20/0494, which had also been reported to the meeting.

Members were advised of the following updates:

**“UPDATED
Condition 4**

Add “cycle parking” after “adequately signed”

Members had notable concerns in respect of the proposal's negative effect on the residential amenities of nearby residents. This constituted the adverse impact of the lighting and noise associated with proposal. As a result it was agreed by the Committee to amend condition 2 of the officer's recommendation to require use of a temporary barrier to prevent use of the section of the car park which was north of

Homestead Cottages and were adjacent to Holm Place and The Bear House. It was also agreed to require, by a further condition, that the lighting in this area be switched off between 8pm to 7am; and that the lighting for the rest of the site be switched off between 12.30am and 7am.

Furthermore, in the interest of further protecting nearby residential amenity, a condition was added to stipulate that no servicing or deliveries should take place between midnight and 7am, during Monday to Saturday; nor midnight to 9am on Sunday. To this effect, it was agreed to also add a further condition to stipulate that the gates at the entrance of the site from the A30 should be closed between the hours of 12:30am to 7.30am.

The Officer recommendation to grant the application was proposed by Councillor Morgan Rise, seconded by Councillor Liz Noble and put to the vote and carried.

RESOLVED that application 21/0901 be granted subject to the conditions in the officer report, as amended and the additional conditions.

Note 1

It was noted for the record that:

- i. Councillor Edward Hawkins declared that the Committee had received various pieces of correspondence in respect of the application;
- ii. Councillor Victoria Wheeler declared that:
 - a) She had met with the applicant onsite alongside other Ward Councillors and local residents;
 - b) She had attended a Licensing Sub-Committee meeting in respect of a Licensing application for the site, but she came into the meeting with an open mind.
 - c) She had been copied into correspondence between neighbours and the former restaurant manager regarding noise disturbance complaints;
- iii. Councillor Valerie White declared that:
 - a) She had met with the applicant onsite alongside other Ward Councillors and local residents;
 - b) She had attended a Licensing Sub-Committee meeting in respect of a Licensing application for the site, but she came into the meeting with an open mind.

Note 2

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

Voting in favour of the Officer Recommendation to grant the application:

Councillors Stuart Black, Mark Gordon, Edward Hawkins, David Lewis, Charlotte Morley, Liz Noble, Robin Perry, Darryl Ratiram, Morgan Rise, Graham Tapper, Pat Tedder, Victoria Wheeler and Valerie White.

7/P Application Number 20/0494 - Windlesham Garden Centre, London Road,

Windlesham, Surrey, GU20 6LL

The application was for the demolition of the existing glass house and other buildings on site and the erection of a replacement building within A1 use. (Retrospective).

This application would have normally been determined under the Council's Scheme of Delegation. However, the application had been reported to the Planning Applications Committee at the request of Councillor Victoria Wheeler due to concern that the proposal was inappropriate development within the Green Belt. Reference was made to the Castle Grove Nursery application and dismissed appeal (ref. 18/1118) having regard to the loss of glasshouses and the need for very special circumstances.

Members were advised of the following updates on the application:

"UPDATE

Opening hours – the applicant has clarified that the opening hours are 8am-6pm Monday to Saturday and 10am – 6pm on Sundays. They have stated that small units such as these are not restricted under the Sunday Trading Act.

Occupation of the units - The applicant has advised also that one of the units has been recently occupied, and the tenant is a sustainable clothing retailer, although the unit has not been fully fitted out yet and the applicant advises that this is a temporary opening. The tenants for the remaining two units are not yet known."

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

RESOLVED that application 20/0494 be granted subject to the conditions in the officer's report.

Note 1

It was noted for the record that:

- i. Councillor Victoria Wheeler declared that:
 - a) She had met with the applicant onsite alongside other Ward Councillors and local residents;
 - b) She had attended a Licensing Sub-Committee meeting in respect of a Licensing application for the site, but she came into the meeting with an open mind.
 - c) She had been copied into correspondence between neighbours and the former restaurant manager regarding noise disturbance complaints;
- ii. Councillor Valerie White declared that:
 - a) She had met with the applicant onsite alongside other Ward Councillors and local residents;
 - b) She had attended a Licensing Sub-Committee meeting in respect of a Licensing application for the site, but she came into the meeting with an open mind.

Note 2

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

Voting in favour of the Officer Recommendation to grant the application:

Councillors Cliff Betton, Stuart Black, Mark Gordon, Edward Hawkins, David Lewis, Charlotte Morley, Robin Perry, Darryl Ratiram, Morgan Rise, and Graham Tapper.

Voting against the Officer Recommendation to grant the application:

Councillors Liz Noble, Pat Tedder, Victoria Wheeler and Valerie White.

Chairman

TREE PRESERVATION ORDER (TPO)

Portfolio	Planning & BC
Ward(s) Affected:	Town

Purpose

To seek authority to confirm Tree Preservation Order (TPO) 02-22

Tree on Eastern Boundary, within Land of 19 Highclere Drive, Camberley, GU15 1JY

1.0 Introduction

- 1.1 A TPO has been served to protect a highly prominent Beech tree within the curtilage of 19 Highclere Drive, Camberley.
- 1.2 The TPO was served upon the owner and occupier of the land affected by the tree preservation order together with the owners and occupiers of any land adjoining the land on which the tree is situated. In accordance with the Town and Country Planning (Trees) Regulations.
- 1.3 These parties were given 28 days to object or make written representations about the making of the tree preservation order. A copy of the order is appended to this report (Appendix 2).
- 1.4 As an objection to the Order has been received, the decision whether to confirm the order is brought before Committee.

2.0 Background

- 2.1 Tree Preservation Order (TPO) 08/21 (Appendix 2A) was served on the 1st of September 2021 to protect 1 x Beech Tree at the property of 19 Highclere Drive, Camberley. The TPO was made in response to a residents concern that the tree was about to be imminently felled, which was indeed the case and so the need for a Tree Preservation Order was considered expedient.
- 2.2 The resident had concerns over the condition of the tree following the loss of a branch in an earlier storm in 2021. The objection period was extended to allow the resident enough time to secure professional arboricultural information from a consultant relating to the condition of the tree which would need to demonstrate that the tree was no longer worthy of protection.

2.3 During this time, it was not possible to secure a consultant due to government restrictions and illness (Covid 19) of the appointed consultant. This led to the expiration of the original TPO and a new Order was served – ref: 02/22/TPO (Appendix 2B). The new Order corrected the address and repositions the tree's location from the original Order. This was served on the 14th February 2022. This would have been corrected as a TPO modification at the confirmation stage of the original TPO.

3.0 Power to make a TPO – Relevant legislation

3.1 The law on Tree Preservation Orders is contained in Part VIII of the Town and Country Planning Act 1990 as amended and in the Town and Country Planning (Tree Preservation (Tree Preservation) (England) Regulations 2012.

3.2 Under the Town and Country Planning Act (1990) local authorities may make a TPO if it appears to them to be expedient in the interests of amenity to make provision for the preservation of trees or woodland in their area. The Act does not define amenity, nor does it prescribe the circumstances in which it is in the interests of amenity to make a TPO. In the Secretary of State's view, a TPO should be used to protect selected trees and woodlands if their removal would have a significant impact upon the local environment and its enjoyment by the public. Local planning authorities should be able to show that a reasonable degree of public benefit would accrue before the TPO is made or confirmed. The trees, or at least part of them, should therefore normally be visible from a public place, such as a road or footpath.

3.3 Trees may be worthy of preservation, amongst other reasons, for their intrinsic beauty or for their contribution to the landscape or because they serve to screen an eyesore or future development; the value of the trees may be enhanced by their scarcity; and the value of a group of trees or woodland may be collective only. Other factors such as importance as a wildlife habitat may be taken into account which alone would not be sufficient to warrant a TPO.

3.4 Under the Town and Country Planning (Trees) Regulations 1999, before the local planning authority can confirm a TPO it must first consider any objections or representations duly made in respect of that order. Having considered any objections or representations, the local planning authority may then confirm the order with or without modification or may determine not to confirm the order. In terms of modifications to the order, there is no defined statutory limit on this power, although the Courts have held that this power cannot be used to effectively create a different order from the one originally imposed.

3.5 As the Order contained a direction under Section 201 of the Town and Country Planning Act 1990 it took effect immediately upon the making of the order. If the Order is not confirmed within six months of the date upon which it was made, the provisional protection afforded by Section 201 comes to an end although the Council may still confirm the TPO after that time. Once confirmed, the validity of a TPO may not be questioned in any legal proceedings whatsoever, except by way of an application to the High Court under Section

288 of the Town and Country Planning Act 1990 within six weeks from the date on which any order is confirmed.

4.0 Expediency

- 4.1 If there is a risk of trees being cut down or pruned in ways which would have a significant impact on their contribution to the amenity of the street scene then it may be expedient to serve a Tree Preservation Order to protect important prominent trees. In some cases, the Local Planning Authority may believe trees to be at risk generally from development pressure and therefore consider it expedient to protect trees without a known, immediate threat. Where trees are clearly in good arboricultural management it may not be considered appropriate or necessary to serve a TPO.
- 4.2 It was considered expedient to make this TPO in the interests of the visual amenity of the area. The Beech tree is a principal landscape feature of the street scene and provides a significant amount of scenic beauty, helping to soften the built form of Highclere Drive. Its loss would undoubtedly be harmful to the area. The Beech is typical of the species which is found in the general location of Highclere Drive and is entirely in keeping with the character and nature of the area, the mixture of both mature and immature trees alongside trees growing at the front and to the rear of properties, which help to maintain a visual draw and maintains sylvan nature of the street scene.
- 4.3 Policy DM9 of the Core Strategy and Development Management Policies 2012 seeks to ensure that trees and vegetation worthy of retention are afforded protection. The land also falls within the character area designated as the 'Wooded Hills' in the Western Urban Area Character SPD 2012. The value trees make to this area is indicative of the reference to 'wooded' in the character area designation. In addition, the loss of vegetative cover is noted as being a pressure to the character and visual amenity of the area. Serving the order therefore meets the objective of Policy of WH1 of the SPD which seeks to retain the identified green character of the 'Wooded Hills'.

5.0 Representations

- 5.1 The owner of 19 Highclere drive has objected to the TPO on the grounds that they still consider that the safety of the tree needs further investigation. (Appendix 3)
- 5.2 One letter of support was received for the original Order (Appendix 4)

6.0 Officer's response to objection

- 6.1 The residents have not to this date provided any further information/survey reports or diagnostic information to support the opinion that the tree is unsafe. if there are concerns over the trees structural integrity and should the TPO be confirmed the Council would welcome a Tree Work Application supported by appropriate levels of arboricultural evidence i.e. full VTA (visual Tree

assessment), aerial inspection (with photographs of all bio mechanical defects) and results of any internal decay detection investigations of the alleged defective zones within the main stems (i.e. Sonic Tomograph / Resistograph) to justify the any proposed work.

- 6.2 The Council would not refuse an application to either prune or fell a tree protected by a TPO where appropriate evidence has been provided which clearly demonstrates that the tree is in a condition that would warrant its removal. At this point in time as no such information has been provided to the Local Authority to demonstrate that the tree poses an unacceptable risk to residents and an inspection from the ground level only did not highlight any obvious significant defects which would result in allowing the TPO to lapse. With this in mind the recommendation is to confirm the order. This would also allow the resident more time to provide evidence to substantiate their claims and submit a tree work application.

7.0 Implications

- 7.1 The confirmation of the TPO has no additional financial implications for Surrey Heath, although there are resource implications in terms of officer workload for the processing of tree works applications in the future.

8.0 Options

- 7.1 The options available to the Committee are:
- To confirm the Order as originally imposed;
 - To confirm the Order subject to modifications
 - Not to confirm the making of the Order.

9.0 RECOMMENDATION

- 9.1 To confirm the Order as originally imposed.

10.0 BACKGROUND PAPERS

Appendices number	Document Title
Appendix 1	Photo of Beech
Appendix 2A	Copy of the previously served order TPO 08/21
Appendix 2B	Copy of the current TPO 02/22
Appendix 3	Objection email
Appendix 4	Letter of support

Alastair Barnes
Arboricultural Officer

APPENDIX 1



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1st September 2021

TOWN & COUNTRY PLANNING ACT 1990



TREE PRESERVATION ORDER TPO/08/21

Relating to

Tree within Land of 12 Highclere Drive, Camberley, GU15 1JY

Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, Surrey, GU15 3HD

TOWN & COUNTRY PLANNING ACT 1990

TPO/08/21

Tree within Land of 12 Highclere Drive, Camberley, GU15 1JY

TREE PRESERVATION ORDER

Surrey Heath Borough Council in exercise of the powers conferred on them by sections 198 of the Town and Country Planning Act 1990 make the following Order:

Hereby make the following Order-

Citation

1. This Order may be cited as TPO/08/21 Tree within Land of 12 Highclere Drive, Camberley, GU15 1JY

Interpretation

2. In this Order "the authority" means Surrey Heath Borough Council
 - (2) In this Order any reference to a numbered section is a reference to the section so number in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

Effect

3.
 - (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
 - (2) Without prejudice to subsection (7) of Section 198 (power to make tree preservation orders) or subsection (1) of Section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in Regulation 14, no person shall:
 - (a) cut down, top, lop uproot, wilfully damage, or wilfully destroy; or
 - (b) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with Regulations 16 and 17, or of the Secretary of State in accordance with Regulation 23, and where such consent is given subject to conditions, in accordance with those conditions.

Application To Trees To Be Planted Pursuant To A Condition

4. In relation to any tree identified in the first column of the Schedule by the letter 'C', being a tree to be planted pursuant to a condition imposed under paragraph (a) section of 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated: 1st September 2021

[Signed on behalf of Surrey Heath Borough Council



.....
Authorised by the Council to sign in that behalf]

TOWN & COUNTRY PLANNING ACT 1990

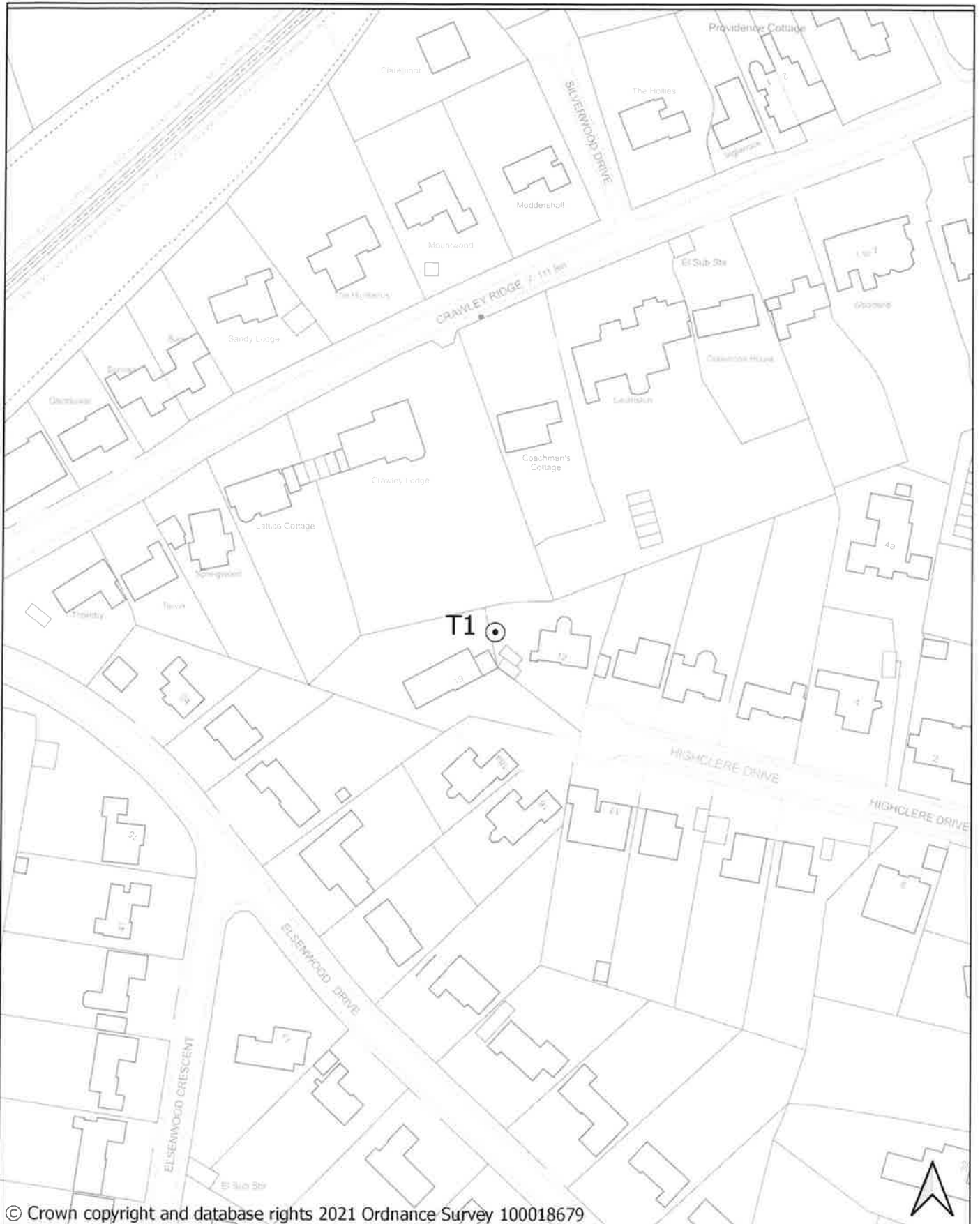
SCHEDULE 1 SPECIFICATION OF TREES

TREES SPECIFIED INDIVIDUALLY (encircled in black on map)

Reference on Map	Description	Situation*
T1	Beech	Copper Beech on the western boundary of 12 Highclere Drive (as shown on plan)

* complete if necessary to specify more precisely the position of the trees.

NB Please note that the initials within the brackets after the Latin name are for identification of trees on the TPO map which are contained within groups where applicable.



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Tree Preservation Order

Town and Country Planning Act 1990

Title: Tree within Land of 12 Highclere Drive, Camberley, GU15 1JY

TPO Number: TPO/08/21

Scale: 1:1250 @A4

Date Printed: 01/09/2021



14th February 2022

TOWN & COUNTRY PLANNING ACT 1990



TREE PRESERVATION ORDER TPO/02/22

Relating to

Tree on Eastern boundary within Land of 19 Highclere Drive, Camberley,
GU15 1JY

Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, Surrey, GU15 3HD

TOWN & COUNTRY PLANNING ACT 1990

TPO/02/22

Tree on Eastern boundary within Land of 19 Highclere Drive, Camberley, GU15 1JY

TREE PRESERVATION ORDER

Surrey Heath Borough Council in exercise of the powers conferred on them by sections 198 of the Town and Country Planning Act 1990 make the following Order:

Hereby make the following Order-

Citation

1. This Order may be cited as TPO/02/22 Tree on Eastern boundary within Land of 19 Highclere Drive, Camberley, GU15 1JY

Interpretation

2. In this Order "the authority" means Surrey Heath Borough Council
 - (2) In this Order any reference to a numbered section is a reference to the section so number in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

Effect

3.
 - (1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.
 - (2) Without prejudice to subsection (7) of Section 198 (power to make tree preservation orders) or subsection (1) of Section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in Regulation 14, no person shall:
 - (a) cut down, top, lop uproot, wilfully damage, or wilfully destroy; or
 - (b) cause or permit the cutting down, topping, lopping, uprooting, wilful damage or wilful destruction of,any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with Regulations 16 and 17, or of the Secretary of State in accordance with Regulation 23, and where such consent is given subject to conditions, in accordance with those conditions.

Application To Trees To Be Planted Pursuant To A Condition

4. In relation to any tree identified in the first column of the Schedule by the letter 'C', being a tree to be planted pursuant to a condition imposed under paragraph (a) section of 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated: 14th February 2022

[Signed on behalf of Surrey Heath Borough Council

G. Chinnial

Authorised by the Council to sign in that behalf]

TOWN & COUNTRY PLANNING ACT 1990

SCHEDULE 1

SPECIFICATION OF TREES

TREES SPECIFIED INDIVIDUALLY (Encircled in black on map)

Reference on Map	Description	Situation*
T1	Beech	Copper Beech tree on the eastern boundary of 19 Highclere Drive (as shown on plan)

Tree on Eastern boundary within Land of 19 Highclere Drive, Camberley,
GU15 1JY

Author: A. Barnes

Date: 14/02/2022



Scale: 1:1250



Alastair Barnes

From: [REDACTED]
Sent: 15 March 2022 18:15
To: Alastair Barnes
Cc: [REDACTED]
Subject: TPO /02/22 Objection

Hi Alastair

Hope you are well.

Further to our conversation last week, please note that we would like to confirm in writing our objection to the proposed TPO /02/22.

The reason for this is that we are still having assessments carried out on the tree in respect of its safety and stability. Following an inspection of the tree late last year, it was noted that there was a sizeable cavity in the tree where the trunk splits into two large sections. We felt this warranted further investigation.

I therefore contacted a tree company that carries out internal assessments of trees with specialist equipment and we have an appointment arranged with them on 24th March. This will then be followed up with a detailed report on the tree's overall condition.

Once this has been completed we will have more information on which to decide how to proceed.

Kind regards

[REDACTED]

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RECEIVED AT S.H.B.C.

14 SEP 2021

POST ROOM

[REDACTED]
Camberley
Surrey
[REDACTED]

11th September 2021

Arboricultural Officer
Surrey Heath Borough council
Surrey Heath House
Knoll Rd.
Camberley
Surrey
GU15 3HD

Tree Preservation Order : TPO/08/21
Tree within Land of 12 Highclere Drive, Camberley, GU15 1JY

Dear Sir/Madam.

I am writing in support of the above order :- TPO/08/21 and would like to see a permanent TPO on this tree.

I live in Crawley Lodge in Crawley Ridge and live directly behind Highclere Drive. The said tree within land of 12 Highclere Drive is of outstanding beauty and is a remnant of the historic land use of this area. It is a prominent visual backdrop to the adjoining land of the two gardens. This tree provides a significant level of amenity and intrinsic beauty as well as ecological value. The loss of this tree would impact on the character and amenity of the area.

Kind Regards

[REDACTED]

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21/0769/FFU

Reg. Date

11 August 2021

Mytchett & Deepcut

LOCATION: Frimhurst Farm, Deepcut Bridge Road, Deepcut, Camberley, Surrey, GU16 6RF,

PROPOSAL: Erection of a residential development of 65 dwellings along with associated estate roads and accesses onto Deepcut Bridge Road, car parking, bin stores and external landscaping following the demolition of all existing buildings.

TYPE: Full Planning Application

APPLICANT: Mr Tom Smailes

OFFICER: Duncan Carty

This application has been referred to the Planning Applications Committee because it is major development (a development of 10 dwellings or over).

RECOMMENDATION: GRANT, subject to conditions and completion of a legal agreement

1.0 SUMMARY

- 1.1 This planning application relates to a residential development of a site located in the defined countryside (beyond the Green Belt) at the edge of Deepcut. The site is currently predominantly occupied by commercial premises and is located between the main Farnborough to London Waterloo rail line and the Basingstoke Canal with an access onto Deepcut Bridge Road.
- 1.2 The current proposal includes the provision of 65 dwellings, with a new access road onto Deepcut Bridge Road, parking and landscaping. The dwellings would include 6 one bed, 22 two bed, 19 three bed and 18 four/five bed houses. The proposal would provide 26 affordable housing, 40% of the overall provision. The dwellings would be two storey in height and include three dwellings, to the Deepcut Bridge Road frontage.
- 1.3 The site has been the subject to pre-application discussions and has been negotiated during the course of this application. This has included input from the Council’s Urban Design Consultant. The application proposal is considered to be acceptable in terms of its impact on local character, heritage and trees, residential amenity, highway safety and parking capacity, ecology, flood risk/drainage and archaeology. The proposal is CIL liable. Subject to the completion of a legal agreement to secure affordable housing (including First Homes) and a contribution towards SAMM measures, the application proposal is considered to be acceptable. The application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located in the Countryside (beyond the Green Belt) south of Deepcut and east of Frimley Green. The site lies between Basingstoke Canal, to the north, and the deep cutting of the Farnborough to London Waterloo main rail line to the south. The site is

currently predominantly occupied by commercial premises (see planning history below) with woodland to its northern part (closest to the canal) and some open space to the west. There is further woodland around the site, and south of the rail line, which restricts views into the site. The site slopes gently from its south east to north west corners.

- 2.2 The existing access to the site lies to the south east corner of the site, onto Deepcut Bridge Road, just north of the narrow traffic lighted bridge site over the rail line. The site lies within Flood Zone 1 (low risk). Frimhurst Farm Cottages, a locally listed building, lies to the north west corner of the site, fronting onto the canal but accessing through the existing industrial estate.

3.0 RELEVANT HISTORY

The application site has an extensive planning history of which the most recent and relevant is:

- 3.1 09/0843 Formation of a driveway and access onto Deepcut Bridge Road for Frimhurst Farm Cottages.
This proposal provided a separate 300 metre long access just north of the industrial estate, and south of the woodland, and provided a separate access for this residential property. This was refused in June 2010 on countryside impact grounds. The subsequent appeal was dismissed in March 2011.
- 3.2 16/0526 Continued use of existing industrial centre (Use Classes, B1, B2 and B8) and movement between these uses (retrospective).
Granted in November 2016.
- 3.3 16/0528 Certificate of Existing Lawful Use as storage and distribution (Class B8).
Split Decision - Granted in relation to areas E2, E3, E4A and E4B and refused in relation to area E1B.

4.0 THE PROPOSAL

- 4.1 The current proposal relates to a residential development of 65 dwellings including 6 one bed, 22 two bed, 19 three bed and 18 four/five bed houses. The dwellings would be two storey in height. The proposed buildings would be traditional in design with a general maximum ridge height of about 8.5 metres. The dwellings include a mix of detached, semi-detached and terraced houses, along with four maisonettes (end of terrace). The proposal would provide affordable housing including a proportion of First Homes.

- 4.2 The proposed market dwellings are as follows:

No of bedrooms	Housing type	Number
Two	Semi-detached houses	7
	Terraced houses	2
Three	Detached houses	7
	Semi-detached houses	4
	Terraced houses	2
Four	Detached houses	13
Five	Detached houses	4
Total		39

The proposed affordable housing dwellings are as follows:

No of bedrooms	Housing type	Number
One	Maisonettes	6
Two	Terraced houses	15
Three	Semi-detached houses	4
	Terraced houses	1
Total		26

The affordable housing would be split between 7 No First Homes, 6 No. intermediate and 13 No. affordable rent properties.

4.3 Access to the proposed dwellings would be predominantly from a new access road, to be located further north than the existing access on the outside of a bend in the road. Three dwellings fronting onto Deepcut Bridge Road (Plots 1 – 3) would be provided with a accesses onto this road, with the most southerly (Plot 1) providing an adopted turning head within the access. The main access road is a spine road through the development with three separate lanes provided to the north side of the development, all positioned at right angles to this main spine road. Access to Frimhurst Farm Cottages would be provided through this development, off one of these lanes.

