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Friday, 19 August 2022

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, 1 September 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

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#### AGENDA

	<b>Pages</b>
<b>1 Apologies for Absence</b>	
<b>2 Minutes of Previous Meeting</b>	<b>3 - 10</b>

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 4 August 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.

#### **Planning Applications**

<b>4</b>	<b>Application Number 22/0404: 8 Orchard Close, West End, Woking, Surrey, GU24 9NS</b>	<b>11 - 30</b>
<b>5</b>	<b>Application Number 22/0408: 15 Milden Close, Frimley Green, Camberley, Surrey, GU16 6PX</b>	<b>31 - 44</b>
<b>6</b>	<b>Application Number 22/0471: 45 Windsor Road, Chobham, Woking, Surrey, GU24 8LD</b>	<b>45 - 58</b>
<b>7</b>	<b>Application Number 22/0423: Gordon Murray Hq, Chertsey Road, Windlesham, Surrey, GU20 6HL</b>	<b>59 - 94</b>
<b>8</b>	<b>Application Number 22/0233: Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN</b>	<b>95 - 144</b>

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

#### **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.

#### **Glossary**

**Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House, Knoll Road, Camberley, GU15 3HD on 4 August 2022**

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+ 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

Substitutes: Cllr Morgan Rise\* for Cllr Graham Tapper

Members in Attendance: Cllr Paul Deach and Cllr Pat Tedder

Officers Present: Duncan Carty  
Gavin Chinniah  
Sarita Bishop  
Julia Greenfield  
William Hinde  
Jonathan Partington  
Melissa Turney

\*Councillors Peter Barnett, Morgan Rise and Victoria Wheeler arrived part way through consideration of Application Number 21/1176. Under the terms of the adopted Constitution they were unable to take part in the deliberations and voting on that item.

#### **14/P Minutes of Previous Meeting**

**RESOLVED** that the minutes of the meeting of the Planning Applications Committee held on 9<sup>th</sup> June 2022 be approved as being a correct record and signed by the Chairman.

#### **15/P Planning Enforcement Performance Report**

The Committee received a report summarising the work of the Council's Corporate Enforcement Service during the period 25<sup>th</sup> March 2022 to 30<sup>th</sup> June 2022.

It was reported that the Corporate Enforcement Team had investigated 51 allegations of planning breaches during the reporting period. Of these, no breaches of planning conditions had been found in 13 cases, 2 breaches had been resolved, planning applications which covered the matters under investigation had

been received in respect of 2 cases, 34 cases were pending further investigation and 4 Planning Enforcement Notices had been issued.

It was reported that resourcing continued to be an issue for the service and was impacting on the Council's ability to carry out effective monitoring work. Notwithstanding this, the Enforcement Team continued to exceed its key performance indicator target with 88% of initial site visits being completed within the target timescales in the Local Enforcement Plan.

The Committee noted the report.

**16/P Application Number 21/1176: Solstrand, Station Road, Bagshot, Surrey, GU19 5AS\***

The application was for the erection of 3 detached three bedroom dwellings with associated car parking, refuse storage and collection point and landscaping following the demolition of the existing dwelling and all associated structures.

As the application had triggered the Council's Public Speaking Scheme, Mr Steve Wright spoke in objection to the application and Mr Nicholas Cobbold, spoke in support of the application.

Members were advised that the application had been deferred to obtain further information on drainage and the following update was provided.

*"The Lead Local Flood Authority (LLFA), Surrey County Council, has advised that the non-statutory technical standards for sustainable drainage do not apply for minor applications. The applicant should still follow the drainage hierarchy of disposal and implement SuDS where feasible. However, as the Applicant has not provided full details of the mitigation proposals and it was suggested that the following condition is included on the Decision Notice should permission be granted.*

*Suggested Condition: 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 NPPF and the accompanying PPG.*

*Reason: To ensure the development does not increase flood risk on or off site.*

The Council's Drainage Engineer has discussed the matter with the LLFA and has confirmed that the level of detail within drainage conditions 18 and 19 remains suitable and no changes are proposed to these."

The Committee raised concerns about access to the rear of the properties in the event of an emergency, the adequacy of the parking provision including the possibility that the garage could be converted to accommodation at a future date increasing pressure on the site, the lack of detail in relation to the drainage of foul and storm and the increased pressure that the additional housing would place on the surrounding highways. The Committee was advised that the County Highways Authority had assessed the application and were satisfied that there would be

sufficient space to access the rear properties in the event of an emergency and that the proposed parking provision was in line with Surrey County Council's recommended parking standards. It was agreed that a condition preventing the conversion of the garage to accommodation should be added to the application.

The officer recommendation to grant the application was proposed by Councillor Betton, seconded by Councillor Hawkins put to the vote and lost.

Following discussion about reasons for refusal and questions raised in relation to the proposed development, Members indicated a preference for refusing the planning application based on character and design, highways, amenity impact along with drainage. However, the Committee was referred to the report and advice received from consultees to the planning application in relation to each area identified for refusal. Furthermore, it was advised that all of the reasons given were not defensible at appeal and therefore were not considered as reason for refusal for the planning application. Although, the drainage element of the application was conditioned, Members requested upfront information to satisfy this concern. It was therefore agreed that the application would be deferred only on this element of the application and would be reported back to the Committee once details were worked up in full on a drainage strategy for the site. Once this drainage strategy had been completed, the application would be reported back to the Committee for consideration of this outstanding matter only.

A revised recommendation to defer the application to enable more detailed work to be done on the drainage matters was proposed by Councillor Hawkins, seconded by Councillor Alaway, put to the vote and carried.

**RESOLVED that the application be deferred to enable more details to be obtained in respect of drainage matters on the property.**

#### **NOTE 1**

It was noted for the record that Councillors Mark Gordon and Valerie White declared that they had met with the neighbouring residents but came to 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, and the officer's original recommendation to grant the application, was as follows:

Voting in favour of the officer recommendation to approve the application:  
Councillors Cliff Betton, Edward Hawkins, Robin Perry and Darryl Ratiram

Voting against the officer recommendation to approve the application:  
Councillors Graham Alaway, Stuart Black, Mark Gordon, David Lewis, Charlotte Morley, Liz Noble, Helen Whitcroft and Valerie White.

#### **Note 3:**

In accordance with Part 4, Section D, Paragraph 18 of the Constitution, the voting in relation to the application, and the revised recommendation to defer the application, was as follows:

Voting in favour of the revised recommendation to defer the application:  
Councillors Graham Alleway, Cliff Betton, Stuart Black, Mark Gordon, Edward Hawkins, David Lewis, Charlotte Morley, Liz Noble, Robin Perry, Darryl Ratiram, Helen Whitcroft and Valerie White.

**17/P Application Number 21/1370: Princess Royal Barracks Loop Road, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,**

The application was for reserved matters in respect of the Loop Road phase 5k pursuant to condition 4 (Reserved matters, access, layout, scale appearance and landscaping) and the partial submission of details pursuant to conditions 16 (detailed ecological management strategy and management plan), 29 (tree retention and protection plans), 32 (hard and soft landscaping) and 33 (landscape management plan) of planning permission reference: 12/0546, dated 4<sup>th</sup> April 2014 (as amended) and Schedule 5 Part 8 (provision of the Other Open Space) of the Section 106 agreement dated 17<sup>th</sup> April 2014 as varied.

The Committee was informed that the application was for a significant piece of infrastructure work that formed an integral part of the overall movement strategy for the site providing vehicular, pedestrian and cycle access through the Mindenhurst development. It was noted that conditions had been placed on the application to ensure that the impact on existing and proposed trees would be fully considered with appropriate controls being in place during the works.

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

**RESOLVED that application 21/1370 be granted subject to the conditions in the officer report and update sheet, as amended.**

**NOTE 1**

Councillor Hawkins indicated that the Committee had received correspondence from Skanska in relation to the application.