4.4 Open space would be provided to the south east part of the site (between Plots 4-11 and 12-17) with a play space provided in this location. A much larger, more informal area to the northern edge of the proposed housing is also to be provided with a trim trail, providing a pedestrian access into the middle of the development (between Plots 51-54 and 55-57) providing a natural link to this open space. Soft landscaping would be provided through the development including hedging to some boundaries and street (and other) trees.

4.5 The current proposal would provide an overall provision of 175 parking spaces (including 37 garage spaces) for 65 dwellings. Electric charging points are being provided on the basis of one space per dwelling. In addition, 5 visitor spaces are to be provided. The level of parking is as follows:

No of bedrooms	Parking ratio	Parking guidance
1	1	1
2	1.9	1
3	2.4	2
4/5	2.9	2

4.6 The traditional design of the proposed dwellings is reflected in the traditional materials which include brick and tile hanging, wood framing and render infills, red/grey tiles and contrasting brick for detailing. The features include projecting gables (with timber framing or tile hanging panels), window sills and hoods, raised brick quoins, string courses, bay windows and porches.

4.7 Each dwelling would have its own private amenity (rear garden) which are generally between 10 and 15 metres in depth. Further consideration of amenity provision is provided at paragraph 7.4.3. The proposal would provide dwelling sizes which exceed the minimum national space standards. The proposal would include energy sustainability measures, including a fabric first approach.

4.8 This planning application has been supported by:

- Planning Statement;
- Design and Access Statement;
- Landscape and Visual Impact Assessment;
- Transport Statement;
- Preliminary Ecological Assessment with Biodiversity Gain Assessment and Bat Emergence and Reptile Survey;
- Flood Risk Statement and Drainage Design Strategy;
- Noise Survey Note;
- Energy and Sustainability Statement;
- Arboricultural Implications Report;
- Heritage Statement;
- Utilities Assessment;
- Statement of Community Involvement; and
- Phase 1 Land Contamination Report.

5.0 CONSULTATION RESPONSES

5.1	County Highway Authority	No objections, subject to conditions [<i>See Annex A for a copy of their comments</i>].
5.2	Highways England	No objections, subject to conditions.
5.3	Archaeology Officer	No objections, subject to a condition.
5.4	Conservation Consultant	No objections with no material effect on heritage assets.
5.4	Local Lead Flood Authority	A response to amended details has been received and clarification is being sought on these comments with the applicant [see paragraph 7.6.2].
5.4	Council's Arboricultural Officer	No objections subject to conditions.
5.5	Surrey Wildlife Trust	No objections subject to conditions.
5.6	Environmental Health	No objections, subject to the imposition of a condition to mitigate noise from rail line.
5.7	Scientific Officer	No objections.
5.8	Basingstoke Canal Society	Mitigation required towards damage/erosion to the canal towpath and bank from increased use [<i>Officer comment: It is not considered that the level of activity expected from this development on the towpath would justify funding this mitigation. See paragraph 7.5.7</i>].
5.9	Farnborough Airport	No objections.
5.10	Network Rail	No objections.
5.11	Urban Design Consultant	No objections [<i>See Annex B for a copy of her comments</i>].
5.12	Joint Waste Solutions	No objections – provide details of bin requirements/costs for the development.

6.0 REPRESENTATIONS

- 6.1 There were 22 number of notification letters originally sent to neighbouring properties on 17 August 2021, and publicised in the local press on 25 August 2021, and re-notified on 4 March 2022 and 9 May 2022, and 1 letter of support and 12 representations received raising an objection, including an objection from the Mytchett, Frimley Green and Mytchett Society, have been received raising the following objections:

Principle [See section 7.2]

- No more houses required in Deepcut/unnecessary development
- Loss of businesses
- Area is over populated

Character [See section 7.3]

- Lack of open space
- Previous new access roads refused due to impact on rural landscape and character

Highway safety and traffic generation [See section 7.5]

- Increased highway safety risk from development and access/number of accesses
- Increased parking in the area
- Increased traffic at traffic bottleneck (rail bridge)
- Inadequate visitor parking provision
- Accommodation for electric charging vehicles required
- Impact of reduced/closed access arrangements to application site for access opposite
- Improvements/contributions towards improvements to bridge over rail line required

Other matters

- Pollution risk to canal [See section 7.6]
- Sewer outlet (currently over canal) needs to be replaced [See section 7.6]
- Impact on ecology (outside industrial estate) [See section 7.8]
- Impact on wildlife (badgers, bats, deer, reptiles, raptors, birds, fish, waterfowl) [See section 7.8]
- Impact on climate change due to use of gas boilers [See paragraph 7.9.1]
- Local road needs resurfacing [Officer comment: This is a County matter and would not be a reason to refuse this application]
- Inadequate pre-application community engagement and neighbour notification [Officer comment: There are no statutory requirements for such engagement]
- Loss of childminders from dwelling to site frontage (to be removed) [Officer comment: *This would not be a reason to refuse this application*]
- Impact on community and infrastructure cannot support proposal due to insufficient services (GP, dentist, convenience stores – non-existent in Deepcut – schools and hospital) [Officer comment: *This would not be a reason to refuse this application*]

- 6.2 One support subject to:

- Existing tree cover/density being maintained [see section 7.3]

7.0 PLANNING CONSIDERATION

- 7.1 The application is considered against the relevant policies, which are Policies CP1, CP2, CP5, CP6, CP9, CP11, CP14, DM9, DM10, DM11, DM13, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); Policy NRM6 of the South East Plan 2009 (as saved) (SEP); and the National Planning Policy Framework (NPPF); as well as advice within the Surrey Heath Residential Design Guide 2017 (RDG); Thames Basin Heaths Special Protection Area Avoidance Strategy SPD

2019 (AAS); the Planning Practice Guidance (PPG); the Written Ministerial Statement 24.05.21 (WMS); the Council's First Homes Policy Guidance Note 2021 (FHP); and the National Design Guide. The main issues to be addressed in the consideration of this application are:

- Principle for the development;
- Impact on character and trees;
- Impact on residential amenity;
- Impact on sustainability, highways safety and parking capacity;
- Impact on flood risk and drainage;
- Impact on the Thames Basin Heaths Special Protection Area
- Impact on ecology;
- Impact on affordable housing provision and housing mix; and
- Other matters.

7.2 Principle for the development

7.2.1 Policy CP1 of the CSDMP indicates that new development will be expected to come forward largely through the redevelopment of previously developed land in the western part of the Borough and development in the countryside will not be permitted where it results in the coalescence of settlements. As indicated above, the site lies in the countryside south of the settlement of Deepcut and east of Frimley Green. It is considered that the development is previously developed land in the western part of the Borough and would not lead to a coalescence of settlements.

7.2.2 Policy DM13 of the CSDMP indicates that the loss of employment sites (outside of Core Employment Areas) may be permitted where it would not result in the loss of units capable of use by small business or industry unless it can be demonstrated that there is no longer a need for such units. The existing commercial centre relates to a number of businesses which are due to relocate (on the outcome of this application) and comprise poor quality units which are not necessarily required and their loss, relating to 21 jobs, would not have any significant impact on the provision of employment land within the Borough.

7.2.3 The Council's Five Year Housing Land Supply Paper 2021-2026 (1 April 2021) indicates that there is currently about a 7.2 year supply of housing available within the Borough. This includes the development under this proposal and, as a part of this supply, this proposal is supported in principle.

7.2.4 It is considered that the proposal is considered to be acceptable on these grounds complying with Policies CP1, CP2 and DM13 of the CSDMP in this regard subject to the assessment below.

7.3 Impact on character, trees and heritage

7.3.1 Policy DM9 of the CSDMP indicates that indicates that development will be acceptable where it respects and enhances the local character of the environment and protects trees and vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate.

Development context

7.3.2 The current proposal was envisaged as a village development form, because it is separated from other nearby residential development either principally by the Basingstoke Canal to the north and the rail line to the south, as well as there being limited development beyond. This impression of separation is accentuated by existing woodland particularly to the north part of the site (which is to be largely retained) and on the south side of the rail line. This woodland limits views into the site and the principal views into the site are from gaps in the vegetation on Deepcut Bridge Road. The proposal is therefore seen as a stand-alone development with a central denser core in the centre

providing traditionally styled dwellings, with lower density also providing traditional designs but with more variety of built form to the west and east flanks. The Council's Urban Design Consultant supports the proposal indicating that the redevelopment is considered to enhance the character and intensify the use of the site.

Layout and connectivity

- 7.3.3 Principle 6.2 of the RDG indicates that developments should create a hierarchy of streets based on street character and form. The layout has a spacious, organic pattern with a curved principal (spine) road with houses principally orientated to face onto this road to provide active frontages. Open spaces and groups of retained trees, as well as new trees, adds to the rural character of the development. A green heart to the development would be provided which accentuates the rural character of this development and provides a green link to the woodland to the north. As indicated above, the proposal introduces a series of lanes which access, at right angles, off the spine road. These lanes are narrower and provide access to a limited number of dwellings, which do not front onto the spine road. This breaks up the built form, provides a hierarchy of streets, and also adds interest to the development. The Council's Urban Design Consultant indicates that site layout benefits from a coherent layout which creates variety and legibility through the site.
- 7.3.4 The proposal includes on-plot parking (drive/garages) as well as parking courts and a proportion of on-street spaces. The parking areas and spaces are successfully spread through the development, with the parking courts not clearly visible from the main access road. The proposed access is in a similar location to the refused proposal 09/0843 but, different to that proposal which had a 300 metre length in the countryside immediately south of the woodland, the access has a length of 70 metres, before diverting south into the development site. The measures to improve connectivity, such as cycle/footway provision and footway crossing are set out in section 7.5 below.
- 7.3.5 Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without compromising the local character of an area, the environment or the appearance of an area.
- 7.3.6 The current proposal provides an overall density of 14 dwellings per hectare but in terms of the developable area, it provides a density of 27 dwellings per hectare which is considered to be an acceptable density, in principle, balancing the best use of land in this location with the wider character impacts. The development would also provide benefits by improving the visual appearance of the site, noting the utilitarian appearance of the buildings on the site and that the current industrial use is a non-conforming (but lawful) use in this location.

Design and scale

- 7.3.7 Principle 7.8 of the RDG requires development to provide architectural detailing to create attractive buildings that positively contribute to the character and quality of an area. The central core of the development is more traditional in form taking the Surrey vernacular of brickwork with tile hanging to the first floor element. Two storeyed development prevails to reflect the rural character. This provides an architectural theme to this part of the site and includes smaller dwellings in a series of semi-detached and short terrace groups. The Council's Urban Design Consultant indicates that the traditional design cue provides detailing commonly found in village settings.
- 7.3.8 There are three dwellings proposed to the road frontage onto Deepcut Bridge Road would replace, in effect, the existing dwellings on this frontage. Further from this central core, traditional design is proposed but in a more generalised approach with different materials (such as render, brick, tile hanging and wood framing), brick, and styles with details (such

as porches, projecting gables/gablets, quoins, bays, window heads and sills) introduced to provide a mix of built form to add interest to this development. These dwellings are generally a mix of predominantly detached dwellings, but also semi-detached and terraced houses. The general height of these two storey dwellings is about 8.5 metres to the ridge, which is a typical height for a traditional roofscape.

Heritage

- 7.3.9 Policy DM17 indicates that development which affects any Heritage Asset should first establish and take into account its individual significance and seek to promote the conservation and enhancement of the Asset and its setting. In determining proposals affecting Heritage Assets to their setting, regard will be had to whether the Asset is a Designated Heritage Asset or a Local Heritage Asset in determining whether the impact of any proposed development is acceptable.
- 7.3.10 The site lies close to the Basingstoke Canal, a Conservation Area, and Frimhurst Farm Cottages, a locally listed building. However, the development would be a minimum of about 60 metres from the Canal and about 40 metres from the curtilage of Frimhurst Farm Cottages. This level of separation, the woodland in between and the design and scale of the proposed development would result in a more limited impact on these heritage assets. The Council's Conservation Consultant has raised no objections to the proposal.

Landscaping and trees

- 7.3.11 Principle 6.2 of the RDG requires residential developments to use trees, vegetation, gardens and open spaces to create a strong, soft green character to streets. The proposal will lead to the loss of some trees but the general level of tree cover is to be retained with landscaping provided to enhance and soften the development including the provision of street trees along the spine road. The Council's Arboricultural Officer has indicated that the layout of the attenuation basin at the site entrance will lead to a loss of a significant number of trees important as a collective and the replacement planting (trees) will take a long time to achieve the same environmental and visual benefits that they would have provided but the replacement planting will go a long way to securing a long term tree coverage of the area subject to suitable planting and landscape details (being provided by condition) and raises no objections to the proposal.
- 7.3.12 The site lies in the defined countryside and so it is considered prudent to remove permitted development rights for house extensions to protect the countryside character of the wider area. As such, the proposal is considered to be acceptable in character, heritage and tree grounds complying with Policies CP2, DM9 and DM17 of the CSDMP and the NPPF, as well as advice in the RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents.
- 7.4.2 The proposed development is set some distance from any nearby residential property. The nearest dwelling, Frimhurst Farm Cottage, is set 55 metres from the nearest residential property (Plot 42). This level of separation along with the proposed scale of this dwelling and its orientation, would limit further any material impact. The relationship of the dwellings within the development and levels of separation between dwellings are acceptable, complying with the RDG.
- 7.4.3 The proposal would provide dwelling sizes which exceed the minimum national space standards. The garden sizes would comply with Principles 8.4 and 8.6 of the RDG (i.e. a minimum of 3 metre depth for one bed units, 55-65 sqm for two/three bed houses and 70-85 sqm for four/five bed houses) and would provide a development which would therefore provide sufficient garden space for each plot. In addition, the proposal provides a large amount of open space, including the retained woodland and play spaces, around

the development for the use of future occupiers. The Council's Arboricultural Officer has indicated that the level of shade along the southern boundary (from trees on railway land) will be significant for future residents. However, it is not considered that this would be so significant to warrant the refusal of this application.

- 7.4.4 Within the development, there are a number of first floor flank and some rear windows which would be located close to boundaries with adjacent or nearby residential properties and therefore it is considered prudent to limit these windows to be fitted (and retained) with obscure glazing, with high level openings only, to limit overlooking.
- 7.4.5 The application site is close to a main rail line, in the deep cutting immediately south of the site. An acoustic fence is to be provided to the south boundary and measures to mitigate noise from within each dwelling are to be provided by condition. In this regard, the Senior Environmental Health Officer raises no objections on these grounds.
- 7.4.6 It is considered prudent to remove permitted development rights to protected residential amenities due to the close proximity of residential properties to each other and the size of the gardens. As such, the proposal is acceptable on residential amenity terms, for existing local residents and future residents of this development, and complies with Policy DM9 of the CSDMP and the RDG.

7.5 Impact on sustainability, highway safety and parking capacity

- 7.5.1 Policy DM11 of the CSDMP requires development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. All development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Development will be expected to protect existing footways, cycleways and bridleways.
- 7.5.2 Policy CP11 of the CSDMP requires development to comply with parking standards. The SCC parking guidance require a maximum of 2 parking spaces per three and four bedroom dwelling and 1 parking space per 1 or 2 bedroom dwelling. Visitor parking is encouraged where appropriate (e.g. to serve flats). A minimum of 1 fast charge socket is required and proposed to be provided per dwelling (by condition). A minimum of one cycle parking space per three and four bedroom dwelling and 1 cycle parking space per 1 or 2 bedroom dwelling needs to be provided.
- 7.5.3 The current proposal would provide an overall provision of 175 parking spaces (including 37 garage spaces all provided within their respective house plots) for 65 dwellings. The level of parking for the size of dwelling (i.e. number of bedrooms) either equals or slightly exceeds the parking guidance (See paragraph 4.5 above). In addition, 5 visitor spaces are to be provided. The parking guidance encourages the provision of visitor spaces, particularly for flatted development, without providing any minimum requirements. Noting that the site is deemed to be sustainable, it is considered that the overall level of parking is sufficient for the development. The County Highway Authority has raised no objections to this level of overall parking provision, subject to condition(s).
- 7.5.4 The provided Traffic Assessment indicates that the existing use had a total of 791 (two-way) trips including 66 in the morning peak and 59 in the evening peak. This compares with a total of 292 (two-way) trips for the proposed use including 40 in the morning peak and 34 in the evening peak. This indicates a sizable reduction in traffic generation at the site for the proposal when compared with the commercial use of the site.
- 7.5.5 The existing access is poorly located, close to the south east corner of the site close to the rail bridge and with poor levels of site visibility. This was an issue noting the level of traffic generation, particularly larger commercial vehicles. The proposal includes the main access being moved further north away from the rail bridge and on the outside of a bend in the road to improve visibility from such an access point. Secondary accesses are

provided for the frontage properties (Plots 1-3) with an adopted turning head provided for Plot 1 where the existing access is provided. This access has been informally used as a turning head (for southbound traffic which has to turn back because of weight/width restrictions on the bridge). This turning head has been requested by the County Highway Authority and will be formalised through a Section 278 agreement with that Authority and can be provided by condition. The provision of the principal site access at a greater distance from the traffic lighted rail bridge, and on the outside of the bend in the road, will improve highway safety.

- 7.5.6 The County Highway Authority has advised that the access arrangements are considered to be acceptable, with measures to improve accessibility by foot and cycle into the site and along Deepcut Bridge Road up to Lake Road, along with a footway crossing to link with existing facilities at this junction, provided by Section 278 agreement and condition. These measures include footways into the site and along the site frontage, a new shared cycle foot way on the eastern side of Deepcut Bridge Road and a new informal pedestrian crossing with pedestrian refuge across Deepcut Bridge Road. These arrangements are considered to improve the sustainability of the site, improving links to the wider area include community and bus facilities at the Mindenhurst development. The County Highway Authority considers the site, noting its proximity to the facilities at Mindenhurst, to be in a sustainable location. Whilst outside the nearby settlements, it is considered that the site is in a fairly sustainable location with measures to improve pedestrian/cycle activity and provision of electric charging point, the development has sufficient transport sustainability credentials.
- 7.5.7 The proposal would be located close to the Basingstoke Canal but would lie some distance from local centres. The towpath would provide a footpath link to Frimley Green, but this would be set, including part of the route along Guildford Road, over 1.3 kilometres from this centre. The use of the canal towpath by future occupiers is therefore expected to be relatively low and, noting the comments of the Basingstoke Canal Society, it is not considered appropriate to require any, or contributions towards, improvements from this development to the towpath.
- 7.5.8 As such, the proposal is considered to be acceptable on sustainability, highway safety and parking capacity grounds complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

7.6 Impact on flood risk and drainage

- 7.6.1 Policy DM10 of the CSDMP indicates that development within flood risk zones 2 and 3, or on sites of 1 hectare or more, will not be supported unless it can be demonstrated that, through a Flood Risk Assessment, that the proposal would, where practicable, reduce risk both to and from the development or at least be risk neutral and, where risks are identified flood resilient and resistant design and appropriate mitigation and adaptation can be implemented so that the level of risk is reduced to acceptable levels, and that the form of development is compatible with the level of risk. 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 an appropriate level to the scale and type of development.
- 7.6.2 The application site lies in a Zone 1 (low risk) flood area. The proposal includes a drainage scheme with storm and foul sewers under the main access road, permeable paving for the parking courts and drives, and infiltration basins to the north of the dwellings. Comments from the Local Lead Flood Authority (LLFA) have been received and clarification on these comments is being sought with the applicant. Discussions are currently ongoing and an update will be provided.
- 7.6.3 Subject to the further comments of the LLFA, no objections are raised on drainage and flood risk grounds with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

7.7 Impact on the Thames Basin Heaths Special Protection Area

- 7.7.1 Policy CP14 of the CSDMP indicates that development will only be granted where the Council is satisfied that the proposal will not give rise to a likely significant adverse effect upon the integrity of the Thames Basin Heath Special Protection Area (SPA). All new (net) residential development within 5 kilometres of the SPA is considered to give rise to the possibility of likely significant effect. Policy NRM6 of the SEP reflects these requirements. Proposals will be required to provide appropriate measures in accordance with the AAP. This includes contributions towards SAMM measures. SANG requirements are provided through CIL.
- 7.7.2 The applicant has confirmed that a SAMM contribution of £49,064.26 would be provided through a legal agreement. Subject to the receipt of a completed legal agreement, no objections are raised on SPA grounds with the proposal complying with Policy CP14 of the CSDMP, Policy NRM6 of the SEP, the NPPF and advice in the AAP.

7.8 Impact on ecology

- 7.8.1 Policy CP14 of the CSDMP requires development to conserve and enhance biodiversity with new opportunities for habitat creation and protection will be explored in particular on biodiversity opportunity areas. Development that results in harm to or loss of features of interest for biodiversity will not be permitted. Paragraph 174 of the NPPF indicates that planning decisions, and therefore development, should contribute to and enhance the natural environment by minimising impacts on, and providing net gains for, biodiversity. The need for biodiversity net gains are also set out in the Environment Act 2021; but this need would need to be supported by secondary legislation.
- 7.8.2 The industrial use of the site may limit biodiversity but the site includes woodland and is located in a defined countryside location. In addition, the Basingstoke Canal is a designated as a Site of Special Scientific Interest (SSSI). The provided ecology report concludes that the woodland had been used by bats for commuting and foraging with on-site buildings having a low roosting suitability. There was no presence of badgers or other protected species. The proposal would include biodiversity enhancements at the site including hedgerow provision, street (and other) trees, grassland and scrub provision. These demonstrate a biodiversity habitat improvement of 3.3%, and hedgerow habitat by 4,520%, at the site. Given that the level of biodiversity net gain is not policy currently, these net gains are considered to be acceptable. Construction environmental and lighting plans would also be required by condition.
- 7.8.3 As such, it is considered that the proposal is acceptable in ecological terms with the proposal complying with Policy CP14 and the NPPF.

7.9 Impact on affordable housing provision and housing mix

- 7.9.1 Policy CP5 of the CSDMP requires the provision of 40% of the proposed housing to be affordable. This is normally split between socially rented and intermediate (shared ownership). The definition of affordable housing, as set out in Annex 2 of the NPPF, has widened the options for affordable housing. The more recent Written Ministerial Statement, and the Council's First Homes Policy Guidance, requires 25% of the overall provision to be provided as First Homes, which is a form of discounted market sale housing.
- 7.9.2 The WMS indicates that there is a requirement that a minimum proportion of 25% of the overall affordable housing provision should include First Homes. First Homes must be sold at a minimum discount of 30% below their full market value, with the owner/occupier fulfilling eligibility criteria, and the discount provided in perpetuity. For the current proposal, there would be a need for 7 First Homes, 13 rented and 6 intermediate units to meet the FHP and this level of provision, which amounts to 26 in total, is proposed. These would need to be secured by a legal agreement.

7.9.3 Policy CP6 of the CSDMP requires the provision of a range of housing sizes across the Borough. The proposal would provide 9% one bedroom, 34% two bedroom, 31% three bedroom and 26% four bedroom (plus) units. It is considered that the proposal provides a range of housing with different sizes and, noting its location, would provide an acceptable mix of housing.

7.9.4 Subject to the completion of a legal agreement to secure the required affordable housing, no objections are raised on these grounds, with the proposal complying with Policies CP5 and CP6 of the CSDMP; the WMS and the NPPF.

7.10 Other matters

7.10.1 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 include a fabric first approach and designed to take advantage of solar gain (from building orientation and windows) and subject to capacity and roof orientation, solar thermal systems and photovoltaic panels could be provided. It indicates that a fabric first approach to sustainable construction is required with improvements to insulation specification, a reduction in thermal bridging, unwanted air leakage paths and further passive design measures will ensure that energy demand and consequent Carbon Dioxide emissions are minimised. The exact details, and to which units the additional measures are to be provided, have not been provided but the energy statement provided by the applicant confirms an expected reduction of 4.46% reduction in Carbon Dioxide emissions lower than current Building Regulations. It is therefore considered prudent that a scheme is agreed to ensure that these details are provided by condition.

7.10.2 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 east part of the site and a more informal amenity area including trim trail, located to the north of the site, which would meet this requirement, subject to the approval of details.

7.10.3 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. However, the Archaeological Officer has indicated that, due to the previous site history, could be archaeological implications for this development and have requested a programme of archaeological work to be secured by condition.

7.10.4 Paragraph 183 of the NPPF indicates that planning decisions should ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from land contamination. Noting the historic site use, it is considered prudent to seek agreement of an approach to any land contamination on this site. It would be prudent to add a condition in this respect, an approach which is supported by the Senior Environmental Health Officer.

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 The proposal is considered to be acceptable in terms of its impact on local character, heritage and trees, residential amenity, highway safety and parking capacity, ecology, flood risk/drainage and archaeology. Subject to the completion of a legal agreement to secure affordable housing (including First Homes) and a contribution towards SAMM measures, the application proposal is considered to be acceptable. The application is recommended for approval.

10.0 RECOMMENDATION

GRANT subject to a legal agreement, to secure affordable housing and a contribution towards SAMM measures, 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: 1417/100 Rev C and 1417/100-1 Rev C received on 29 April 2022; HT-Hi-Ep-x3-01, HT-Hi-Ep-x3-02, HT-Hi-01 Rev A, HT-Hi-02 Rev A, HT-Hi-Ep-01, HT-Hi-Ep-02, HT-Ep-Hi-x2-01, HT-Ep-Hi-x2-02, HT-Cr-01 Rev A, HT-Cr-02 Rev A, HT-Ok-01 Rev B, HT-Ok-02 Rev A, HT-Ok-03, HT-Ok-04, HT-Ok-05, HT-Go-01 Rev A, HT-Go-01, HT-Go-02 Rev A, HT-Lo-01 Rev A, HT-Lo-02 Rev A, HT-Lo-03, HT-Lo-04, HT-Cb-01 Rev A, HT-Cb-02 Rev A, HT-Cb-03 Rev A, HT-Ma-01 Rev A, HT-Ma-02 Rev A, HT-Ma-03 Rev A, HT-Ma-04 Rev A, HT-As-01, HT-As-02, HT-La-01 Rev A, HT-La-02 Rev A, HT-Wi-Pe-x2-Wi-01 Rev A, HT-Wi-Pe-x2-Wi-02, HT-We-Pe-x2-Wi-03, HT-Wi-Pe-x2-04 Rev A, HT-Wi-Pe-x3-Ra-01 Rev B, HT-Wi-Pe-x3-Ra-02 Rev A, HT-Wi-Pe-x3-Ra-03 Rev A, HT-Wi-Pe-x3-Ra-04 Rev B, HT-Pe-x2-01 Rev B, HT-Pe-x2-02 Rev B, HT-Pe-x3-01 Rev B, HT-Pe-x3-02 Rev B, HT-Pe-x3-03 Rev A, HT-Pe-x3-04 Rev A, HT-Ra-01 Rev A and HT-Ra-02 Rev A received on 6 May 2022, unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No external facing materials, including brickwork, tile hanging, roof tiles, weather boarding, render and window frames/doors and other detailing (e.g. quoins), shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

4. Before first occupation of the development hereby approved the first floor window(s) in the flank elevations of the dwellings for Plots 2, 3 (south flank), 5, 6, 7, 8, 20, 23, 25, 32, 33, 36, 37, 38, 40 (north flank), 42 (south flank), 45, 50, 53, 55 (south flank), 58 (south flank) and 65 (south flank) and rear elevation of the dwellings for Plots 39, 44, 46, 47, 54, 57, 60, 61 and 64 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 at first floor level shall be created in these elevations as well as the flank elevations of the dwellings for Plots 21, 22, 31, 34, 35, 41, 43, 56, 62 and 63 (all plot numbers as defined on approved drawing 1417/100-1 Rev C) without the prior approval in writing of the Local Planning Authority.

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

5. The parking spaces shown on the approved plan 1417/100 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 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.

6. The garages hereby permitted 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.

7. Prior to the first occupation of the development hereby approved, the existing principal vehicular access to the site (providing the new access to Plot 1 as shown on approved drawing) shall be provided with a vehicle turning head in general accordance with Drawing No 21-T054/10 Rev A (as a part of Appendix A6 of the Transport Statement by Icen Projects Ltd dated March 2022 and received on 2 March 2022) and associated adjustments to the traffic signals at the Deepcut rail bridge with details to be submitted to and approved by the Local Planning Authority. Once provided, the turning head shall be kept permanently clear of all obstructions.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. Prior to the occupation of the development hereby approved, the proposed vehicular and pedestrian accesses to Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/06 Rev B (as a part of Appendix A5 of the Transport Statement by Icen Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority. Once provided, the visibility splays shall be kept permanently clear between a height of 0.6 and 2 metres above carriageway level on the adjoining highway.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. Prior to the occupation of the development hereby approved, the proposed footways along the site frontage and an informal pedestrian crossing with a central refuge and tactile paving have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/08 Rev A (as a part of Appendix A5 of the Transport Statement by Iceni Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority. Once provided, the visibility splays shall be kept permanently clear between a height of 0.6 and 2 metres above carriageway level on the adjoining highway.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. Prior to the occupation of the development hereby approved, the proposed shared footway/cycle path on Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/09 Rev A (as a part of Appendix A5 of the Transport Statement by Iceni Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the first occupation of the development hereby approved on site details of cycle and refuse storage area(s) and access(es) 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 sustainable forms of transport and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

12. Prior to the first occupation of the development hereby approved, a Travel Information Welcome Pack shall be submitted to and approved by the Local Planning Authority. The Travel Information Welcome Pack shall be provided in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's Travel Plan Good Practice Guide for Developers and shall include:

- Details of local bus stops and services and cycle routes and distances to Brookwood, Farnborough North and Frimley rail stations;
- Details of local car club and lift sharing schemes;
- Maps showing local walking and cycling routes and times to local community facilities including schools, shops, health and leisure services; and
- Information to promote the benefits and take-up of active travel.

The approved Travel Information welcome Pack shall than be issued to the first occupier of each dwelling within the approved development upon first occupation.

Reason: To promote sustainable forms of transport and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

13. The dwellings hereby approved shall not be first occupied until each respective dwelling has been provided with a fast charge electric vehicle charging 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 to and approved by the Local Planning Authority.

Reason: To promote sustainable forms of transport and to accord with Policies 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 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) on-site turning for construction vehicles
- (j) hours of construction

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. 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 Policies DM4 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

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

The details to be submitted will need to include as appropriate:

- a) A pre-demolition and/or refurbishment asbestos survey in accordance with the Control of Asbestos Regulations 2012 (CAR). The survey will assess any asbestos or asbestos containing materials that are to remain in habitable or communal areas under the provisions of CAR and subject to an asbestos management plan, ensure the building is fit for occupation. The survey will be carried out following vacation of the property by the current tenant and prior to any demolition or refurbishment works being carried out.
- b) Prior to occupation submit a verification report demonstrating the site cannot be deemed contaminated under the provision of The Environmental Protection Act 1990 Part IIA.
- c) Provide documentation where appropriate substantiating the removal and appropriate disposal of asbestos or asbestos containing materials in compliance with Waste management legislation (Statutory Instrument No. 1528, Environmental Protection, England and Wales and The Waste Management Licensing (England and Wales) (Amendment and Related Provisions) (No. 2) Regulations 2005).

Reason: To comply with the National Planning Policy Framework (NPPF paragraphs 178 - 179) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from unacceptable levels of contamination.

17. No operations shall commence on site in connection with the development hereby approved (including demolition works, tree works, fires, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority and the protective fencing is erected as required by the AMS/TPP.

The AMS and TPP shall include full details of the following:

Timing and phasing of Arboricultural works in relation to the approved development.

Detailed tree felling and pruning specification in accordance with BS3998:2010 Recommendations for Tree Works.

Details of a tree protection scheme in accordance with BS5837:2012: which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site which are shown to be retained on the approved plan and trees which are the subject of any Tree Preservation Order. A specification for protective fencing during both demolition and construction phases and a plan indicating the alignment of the protective fencing. Details to include a specification for ground protection within Root Protection Areas (RPA's).

Details of any construction and demolition works required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the location of any underground services and methods of installation which make provision for protection and the long-term retention of the trees. No services shall be dug or laid into the ground other than in accordance with the approved details.

Detailed levels and cross-sectional diagrams to show the construction of any roads, parking areas and driveways within Root Protection Areas as proposed, where the installation is to be constructed using a no-dig specification, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses and adjacent surfaces.

Details of any changes in ground level, including existing and proposed spot levels required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the arrangements for the implementation, supervision, monitoring and reporting of works required to comply with the arboricultural method statement.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

No development or other operations shall take place except in complete accordance with the approved tree protection scheme and Arboricultural Method Statement.

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

18. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased with five years from the completion of the development or from the date of the occupation of the building hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species and shall be planted in the immediate vicinity unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework

19. Prior to first occupation of the development hereby approved, details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season (September - April) after completion or first occupation of the development, whichever is sooner and retained thereafter in accordance with the approved details.

Details shall include:

- A. A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- B. Location, type and materials to be used for hard landscaping and boundary treatments including specifications, where applicable for:
 - a) Permeable paving
 - b) Tree pit design
 - c) Underground modular systems
 - d) Sustainable urban drainage integration
 - e) Use within tree Root Protection Areas (RPAs);
- C. a detailed written soft landscape specification detailing the quantity, density, size, species, position and the proposed time or program of planting of all trees, shrubs, plants, hedges and grasses etc. and sufficient specification to ensure successful establishment and survival of new planting, including a landscape management plan and a comprehensive watering program, covering maintenance schedules for a minimum period of 5 years.
- D. Specifications for operations associated with plant establishment and maintenance that are compliant with best practise;

If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

- 20. After the planting of all new trees on site as illustrated within the as yet agreed Landscape Layout and as specified in the as yet submitted tree planting and maintenance schedule, notice shall be given to the Local Planning Authority Tree Officer to inspect the trees. If it is found that the planting is not in accordance with the aforementioned documents, further works and/or replacement planting will be undertaken with the condition to only be discharged when all planting has been carried out correctly and agreed with Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

- 21. Where any excavation is proposed to take place either within root protection areas or within tree protection fencing for the removal and or reinstatement of utility services, no activity will commence within these areas until a full Arboricultural Method and monitoring Statement is provided which demonstrates how these activities will be carried out, has been submitted too and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in full accordance with the approved details until completion of the development.

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

22. Prior to the commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), an arboricultural monitoring statement, detailing supervision activity and inspections of tree protection measures, by a suitably qualified tree specialist (where arboricultural expertise is required e.g., activity within or near recognised RPA's) shall be submitted to and approved in writing by the Local Planning Authority. The approved arboricultural monitoring statement proposal must be adhered to in full and the development, thereafter, shall be implemented in strict accordance with the approved details. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written and photographic evidence of contemporaneous supervision throughout the construction, detailing all supervision activity and inspections of tree protection and associated activities.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. 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.

24. The development hereby approved will be undertaken in strict accordance with the Noise Assessment by AAD Acoustic Design dated 26 July 2021 (Ref: 20102/002/js) and received on 8 July 2021 with the recommendations in that document implemented in full.

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.

25. The development shall not be occupied until a plan indicating the position, design and material of a permanent noise (acoustic) barrier to be erected close to the south boundary has been submitted and approved in writing by the Local Planning Authority. The noise (acoustic) barrier shall be implemented before the occupation of the development hereby permitted and shall be permanently retained thereafter by the landowner.

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

26. Details of the play space and trim trail, as identified on approved Drawing Number 1417/100 Rev C shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided prior to the first occupation of the development and retained in perpetuity.

Reason: In the interests of the amenities of future occupiers and to comply with Policy DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012.

27. Details of external lighting shall be submitted to and approved by the Local Planning Authority. These approved details shall be implemented prior to the first occupation of the approved development.

Reason: In the interests of nature conservation and to protect the occupants of the proposed development from light disturbance and to accord with Policies CP14 and DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

28. Details of energy efficiency measures shall be submitted to and approved by the Local Planning Authority which build upon the Energy and Sustainability Statement provided by AES Sustainability Consultants Ltd dated August 2021 and received on 9 August 2021. These approved details shall be implemented prior to the first occupation of the approved development.

Reason: In the interests of sustainability and to accord with Policy CP2 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

29. The development hereby approved will be undertaken in strict accordance with the Preliminary Ecological Appraisal and Biodiversity Net Gain by Greenspace Ecological Solution (both dated June 2021 and received on 8 July 2021), Bat emergence and Reptile Survey Report by Greenspace Ecological Solution (dated August 2021 and received on 26 August 2021) with the recommendations in those documents implemented in full.

In addition, a reptile method statement shall be submitted to and approved by the Local Planning Authority prior to any clearance works and a method for handling common and soprano pipistrelle bats present in Building B1 [as defined in the Bat emergence and Reptile Survey Report by Greenspace Ecological Solution (dated August 2021 and received on 26 August 2021)] shall be submitted to and approved by the Local Planning Authority prior to the demolition of this building. The development shall be implemented in accordance with these approved details.

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

30. 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.

31. 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.

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

Reason: To comply with Policy DM17 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

1. In relation to condition 19 above, it is expected that the landscaping details should include all hard landscaping materials, street furniture and fencing materials. Hedge planting should be provided to the green centre and along the main access road.
2. In relation to condition 7 above, the County Highway Authority would welcome the construction and adoption of the turning head to form part of the publicly maintained highway. The applicant is also advised that, in respect of this condition, a dedicated traffic signal head to be provided to the new traffic exiting the turning head. As a part of the detailed design to provide the adoptable turning head adjacent to the railway bridge, it will need to be determined whether this signal head may be removed or retained with adjustments to its configuration.
3. If it is the applicant's intentions to offer any of the roadworks including in this proposal for adoption as maintainable highways, permission under the Town and County Planning Act should not be construed as approval to the highway engineering details necessary for inclusion within an agreement under Section 38 of the Highways Act 1980 (as amended).

4. The applicant is advised that Section 278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure.
5. When access is required to be "completed", the County Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
6. The applicant is advised that as a part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation to street lights, road, signs, road markings, highway drainage, surface covers, cover trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. The applicant is reminded that it is an offence to allow materials to be carried from the site or deposited on or damage to the highway from uncleaned wheels or badly loaded vehicles. The County Highway Authority will seek, wherever possible to recover any expenses incurred in cleaning, clearing or repairing highway surfaces and prosecutes persistent offenders (under Sections 131, 148 and 149 of the Highway Act 1980 (as amended)).
8. 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 consent of the County Highway Authority. It is not the policy of the County Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
9. The applicant is advised to take note of the comments of Network Rail in relation to constructing close to Network Rail land as set out in their response to this application dated 29 September 2021.

In the event that a satisfactory legal agreement has not been completed by 1 July 2022, the Head of Planning Services be authorised to REFUSE for the following reasons:

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

2. In the absence of a completed legal agreement under Section 106 of the Town and Country Planning Act 1990, the proposal fails to provide an adequate provision for affordable housing. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012, the National Planning Policy Framework, and advice within the Surrey Heath First Homes Policy Guidance Note 2021 and Written Ministerial Statement (24.05.21).

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APPLICATION NUMBER	SU/21/0769/FFU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr Tom Smailes

Location: Frimhurst Farm Deepcut Bridge Road Deepcut Camberley Surrey GU16 6RF

Development: Erection of a residential development of 65 dwellings along with associated estate roads and accesses onto Deepcut Bridge Road, car parking, bin stores and external landscaping following the demolition of all existing buildings

Contact Officer	Richard Peplow	Consultation Date	17 August 2021	Response Date	13 May 2022
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

Conditions

S278 Highway Works:

- 1) Prior to the first occupation of the proposed development, the existing vehicular access to Frimhurst Farm shall be provided with a vehicle turning head in general accordance with Drawing No. 10 Rev A and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements. Once provided the new turning head shall be kept permanently clear of all obstructions for uninterrupted public use at all times to the satisfaction of the Local Planning Authority.
- 2) Prior to first occupation of the proposed development the applicant shall make any necessary adjustments to the configuration of the traffic signals on the railway bridge as may be considered necessary by Surrey County Council.
- 3) No part of the development shall be first occupied unless and until the proposed vehicular and pedestrian accesses to Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No. 06 Rev B and subject to Surrey County Council's full technical and road safety auditing requirements. Thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high to the satisfaction of the Local Planning Authority.

- 4) No part of the development shall be first occupied unless and until the proposed footways along the site frontage and an informal pedestrian crossing with a central refuge and tactile paving have been constructed and provided with visibility splays in general accordance with Drawing No. 08 Rev A and subject to Surrey County Council's full technical and road safety auditing requirements.
- 5) No part of the development shall be first occupied unless and until the proposed shared foot / cycle path on Deepcut Bridge Road between the application site and the junction with Lake Road has been constructed in general accordance with Drawing No. 09 Rev A and subject to Surrey County Council's full technical and road safety auditing requirements.

Other Conditions:

- 6) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and 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.
- 7) 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) 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).

- 8) 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 either in a garage or otherwise 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.

9) Prior to the first occupation of the development a Travel Information Welcome 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 and shall include:

- Details of local bus stops and services and cycle routes and distances to Brookwood, Farnborough North and Frimley railway stations
- Details of local car club and lift sharing schemes
- Maps showing local walking and cycling routes and times to local community facilities including schools, shops, health and leisure services.
- Information to promote the benefits and take-up of active travel

The approved Travel Information Welcome Pack shall then be issued to the first time occupier of each dwelling, upon first occupation.

10) The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge electric vehicle charging 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 to and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2021.

Highway Informatives

- 1) With regard to Condition 1 above the County Highway Authority would welcome the construction and adoption of the turning head to form part of the publicly maintained highway.
- 2) With regard to Condition 2 above the applicant is advised that there is currently a dedicated traffic signal head with above ground vehicle detectors that enable a green signal for traffic exiting Frimhurst Farm. As part of the detailed design to provide the adoptable turning head adjacent to the railway bridge, discussions will be needed with Surrey County Council to determine whether this signal head may be removed or retained with adjustment to its configuration, full details of which can be obtained from Transport Development Planning.

- 3) Design standards for the layout and construction of access roads and junctions, including the provision of visibility splays, shall be in accordance with the requirements of the County Highway Authority.
- 4) The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
- 5) The Applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy:

<https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/delivery-of-development-highway-works>

- 6) When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
- 7) 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.
- 8) 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).
- 9) 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.
- 10) 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.

- 11) 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.
- 12) 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.
- 13) 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>

- 14) 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.

Note to Planning Officer

The site is currently occupied by industrial units and one existing residential dwelling. Under the proposed development the existing uses would be replaced by 65 new residential units.

Access and visibility

62 of the proposed residential units would be served by a new primary vehicular access to the north of the existing accesses onto Deepcut Bridge Road. Visibility splays would be provided in accordance with Manual for Streets guidance (2.4 x 40m).

2 residential units (nos. 2 and 3) would be served by the second existing access into the site with visibility splays in accordance with Manual for Streets.

The existing vehicular access to Frimhurst Farm would be modified and retained as an access to serve one residential unit (unit no. 1) only. The CHA has recommended that this amended access also forms an adoptable turning head be provided to allow any vehicles that cannot proceed southwards on Deepcut Bridge Road, due to the width restriction in place over the railway bridge, to be able to turn around safely. It will also enable (and retain space) for large vehicles to manoeuvre when accessing the private access on the north eastern side of the bridge.

This existing site access has maximum visibility splays of 2.4 x 15.5m, which is substandard for access onto a 30mph road. The CHA is satisfied that under the proposed plans this access would be retained for one dwelling only, meaning a significant reduction in use compared to the existing use by vehicles associated with the current light industrial uses. The CHA also notes that vehicle speeds at this point are greatly restrained by the width restriction over the railway bridge.

Swept path drawings have demonstrated that the proposed access arrangements would allow for refuge vehicles and a fire tender to access and egress the site in forward gear.

Accessibility / Sustainability

The CHA is satisfied that the proposed measures to improve accessibility by foot and by cycle to include footways into the site and along the frontage of the development, a new informal pedestrian crossing with pedestrian refuge and a new shared foot / cycle way on the eastern side of Deepcut Bridge Road, linking to existing facilities at the junction with Lake Road, would provide safe and suitable access and facilitate short trips to be made by active travel modes. In particular it would allow residents access by means other than a car to community facilities located at the nearby Mindenhurst development. These measures would also better enable residents to access public transport facilities for trips further afield. The nearest bus stops are either on Lake Road or on Brunswick Road, which will see the introduction of improved services, and both are approximately 600m walking distance from the site. Brookwood railway station can be accessed by cycle via the Basingstoke canal path. Given the range of services and facilities which can be accessed in Deepcut / Mindenhurst and in nearby Frimley, the CHA considers that the proposed residential development is in a sustainable location.

Trip generation

Using the approved TRICS methodology the submitted Transport Assessment has shown that the proposed development would likely lead to a substantial net reduction in total daily vehicle movements when compared to the current industrial use of the site. It is also important to note that this will bring a substantial reduction in heavy commercial traffic. There is also shown to be a small reduction in vehicle movements during the peak hours. The CHA is therefore satisfied that the proposed development of 65 residential units would not have a severe impact on the local highway network.

Parking

The proposed vehicle parking accords with SHBC's adopted Parking Standards. Cycle parking for each dwelling should also be provided in accordance with these standards. Each dwelling should be provided with an electric vehicle fast charging facility in line with SCC's guidance in order to support sustainable travel.

URBAN DESIGN CONSULTEE RESPONSE –REVISED SCHEME

FRIMHURST FARM, DEEPCUT

REVISED PLANS AND ELEVATIONS DISTRUBUTED FOR RECONSULTATION ON THE 6th MAY 2022

21/0769/FFU

The scheme has undergone a series of revisions following officers' advice since it was initially submitted in the form of early sketches in 2019. I refer to my previous written comments submitted at formal pre-app stage in March 2020, secondly on the 24th of October 2021 and subsequently on the 16th of December for revisions submitted on the 10th of December 2021.

Summary

The redevelopment of this pre-dominantly commercial brownfield site is considered an opportunity to enhance the character and intensify the land use within the area identified for regeneration in the 2017 SLAA submission. The regeneration scheme is supported from an urban design point of view following a series of revisions to the overall footprint, principal layout, density, green structure, entrance/arrival approach, provision of a LAP and a separate small children's play space and minor adjustments to the elevational design.

Layout, density, scale, character and setting

The proposed density of the final submission, 14 dwellings/ha gross, 28 dwellings/ha net, is a notable reduction from the initial pre-application scheme, which was more urban in character.

The Surrey Heath Residential Design Guide (RDG) SPD, of material consideration, emphasises the importance of well balanced, design-driven streetscapes with a focus on placemaking to deliver a vibrant, small scale, green streetscene, an essential quality of Surrey Heath's local distinctiveness.

The layout has consequently been redesigned, and now creates a meandering approach to the site with natural tree groups and large open grass areas which will reinforce the rural, natural setting. The curving streetscene continues as a central feature throughout the site, generating a traditional, rural village character with mainly detached and semi-detached dwellings, providing active frontages along the streetscene. A glimpse of the development is also provided along Deepcut Bridge Road, which contributes to announce the development. The scheme includes a few shorter terraces, also of traditional appearance. The general scale is modest and all building types are two storeys high, which is considered appropriate in this rural location.

The site layout benefits from a coherent layout which creates variety and legibility throughout the site with well-defined fronts and backs of buildings, integrated landscaping, on plot parking and smaller car parking courts. The central part of the scheme is organised around a generous open green link, which provides a direct physical, and visual, connection to the open landscape corridor to the north of the development. The open green heart provides seating in the shade of trees overlooking the main street. There is also plenty of space for informal games etc. The many open, green spaces of different scale and character provide plenty of opportunities for recreation, outdoor activities and social engagement for everyone, which is one of the main qualities of the scheme.

The layout provides a spacious, organic pattern at the western end, including Frimhurst Cottage and Frimhurst Family Centre (FFC), formerly known as Frimhurst House. The former pleasure grounds of Frimhurst House are extensive, include some large specimen trees and are important to retain in a long-term perspective as an attractive setting. The existing crinkle krackle wall, a serpentine brick

wall which defines the grounds of Frimhurst House, is a particularly interesting built feature and a heritage asset.

As a result the revised development scheme now creates a gentle and more balanced interface in relation to Frimhurst House, and also provides a respectful distance to the locally listed Frimhurst Cottage and its setting. Additional tree planting at dwelling Nos. 41 and 42 obscure direct views from Frimhurst Cottage. The staggered building line of Nos. 32-36 and Nos. 37-39 is also helpful in integrating this major, new development in its rural context.

Recreation and play space provision

As established early in the design process, the continuous open landscape corridor to the north of the development is a valuable asset for its visual contribution from Deepcut Bridge Road, and forms part of the site character. This open corridor also defines the southern edge of the Basingstoke Canal Conservation Area. As a consequence, the northern building line of the development has been adjusted to retain a continuous, open green space of great importance for daily recreation. The corridor forms part of a longer, circular walking route around the site. It is therefore important to ensure that the ground for the proposed attenuation ponds is porous and provide effective drainage as the land level changes, to create a robust pedestrian walk which can accommodate daily recreation during all seasons. Otherwise the location of the attenuation ponds should be slightly adjusted to a less strategic part of the scheme.

A separate small children's' play space has been provided on the triangular, south-eastern green. This complements the larger LAP situated at the interface of the green link and the landscape corridor. The LAP also includes a trim trail suitable for this woodland setting. A large, open green space is also provided in the north-western corner of the site, suitable for play, ball games, picnics and larger gatherings.

Design vision, building design, materials and detailing

Local Plan policy DM9 Design Principles emphasises the importance of high-quality design to achieve sustainable, attractive, healthy environments, built to last well over time. The scheme provides a mix of detached and semi-detached houses as well as a few shorter terraces. The scheme is characterised by a wide range of different building types. The design cue is a blend of traditional vernacular with some classical features including distinctive porches and characteristic oriel windows. This kind of mixture of characters is commonly found in old villages in the countryside. The prevalent building materials are traditional brickwork, tile hanging and white render with rustic timber features, evoking traditional timber framed vernacular buildings.

The elevational design of some of the building types has been adjusted and now benefits from a stronger element of traditional tile hanging, especially in the in the village core, which is strongly supported. Recent adjustments also provide a more streamlined approach to fenestration and distinct recesses. Traditional, high quality doors and robust window details are critical for a genuine appearance and longevity.

Location and context

The application site is situated in the countryside between defined settlements, between the settlements of Deepcut and Frimley Green, to the west of Deepcut Bridge Road. The overall objective for the defined countryside is to safeguard the green character and openness of the rural landscape, retain the separation between settlements and protect the undeveloped area from urban sprawl. The Farnborough to Woking railway line lies in a deep cutting immediately to the south of

the site. Along the northern site boundary lies the Basingstoke Canal Conservation Area, centred along the Basingstoke Canal. The application site is separated from the towpath and the canal by a wooded earth bank. The existing higher vegetation and the earth bank form part of the heritage values of the Basingstoke Canal Conservation Area and needs to be retained for the future. The increased use of the footpath along the canal appeared well used before the Covid -19 lockdown. As the population increases and the use are likely to intensify, a strategy for the long-term management of the Conservation Area is strongly recommended.

Conditions:

I) All boundary treatment surrounding any dwellings should be coherent. Individual types of fences, walls or gates will not be permitted and have to be controlled by informatives. All boundaries along the main access road as well as along the green link in the village centre should be hedge planting only. Reason: To retain a coherent, verdant character in the centre of the scheme as well as along the Basingstoke Canal Conservation Area long term.

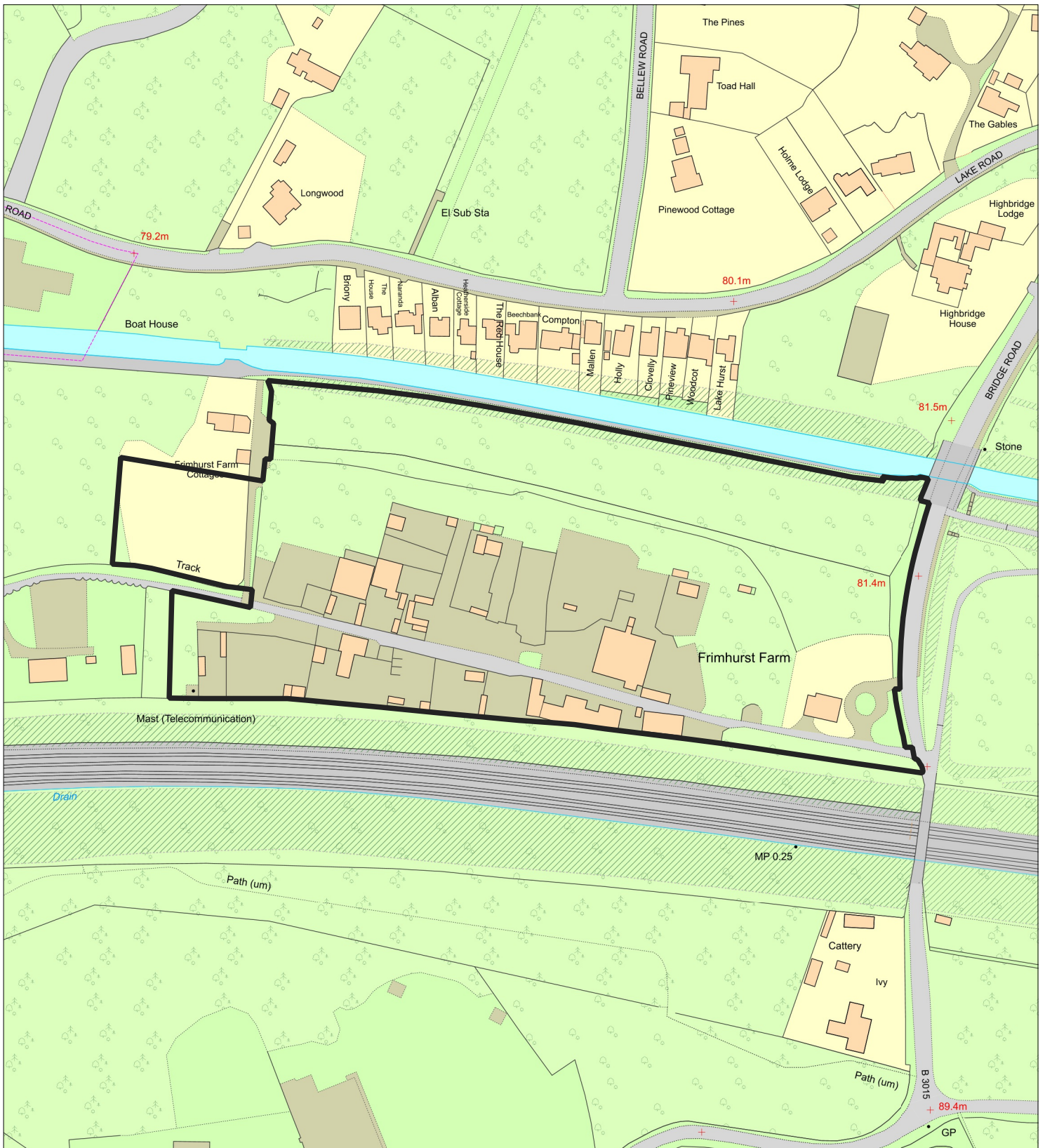
II) Samples should be submitted of all external building materials including facing bricks, tile hanging, weather boarding and roof tiles to the Local Planning Authority and should be approved in writing prior to the commencement of any construction works.

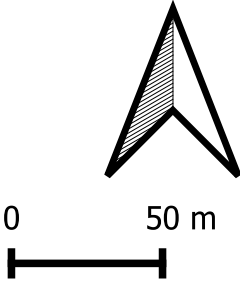

III) Samples should also be submitted of all hard landscaping materials, street furniture and any fencing materials to the Local Planning Authority and should be approved in writing prior to the commencement of any construction works.

M. Gustafsson MSc MA
Urban Design Consultant
On behalf of Surrey Heath Borough Council

2022-05-10

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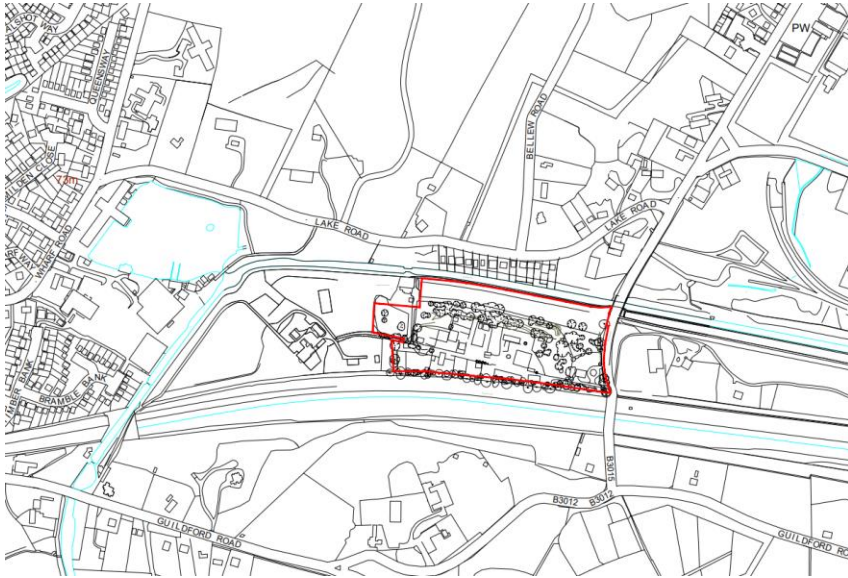


Title	Planning Applications		
Application number	21/0769/FFU		Scale @ A4 1:2,500
Address	Frimhurst Farm Deepcut Bridge Road Deepcut Camberley Surrey GU16 6RF		Date 12 May 2022
Proposal	Erection of a residential development of 65 dwellings along with associated estate roads and accesses onto Deepcut Bridge Road, car parking, bin stores and external landscaping following the demolition of all existing buildings.		
Version 5		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022	

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PAC Plans 21/0769 Frimhurst Farm, Deepcut Bridge Road, Deepcut

Site Location Plan



Site Layout Plan



Typical streetscene



Typical Elevations



Epsom
Front / Side Elevation

Highclere

Highclere



FRONT ELEVATION



FRONT ELEVATION

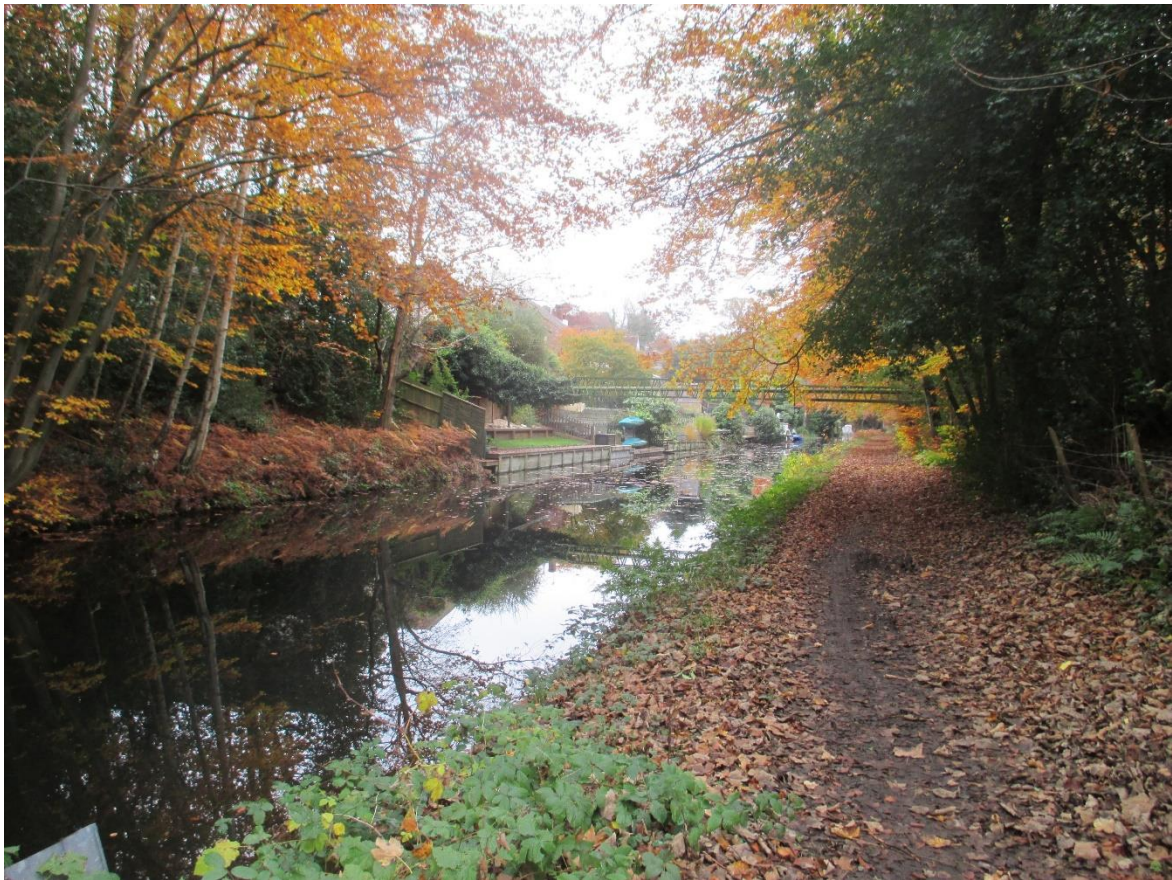
Application site from Deepcut Bridge Road



Application site



Land around the site



21/1268/FFU

Reg. Date

10 January 2022

Parkside

LOCATION:	29, 30 And 30A, Brackendale Close, Camberley, Surrey, GU15 1HP,
PROPOSAL:	Redevelopment of site to provide 30 no. Affordable Apartments with associated access, hardstanding, carparking, landscaping, Bin and Cycle stores following the demolition of No. 29 and No. 30 Brackendale Close and associated outbuildings.
TYPE:	Full Planning Application
APPLICANT:	Mr David Holmes
OFFICER:	Luke Simpson

This application is being reported to the Planning Applications Committee because it is a major development i.e. the number of dwellings exceeds 10.

RECOMMENDATION: REFUSE

1.0 SUMMARY

- 1.1 The application relates to the redevelopment of two residential properties (known as 29 and 30 / 30a Brackendale Close) to provide 30 flats within a singular two storey apartment building (including 9 x 1-bed units and 21 x 2-bed units). It is also proposed to provide a parking area for 30 vehicles, accessed from Brackendale Close, landscaping and a pedestrian access to the site from Portsmouth Road. It is proposed that all of the 30 units would be intermediate affordable housing.
- 1.2 The principle of the development is acceptable, but there are significant concerns over the scale, massing and quantum of development and its resultant impact upon the character and appearance of Brackendale Road and the Wooded Hills Character Area. The County Highways Authority raises no objection on highway safety, capacity, and sustainability subject to securing a legal agreement for the provision of improved pedestrian crossing facilities at the entrance of Brackendale Court. The proposal is considered to be acceptable in respect of residential amenity, surface water and ecology, however there are concerns over potential arboricultural impacts, particularly in relation to trees at the front of the site, as well as with regards to waste storage provisions. Further to this, due to initial officer concerns with the overall scale, massing, and amount of development no legal agreement to secure affordable housing provision or contributions towards SAMM and any off-site highway works have been pursued or provided.
- 1.3 It is therefore recommended that the application is refused.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the corner of Brackendale Road and Portsmouth Road, Camberley. It occupies two existing residential plots on the northern side of Brackendale Close and covers an area of approximately 0.32ha. Brackendale Road is a private residential street characterised by large dwellings set within extensive lineal

curtilages. The dwellings are set back some distance from the highway and property frontages are generally marked by hedge and tree lined boundary which give the close a verdant character. The Close is a cul-de-sac and can only be accessed by vehicles from Portsmouth Road at its eastern end. There is however a public footpath situated at its western end which leads to Wilders Close 210m to the south-west.

- 2.2 By virtue of being located on the corner of Brackendale Close and Portsmouth Road, the area around the site is made up of a mixture of development types. To the north of the site, accessed from Portsmouth Road lies 1-10 Brackendale Court, a flatted development, with the Travel Lodge / Toby Carvery site and further residential apartments beyond, whilst to the neighbouring and nearby development to the west and south in Brackendale Close is made up of large spaciouly arranged residential dwellings of varying but traditional designs. The site is also enclosed by a number of mature and semi-mature trees that line its northern, eastern, southern and western boundaries. Specimens situated along the site's eastern and southern boundaries form prominent features of the local street-scene and hold significant amenity value.
- 2.3 The site is located within the Wooded Hills Character Area as defined within the Western Urban Area Character SPD.

3.0 RELEVANT HISTORY

The relevant planning history for the site is as follows:

- 3.1 97/1156 Conversion of detached garage into habitable accommodation (a granny annexe) and erection of a single storey rear extension and a single storey side extension) *Granted 27.01.1998*. This application solely related to 30 Brackendale Close.
- 3.2 14/0493 Erection of a two-storey building with accommodation in the roof to provide 8 no. two bedroom flats with parking and landscaping and associated development following the demolition of existing buildings. *Refused under delegated authority on 05.09.2017*. This application related solely to 30 Brackendale Close and was refused for the following summarised reasons:

1. The proposed development, by reason of its height, depth, design, mass, scale and resulting reduction in vegetation cover, would result in an incongruous, dominant, and unduly prominent form of development in a corner location harmful to the visual amenities of the Brackendale Close and Portsmouth Road streetscenes and surrounding area, including the Wooded Hills character area. The proposal would therefore fail to respect and improve the character and quality of the area and would be harmful to the aims and objectives of Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2012 and Guiding Principles WH1, WH3 and WH6 of the Western Urban Area Character Supplementary Planning Document 2012.

2. The proposed development, due to its height, design, mass, scale, proximity to the northwest flank boundary and rear projection, and number of windows proposed at first floor level (and above) in the northwest flank elevation, would be an unneighbourly form of development resulting in adverse overbearing effects and potential and perceived loss of privacy detrimental to the residential amenities of the occupier of the adjoining residential property, 29 Brackendale

Close. The proposal is therefore contrary to Policy DM9 of the Core Strategy and Development Management Policies 2012.

Reasons 3 -5:

Harm to the Thames Basin Heaths Special Protection Area (SPA) with no mitigation or legal agreement; insufficient information to justify the proposal and its impact on trees on the site and on adjoining land.

4.0 THE PROPOSAL

- 4.1 The application seeks full planning permission for the construction of a two storey apartment building to provide 30 affordable dwelling units, following the demolition of the existing dwellings known as 29, 30 and 30a Brackendale Close. It is also sought to provide a parking area at the front of the site large enough to accommodate 30 vehicles as well as landscaping and a pedestrian link from Portsmouth Road.
- 4.2 The proposed building would be centrally located within the site and set back approximately 13.6m from its southern boundary which fronts onto Brackendale Close. The proposed building has an L shaped footprint and would have a maximum width of 30.2m at the rear (reducing to 16.86m at the front), an overall depth of 38 and a maximum roof height of 9.9m, with a height to the eaves of 5.62m. It would cover an overall footprint area of approximately 842m².
- 4.3 The building is designed with a multi-aspect hipped roof with gabled and hipped projections and would feature boxed dormer features and projecting balconies to all elevations. It would be constructed with traditional materials, including clay roof tiles and brickwork elevations with white upvc window units. Hanging tiles is also proposed on the upper level of the gabled projections.
- 4.4 The scheme would provide 30 parking spaces to the front of the building which include 2 disabled bays and 6 electric vehicle charging points. Two hipped roofed and brick-built bicycle parking stores large enough to accommodate 15 cycles each are proposed to either side of the building next to the eastern and western boundaries of the site, and timber constructed bin store would be situated adjacent to the site entrance. A new centralised vehicular access would be provided to the site from Brackendale Close.
- 4.5 The principal amenity space for residents would be a landscaped garden area that wraps around the northern, eastern and western sides of the apartment building. The garden area would be located behind the parking forecourt and cycle stores and would be contained to the north, east and west by existing hedge and tree lined boundary treatments. The area would be accessible from all of the ground floor flats as well as from communal entrances at the front and rear of the building. In addition to the garden area, each first floor apartment would have access to a private balcony measuring at least 3.8m in width by 2m in depth.
- 4.6 Where applicable, reference will be made to the following documents that have been submitted in support of the proposed development:
- Arboricultural Report
 - Air Quality Assessment
 - Ecology Report
 - Design and Access Statement
 - Planning Statement
 - Sustainability Statement

- Transport Statement
- Drainage Report

5.0 CONSULTATION RESPONSES

5.1	County Highways Authority	No objections, subject to conditions and a S278 agreement to secure improved pedestrian crossing facilities at the entrance to Brackendale Close. <i>See Annex A for a copy of their comments.</i>
5.2	Council's Housing Servicing Manager	No objection following review of the viability as whilst there is a need for affordable rented units, the provider also brings forward sites that are fully affordable rented.
5.3	Council's Urban Design Consultant	Supports the proposal.
5.4	Council's Arboricultural Officer	Objection as the proposal fails to adequately protect important green infrastructure or to allow space to accommodate new and future potential planting and fails to adequately secure the protection of important protected trees which contribute positively to the character and appearance of the area
5.1	Thames Water	No objection with regards to foul water and surface water network infrastructure capacity. However, the site lies within 20 m of the Thames Water Pumping Station and an informative is recommended if permission is granted requiring the developer to make future occupiers aware of the potential periodic impacts upon amenity in the form of odour, light, vibration and/or noise from the pumping station.
5.2	Environmental Health Officer	No objection subject to a condition that the window and attenuation details set out within the agreed Acoustic Design Scheme (S7) of the submitted Noise Impact Assessment are complied with. The air quality assessment indicates that no mitigation measures are required as relevant pollution standards will not be compromised.
5.3	Southern Electricity	No objection.
5.5	Lead Local Flood Authority	No objection subject to conditions
5.6	Surrey Wildlife Trust	No objection, but conditions recommended to secure a Construction Environmental Management Plan (CEMP) and a Landscape and Ecological Management Plan (LEMP) prior to the commencement of development

5.7 Joint Waste Solutions No objections raised
Officer

5.8 Council's Viability No objection.
Consultant

6.0 REPRESENTATIONS

6.1 Notification letters were sent to 61 neighbouring properties on 17th January 2021. The application was advertised in the press on 26th January 2021 and a site notice was posted outside the site on 18th January 2021. At the time of the preparation of this report, 34 representations have been received, all in objection to the proposed development. These representations include a letter from the Brackendale Close Residents Association.

6.2 The representations raised the following concerns:

Principle of development [Officer comment: see section 7.3]

- The proposal does not represent well designed development and would have detrimental impacts upon the local community.

Impact on the character of the area [Officer comment: see section 7.4]

- The height, scale, massing and general design of the proposed development is out of character for the area
- The development would dominate and alter the existing semi-rural character of Brackendale Close

Impact on neighbouring amenity [Officer comment: see section 7.5]

- The proposed development would have a detrimental impact upon neighbouring privacy
- The proposal would lead to a loss of light to neighbouring properties
- The proposed development would be overbearing upon neighbouring properties

Highways impacts [Officer comment: see section 7.6]

- The development would provide insufficient parking
- The proposal would result in traffic and highway safety issues, particularly at the junction of Brackendale Close and Portsmouth Road
- The proposal would lead to vehicles parking on Brackendale Close itself, which is otherwise currently largely unobstructed by cars
- The local public transport service is insufficient for a development of this scale

Environmental Health impacts [Officer comment: see section 7.7]

- The proposal would result in an increase in pollution in the area
- The proposal would exacerbate surface water drainage issues in the local area
- The proposed development, including demolition and removal of existing vegetation would have a detrimental impact upon local wildlife

7.0 PLANNING CONSIDERATIONS

7.1 The proposal is considered against the National Planning Policy Framework (NPPF), the National Design Guide, relevant policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP) including Policies CP1, CP2, CP3, CP5, CP6, CP11, CP14A, CP14B, DM7, DM9, DM10 and DM11, saved Policy NRM9 of the South East Plan 2009, the Thames Basin Heaths SPA Avoidance Strategy SPD 2009, the Surrey Heath Residential Design Guide SPD 2017 (RDG), and the Western Urban Area Character Appraisal SPD 2012 (WUAC).

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

- Principle of development and housing supply
- Impact on local character and trees
- Impact on residential amenity
- Highway impacts
- Affordable housing provision and housing mix
- Impact on ecology and biodiversity
- Impact on the Thames Basin Heath's Special Protection Area
- Other Matters

7.3 Principle of development and housing supply

7.3.1 The Council is able to demonstrate a Five-Year Housing Land Supply, with the appropriate buffer included. The five-year housing land supply position is assessed to be 7.20 years, based on the most recent evidence published in the Surrey Heath Strategic Land Availability Assessment (2021) and the Council's Five-Year Housing Land Supply Statement (2021). In addition to this, Surrey Heath's result from the most recent Housing Delivery Test measurement (2021) is 132%, which is greater than the threshold of 75% as set out in footnote 8 of the NPPF. Therefore, the development plan and its policies may be considered up-to-date with regard to paragraphs 11 and 75 of the NPPF.

7.3.2 The Council's spatial strategy, under Policy CP1 of the CSDMP, directs housing to the western side of the borough. The proposal is therefore consistent with this policy, as it would provide a residential development on an existing residential site within the Camberley settlement boundary, and as such would be acceptable in land use terms. However, mindful of the fact that the Council can demonstrate a 7.2 year housing land supply – well in excess of the 5 year HLS required by the NPPF, the principle of the proposed development is dependent on the scheme satisfying all other material planning considerations, including those that are detailed within Policy CP2 of the CSDMP. These other material considerations are discussed in further detail below.

7.4 Impact on local character

7.4.1 In line with section 12 of the NPPF, Policy CP2 of the CSDMP states that the Borough Council will require development to ensure that all land is used efficiently within the context of its surroundings, and respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density.

- 7.4.2 The site lies within the Wooded Hills Character Area of the WUAC. Pressures on this character area include the progressive loss of the large irregular plot as they are subdivided and replaced by denser development and more urban housing developments; and, urbanisation of the semi-rural character through the loss of dense vegetation cover. Guiding principles WH1 -WH6 seek to ensure that development proposals uphold the important characteristics of the area, by maintaining its spacious, semi-rural and verdant character.
- 7.4.3 The RDG further amplifies the protection of this character. This includes, inter alia, principle 6.4 that states that housing development should seek to achieve the highest density possible without compromising local character or the appearance of the area. Principle 6.6 requires new development to respond to the size, shape and rhythm of surrounding plot layouts, and Principle 6.7 requires parking layouts that should be softened with generous soft landscaping and no more than 3 parking spaces grouped together without intervening landscaping. Principle 6.8 prefers on plot parking to the side or rear and where front of plot parking is proposed, requires it to be enclosed with soft landscaping. Principle 6.11 requires clear definition of the boundaries of public and private space within housing developments. Principle 7.1 establishes that setbacks in new developments should complement the streetscene and allow for suitable landscaping. Principles 7.3 – 7.5 requires heights, form and massing to be reflective of its surroundings. Finally, 7.8 requires attractive buildings that positively contribute to the character and quality of an area.
- 7.4.5 The development scheme represents a significant increase in terms of the built footprint of the combined sites, and the main building and site proportions would be markedly different in terms of size and scale than any other development plot in Brackendale Close. That being said, efforts have been made to limit the scale of the building to 2.5 storeys and to employ a traditional style of design with high quality materials to reflect the general architectural character of the close, and the Council's UDC has complimented the scheme for its general design, scale, proportions and density.
- 7.4.6 However, notwithstanding the UDC comments at 30.2m in width and 38m in depth, in the officer's opinion the proposed building would appear unrelatable to other neighbouring and nearby developments within the close, which are generally characterised by large evenly spaced detached singular dwellings that are set back from the highway and situated within extensive, heavily vegetated curtilages. By creating a building that would have a 30.2m building envelope as viewed from Brackendale Close, and a 38m envelope as viewed from the rear of neighbouring properties, the proposed apartment block would dwarf the majority of buildings within the street-scene and would diminish the semi-rural and spacious character of the close, particularly given the fact that the building would be accompanied by a large hardstanding at the front of the site, which would result in the removal of visible green infrastructure from the intervening boundary line of the existing plots. These characteristics of the scheme directly contradict the guiding principles for development within the Wooded Hills, which state that proposals that are contrary to the prevailing development form of detached houses set in generous individually enclosed plots will be resisted, and that the creation of hard urban landscapes through the introduction of large areas of hardstanding will also be resisted (Guiding Principles WH1, WH2 and WH3).
- 7.4.7 By merging the existing plots and creating a large singular building, the proposal would also have a detrimental impact upon the planned development pattern of the close as well its established density of development. Whilst it is appreciated that the neighbouring site to the north provides a development of 10 flats, and that no. 28 Brackendale Close to the west has been divided into apartments, it is evident when visiting the site that 1-10 Brackendale Court is set within a markedly different context

as it fronts on to Portsmouth Road and is neighboured by the Toby Carvery/Travelodge development to the north, and that 28 Brackendale Road is a former dwelling that has been converted into flats (in excess of 40 years ago), but which still maintains its originally planned dwelling character. By introducing a scheme that has a development density of 93.75 dwelling units per hectare, it is considered that the proposal would be incompatible with and uncharacteristic of the Brackendale Close street-scene, and would be contrary to WUAC principle WH2 as identified above, in particular. The proposal's density would therefore conflict with RDG principle 6.4 .

- 7.5.9 With regard to landscaping, it must also be noted that the car parking forecourt does not meet the requirements set out with Principles 6.6 and 6.8 of the RDG, as they are proposed with very limited soft landscaping to relieve the large areas of hardstanding. Whilst additional planting is proposed to the roadside boundary, this lack of green infrastructure to break up the massing of the parking area would lead to the erosion of the verdant character of the site. Further to this, it is felt that this impact would be extended to wider street-scene as the site is placed in an important location at the front of the Close.
- 7.5.10 Overall, it is therefore considered that the proposal is not acceptable in terms of its impact on character for the above reasons and would cause harm to the character of the area. It therefore conflicts with Policies CP2 and DM9 of the CSDMP, Principles 6.2, 6.4, 6.6, 6.7, 6.8, 7.3 and 7.8 of the RDG, Principles WH1, WH2 and WH3 of the WUAC, and the NPPF.

7.6 Impact on trees

- 7.6.1 Policy DM9 of the CSDMP reinforces the NPPF aims (paras. 131 and 174 refer) by requiring the protection of trees and other vegetation worthy of retention.
- 7.6.2 As mentioned, the site is contained by a number of mature and semi-mature trees on all sides. None of these trees lie within a Conservation Area or are protected by a Tree Preservation Order, but a number of them, particularly those situated along the eastern and southern boundaries of the site hold a significant amount of amenity value for the area. The trees situated along the eastern boundary of the site are rooted in land that is elevated from the floor level of the proposal by virtue of the banked topography on this side of the site. However, the planting at the front of the site which includes a mature Oak, is deemed to be of particular importance by the Council's Arboricultural Officer, are considered to be more at risk by virtue of their proximity to the proposed parking area and bin store building.
- 7.6.3 The submitted Tree Report and Arboricultural Impact Assessment Plan identify 14 category C and category U trees that would need to be removed to accommodate the development, all of which are relatively small fruit trees or Cypress' set in from the site's boundaries. However, all of the trees situated on the outer edges of the site that contribute the visual amenity and verdant character of the surrounding area would remain. The report recommends mitigation measures to ensure no disturbance to roots including permeable materials and no dig zones.
- 7.6.4 However, the Council's Arboricultural Officer has reviewed the proposal and accompanying tree report documents and has raised concerns that the proposed parking area would result in the incursion of hard surfacing over approximately 50% of the RPA associated with the mature Oak tree to the front of the site, identified as T21 on the Arboricultural Impact Assessment Plan. This would exceed the maximum 20% allowance for light structures as recommended within the relevant British Standards, and would result in the removal of soft ground, thereby denying the tree's roots the

ability to carry out gaseous exchange and absorb moisture and nutrients. Accordingly, it is considered that the current proposal would not guarantee the long-term viability of the tree and would likely result in harm to its long term viability. In addition, the Arboricultural Officer has raised concerns that the layout of the scheme offers limited opportunity for planting to enhance the site and to provide compensation for the specimens that would be removed, due to the built footprint of the site, the amount of hard surfacing that is proposed and the proximity of existing trees situated along the site boundaries, and their root protection area, which would compete with and likely result in the failure of any new planting.

- 7.6.5 For the above reasoning, trees and the verdant character of the area cannot be protected to the satisfaction of officers. The proposal is therefore contrary to DM9 of the CSDMP, Principle WH1 and WH3 of the WUAC, and the NPPF

7.7 Impact on residential amenity

- 7.7.1 Paragraph 130 of the NPPF states that planning decisions should ensure that developments create places with a high standard of amenity for existing and future users.
- 7.7.2 Policy DM9 of the CSDMP states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form.
- 7.7.3 Principle 7.6 of the RDG states that as a minimum, the Council will expect new housing development to comply with the national internal space standards. Principle 8.1 states that new residential development should be provided with a degree of privacy to habitable rooms and sensitive outdoor amenity spaces. Developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted. Principle 8.2 requires habitable rooms in new residential development to maintain an adequate outlook to external spaces. Principle 8.3 requires the occupants of new dwellings to be provided with good quality daylight and sunlight and should not result in a loss of daylight and sunlight to neighbouring dwellings. Principle 8.4 sets the minimum outdoor amenity space sizes for new dwellings. Principles 8.5 and 8.6 set the standards for outdoor amenity space for flats.
- 7.7.4 As previously mentioned, the application site is contained to the north by a development of 10 flats at Brackendale Court, and to the west by 28 Brackendale Close, which has also been converted into flats. The intervening boundaries between the site and these properties are occupied by thick trick lined hedgerows and as such there is a good deal of screening provided between the sites.
- 7.7.5 The proposed apartment building would occupy a significant portion of the application site and would sit approximately 9.2m from its northern boundary and 11.4m from its western boundary. When considering the scheme's relationship with the neighbouring buildings, the development would maintain a distance of 12.7m from Brackendale Court and 19.5m from 28 Brackendale Close.
- 7.7.6 A number of concerns have been raised by local residents that the proposed development would have a detrimental impact upon the amenities of the occupiers of these dwelling by virtue of creating views that would harm their privacy and light availability. Whilst visiting the site, these potential impacts were considered, however, due to the fact that the development would be limited to 2.5 storeys and would retain significant gaps from the neighbouring buildings, it is unlikely that a perceptible loss of daylight or sunlight would occur to the neighbouring properties.

- 7.7.7 The provision of a 19.4m gap between the western flank elevation of the proposed building and the opposing elevation of 28 Brackendale Close would ensure that any views from the first floor windows at this side of the building would not have a significant impact upon the privacy of neighbouring occupiers, due to their distance and the presence of intervening vegetation. Further consideration was given to the impact of the north facing balcony upon the amenities of the occupiers of the dwelling units served by the first floor south facing windows of Brackendale Court. However, following an inspection of the approved plans for the neighbouring development, these opposing windows serve kitchen areas, which generally hold a reduced level of amenity value due to not being a primary habitable room. Notwithstanding this, it is highly likely that views between the balcony and these windows will be restricted due to the presence of intervening vegetation which would remain unaffected.
- 7.7.7 Due to the situation of the main building and the provision of significant space between it and neighbouring properties, there are also no concerns that the proposal would have a detrimental impact upon the neighbouring outside amenity areas by means of creating a sense of enclosure or being overbearing.
- 7.7.8 In terms of the amenities of potential future residents of the application scheme, all of the units appear to comply with the national prescribed internal space standards for 1 and 2 bed flats, which is 50m² for a 1-bed 2-person dwelling, 61m² for a 2-bed 3-person dwellings and 70m² for a 2-bed 4-person dwelling, respectively. In addition to this, the first-floor apartments would be provided with private balconies that measure 7.6m in area, and which have a width and 3.8m and depth of 2m, thereby complying with the requirements set out in Principle 8.6 of the RDG. No private amenity areas are marked out on the submitted plans for the ground floor flats, however it is considered that sufficient space could be provided through the implementation of planting or railings, which could be secured by condition were the scheme to be approved.
- 7.7.9 In addition to the private amenity spaces, the development would be served by a 650m² landscaped garden area that wraps around the northern, eastern and western side of the building. Whilst much of this garden space would be subjected to shading caused by surrounding vegetation at various points of the day, it is considered to be large enough to ensure that areas would be subjected to sunlight throughout most of the day.
- 7.7.10 Concern has been raised by local residents over the impacts of noise and air quality, both for the future occupiers of the development given its proximity to Portsmouth Road, and also for existing nearby residents, due to removal of some trees and the generation of traffic and general activity associated with the development. The applicant has submitted a noise report alongside the application and the Environmental Health Officer (EHO) has been consulted. The EHO has stated that due to high levels of traffic noise from both the M3 and the A325, the living conditions of potential future occupiers of the scheme would be detrimentally impacted upon unless effective sound insulation and ventilation attenuation is provided in accordance with the details set out within the Acoustic Design Scheme of the submitted Noise Impact Assessment. Accordingly, if the application were to be supported, a condition to secure the implementation of an effective noise mitigation scheme is required and recommended.
- 7.7.11 The applicant has also submitted an air quality assessment which concludes that the development would not have a detrimental impact upon local pollution levels either during construction or once operational. The EHO Officer has accepted the findings of this report and has confirmed that no mitigation measures are required.
- 7.7.12 Overall, it is therefore considered that the proposed development would not create a situation that would result in significant harm to the privacy or residential amenity of the occupiers of neighbouring dwellings and would provide acceptable levels of amenity

and a good quality living environment for potential future occupiers of the scheme. As such, the proposal is deemed to be in accordance with the relevant national and local planning policies as detailed above.

7.8 Highway impacts

- 7.8.1 Policy CP11 of the CSDMP reaffirms paragraph 108 of the NPPF that states that in assessing specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location; that safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network or on highway safety can be mitigated to an acceptable degree. Paragraph 109 also states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Site access and parking

- 7.8.2 The development would be served by a new 5m wide vehicular access onto Brackendale Close and a parking area at the front of the site large enough to accommodate 30 vehicles (at one space per dwelling unit). In addition, two cycle storage buildings are proposed that will provide space for a total of 30 cycles. The County Highways Authority has reviewed the proposal and has confirmed that the visibility splays associated with the new access are suitable and that the proposed level of vehicle and cycle parking at 1 space each per dwelling is compliant with Surrey Heath Borough Council's adopted parking standards. Accordingly, it is concluded that the proposed parking provisions would be sufficient to accommodate resident parking on site.
- 7.8.3 Notwithstanding the above, it is recognised that some visitor parking may need to take place on Brackendale Close, however, given that no objection has been received from County Highways, it is concluded that any overspill of parking is not likely to cause a highway safety issue, nor a serious amenity issue on Brackendale Close. It is therefore not considered that this should form a reason for refusal.

Highway safety

- 7.8.4 The proposal would add 28 dwellings to the highway network in this area, and it is anticipated that it would generate approximately 104-108 vehicle movements per day with 10-11 movements in each of the peak hours. Whilst this may sound a significant increase for the area, County has confirmed that the proposed access and associated visibility splays are sufficient for dealing with the anticipated level of use and that the level of trip generation is not expected to have a material impact on the local highway network, given the double lane width of Brackendale Close and the open nature of its junction with Portsmouth Road.
- 7.8.5 It is noted that a number of objections have been received that raise concerns over the highway safety impacts of the scheme, particularly on pedestrians entering and moving across the junction of Brackendale Close and Portsmouth Road. However, the applicant has agreed to provide a pedestrian link to the public footpath on the western side of Portsmouth Road as well as an informal crossing point across Brackendale Close at the junction with Portsmouth Road, which would help to formalise and highlight pedestrian activity in and around the site and adjacent junction. Mindful of the fact that the County Highways Authority has accepted these arrangements, it is therefore considered that the scheme would not give rise to significant risks to highway safety.

Sustainability

- 7.8.6 In terms of sustainability, the site is located within the Camberley settlement boundary and is situated next to Portsmouth Road, and immediately adjacent to a bus stop that provides public transport links to Frimley and Camberley via the number 3 and X94 services. In addition, the public footpath on the western side of Portsmouth Road, immediately adjacent to the site is a designated cycle route, and a pedestrian link is proposed within the scheme to provide direct access to this public right of way and bus stop to encourage their use.
- 7.8.7 In addition to the above, the applicant has confirmed that all of the proposed parking spaces will be provided with electric vehicle fast charging points in order to cater for and encourage the use of electric vehicle.
- 7.8.8 Overall, it is therefore considered that the proposed development would be acceptable on access, parking and highway safety grounds, in accordance with Policies CP11 and DM11 of the CSDMP, and NPPF, subject to the compliance of conditions to secure the implementation of the agreed arrangements, and the securing of a construction transport plan, as well as successfully obtaining a S278 agreement for the provision of improved pedestrian crossing facilities, which would have been applied / achieved in the event of the application being recommended for approval.

7.9 Affordable housing provision and housing mix

- 7.9.1 Policy CP5 of the CSDMP states that development of 15 or more units should provide 40% on site provision of affordable housing. Given that this proposal would deliver 100% affordable housing, in principle, the proposal would comply with adopted policy.
- 7.9.2 Policy CP6 establishes that the Council will promote a range of housing types and tenures with a percentages split between intermediate and social rented over 1 bed – 4 bed dwellings. However, all of the proposed units would be of shared ownership tenure, and either 1 or 2 bed, with 9 x 1-bed units (30%) and 21 x 2-bed units (70%) proposed. Given that the affordable mix and unit size mix would not comply with CP6, the applicant has submitted a viability assessment alongside the application which seeks to justify the provision.
- 7.9.3 The submitted viability assessment estimates the Benchmark Land Value of the entire site at £2,604,000 and concludes that the proposed scheme would deliver a residual land value of -£81,066, thereby making the provision of affordable rent housing unviable. The report goes on to state that the total operating profit of the scheme would be £243,544, which amounts to roughly 6 % of the GDV. This figure is below guidance set out within the national Planning Practice Guidance, which establishes that for the purpose of plan making, an assumption of 15-20% of GDV may be considered a suitable return to developers in order to establish the viability of development.
- 7.9.4 The Council's Viability Consultant has confirmed that whilst some of the inputs and assumptions can be adjusted, the scheme does not provide sufficient viability to provide affordable rent units in addition to intermediate housing. It should also be noted that the Council's Housing Services Manager has no objections to the provision of 100% of the units as intermediate as the provider regularly brings forward 100% affordable rent schemes and therefore in the interests of ensuring a balanced stock, in this instance, the proposed provision is acceptable. It is also recognised that there is a need for 1 and 2-bed units within this part of the borough, and that the proposal would provide a valuable source of affordable small homes for residents.

7.9.5 As such, there is no objection to the type of affordable housing proposed. However, as no legal agreement has been entered into in respect of the delivery of the affordable housing, this also forms a reason for refusal.

7.10 Impact on biodiversity

7.10.1 Paragraph 170 of the NPPF states that planning decisions should minimise impacts on and provide net gains for biodiversity. Paragraph 175 states that when determining planning applications, if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or compensated for, then planning permission should be refused. Policy CP14A of the CSDMP states that the Council will seek to conserve and enhance biodiversity within Surrey Heath, and that development that results in harm to or loss of features of interest for biodiversity will not be permitted.

7.10.3 The applicant has submitted a Ecology Report, including a Bat Survey. Whilst the report confirms the likely absence of active bat roost, given the mobility of bats, Surrey Wildlife Trust recommends that a precautionary approach to works be taken with the development implemented in accordance with the recommendations set out within the submitted Ecology Report, which can be conditioned. The report also confirms that it has not been possible to carry out an internal survey of 29 Brackendale Close and therefore a follow-up check should be carried out prior to the commencement of development by an experienced and suitably licensed ecologist.

7.9.4 SWT has recommended that a Construction Environment Management Plan should be secured via condition prior to the commencement of development that will include pre-works bat inspection of no.29 and other safeguards for biodiversity. Additionally, SWT proposes a condition for a Landscape Environmental Management Plan, given the trees providing important habitats, and the need to demonstrate biodiversity net gain in line with the NPPF.

7.9.5 Subject therefore to these conditions, the proposal would accord with Policy CP14A and the NPPF.

7.10 Impact on the Thames Basing Heath's Special Protection Area

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

7.10.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and the site lies approximately 2km from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA and that all elsewhere within the 5km zone of influence, all new development is required to either provide SANG on site for larger proposals) or for smaller proposals such as this, provided that sufficient SANG is available to be allocated to the development, a financial contribution towards SANG provisions, which is now collected as part of CIL. There is currently sufficient SANG available to be

allocated to this development if it was being granted permission, and this development would be CIL liable, so a contribution would be payable upon the commencement of development.

- 7.10.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and depends on the sizes of the units proposed. SAMM is payable prior to a decision being made on the application, or a legal agreement is required to be completed to ensure payment of SAMM at a later date. Given that this application is not acceptable in other regards, the SAMM payment has not been requested from the applicant and as such it forms a reason for refusal. However, in the event of an appeal, this reason could be overcome by payment of the SAMM charge.

7.11 Other matters

- 7.11.1 This development would be CIL liable, and the final figure would need to be agreed following the submission of the necessary forms. An informative will be added to the decision advising the applicant of the CIL requirements in the event of an appeal.

Flood risk and drainage

- 7.11.2 The application site is located within Flood Zone 1 and is less than 1 ha in size, and as such no Flood Risk Assessment was required. However, a FRA / Drainage Report has been submitted, which establishes that surface water from the development, including new impermeable parking area, will be subjected to restricted discharge rates through the implementation of areas of permeable paving and cellular onsite attenuation tanks. The LLFA has confirmed that the proposed drainage scheme complies with policy, subject to conditions to secure a final detailed drainage scheme prior to the commencement of development as well as a final verification report to demonstrate that the agreed scheme has been implemented. The proposal would therefore comply with Policy DM10 of the CSDMP and the NPPF.

Refuse and recycling

- 7.11.3 The Joint Waste Solutions Operations Manager has reviewed the proposal and has confirmed that there are no objections to the access arrangements to the site. However, it has been assessed that the proposed units would require waste storage capacity of 5,850 litres for both general waste and recycling, as advised by the JWS' Operations Manager, and the submitted plans indicate that the proposed bin store would only provide sufficient space for 6 x 1100l Eurobins, which would provide a waste storage capacity shortfall of 5100l.
- 7.11.4 This shortfall in waste storage capacity would likely give rise to waste being left in unsuitable and unsafe places, which could result in harm to the visual amenities of the site as well as unsanitary and unhygienic conditions, which could pose a health risk to occupiers of the development as well as the occupiers of neighbouring properties. Accordingly, it is therefore considered that the proposal fails to comply with criterion (vi) of Policy DM9 of the CSDMP.

Renewable energy

- 7.11.4 Policy CP2 of the CSDMP supports sustainable development including measures to promote energy efficiency. In this regard, the application is accompanied by a Sustainability and Energy Statement which indicates that the scheme could be served by a combination of photovoltaic panels, flue-gas heat recovery units and waste water heat recovery units, and that such installations could result in carbon reductions of up to 12.57%, which exceeds the 10% carbon reductions target detailed within Policy CP2. It is also confirmed that water efficiency measures would be installed within the

apartments to restrict water usage to a maximum of 110l per person / per day in order to comply with building regulations requirements. As such, it is considered that these provisions would provide appropriate carbon savings and renewable energy sources on site and comply with the requirements of Policy CP2 of the CSDMP.

8.0 POSITIVE/PROACTIVE WORKING & 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 paragraph 38 of the NPPF. This included one 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 There is a presumption in favour of sustainable development and the provision of additional housing in this location is considered to be acceptable in land use terms, given the site's existing use and situation within the Camberley. The provision of 100% affordable housing also weighs in favour of the proposal despite the lack of affordable rent accommodation and family sized (3 and 4-bed) units, although this has not been secured with a legal agreement. However, the proposal's layout, quantum of development and the scale and massing of its built form is not considered acceptable in terms of its significant impact on the verdant and spacious character, and development pattern of the Brackendale Close and upon existing trees surrounding the site which provide significant amenity value. The proposal would also fail to provide sufficient levels of waste and recycling storage which could lead to visual amenity and health concerns arising. In the officer's opinion these adverse impacts would demonstrably and significantly outweigh the social and economic benefits of the scheme, and it is therefore recommended for refusal.

10.0 RECOMMENDATION

REFUSE for the following reasons:

1. The proposed development by reason of its scale, massing, general arrangement, proposed quantum and density of units would be harmful to the prevailing character and visual amenities of Brackendale Close by virtue of the fact that it would introduced a flatted development that far exceeds the general built form of other neighbouring and nearby properties within the local street-scene and would be inconsistent with the pattern of development found within the Close (where the site frontage is located), which is largely characterised by singular dwellings set within lineal curtilages of generally similar sizes. As such, the proposal would represent a dominant and incongruous form of development when viewed from within the context of the surrounding street scene and would therefore fail to respect and improve the character and quality of the area including the Wooded Hills Character Area. Accordingly, it would fail to comply with Policies CP2(iv) and DM9 of the Surrey Heath Core Strategy & Development Management Policies 2011 - 2028, Principles 6.2, 6.4, 6.6, 6.7, 6.8, 7.3 and 7.8 of the Residential Design Guide Supplementary Planning Document 2017, Principles WH1, WH2 and WH3 of the Western Urban Area Character Supplementary Planning Document 2012, and Paragraph 124, 127 and 130 of the National Planning Policy Framework.
2. The development scheme would offer a significant under provision of waste storage capacity for the number of units that are proposed, which would likely give rise to waste being left in unsuitable and unsafe places, thereby resulting in harm to the visual amenities of the site as well as unsanitary and unhygienic conditions that would pose a health risk to occupiers of the development as well as the occupiers of neighbouring properties. Accordingly, it is therefore considered that the proposal fails to comply with Policy DM9 (vi) of the Surrey Heath Core Strategy & Development Management Policies 2012.
3. The application fails to adequately demonstrate that it could ensure the protection of important green infrastructure and trees within and around the site that contribute to positively to the verdant character and appearance of the area including the Wooded Hills Character Area and does not provide sufficient space to accommodate new and future potential planning that would be able meet maturity. Accordingly, the proposal would be contrary to Policy DM9 of the Surrey Heath Core Strategy & Development Management Policies 2012, and Principles WH1 and WH3 of the Western Urban Area Character Supplementary Planning Document 2012, as well as Paragraphs 131 and 174 of the National Planning Policy Framework.
4. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan 2009 (as saved) in relation to the provision of contributions towards Suitable Alternative Natural Greenspaces (SANGs) and Strategic Access Management and Monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2019).
5. In the absence of a legal agreement to secure the required provision of affordable housing, the proposal is contrary to Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

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

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APPLICATION NUMBER	SU/21/1268
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: David Holmes

Location: 29 And 30, Brackendale Close, Camberley, GUJ5 1HP

Development: Redevelopment of site to provide 30 no. Affordable Apartments with associated access, hardstanding, carparking, landscaping, Bin and Cycle stores following the demolition of No. 29 and No. 30 Brackendale Close and associated outbuildings.

Contact Officer	Richard Peplow	Consultation Date	31 January 2022	Response Date	25 April 2022
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

Conditions

- 1) No part of the development shall be first occupied unless and until the proposed modified vehicular access to Brackendale Close has been constructed and provided with visibility splays in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 2) No part of the development shall be first occupied unless and until the proposed pedestrian access to A325 Portsmouth Road and an informal crossing point with dropped kerbs and tactile paving on Brackendale Close have been constructed in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B).
- 3) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B) for vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

4) 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) measures to prevent the deposit of materials on the highway

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

(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).

5) The development hereby approved shall not be first occupied unless and until the proposed development is provided with parking for a minimum of thirty bicycles (one per dwelling) in robust, secure enclosures in accordance with the approved plans (Drawing No. 21-J3596 - 09)

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

6) Prior to the first occupation of the development a Sustainable 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 Sustainable Travel Information Pack shall be issued to the first time occupier of each dwelling, prior to first occupation.

The pack should include:

- Details of local public transport services including access to rail stations
- Maps showing local walking and cycling routes and distances / time to community facilities
- Information to promote the take-up of sustainable travel including the benefits of active travel

7) The development hereby approved shall not be occupied unless and until each of the proposed parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B)

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

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2021.

Highway Informatives

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

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

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

approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

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

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

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

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

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

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

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

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

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

Note to Planning Officer

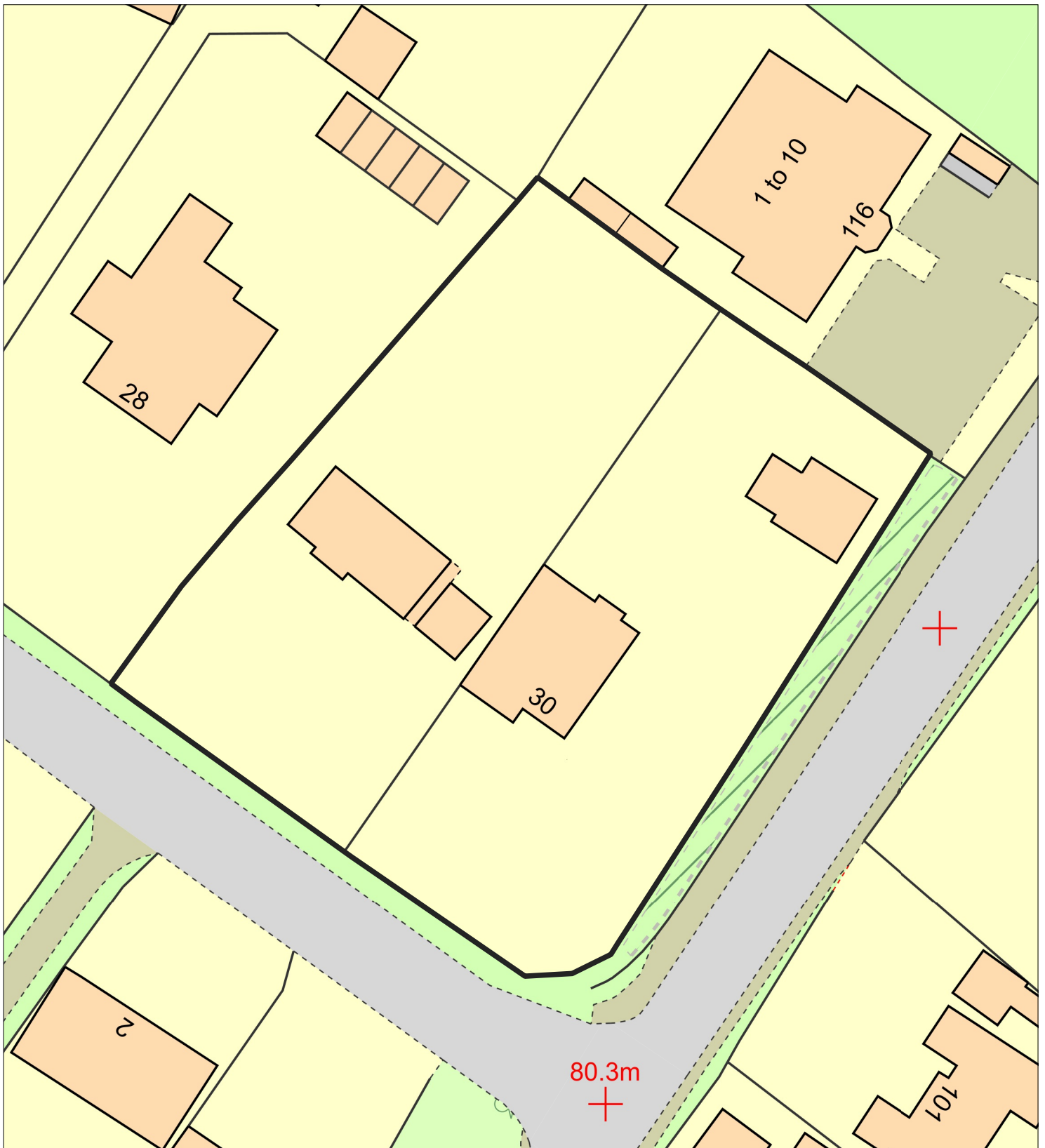
The County Highway Authority is satisfied that the proposed development would provide for safe and suitable access for all users. Vehicular access would be through a modified access onto Brackendale Close (an unadopted road) with suitable visibility splays provided. A separate pedestrian access would be constructed onto Portsmouth Road. Improved pedestrian crossing facilities would be provided on Brackendale Close, under a Mini S278 Agreement. The site has suitable access to public transport services and pedestrian and cycle routes.

The estimated trip generation from the proposed development of 30 flats in comparison to the current use is 104 - 108 vehicle movements per day with 10 -11 movements in each of

the peak hours. This level of trip generation is not expected to have a material impact on the local highway network.

The proposed level of vehicle and cycle parking of one space per flat accords with SHBC's adopted parking standards. The revised plans now provide for one electric vehicle fast charging facility for each of the parking spaces in accordance with SCC's latest guidance.

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Title	Planning Applications		
Application number	21/1268/FFU		Scale @ A4 1:500
Address	29, 30 And 30A Brackendale Close Camberley Surrey GU15 1HP		Date 12 May 2022
Proposal	Redevelopment of site to provide 30 no. Affordable Apartments with associated access, hardstanding, carparking, landscaping, Bin and Cycle stores following the demolition of No. 29 and No. 30 Brackendale Close and associated outbuildings.		
Page 97			
Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022 Author: SM			

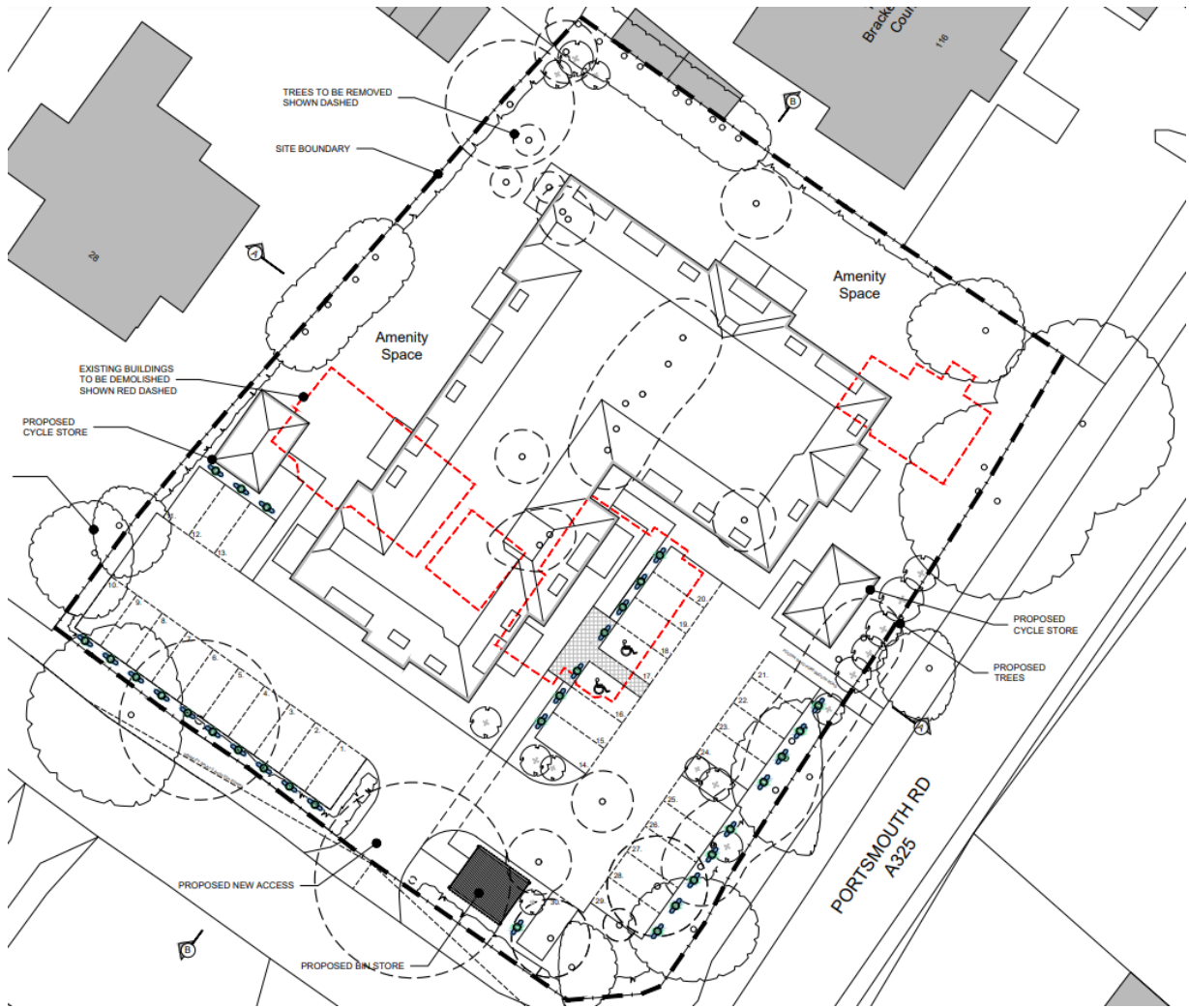
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PAC Plans 21/1268/FFU 29, 30 & 30A Brackendale Close, Camberley

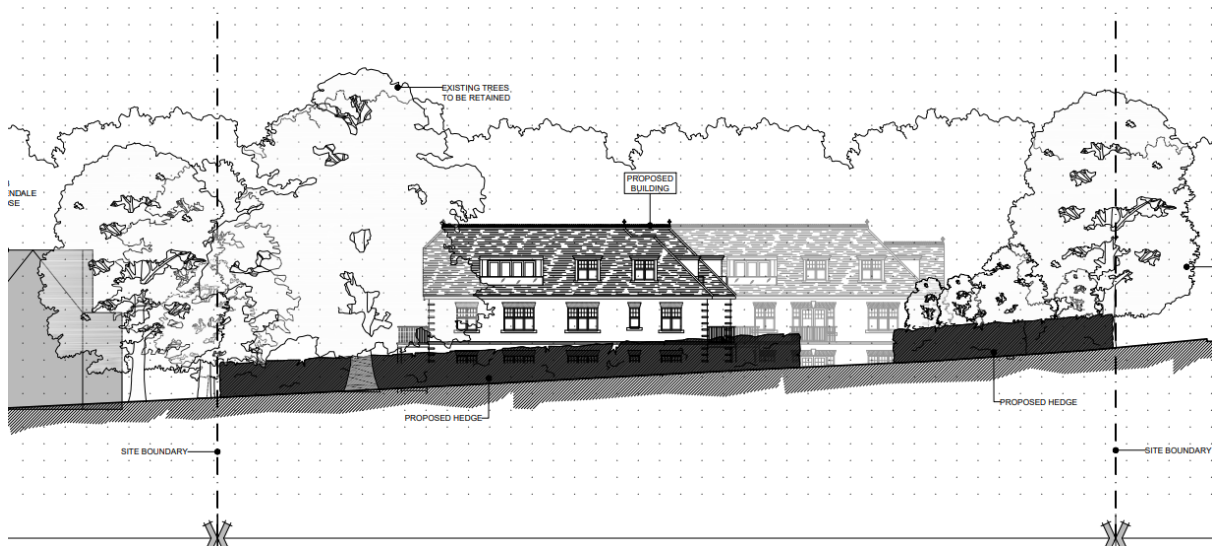
Site location plan



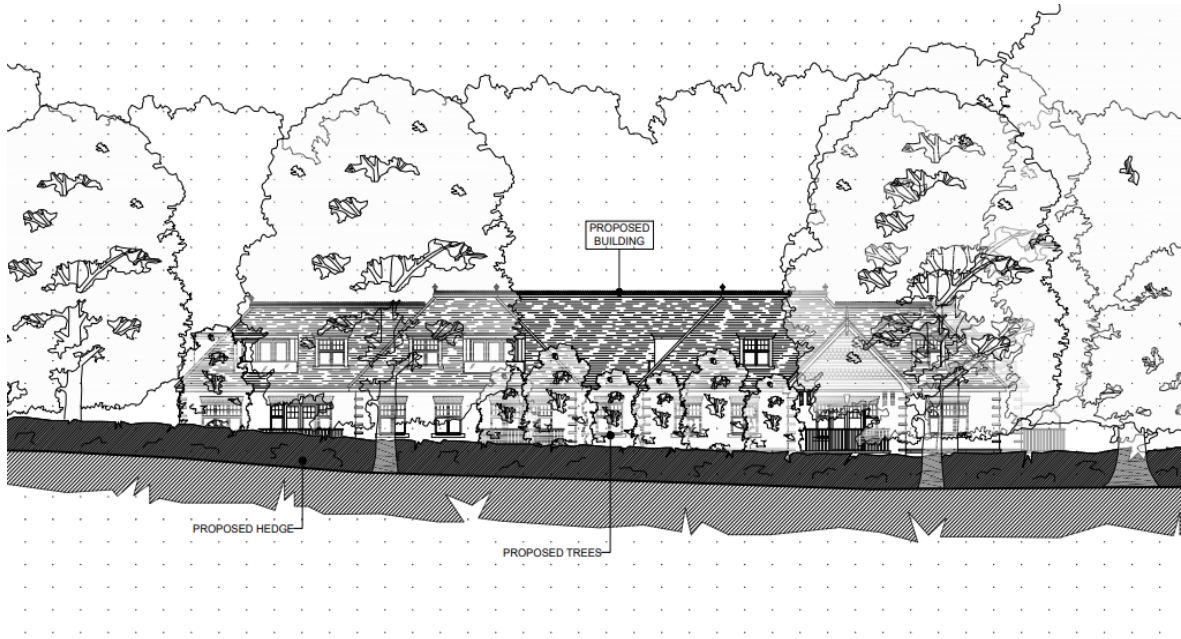
Site layout plan



Proposed street scene (Brackendale Close)



Proposed street scene (Portsmouth Road)



Elevations



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

Photos

Brackendale Close



Opposite side of Brackendale Close



Brackendale Court



30 Brackendale Close



29 Brackendale Close



View of 30 Brackendale Close from Portsmouth Road



21/0895/FFU

Reg. Date 6 August 2021

Frimley

LOCATION:	Novartis, 200 Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SR,
PROPOSAL:	Demolition of existing buildings and redevelopment of the site to provide 4no. industrial/warehouse buildings (5no. units) (Flexible Use Class B2/B8/E(g)(i)-(iii))) together with associated landscaping works and car parking/servicing.
TYPE:	Full Planning Application
APPLICANT:	c/o Agent
OFFICER:	Duncan Carty

This application has been reported to the Planning Application Committee because it is major development (floor area exceeds 1,000 sqm).

RECOMMENDATION: GRANT, subject to conditions

1.0 SUMMARY

- 1.1 This planning application relates to a major commercial redevelopment of a site located at the edge of the borough in Frimley. The site is currently vacant and was last occupied by Novartis, a pharmaceutical company, and includes a site bisected by a main (private) access road directly accessed from M3 Junction 4. This access road provides an access to further commercial development within Rushmoor Borough.
- 1.2 The current proposal includes the provision of 4 no commercial buildings (5 no units) to be used for a flexible (light or general) industrial or storage and distribution uses (Class E/B2/B8 uses, respectively) with associated service yards, parking and landscaping.
- 1.3 The site has been the subject to pre-application discussions and has been negotiated during the course of this application. The principle for the development, the redevelopment of commercial land and buildings in a core employment area, is acceptable. The application proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, highway safety, flood risk/drainage and ecology. The application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located at the south roundabout at Junction 4 of the Motorway M3. The site is within Frimley and extends up to the boundary with Rushmoor Borough. The roughly triangular shaped 3.1 hectare site is bounded by the A329 Blackwater Valley Road to the east, the Blackwater River to the west/southwest and Motorway M3 slip road to the north beyond the France Hill Ditch. The borough boundary within Rushmoor, at this point, lies within the Blackwater River.
- 2.2 The site includes two principal buildings until recently (and principally) used for offices for Novartis, a pharmaceutical company. These include buildings up to three storeys in height and a bridge, at first floor height, over the access road providing an internal link between buildings. The site lies close to the Blackwater River, to the west/south west boundary, and the France Hill Ditch, a tributary to the north boundary, which are both main rivers, and the

site principally lies within Flood Zones 2 and 3a (medium and high risk). The site lies within the Industrial Estate and Commercial character area as defined within the Western Urban Area Character SPD 2017. There is a publicly accessible footpath alongside the Blackwater River, as a part of the Blackwater Valley footpath network, but this footpath is not formally adopted by the County Council.

3.0 RELEVANT HISTORY

The application site has an extensive planning history of which the most relevant is:

- 3.1 87/0753 Erection of two 2 storey buildings (to provide 1,642 sqm.) for Class B1 use with associated landscaping, parking and internal roads together with new access.
Granted in November 1987 and one of these buildings, as Phase 1, was built).
- 3.1 94/0182 Erection of two storey building for B1 use, erection of a single storey conservatory to existing Phase 1 building and associated car parking.
Granted in June 1994 and implemented, connecting to Phase 1 building.
- 3.2 96/0995 Outline application for the erection of a Class B1 building (up to 7,520 sqm.) with associated car parking and erection of a pedestrian link bridge to existing Novartis building (means of access to be determined).
Granted in January 1998.
- 3.3 04/0111 Section 73 application to seek further extension of time period to extend the period for submission of reserved matters for outline 96/0995 for a further three years.
Granted in March 2004.
- 3.4 07/0337 Reserved matters pursuant to outline permission 04/0111 in respect of the erection of a Class B1 office building with associated car parking and erection of a pedestrian link bridge to existing Novartis building (siting, design, external appearance and landscaping to be considered).
Granted in June 2007 and built.

4.0 THE PROPOSAL

- 4.1 The current proposal includes the provision of 4 no commercial buildings (5 no units) to be used for a flexible (light or general) industrial or storage and distribution uses (Class E/B2/B8 uses, respectively) with associated service yards, parking and landscaping. The proposed buildings would include a two storey element (offices) to the front of each unit and a large warehouse space behind. The buildings would have a low pitch roof behind a parapet to a maximum height of 13 metres.
- 4.2 Access to all of the proposed units would be from the main access road. Units 1, 2 and 3 would have separate access, with Units 4 and 5 sharing their access. Units 1 and 2 would be located on the east side of the main access road, with Units 3 and 4 (semi-detached units) and Unit 5 located on the west side.
- 4.3 Unit 1 would be located close to the north east corner of the site, with its service yard to the south of the building; Unit 2 would be provided further to the south. These units would provide 1,392 and 2,894 square metres, respectively. Unit 5 would be located to the north west with its north flank wall facing the brook with the slip road further north. This unit would provide 3,207 square metres. Units 3 and 4 would be located further south and would provide 783 and 760 square metres, respectively.

4.4 The current proposal would provide 207 car parking spaces and 11 lorry spaces across a total of 9,036 square metres industrial and warehouse accommodation. This compares with 415 car spaces for the existing development of 7,463 square metres of Class E office, research and development and light industrial development. The proposal is speculative for which the number that could be employed at the site is not known.

4.5 This application is a speculative development for which there is no known occupier of any of the proposed units to date. The application has been supported by:

- Planning Statement;
- Design and Access Statement;
- Arboricultural Impact Assessment;
- Ecological Appraisal (including bat and reptile reports, riffle plan and biodiversity net gain assessment);
- Flood Risk Assessment and Outline Drainage Strategy report (including flood risk and flood compensation volume analyses);
- Air Quality and Noise Impact Statements;
- Transport Statement and Framework Travel Plan; and
- Energy Strategy Report (including BREEAM Pre-assessment Report).

5.0 CONSULTATION RESPONSES

5.1	County Highway Authority	No objections, subject to conditions. [<i>A copy of these comments are provided at Annex A</i>]
5.2	Highways England	No objections, subject to a condition regarding construction management [<i>A copy of these comments are provided at Annex A</i>].
5.3	Environment Agency	No objections, subject to conditions. The provision of flood compensation measures would reduce flood risk on and off the site and the provision of ecological enhancements to the Blackwater River and changes to the buffer would offer ecological benefits to the proposal.
5.4	Local Lead Flood Authority	No objections, subject to conditions.
5.4	Council's Arboricultural Officer	No objections subject to conditions.
5.5	Surrey Wildlife Trust	No objections.
5.6	Senior Environmental Health Officer	No objections regarding air quality, noise, land contamination and lighting grounds.
5.7	Scientific Officer	No objections.
5.8	Climate Change Officer	No comments received to date.
5.9	Countryside Access Officer	No comments received to date.
5.10	Urban Design Consultant	No objections. [<i>A copy of these comments are provided at Annex B</i>]
5.11	Rushmoor Borough Council	No objections.

6.0 REPRESENTATIONS

- 6.1 There were 87 number of notification letters originally sent to neighbouring properties on 21 September 2021, with the proposal publicised in the local press on 25 August 2021 and no letters of support or raising an objection have been received to date.

7.0 PLANNING CONSIDERATION

- 7.1 The application is considered against the relevant policies, which are Policies CP1, CP2, CP8, CP11, CP14, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP), the Surrey Heath Residential Design Guide 2017, the National Design Guide and the National Planning Policy Framework (NPPF) and advice in the Planning Practice Guidance (PPG) and the Western Urban Area Character SPD 2017 (WUAC). The main issues to be addressed in the consideration of this application are:

- Principle of the development;
- Impact on character and trees;
- Impact on residential amenity;
- Impact on highways safety and parking capacity;
- Impact on flood risk and drainage;
- Impact on ecology; and,
- Other matters.

7.2 Principle of the development

- 7.2.1 The application site lies within a Core Employment area as defined in the CSDMP and the Industrial Estate and Commercial character area as defined within the WUAC. Policy CP8 of the CSDMP indicates that to provide more employment, a flexible supply of high quality employment floorspace utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of older or vacant stock is supported.

- 7.2.2 Core Employment areas shall be retained for employment use and will be a focus for economic regeneration and inward investment. The current proposal would seek the regeneration of a vacant commercial site, purpose built for the previous occupier, Novartis, which would be difficult to re-let. This is a speculative development for which the future occupiers are not currently known. As such, the level of likely employment (and the level of employment for the former use) is not known. Nevertheless, the provision of more flexible commercial units would result in an easier re-use of the site, generating more available commercial accommodation to improve inward investment into the Borough.

- 7.2.3 Policy CP8 indicates that proposals for commercial uses, such as storage and distribution, which are dependent upon having good access to the strategic road network will be encouraged to locate within these areas. Noting the location of the site with very easy access to the motorway network, it is considered that the use for commercial uses, especially storage and distribution, supports this policy.

- 7.2.4 As such, the principle for this proposal is accepted, complying with Policy CP8 of the CSDMP, subject to the following assessment.

7.3 Impact on character and trees

- 7.3.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects and enhances the local character of the environment and protects trees and vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate. Principle IE1 of the WUAC requires new development to include buildings of 2-3 storeys in height, provide structured on-site parking, screen waste storage areas form

roads and public areas and use of high quality boundary treatments. The use of contemporary industrial architecture would be welcomed. Principle IE2 of the WUAC indicates that high quality and visually attractive buildings with formal landscaping will be expected for development adjacent to, or visible from the Blackwater Valley, including the A331, Blackwater Valley path and the green spaces. Development will be expected to maintain the informal appearance of the Blackwater river.

- 7.3.2 The current proposal would provide a series of large warehouse-type buildings on this site, with ancillary office accommodation to the front section which provide interest to the buildings in these elevations. The remaining elevations are predominantly blank but interest has been added by providing a mix of different predominantly grey cladding materials including profiled metal cladding, and use of brickwork and windows. The elevations have been treated in a consistent manner which provides a uniformity to the finish for this development. This approach has been supported by the Council's Urban Design Consultant who has indicated that the contemporary, timeless architectural design is supported, as well as the neutral colour scheme, and the design approach provides more definition and contrast and the distinct feature canopies and glazed elements which highlight the entrances are considered positive in principle.
- 7.3.3 The proposed buildings would have a parapet heights ranging from 10 to 13 metres above ground level. The largest of the units (Unit 5) has a length of 70 metres with a width of 40 metres, with the length (side) facing the Motorway M3 slip road. This elevation is broken up with the framing of the panels. Views of this elevation would be obscured by existing vegetation and trees to the road frontage. The remaining blocks of development are spread across the site, with significant gaps between, especially between Units 1 and 2 to help reduce the massing of development on the site. This differs from the existing built form which concentrates development around the link bridge either side of the main access road through the development site.
- 7.3.4 The development would be provided further forward on the site, being built closer to the M3 slip road and roundabout. However, the reduced height (against the maximum 17 metre height of existing built form, and landscaping retained (and proposed to be enhanced) to this road frontage and along the A331 Blackwater Valley Road would assist in reducing the impact of this development in the streetscene.
- 7.3.5 There are no protected trees on the site. However, there are a number of larger trees at, or close to, the site boundary and feature trees, as a part of the structural landscape within the site, alongside the main access road and site frontage worthy of retaining within the development. The Design and Access Statement provided by the applicant has advised that a formal and permeable landscape buffer along with road boundary of the site defined by tree avenues, ornamental planting will be provided/retained and, alongside the A331 Blackwater Valley Road, structural urban tree planting, with ornamental shrubs on the development side and grass to the road side would be retained/provided. The existing landscaping to the River Blackwater, and Blackwater Valley footpath, would be largely retained.
- 7.3.6 The Council's Urban Design Consultant considers that the substantially landscaped boundaries all along the service road will create a coherent green streetscape character and the raised landscaping screens the proposed car parking and alleviates the scale and massing of the proposed buildings. The Council's Arboricultural Officer has raised no objections to the proposal, subject to conditions.
- 7.3.7 As such, no objections are raised on character grounds with the proposal complying with Policies CP2 and DM9 of the CSDMP and the NPPF; as well as advice within the WUAC and RDG.

7.4 Impact on residential amenity

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

7.4.2 There are no residential properties in close proximity to the site, set a minimum of about 170 metres from the site, with any impact reduced by the presence of the large embankments to the M3 Motorway, A331 Blackwater Valley Road, other commercial development and rail lines. The high levels of background noise in this location and the limited additional noise that would emanate from this development would, when taking the large separation distances to any nearby residential property, would also limit its impact. The Senior Environmental Health Officer raises no objections on these grounds.

7.4.3 As such, no objections are raised on residential amenity grounds with the proposal complying with Policies CP2 and DM9 of the CSDMP and the NPPF; as well as advice within the WUAC and RDG.

7.5 Impact on highway safety and parking capacity

7.5.1 Policy DM11 of the CADMP requires development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. All development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Development will be expected to protect existing footways, cycleways and bridleways. Policy CP11 of the CSDNMP requires development to comply with parking standards.

7.5.2 The current proposal would access directly onto the M3 Motorway Junction 4 (south) roundabout. The parking controls on the adopted highway network close to the application site, including the Motorway M3, and its slip roads at Junction 4, and the A331 Blackwater Valley Road, are rigorously enforced and overflow parking on this road network is extremely unlikely to ever occur. The access road which extends into similar commercial development in the Rushmoor Borough is private and double yellow lined and its parking enforcement would be a matter for the landowner/developer.

7.5.3 Against this backdrop, the parking provided for the development is considered to be commensurate with the size of the development proposal. The proposal would have flexible use options, which have different SCC parking guidance requirements, and no known end user at this stage. Industrial uses have a ratio of one parking space per 30 square metres of accommodation and warehouse uses have a ratio of one parking space per 100 square metres of accommodation. The proposal would provide a ratio of one parking space per 44 square metres of accommodation which is comfortably between these two use parking ratios. The overall parking to be provided for this development against the SCC parking guidance for each of the proposed uses are:

Proposal	Light Industrial	General Industrial	Warehousing
207	301	301	90

This level of provision is considered to be acceptable.

7.5.4 The County Highway Authority has indicated that noting the site location, the level of parking provision is balanced enough to meet parking requirements and prevent parking within the (private) business estate yet also being sufficiently below the maximum to support policies for promoting sustainable development. In addition, the site is located sufficiently close to Frimley rail station, local services and housing and whilst the lowest maximum figure is not met, the proposal would not be significantly below this figure and this is acceptable. In addition, the changes to traffic generation, including the lorry movements and parking/servicing provision, are acceptable for this location. Highways England have also raised no objections to the proposal.

7.5.5 No objections are raised on highway safety grounds, with the proposal considered to be acceptable complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

7.6 Impact on flood risk and drainage

- 7.6.1 Policy DM10 of the CSDMP indicates that development within flood risk zones 2 and 3, or on sites of 1 hectare or more, will not be supported unless it can be demonstrated that, through a Flood Risk Assessment, that the proposal would, where practicable, reduce risk both to and from the development or at least be risk neutral and, where risks are identified flood resilient and resistant design and appropriate mitigation and adaptation can be implemented so that the level of risk is reduced to acceptable levels, and that the form of development is compatible with the level of risk.
- 7.6.2 The application site lies principally within flood zone 2 (medium risk) with the eastern part of the site falling within flood zone 3a (high risk). The proposed buildings would be located principally within flood zone 2. Noting the history of the site, the reuse in principle is accepted. In addition, in terms of flood risk vulnerability, the proposed commercial uses would be deemed to be “less vulnerable” according to the Government matrix set out in the PPG and are therefore considered to be compatible uses for these flood risk zones. The addition of a flood compensation scheme, which includes land level reduction in a part of the site (towards the east boundary) to provide flood compensation, at a level which has been agreed with the Environment Agency. This scheme is proposed to be provided by condition.
- 7.6.3 Policy DM10 of the CSDMP indicates that development should reduce the volume and rate of run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at a level appropriate to the scale and type of development.
- 7.6.4 The proposal would include the provision of cellular storage for surface water which would be held back on site, during high rainfall events, before discharging into watercourses, which is acceptable in an area with poor water infiltration. LLFA has agreed such a scheme for surface water drainage for this proposal which would be provided by condition.
- 7.6.5 Policy CP8 indicates that development which seeks to restore areas of functional floodplain will be encouraged, especially where this would provide opportunities for recreation, habitat restoration enhancement and green infrastructure opportunities.
- 7.6.6 The proposal would include changes to development within the river buffer zone, an area up to 8 metres from the top of the river bank of a main river (in this case both the River Blackwater and the France Hill Ditch). Overall, there is a reduction of development in this zone. In addition, the proposal would provide enhancements to the green infrastructure in the locality of this development. Improvements to the landscaping would be proposed and enhancement of the river environment is also proposed (by condition) which will have ecological benefits set out in Paragraph 7.7.2 below.
- 7.6.7 As such, the proposal is considered to be acceptable in terms of its impact on flood risk and drainage complying with Policy DM10 of the CSDMP and the NPPF.

7.7 Impact on ecology

- 7.7.1 Policy CP14 of the CSDMP requires development to conserve and enhance biodiversity with new opportunities for habitat creation and protection will be explored in particular on biodiversity opportunity areas. Development that results in harm to or loss of features of interest for biodiversity will not be permitted. Paragraph 174 of the NPPF indicates that planning decisions, and therefore developments, should contribute to and enhance the natural environment by minimising impacts on, and providing net gains for, biodiversity.
- 7.7.2 The biodiversity reports provided for this application indicate potential for reptiles, bats and breeding birds at the site, and any impacts are to be mitigated. In addition, the applicant has demonstrated possible ecological enhancements, including a net gain

assessment. There is currently no minimum net gain requirement for development, which would be expected to be provided through secondary legislation to the Environment Act 2021, and so a 24% net gain is considered to be acceptable. These matters are agreed by the Surrey Wildlife Trust and are to be provided by condition.

7.7.3 The proposal would include development within the buffers of the main rivers (River Blackwater and Frances Hill Ditch) but there would be a net reduction in development when compared with the existing development on the site, which would be to the benefit of the ecology of these rivers. The proposal also includes ecological enhancements to the river environment in the provision of a series of riffles, which providing rocks/cobbles and a gradient, contrasting with pools in between, to provide variety in water flow and a habitat for fish spawning/feeding within the River Blackwater. These enhancements are considered to be acceptable by the Environment Agency with the final details to be agreed and provided by condition.

7.7.4 As such, no objections are raised on ecological grounds with the proposal complying with Policy CP14 of the CSDMP and the NPPF.

7.8 Other matters

7.8.1 Policy CP2 supports development which provides decentralised renewable and low carbon energy and reduce carbon dioxide emissions. The current proposal provides an energy statement which indicates that the development would include Air Source Heat Pumps and Photovoltaic panels to the pitched roofs of the proposed units, and the use of a fabric-first approach to construction. These details are considered to be acceptable and can be provided by condition complying with Policy CP2 of the CSDMP and the NPPF.

7.8.2 Policy DM17 of the CSDMP would require archaeological details provided for sites of 0.4 hectares or over. The site has previously has been heavily redeveloped, providing the existing development on the site, and previous earthworks connected with the M3 and Junction 4 construction, and it is not considered that there is any likelihood of any archaeological remains at the site.

7.8.3 Paragraph 183 of the NPPF indicates that planning decisions should ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from land contamination. In this case, the Senior Environmental Health Officer has confirmed that no adverse effect from land contamination is envisaged for this development, noting the site history and intended uses of the site.

7.8.4 Paragraph 185 of the NPPF indicates that development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from development. The Noise Assessment provided by the applicant confirms that the development is to be situated within an area of commercial development and affected by high levels of road noise. The insulation for the proposed office accommodation is considered to provide a satisfactory environment for office employment and no objections are raised to the proposal on these grounds.

7.8.5 Paragraph 186 of the NPPF indicates that planning decisions should sustain and contribute towards compliance with values or objectives from air-borne pollutants, taking into account the presence of Air Quality Management Areas (AQMAs). The site is some distance from the nearest AQMA and it is considered that the sustainable location of the development and its previous use, in relation to motorway routes, would reduce the potential for air pollution.

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 The principle for the development, the redevelopment of commercial land and buildings in a core employment area, is acceptable. The application proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, highway safety, flood risk/drainage and ecology. The application is recommended for approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

2. The proposed development shall be built in accordance with the following approved plans: 11294/PL/003, 11294/PL/004 (Units 2 and 5), 11294/PL/008, 11294/PL/011 and 11294/PL/013 received on 6 August 2021; 11294/PL/007 Rev A and 11294/PL/010 Rev A received on 10 December 2021; 11294/PL/009 Rev A and 11294/PL/015 Rev B received on 4 May 2022; and 11294/PL/002 Rev E and 11294/PL/005 Rev A received on 9 May 2022, unless the prior written approval has been obtained from the Local Planning Authority.

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

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

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

4. The premises shall be used for light industrial, general industrial or warehousing (storage and distribution) uses only; and for no other purpose (including any other purposes in Classes B2, B8 and E of the Schedule to the Town and Country Planning

(Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: To support the business use of the site and that sufficient on-site parking accommodation is provided and to accord with Policies CP1, CP8, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. The parking spaces, site accesses and servicing areas shown on the approved site layout plan 11294/PL/002 Rev E shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles.

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

6. No storage of goods, plant, equipment or materials shall take place within the curtilage of the site otherwise than within the buildings hereby approved; as shown on the approved site layout plan 11294/PL/002 Rev E.

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

7. 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) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles

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

Reason: 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.

8. 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 and confirmation of groundwater levels.

- b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+ 40% allowance for climate change (CC)) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and

storage volumes shall be provided using a maximum discharge rate of 8.8 l/s for the 1 in 1 year rainfall event and 25.8 l/s for the 1 in 100 (+CC) rainfall event.

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)

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

e) 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.

f) Details of how the drainage system will be protected during construction and how the 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 National Planning Policy Framework.

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.

9. No operations shall commence on site in connection with the development hereby approved (including demolition works, tree works, fires, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority and the protective fencing is erected as required by the AMS/TPP.

The AMS and TPP shall include full details of the following:

Timing and phasing of Arboricultural works in relation to the approved development.

Detailed tree felling and pruning specification in accordance with BS3998:2010 Recommendations for Tree Works.

Details of a tree protection scheme in accordance with BS5837:2012: which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site which are shown to be retained on the approved plan and trees which are the subject of any Tree Preservation Order. A specification for protective fencing during both demolition and construction phases and a plan indicating the alignment of the protective fencing. Details to include a specification for ground protection within Root Protection Areas (RPA's).

Details of any construction and demolition works required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the location of any underground services and methods of installation which make provision for protection and the long-term retention of the trees. No services shall be dug or laid into the ground other than in accordance with the approved details.

Detailed levels and cross-sectional diagrams to show the construction of any roads, parking areas and driveways within Root Protection Areas as proposed, where the installation is to be constructed using a no-dig specification, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses and adjacent surfaces.

Details of any changes in ground level, including existing and proposed spot levels required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the arrangements for the implementation, supervision, monitoring and reporting of works required to comply with the arboricultural method statement.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

No development or other operations shall take place except in complete accordance with the approved tree protection scheme and Arboricultural Method Statement.

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

10. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased with five years from the completion of the development or from the date of the occupation of the building hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species and shall be planted in the immediate vicinity unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), an arboricultural monitoring statement, detailing supervision activity and inspections of tree protection measures, by a suitably qualified tree specialist (where arboricultural expertise is required e.g., activity within or near recognised RPA's) shall be submitted to and approved in writing by the Local Planning Authority. The approved arboricultural monitoring statement proposal must be adhered to in full and the development, thereafter, shall be implemented in strict accordance with the approved details. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written and photographic evidence of contemporaneous supervision throughout

construction detailing all supervision activity and inspections of tree protection and associated activities.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. Where any excavation is proposed to take place either within root protection areas or within tree protection fencing for the removal and or reinstatement of utility services, no activity will commence within these areas until a full Arboricultural Method and monitoring Statement is provided which demonstrates how these activities will be carried out has been submitted too and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in full accordance with the approved details until completion of the development.

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

13. Prior to completion or first occupation of the development hereby approved, whichever is the sooner, full details of both hard and soft landscape works, will need to be submitted to and approved in writing by the Local Planning Authority, these works shall be carried out as approved within the first planting season (September - April) following completion or first occupation of the development, whichever is sooner and retained thereafter in accordance with the approved details.

Details shall include:

- A. A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- B. Location, type and materials to be used for hard landscaping and boundary treatments including specifications, where applicable for:
 - a) Permeable paving
 - b) Tree pit design
 - c) Underground modular systems
 - d) Sustainable urban drainage integration
 - e) Use within tree Root Protection Areas (RPAs);
- C. a detailed written soft landscape specification detailing the quantity, density, size, species, position and the proposed time or program of planting of all trees, shrubs, plants, hedges and grasses etc. and sufficient specification to ensure successful establishment and survival of new planting, including a landscape management plan and a comprehensive watering program, covering maintenance schedules for a minimum period of 5 years.
- D. Specifications for operations associated with plant establishment and maintenance that are compliant with best practise;

If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. After the planting of all new trees on site as illustrated within the as yet agreed Landscape Layout and as specified in the as yet submitted tree planting and maintenance schedule, notice shall be given to the Local Planning Authority Tree Officer to inspect the trees. If it is found that the planting is not in accordance with the aforementioned documents, further works and/or replacement planting will be undertaken with the condition to only be discharged when all planting has been carried out correctly and agreed with Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

15. The floor slab height of the buildings hereby permitted shall accord with that shown on the plans 13060/120 Rev P2 and 13060/121 Rev P2 received on 19 October 2021, and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the slab levels of the development hereby approved are correctly reflected on site in accordance with the approved plan and reduce to the risk of flood risk in accordance with Policies DM9 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. No works below current ground levels shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To comply with Policy DM17 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

17. The development hereby approved will be undertaken in strict accordance with the Preliminary Ecological Appraisal by Phlorum Limited dated July 2021 and received on 6 August 2021; Bat Survey Report by Phlorum Limited dated November 2021 and received on 29 November 2021; Reptile Survey Report dated October 2021 and received on 1 December 2021; and the Biodiversity Net Gain assessment and Preliminary Tree Roost Assessment by Phlorum Limited dated March 2022 and received on 10 March 2022; with the Recommendations in these documents implemented in full.

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.

18. The development hereby approved will be undertaken in accordance with the Flood Risk Assessment & Outline Drainage Strategy Report dated February 2022 by Baynham Meikle Partnership Limited [Ref: 13060/R100 Revision 1.2] and Drawing Nos 13060/111 Rev P3 and Drawing Nos 13060/112 Rev P3 received on 28 February 2022; with the recommendations in that document implemented in full.

Reason: To reduce flood risk on and off the site and to accord with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

19. Details for the ecological enhancement of the River Blackwater, building on details provided to support the construction of riffles within the river channel, shall be submitted to and approved by the Local Planning Authority. The approved development shall be implemented in accordance with these approved details and provided prior to first occupation.

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

20. Prior to the occupation of each of the commercial units hereby approved, a Travel Plan in respect of that unit shall be submitted to and approved by 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 Framework Travel Plan" document. The approved Travel Pan shall be implemented prior to occupation, and any subsequent occupation.

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

21. The commercial units hereby approved shall not be first occupied until a scheme to provide fast charge electric vehicle charging sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) is submitted to and approved by the Local Planning Authority. The scheme shall be implemented prior to first occupation of the development.

Reason: To promote sustainable forms of transport and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

Informative(s)

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecute persistent offenders (under Sections 131, 148 and 149 of the Highways Act 1980 (as amended)).
2. Section 59 of the Highways Act 1980 (as amended) 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.
3. In relation to Condition 21 above, it is the responsibility of the applicant/developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.

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APPLICATION NUMBER	SU/21/0895
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr Paul Reeves

Location: Novartis, 200 Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SR,

Development: Demolition of existing buildings and redevelopment of the site to provide 4no. industrial/warehouse buildings (5no. units) (Flexible Use Class B2/B8/E(g)(i)- (iii))) together with associated landscaping works and car parking/servicing.

Contact Officer	Chris Duncan	Consultation Date	16 August 2021	Response Date	20 September 2021
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application notes the site is located on a business estate linked to the local highway network via a private road, Frimley Business Park (X331). Given this, the CHA considers that any changes as part of the proposed development will occur on private land outside of the jurisdiction of the CHA.

The Applicant has provided a Transport Statement that seeks to predict the expected increase in trips associated with the proposal. The CHA has reviewed this and supports the use of TRICS data in order to obtain expected trip rates for new developments.

The CHA considers that, whilst the end user of the proposed development is currently unknown, the expected uplift in trips associated with the site is unlikely to represent a significant impact as a result of any of the potential land uses proposed, and this is based on knowledge of the local highway network and the predicted trip rates.

The CHA also notes that the Applicant has submitted a Travel Plan in order to encourage future occupiers to utilise sustainable travel wherever possible. The CHA is supportive of this approach and recommends the following condition be imposed in any permission granted:

Condition

1) Travel plan

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

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

2) Electric vehicle charging

The development hereby approved shall not be occupied unless and until 20% of the proposed car parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Informatives

1) Mud/debris on the highway

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).

2) Damage to the highway

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.

3) Electric vehicle charging

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.

Policy and reason

The above conditions are required in recognition of the National Planning Policy Framework 2019.

Note for Planning Officer

Please contact the officer shown in the above table if you require additional justification for the County Highway Authority's recommendation on this planning application.

Surrey County Council's '[Transportation Development Control Good Practice Guide](#)' provides information on how the County Council considers highways and transportation matters for development proposals in Surrey.



**National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission**

From: Nichola Bell (Regional Director)
Operations Directorate
Southeast Region
National Highways
PlanningSE@highwaysengland.co.uk

To: Duncan Carty, Surrey Heath Borough Council

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

Council's Reference: 21/0895/FFU

Location: Novartis, 200 Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SR

Proposal: Demolition of existing buildings and redevelopment of the site to provide 4no. industrial/warehouse buildings (5no. units) (Flexible Use Class B2/B8/E(g)(i)-(iii)) together with associated landscaping works and car parking/servicing

National Highways Ref: 92327

Referring to the consultation on the planning application referenced above, in the vicinity of the M3 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:



- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- d) recommend that the application be refused (see reasons at Annex A)

National Highways Planning Response (NHPR 21-09) September 2021

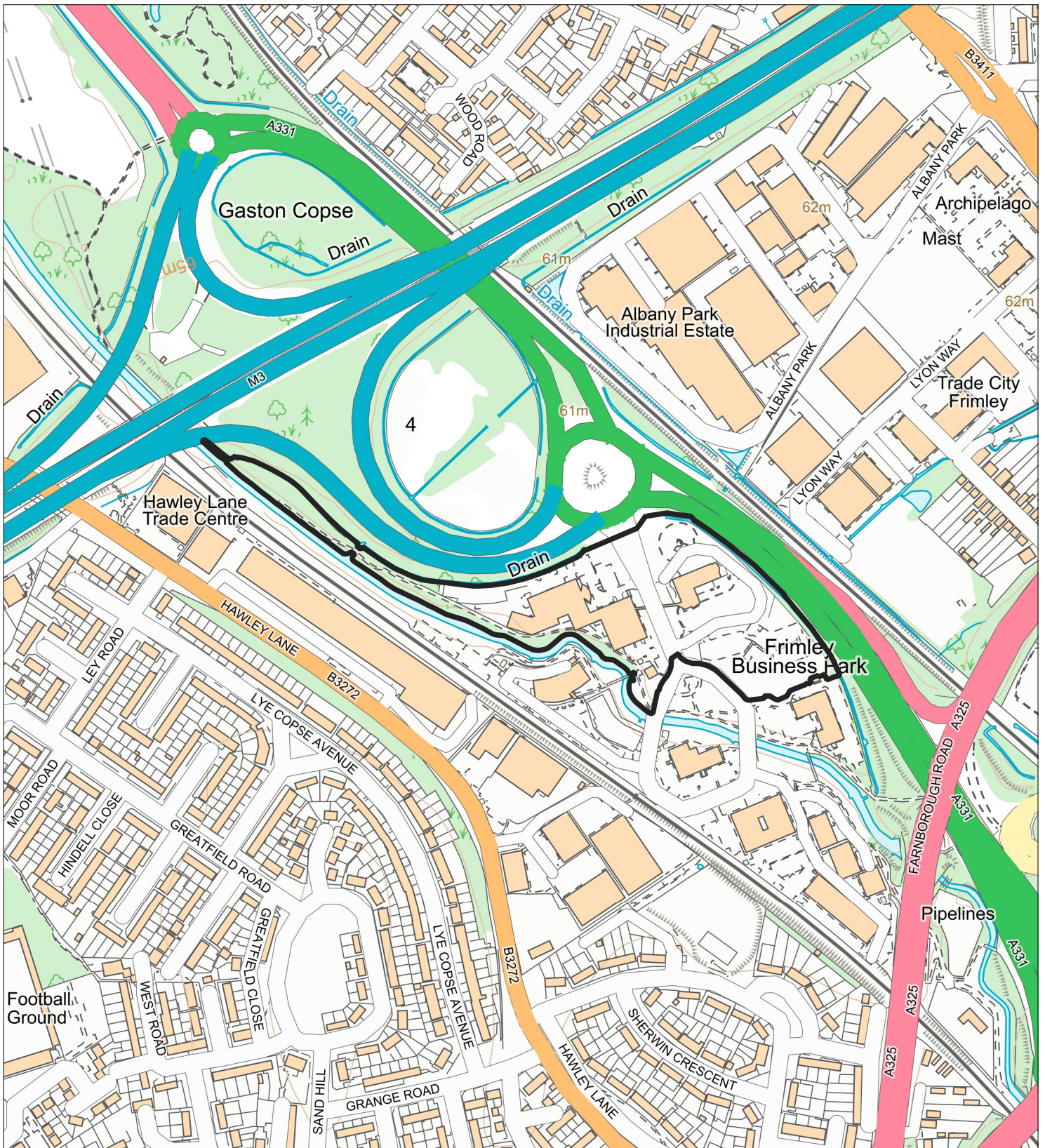
Highways Act 1980 Section 175B is not relevant to this application.¹

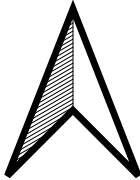
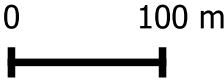

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dtf.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 04/11/2021
Name: Patrick Blake	Position: Area 3 Spatial Planning Manager National Highways planningSE@highwaysengland.co.uk
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ	
	

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



Title	Planning Applications		
Application number	21/0895/FFU	 	Scale @ A4 1:5,000
Address	Novartis 200 Frimley Business Park Frimley Camberley Surrey GU16 7SR		Date 12 May 2022
Proposal	Demolition of existing buildings and redevelopment of the site to provide 4no. industrial/warehouse buildings (5no. units) (Flexible Use Class B2/B8/E(g)(i)-(iii)) together with associated landscaping works and car parking/servicing.		
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PAC Plans 21/0895 Novartis, Frimley Bisioness Park, Frimley

Site Location Plan



Site Layout Plan



Typical Elevations



Typical floor plans



Application site from M3 Junction 3 (Building 1)



View from access road (Building 2)



View from rear of the site



Blackwater River



21/1176/FFU

Reg. Date 27 October 2021

Bagshot

LOCATION:	Solstrand, Station Road, Bagshot, Surrey, GU19 5AS,
PROPOSAL:	Demolition of existing dwelling and all associated buildings and structures and erection of 3 detached three bedroom dwellings with associated car parking, refuse storage and collection point and landscaping.
TYPE:	Full Planning Application
APPLICANT:	Mr Arran Atkinson
OFFICER:	Melissa Turney

This application would normally be determined under the Council's Scheme of Delegation. However, it has been called-in by Cllr Valerie White due to concerns of over development of the site, height, bulk and mass, overbearing, impact on privacy of neighbours and highway issues.

RECOMMENDATION: GRANT, subject to conditions

1.0 SUMMARY

- 1.1 This application seeks planning permission for demolition of existing dwelling and all associated buildings and structures and erection of 3 detached three bedroom dwellings with associated car parking, refuse storage and collection point and landscaping.
- 1.2 The principle of the development would be considered acceptable. For the reasoning explained in this report, the proposal is considered to relate to the surrounding area, acceptable in terms of residential impact, highway safety, impact on the Thames Basin Heath SPA and ecology. The proposal is recommended for approval, subject to planning conditions.

2.0 SITE DESCRIPTION

- 2.1 The site consists of a fire damaged detached two storey dwelling located within the settlement area of Bagshot. The application plot is "L" shaped. The land levels change on the site and the land slopes downwards towards the south, or to the rear of the site.
- 2.2 The surrounding development is residential, mainly detached dwellings of varying plot sizes. To the east and west are residential gardens, with the rear grounds of Queen Anne House (a Grade II Listed Building) backing onto the western boundary and with the rear gardens of four detached dwellings, perpendicular to the western boundary. To the south of the site is a block of flats (Hartdene Court).

3.0 RELEVANT HISTORY

- 3.1 20/0807/FFU Erection of part first floor part two storey side and front extension, part single part two storey rear extension and raising the roof to provide loft accommodation. Withdrawn

4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the demolition of existing dwelling and all associated buildings and structures and erection of 3 detached three bedroom dwellings with associated car parking, refuse storage and collection point and landscaping.
- 4.2 Plot 1 (the dwelling facing Station Road) would be of a traditional design with hipped roof over and front gable projection. The detached dwelling would be set back from the highway by approximately 21m, set off the boundary 1.3m with neighbour at Sandewood and 5m to the western boundary. The dwelling would have a height of 7.5m and eaves height approx. 5m, a total depth of approximately 13.2m including the single storey rear and front gable projections and have a width of approximately 8.3 m. The dwelling would have an internal floor space of approximately 133sqm and rear garden of approximately 195sqm.
- 4.3 Plot 2 and 3 would be located to the rear of the site. Plot 2 would be located 2.9m, from the western boundary and there would be separation distance of 3.8m to the plot 3. Plot 3 would be located 4.3m from the eastern boundary.
- 4.4 Plot 2 would have an attached garage. The dwelling would be of a traditional design with hipped roof over and front half dormer detailing. The dwelling would have a maximum height of 8.2m and eaves height of 5m. The attached garage would have a height of 5.3m. The dwelling would have a width of approximately 9.8m and depth of approximately 11.9m. The dwelling would have an internal floor space of approximately 141sqm including the attached garage and rear garden of approximately 141sqm.
- 4.5 Plot 3 would be of a traditional design with hipped roof over and front half dormer detailing. The dwelling would have a maximum height of 8.2m and eaves height of 5m. The dwelling would have a width of approximately 9.8m and depth of approximately 11.9m. The dwelling would have an internal floor space of approximately 111sqm and rear garden of approximately 182sqm.
- 4.6 During the course of the application amended plans were received to reduce the number of units to the rear from 3 to 2.
- 4.7 The proposal would include an access road to the western boundary which serve the three plots. There is an area of hardstanding in front of plot 2 which provides the turning head of vehicles.
- Plot 1 – would be provided with two off street parking spaces
Plot 2 – would be provided with 2 off street parking spaces one of these would be included within the garage
Plot 3 – would be provided with 2 off street parking spaces
- 4.8 The proposal includes a waste collection point adjacent to the western boundary.
- 4.9 In support of the planning application the following documents were submitted a Design and Access Statement, Transport statement, Arboricultural Report and a Ecology Report.

5.0 CONSULTATION RESPONSES

- 5.1 County Highways Authority Raises no objection subject to conditions. See Annex A for a copy of their comments.
- 5.2 Joint Waste Solutions As per the agreed terms, fees and charges of the Council, developers are advise to purchase the bins on behalf of the residents prior to

occupancy. Maximum pulling distance (distance from presentation collection point) of 25m for the two wheeled bins.

Confirmed that collection point is within maximum pulling distance.

- | | | |
|-----|---------------------------|--|
| 5.3 | Surrey Wildlife Trust | Recommends a badger survey to check for new setts prior to commencement, a precautionary reptile method of working and clarification on the bat mitigation prior to determination. Further details were submitted and no objection was raised. SWT also requires demonstration of biodiversity net gain. |
| 5.4 | Windlesham Parish Council | Objected to the original and revised proposal due to concerns of over development of the site due to the height, bulk and mass and impact on residents' privacy levels. Also concerns with highways and flooding issues. |
| 5.5 | Arboricultural Officer | No objection subject to condition. |

6.0 REPRESENTATION

6.1 A total of 85 individual letters were sent to surrounding properties on 2nd November 2021 and re-consultation was carried out 8th April 2022. At the time of preparation of this report 21 letters of representation have been received with 10 objections and 1 support summarised below. Overall in the main the objection letters don't object to the redevelopment of existing dwelling (Replacement dwelling of Solstrand):

- Neighbours will be surrounded by buildings due to the development taking place at Queen Anne house [*Officer comment: Not a material planning consideration*]
- Demolishing the current property will be dangerous as the building sits higher than neighbours to the west concerns property will be damaged during the construction [*Officer comment: There are concerns that neighbouring properties would be damaged during the demolition of the existing dwelling. However, this is not a material planning consideration and is a civil matter between relevant parties with the Council unable to legally intervene*]
-
- Additional traffic noise at the back of the neighbours to the west [*Officer comment: Please refer to section 7.4*]
-
- The dwelling to the rear would be overbearing to neighbours [*Officer comment: Please refer to section 7.3*]
- Impact of the character of the area and over development of the site [*Officer comment: Please refer to section 7.3*]
- Impact on privacy and loss of light to Sandlewood [*Officer comment: Please refer to section 7.4*]
-
- Lack of appropriate screening or details of planting tree heights or types [*Officer comment: Please refer to paragraph 7.3.10*]
-
- Highway safety issues parking, width of the access road and width restriction [*Officer comment: Please refer to section 7.5*]
-
- Backland development fails 6.2, 6.4, 7.3.1 and 7.3.2 of the Surrey Design Guide [*Officer comment: Regard has been had to the Council's Residential Design Guide*]
-
- Construction phase details are required [*Officer comment: Please refer to section 7.5*]
-

- Highway and access including the amount of parking and hard standing that would have to be accommodated as well as access to the site being inadequate as it sites next to the traffic calming measure. [Officer comment: Please refer to section 7.5]
- Possibility that 12 bins would be on the pavement on Station Road [Officer comment: Please refer to section 7.8]
- Increase in flooding and concerns over drainage [Officer comment: Please refer to section 7.8]
- Does not appear there is safe access for emergency vehicles [Officer comment: The local authority building control department or approved inspector is the lead authority and responsible for ensuring compliance with the building regulations].
- Removal of number trees prior to the application being submitted [Officer comment: Not a material *planning consideration, the trees are not protected*]

6.2 There has been 1 letter of support summarised below:

- Application appears to make good use of the oversized garden land, within the settlement and with consideration of standing to surrounding properties
- Also provision of new semi-detached houses is much needed in an area abundant with retirement flats

7.0 PLANNING CONSIDERATION

7.1 The application site is located within the defined settlement boundary, as set out in the Proposals Map included in the Core Strategy and Development Management Policies Document 2012 (CSDMP). For this proposed development, consideration is given to Policy DM9 and DM11 of the CSDMP, guidance within The Residential Design Guide (RDG) Supplementary Planning Document 2017 and the National Planning Policy Framework (NPPF).

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

- Principle of development
- Impact on the character and appearance of the surrounding area and host dwelling (including trees)
- Impact on the residential amenity of neighbouring properties.
- Impact on highway safety
- Impact on ecology
- Impact on the Thames Basin Heaths Special Protection Area
- Other matters (including flooding)

7.2 Principle of development

7.2.1 In line with paragraph 11 of the NPPF there is a presumption in favour of sustainable development. The site lies in a relatively sustainable location, within the urban settlement and within walking distance of Bagshot Train Station and the village centre. The Council's spatial strategy, under Policy CP1 of the CSDMP, explains that there is limited capacity to accommodate new development in Bagshot, to be mainly achieved through redevelopment of existing sites, and this proposal is consistent with that aim.

7.2.2 The Council is able to demonstrate a Five-Year Housing Land Supply (i.e. 7.2 years), with the appropriate buffer included. This is based on the most recent evidence published in the Surrey Heath Strategic Land Availability Assessment (2021) and the Council's Five-Year Housing Land Supply Statement (2021). In addition to this, Surrey Heath's result from the most recent Housing Delivery Test measurement (2021) is 132%, which is greater than the threshold of 75% as set out in footnote 8 of the NPPF. Therefore, the development plan and its policies may be considered up-to-date with regard to paragraph 11 of the NPPF.

- 7.2.3 Subject, therefore, to other material planning considerations, such as the impact on the character of the area and neighboring residential amenities, it is considered that the proposal would be acceptable in principle and would be in line with the NPPF, and Policy CP1 of the CSDMP.
- 7.3 Impact on the character and appearance of the area**
- 7.3.1 Consistent with section 12 of the NPPF and the National Design Guide, Policy DM9 of the CSDMP promotes high quality design. Development should respect and enhance the character of the local environment and be appropriate in scale, materials, massing, bulk and density.
- 7.3.2 The RDG provides further guidance relating to the design of residential developments. Principle 6.6 sets out that new residential development will be expected to respond to the size, shape and rhythm of surrounding plot layouts. Proposals with plot layouts that are out of context with the surrounding character will be resisted. The supporting paragraphs advise that plots are important elements in the character of an area. Their sizes, especially the widths along a street frontage are key determinants of the rhythm of buildings and spaces along a street, how active it will be and the grain of development in an area. Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings.
- 7.3.3 Station Road is characterised by mainly detached dwellings with varying plot shapes and sizes. There is also a small row of terraces located to the east of the application site. In addition to this, there is a varied mix of dwellings in terms of their size, style and appearance. The dwellings to the north of the highway have a similar building line. The dwellings immediate to the east of the application site have a staggered building line, then there is a small row of terraces.
- 7.3.4 The proposal comprises of a detached dwelling to the front of the site, which would replace the existing dwelling, and two additional dwellings located to the rear of the site. Whilst back-land development can be inappropriate, this is dependent upon the existing pattern of development within the vicinity and the immediate context. Although there are no examples of a secondary tier of development elsewhere along Station Road, it is noted that to the rear (south) of the application site is a block of flats, to the east of the application site the plot sizes reduce in width and depth, and to the west is a mixture with rear gardens along Bridge Road perpendicular to the site. Given this context, two plots to the rear would not form poor relationships with the rhythm of surrounding properties and would not appear as an isolated form of development. The topography of the land, with the dwellings at the rear being notably lower than Station Road frontage, would further assist with this integration. Whilst the introduction of the plots to the rear would be some of the smallest in depth within the surrounding area, there is a mixture of the plot sizes in terms of the width and depth within the surrounding area.
- 7.3.5 Paragraph 6.16 of the RDG sets out that plot widths along the street frontage are key determinants of the rhythm of buildings and spaces along the street. The proposed access road would serve the three plots. While the existing vehicular access would be altered, it would not introduce an additional vehicular access. There would be an increase in hard standing to the front, however, visually due to the existing situation the plot width along the street scene is not considered to be significantly visually different to the current situation as to disrupt plot rhythms and would not be out of context within the surrounding area.
- 7.3.6 During the course of the application amended plans were received to reduce the number of units to the rear. This reduction in units and level of the built form has increased the spacing around the buildings. The level of spaciousness retained on the site is considered acceptable. The gaps retained to the sites boundaries are considered sufficient, and would not appear out of place for the general vicinity. The quantum of built form on the site would therefore not appear cramped or be over development.

- 7.3.7 The frontage plot would reflect the heights of other dwellings along Station Road. As the land levels decrease from north to south, the heights of the dwellings to the rear can be accommodated on site without being overly visible from Station Road. The proposed dwellings to the rear would be visible from the Hart Dene Court, however, they would be viewed within the context of the flats and neighbour at Windlecot and they would not over dominate these neighbours. As such the scale and massing of the proposal would not be obtrusive in the locality or the existing street scene.
- 7.3.8 The proposed access track would run down the western boundary adjacent to the rear gardens of Bridge Road. The access track would provide an increase separation distance from the rear boundaries and flank elevation of plot 1 compared to the existing situation. While it is noted that vehicles could be visible when driving down the access track it not considered there would be high level of vehicle movements to the resulting 2 plots to the rear of the site that would result in significantly visually harm to the character of the area when viewed from these neighbours rear gardens.
- 7.3.9 The three dwellings would be of different sizes with similar shapes and it is considered that these would respond well to their varied surrounding context. Internally, there would be an area laid to hardstanding, however this covers the space needed for turning and access only. The proposed site plan shows that planting would be provided within the site and on its boundaries to soften the built form and it is therefore recommended that a landscape scheme is secured by planning condition. The architectural design of the proposed dwellings is considered to reflect the character of surrounding properties and the finished in brick and render would be acceptable and no concerns are raised. A planning condition has been added to this recommendation requiring these details to be submitted prior to any works above slab level.
- 7.3.10 The Planning Statement outlines that the site has been cleared. As part of the application an arboricultural report has been submitted which has been reviewed by the Council's Arboricultural Officer. It is considered that while no objection is raised there appears to be limited scope for replanting within the site, but the plans indicate replanting on the road frontage. It is considered reasonable and necessary to attach a condition to require a landscaping scheme to be submitted for approval to the Council and the protection of any retained trees on site.
- 7.3.11 Noting the size of the rear plots, size of the residential gardens and the surrounding character of the area, it is considered reasonable and necessary to remove permitted development rights for householder developments (house extensions and outbuildings etc) to plots 2 and 3 only to allow the Council control over such developments at the site in the future.
- 7.3.12 In summary, it is considered that the proposal would harmonise satisfactorily into its context, in accordance with Policy DM9 of the CSDMP, and principles 6.6 and 7.4 of the RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 of the CSDMP 2012 states that development should respect the amenities of the adjoining properties and uses. Principles 8.1 and 8.3 of the RDG advise that the new residential development should respect residential amenities of both neighbours and future occupiers in terms of privacy and light loss. Principle 8.2 goes on to say that all habitable rooms in new residential development should be provided with appropriate outlook. Principle 7.6 talks about the internal space standards, whereas Principle 8.4, 8.5 and 8.6 set out the outdoor amenity space.

Neighbouring properties

- 7.4.3 The application site is surrounded by residential properties. In terms of plot 1 (replacement dwelling to the front of the site) would be located in a similar location to the existing dwelling. The neighbour to the east Sandlewood is located on slightly higher land level. The two storey front gabled projection is located to the western elevation and therefore is a sufficient distance from the common boundary. The two storey rear elevation would be similar to this neighbour and the single storey element would not extend beyond this neighbour's rear elevation. The resulting ridge height would increase and the proposed dwelling would be of similar height to the neighbour at Sandlewood. The dwelling would be located 1.3m from the common boundary with the neighbour Sandlewood and 5m from the boundary with neighbours at Plot one and Casa Mia (Fronting Bridge Road). Compared to the existing dwelling the proposed dwelling has a reduced width to allow space for the access track to the plots to the rear. As such the proposed dwelling flank elevation is a greater distance from neighbours at Plot 1 and Casa Mia which increases the separation distance. The neighbours to the north are separated by the highway. It is considered that the proposed dwelling would not adversely impact on the amenities of the neighbouring properties in terms of appearing overbearing, nor result in an unacceptable loss of light.
- 7.4.4 Concerns have been raised over the potential noise impact that the proposed vehicular access would have on the rear gardens of the neighbours. There are two units located to the rear as such the vehicular movements on the access track would be limited. The neighbour at Plot One has green houses to the rear boundary and the neighbour at Casa Mia has a large outbuilding located on the rear boundary. Therefore, due to the existing built form on the common boundary, the limited vehicle movements, and the depth of the rear gardens, on balance the proposal would not generate a significant increase in noise levels from vehicle movements that would be detrimental to neighbouring properties.
- 7.4.5 The introduction of vehicular access and new dwellings could result in increased light pollution to neighbouring properties. As mentioned above there are two units located to the rear of the site which result in net increase of 2 on the site. This would result in limited number of comings and goings as a result it is not considered to generate unacceptable level of light pollution. However, it is considered reasonable and necessary to attach a condition requiring details of any external lighting to be installed to protected the amenities of the neighbouring properties.
- 7.4.6 In terms of the plots located to the rear of the site, Plot 3 is located to the rear of Sandlewood. The RDG sets out that back-to-back distances should be a minimum of 20m. The proposed front elevation of the dwelling is located approximately 32.3m from the rear elevation of this neighbour. The land levels also decrease such that the proposed dwellings would be located on lower land level than the neighbouring properties to the north. As such this distance would be sufficient to mitigate against overbearing and over shadowing impacts to this neighbour. While that this dwelling would be on higher than level than this neighbour, due to the distance it is not considered there would be unacceptable levels of overlooking.
- 7.4.7 Plot 2's flank two storey elevation would be located 24.9m from the neighbour at Windlecot, Bridge Road's rear elevation. As mentioned above the RDG sets out that back-to-back distances should be a minimum of 20m. For two storey rear to side relationships it may be possible to reduce the separation distance to 15m. The applicant has submitted a cross section which shows that the proposed dwelling would be at a slighter higher land level and the neighbour at Windlecot. Further they have drawn on the 25 degree vertical angle from a point 2m above the floor at this neighbour which shows this angled would not be breached. As such the distance between the two properties would be above the guidance and would be sufficient to mitigate against overbearing and over shadowing impacts to this neighbour.
- 7.4.8 Plot's 2 and 3 rear elevation would face towards the flats. Within the block of flats northern elevation facing the application site there are not any habitable windows. The proposed arrangement would not be considered to give rise to overlooking impacts.

- 7.4.9 In terms of overlooking as mentioned above the land levels slope downwards in the site. Plot 1 to the front of the site would result in similar situation to the existing. However, within the proposal are first floor windows within the flank elevation. It is considered appropriate to attach a condition to any consent requiring these windows to be obscure glazed and top level opening only to protect the privacy of these neighbours. The amenity area would be similar to the existing. It is therefore considered that plot 1 would not result in unacceptable levels of overlooking to neighbouring properties.
- 7.4.10 Plots 2 and 3 are located at the rear of the site which is on a lower land level. The neighbours to the west adjacent to the plot boundaries are on a more similar land level which is shown in the cross section. Plot 2 has the proposed attached garage located adjacent to the boundary with neighbour at Windlecot which provides additional screening. There are no windows proposed in the western flank elevation of plot 2 which would face towards this neighbour. A condition would be attached to any planning permission granted to secure details of boundary fencing. This would be considered sufficient to mitigate any unacceptable levels of overlooking to neighbouring properties.

Future occupiers of the proposed development

- 7.4.11 In considering the proposed residential amenities of the future occupiers of the new dwellings, the internal floor space would comply with the recommendation contained in the Nationally Described Space Standards. Plot 1 would have a rear garden size of approximately 195sqm, Plot 2 approximately 141sqm and Plot 3 approximately 182sqm. The proposed garden spaces would comply with the Principle 8.4 of the RDG which sets out the predominantly south facing gardens should have an area of 55sqm. All habitable rooms would be provided with adequate outlook.
- 7.4.12 Plots 2 and 3 would have similar relationship with Plot 1, as Plot 3's relationship with Sandlewood. As such this distance would be sufficient to mitigate against overbearing and overshadowing impacts to the future occupiers.
- 7.4.13 Plot 2 and 3 rear elevation would face towards the flats. As mentioned above the RDG sets out that back-to-back distances should be a minimum of 20m. For two storey rear to side relationships it may be possible to reduce the separation distance to 15m. The two storey distance would range from approximately 12.5m to 18.6m. The applicant has submitted a cross section which shows block of flats are on a lower land level than the proposed dwellings. Further they have drawn on the 25 degrees vertical angle from point 2m above the floor at this neighbour which shows this angled would not be breached. As such while at the closest point the distance is below 15m due to the land levels differences and light angles are not breached this distance would be sufficient to mitigate against overbearing and overshadowing impacts to the future occupiers.
- 7.4.14 It is therefore considered that the proposal will not adversely affect the residential amenities of adjacent properties or future occupiers in terms of overdominance, obtrusiveness, loss of light or overlooking. As such, the proposal would be in accordance with Policy DM9 of the CSDMP and the RDG.

7.5 Highway impacts

- 7.5.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.5.2 The proposed development would require 6 spaces to be provided in line with 'Vehicular and Cycle Parking Guidance (2018)', the proposal would comply with the requirements.

- 7.5.3 The proposal previously moved the vehicular access off Station Road. The County Highway Authority (CHA) has been consulted and initially expressed concerns for the proposed development regarding the existing give-way markings associated with the road narrowing on Station Road which under existing proposed conditions would continue to overlap a short section of the access. These concerns stemmed from highway safety risks which could occur in the likely event that a westbound vehicle was waiting at the give-way markings and blocking access to the development. In view of the proposed uplift in vehicular trip movements at this point, it was the CHA's view that this issue would be exacerbated by the development. However, the applicant has since submitted amended plans in order to show the site access in its original position, albeit slightly narrowed, thereby avoiding the existing conflict with the give-way markings. Therefore, CHA removed their objection.
- 7.5.4 Sufficient space will be provided within the site for vehicles to turn so they are able to enter and leave in forward gear, and this will be especially important in view of the site access proximity to the adjacent road narrowing and associated give-way markings. It is therefore considered that vehicles including deliveries would be able to access site and turn safely. Due to the location of the waste collection point within 25m of the highway the refuse vehicle would not need to access the site.
- 7.5.5 Therefore, there are no objections to the proposal on highway safety, policy or capacity grounds. The CHA has recommended planning conditions requiring modified access, construction transport management plan along with provision of electric vehicle charge sockets. The proposed off-street parking is considered sufficient for the three bedroom dwelling proposed. The Local Planning Authority is therefore satisfied that the proposal would not conflict with the aims of Policy DM11.

7.6 Ecology impacts

- 7.6.1 Policy CP14A of the CSDMP states that the Council will seek to conserve and enhance biodiversity within Surrey Heath. Where appropriate, new development will be required to contribute to the protection, management and enhancement of biodiversity.
- 7.6.2 Surrey Wildlife Trust (SWT) have reviewed the AAe Environmental Consultants report dated 28th May 2021. While there are no active badger setts within the site there are likely some nearby. It is recommended that immediately prior to the start of development works a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the LPA to prevent harm to this species. A planning condition has been added to this recommendation requiring these details. A precautionary condition will also be imposed with respect of the presence of reptiles.
- 7.6.3 It was considered by SWT that insufficient information has been provided to conclude the likely absence of roosting bats. Further information was submitted and on review SWT are satisfied with the justification provided with regard to the bats. It is therefore considered that the protected species have been given due regard and no objection is raised. The Trust also goes on to say that the applicant should ensure that the proposed development will result in no net increase in external artificial lighting at primary bat foraging and commuting routes across the development site.
- 7.6.4 The SWT has requested that biodiversity net gain is achieved on the site. However, the biodiversity net gain provisions of the Environment Act 2021 have not yet come into force, as secondary legislation has not yet been made. Given therefore that the 10% is not yet planning policy, it is not considered reasonable to enforce. Policy CP14A requires enhancement of biodiversity, The proposed development would offer opportunities to restore or enhance biodiversity and such measures will assist the LPA in meeting the above obligation and will also help offset any localised harm to biodiversity caused by the development process. Consistent with SWT advice, a condition can therefore be imposed

to secure this. Details of biodiversity enhancements are set out in 'Conclusions and Recommendations' section of the above mentioned report including landscape planting of known benefit to wildlife, fencing with gaps to allow animals to pass underneath and provision of bat and bird boxes. A scheme of ecological enhancements can be secured via a condition which would be reasonable and necessary in the event that permission is granted.

7.7 Impact on Thames Basin Heaths SPA

- 7.7.1 Policy CP14B of the CSDMP states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Special Protection Area (SPA) and Special Areas of Conservation (SAC) sited within the Borough. Furthermore, it states that no new net residential development will be permitted within 400m of the SPA. Proposals for all new net residential development elsewhere in the Borough should provide or contribute towards the provision of SANGs and shall also contribute toward strategic access management and monitoring (SAMM) measures.
- 7.7.2 The Thames Basin Heaths Special Protection Area Avoidance Strategy (TBHSPAAS) SPD (2019) identifies Suitable Alternative Natural Green Space (SANGS) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a financial contribution towards SANGS.
- 7.7.3 The proposed development would lie within the 5km buffer of the Thames Basin Heaths SPA. Provided that sufficient SANG capacity is available in the Borough, it can be allocated to minor development proposals and the financial contribution towards SANG is now collected as a part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development.
- 7.7.4 Following an Executive resolution which came into effect on 1 August 2019, due to the currently limited capacity available for public SANGs in parts of the Borough, applications for development which reduce SANG capacity, as in the case of this application will be valid for one year (rather than three years).
- 7.7.5 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment of £1,261.85 which has been paid by the applicant.

7.8 Other matters

- 7.8.1 As the proposed development would involve the provision of an additional residential unit the development would be CIL liable. The site falls within the Eastern Charging Zone, for which the charge is £220 per m², for residential development that does not provide its own SANG. As such, an informative has been added to this recommendation, should planning permission be granted for the proposal. It is therefore considered that the proposal would be in accordance with Policy CP12 of the CSDMP.
- 7.8.2 Policy DM10 states that development proposal should at least be risk neutral. Flood resilient and resistant design, as well appropriate mitigation and adaption can be implemented so that the level of flood risk is reduced to acceptable levels. The application site is situated within Flood Zone 1 where residential use is considered to be appropriate. The Planning Statement advise that the neighbour to the west is partly within the flood zone 2 and the neighbours to the south are within flood zone 2 and 3, the application site is elevated above this. It is considered necessary that detailed drainage strategy should be

developed following the grant of planning permission and this can be achieved to ensure the requirements of Policy DM10 of the CSDMP are met. A planning condition has been added to this recommendation requiring the provision of this strategy prior to commencing works on site.

- 7.8.3 Policy CP2 of the CSDMP indicates that development will be required to provide measurements to improve energy efficiencies and sustainability. The Design and Access Statement sets out the energy conservation to support the application. The measures include thermal requirements, at least 75% internal light fitting will be energy efficient, water efficiency measurements, water butts will be installed and pre-installed appliances will be A or A+ rated for energy efficiency. It is considered necessary to secure these details through a condition.
- 7.8.4 The Council's Joint Waste Solutions have confirmed that there is maximum pulling distance from the presentation of collection point of 25m for two wheeled bins. The proposed waste collection point is located 25m from the highway and therefore meets this requirement and no objection is raised.

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) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.
 - b) Have negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development
- 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 not considered that the proposed development would result in an adverse impact on the character and appearance of the host dwelling or local area, on the amenities of the adjoining residents, or on highway safety, subject to the recommended conditions. Therefore, the proposal complies with the CSDMP, the RDG and the NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

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

21.002.E(PA) 021 Rev PA2 Received 06.04.2022
21.002.E(PA) 022 Rev PA1 Received 27.10.2021
21.002.E(PA) 023 Rev PA2 Received 06.04.2022
21.002.E(PA) 024 Rev PA2 Received 06.04.2022
21.002.L(PA) 001 Rev PA1 Received 27.10.2021
21.002.L(PA) 010 Rev PA3 Received 06.04.2022
21.002.L(PA) 011 Rev PA3 Received 06.04.2022
21.002.L(PA) 015 Rev PA1 Received 27.10.2021
21.002.L(PA) 016 Rev PA2 Received 06.04.2022
21.002.L(PA) 017 Rev PA2 Received 06.04.2022
21.002.S(PA) 030 Rev PA2 Received 06.04.2022

unless the prior written approval has been obtained from the Local Planning Authority.

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

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

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

4. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, planting and maintenance specifications, including cross-section drawings, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period.

All tree planting shall be carried out in accordance with those details and at those times. Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years following the completion of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.

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

5. 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.

6. The protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site.
- Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, the protective fencing as proposed and shall be retained intact, for the full duration of the development hereby approved and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.
 - Protective fencing shall be retained intact for the full duration of the development hereby approved and shall not be removed or repositioned without the prior written approval of the Local Planning Authority.
 - All tree felling and pruning works shall be carried out in full accordance with the approved specification and the requirements of British Standard 3998: 2010 - Recommendations for Tree Works. No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, or disposal of liquids shall take place within any area designated as being fenced off or otherwise protected in the approved protection scheme.
 - Prior to first occupation, details of the satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during construction (where working within RPA is shown) shall be submitted to and approved in writing by the Local Planning Authority.
 - No development or other operations shall take place except in complete accordance with the approved tree protection scheme and Arboricultural Method Statement (Ref:

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

7. Before the first occupation of the development hereby approved all first floor windows in the side elevation of plot 1, as well as first floor windows in the eastern elevation of plot 2 facing plot 3, as well as first floor windows in the western elevation of plot 3 facing plot 2, 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 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.

8. No part of the development shall be first occupied unless and until the proposed modified vehicular access to Station Road has been constructed and provided with visibility zones in accordance with Drawing Number 21.002.L(PA)011 REV PA2 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 600mm high.

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

9. Prior to the occupation of the development hereby approved, a scheme of ecological enhancements shall be submitted to and approved by the Local Planning Authority to ensure an overall net gain in biodiversity will be achieved. The scheme will include all the details set out in the conclusions and recommendations AA Environmental Limited (AAe). The development shall be implemented in accordance with the approved details.

Reason: To preserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

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) measures to prevent the deposit of materials on the highway has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

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

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

12. Relating to Plots 2 and 3 only - Notwithstanding the provisions of Schedule 2 Part 1 Class A, Class B and Class E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) no further extensions or outbuildings shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Any development under the Classes stated above undertaken or implemented between the date of this decision and the commencement of the development hereby approved shall be demolished and all material debris resulting permanently removed from the land within one month of the development hereby approved coming into first use.

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 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

13. No development shall take until immediately prior to the start of development works, a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the LPA to prevent harm to this species.

Reason: To preserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

14. Prior to commencement of the development no external lighting shall be installed on the site without the Sensitive Lighting Management Plan having first been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained on site.

Reason: In the interests of the amenities of neighbours. To preserve and enhance biodiversity in accordance with Policy DM9 and CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

15. 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 the parking of vehicles and cycles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

16. Any closed boarded fencing erected on the site shall include holes in the case of with a minimum of 20cm x 20cm to allow badger and other mammals to move freely through the site. These shall be retained and maintained for their designated purpose in perpetuity or if necessary replaced with similar boxes/tubes.

Reason: To preserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

17. Prior to commencement of the development a reptile precautionary method of working shall be developed and submitted to and approved in writing by the LPA. Precautionary working methods should follow best ecological practice. Should any reptiles be discovered during construction, works should cease in this area and a suitably experienced ecologist contacted. Works will need to proceed in line with the advice provided.

Reason: To preserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 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 developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. 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.
8. 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.
9. 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.
10. Bats: All bats found in Britain are protected under Schedule 8 of the Wildlife and Countryside Act 1981. It is an offence to kill any bats or disturb their roosts. If bats are discovered during inspection or subsequent work. Natural England must be informed immediately.
11. Construction activities on site have regard to the potential presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice from a suitably experienced ecologist sought to prevent harm to this species.



Tel:

E-mail: Chris.Duncan@surreycc.gov.uk

Melissa Turney
SURREY HEATH BOROUGH COUNCIL
SURREY HEATH HOUSE
KNOLL ROAD
CAMBERLEY
GU15 3HD

26 November 2021

Dear Melissa Turney

APPLICATION NO. SU/21/1176

SITE: Solstrand, Station Road, Bagshot, Surrey, GU19 5AS

I refer to the above planning application upon which you have requested our consideration of the highway and transport issues. Before I am able to provide a full response, please request the following be provided by the Applicant:

Following a site visit and subsequent review of the planning application, it is noted that the proposed modified access would be in close proximity to an existing road narrowing / priority working, and which could therefore result in a conflict with the give-way markings on the westbound lane.

Whilst it is recognised that this is an existing arrangement (with the currently positioned access being similarly close to the road narrowing), the proposals to increase the number of dwellings served off Station Road at this point, intensifying the vehicular movements at the access, would therefore require justification as to how this access is proposed to be operated.

Please provide a plan illustrating the existing give-way lines on Station Road, in relation to the proposed modified access. Secondly, please provide justification as to how the proposed access arrangements will work, and how the potential conflict between vehicles waiting at the give-way line and cars accessing/egressing the site will be dealt with.

Thirdly, it is anticipated that there may be a need to re-position the give-way lines in order to create space and reduce the conflict for vehicles.

It would be useful to see swept-path analysis showing any relevant manoeuvres in order to justify the safety of the proposed access arrangements.

Please request that the Applicant provides the above amendments/information in sufficient time so that we may respond before your deadline for determination. Please ensure that the response to this letter is in writing and all appropriate documentation, as requested, is attached.

Yours Sincerely,

Chris Duncan
Assistant Transport Development Planning Officer

APPLICATION NUMBER	SU/21/1176
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr Arran Atkinson

Location: Solstrand, Station Road, Bagshot, Surrey, GU19 5AS

Development: Demolition of existing dwelling and all associated buildings and structures and erection of 2 no. detached three bedroom dwellings and one pair of three bedroom semi-detached dwellings with associated car parking, refuse storage and collection point and landscaping.

Contact Officer	Chris Duncan	Consultation Date	2 November 2021	Response Date	20 December 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) Modified access

No part of the development shall be first occupied unless and until the proposed modified vehicular access to Station Road has been constructed and provided with visibility zones in accordance with Drawing Number 2021/5918/003 RevP3 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 600mm high.

2) Parking & turning

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 the parking of vehicles and cycles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

3) Construction Transport Management Plan

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) measures to prevent the deposit of materials on the highway has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

4) Electric vehicle charging points

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

Reason

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

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2021.

Informatives

1) Accommodation works

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

2) New/Modified Access

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.

3) Obstructing the Highway

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.

4) Mud on the Highway

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).

5) Damage to the highway

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.

6) Electric vehicle charging

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

Note for Planning Officer

Please contact the officer shown in the above table if you require additional justification for the County Highway Authority's recommendation on this planning application.

Surrey County Council's '[Transportation Development Control Good Practice Guide](#)' provides information on how the County Council considers highways and transportation matters for development proposals in Surrey.

Site specific comment

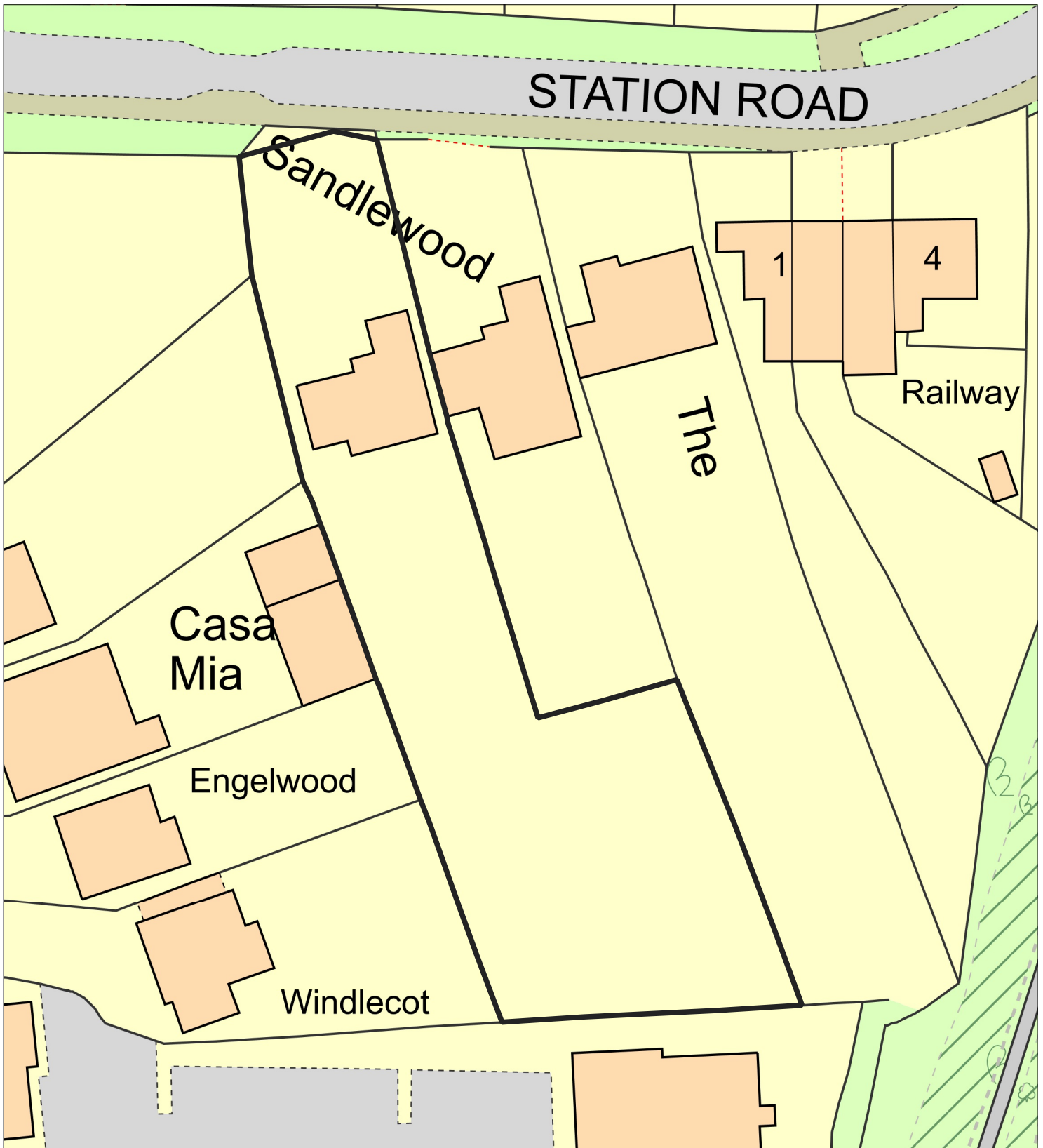
The CHA initially expressed concerns for the proposed development regarding the existing give-way markings - associated with the road narrowing - on Station Road which, under proposed conditions, would continue to overlap a short section of the access. These concerns stemmed from highway safety risks which could occur in the likely event that a westbound vehicle was waiting at the give-way markings and blocking access to the development. In view of the proposed uplift in vehicular trip movements at this point, it was the CHA's view that this issue would be exacerbated by the development.

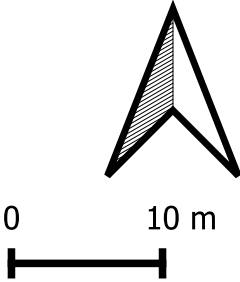

However, the Applicant has since amended their plans in order to show the site access in its original position, albeit slightly narrowed, thereby avoiding the existing conflict with the give-way markings.

Sufficient space will be provided within the site for vehicles to turn so they are able to enter and leave in forward gear, and this will be especially important in view of the site access' proximity to the adjacent road narrowing and associated give-way markings.

The CHA note that there are double yellow lines on both sides of Station Road including either side of the access, with a single yellow line commencing to the east of the site boundary, and so these will help to prevent on-street parking from taking place in dangerous locations and protect users from any highway safety hazards.

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Title	Planning Applications		
Application number	21/1176/FFU		Scale @ A4 1:500
Address	Solstrand Station Road Bagshot Surrey GU19 5AS		Date 12 May 2022
Proposal	Demolition of existing dwelling and all associated buildings and structures and erection of 3 detached three bedroom dwellings with associated car parking, refuse storage and collection point and landscaping.		
Page 157			
Version 5 © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022 Author: SM			

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Plot 1 – Front of the site



1 Front Elevation - north west



2 Side Elevation - south west



3 Rear Elevation - south east



4 Side Elevation - north east

Plot 2 – Rear of the site



1 Front Elevation - north west



2 Side Elevation - south west



3 Rear Elevation - south east



4 Side Elevation - north east

Plot 3 – Rear of the site



1 Front Elevation - north west

2 Side Elevation - south west



3 Rear Elevation - south east

4 Side Elevation - north east

Plots 2 and 3



Photos

Front of the site



View towards the rear of the site - flats in the back ground



View of the existing dwelling to the rear



Views towards the neighbours to the west



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