**18/P Application Number 21/1288: Princess Royal Barracks ANGST, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN**

The application was in respect of a Reserved Matters application for Blackdown Road ANGST and Sports Pitches (Phase5g and 5h) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and partial submission of details pursuant to conditions 16 (detailed ecological management strategy and management plan), 21 (LAPS and LEAPS), 29 (tree retention and protection plans), 32 (hard and Soft landscaping), 33 (landscape management plan) and 43 (foul drainage) attached to 12/0546 dated 4<sup>th</sup> April 2014 (As amended), 12/0546 as amended by 18/0619 and 1/1002 and Schedules 5 Parts 5 (ANGST), 9 (LEAPS AND LAPS) and 12 (Blackdown Playing Field and Upgrade to Blackdown Playing Field of the Section 106 agreement dated 17<sup>th</sup> April 2014 as varied pursuant to the T\_CP (Modification and Discharge of Planning Obligations) 1992.

It was clarified that the land that the playground on Woodend Road currently occupied was owned by the Defence Infrastructure Organisation (DIO) and leased to Surrey Heath Borough Council. The land would eventually be transferred into the Council's ownership and a financial contribution would be provided for the play area. Ongoing responsibility for the maintenance of the air raid shelter within the woodland was still to be determined and this had been conditioned for in the application.

The Committee commended the quality of the Suitable Alternative Natural Greenspace (SANG) that had already been delivered on the Mindenhurst development and considered that the application would enhance the area further.

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

**RESOLVED that application 21/1288 be granted subject to the conditions in the officer report and update sheet, as amended**

**NOTE 1**

Councillor Hawkins indicated that the Committee had received correspondence from Skansa in relation to the application.

**19/P Application Number 21/1333: 134 & 136 London Road, Bagshot, Surrey, GU19 5BZ**

The applications was for all reserved matters (landscaping) pursuant to outline planning permission 20/0090/OOU (erection of 26 residential units (Class C3) following the demolition of both existing dwellings with new vehicular access off London Road. Access, appearance, layout and scale to be considered with landscaping reserved).

This application proposed the discharge of the landscaping reserved matter.

It was confirmed that conditions to ensure the replacement of the proposed wildflower meadow in the event that it was damaged within five years had been added to the application.

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

**RESOLVED that application 21/1333 be granted subject to the conditions in the officer report and update sheet, as amended.**

**20/P Application Number 21/0344: 99 - 109 Guildford Road, Lightwater, Surrey, GU18 5SB**

The application was for the erection of 5 buildings to comprise 18 terrace style houses and 12 apartments within a flatted block with associated landscaping, access and car parking following demolition of the existing buildings on site.

It was noted that the application was subject to a non-determination appeal and consequently the Planning Inspectorate was now the determining authority.

The Officer recommendations that an objection to the application on the following grounds be placed on record was proposed by Councillor Valerie White, seconded by Councillor Betton and carried unanimously.

Reasons for refusal:

1. The proposed development by reasons of its layout and density, dominated by a central parking and servicing area with a lack of soft landscaping, would result in an incongruous form of development. In addition, the flatted block that would provide insufficient amenity space and the height, depth and crown roof of this block would be harmful to the visual amenities of the streetscene. As such, the overall proposal would amount to an over development of the site that would fail to respect and successfully improve the character and quality of the area and fail to comply with Principles B1 and B5(d) of the Lightwater Village Design Statement SPD 2007; Principles 6.2, 6.3, 6.4 and 6.7 of the Residential Design Guide SPD 2017; and Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.
2. The proposed development would provide insufficient private amenity space for the flatted block which would result in poor living conditions for future occupiers failing to comply with Principles 8.5 and 8.6 of the Residential Design Guide SPD 2017; and Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.
3. It has not been demonstrated that the proposal would not have an adverse impact on the health of trees around the site failing to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.
4. 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.



5. The proposal fails to provide the necessary mix of affordable housing, including First Homes and social rented units, and no viability evidence has been provided to justify the applicant's position. Furthermore, in the absence of a completed legal agreement under Section 106 of the Town and Country Planning Act 1990, the proposal fails to secure any 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).

**RESOLVED that application 21/0344 would have been refused for the reasons set out in the officer report.**

**21/P Exclusion of Public and Press**

**RESOLVED** that pursuant to Part 1 of Schedule 12A of the Local Government Act 1972 the press and public be excluded from the meeting during the consideration of item 11 Planning Enforcement Priority Cases as the items involves the likely disclosure of exempt information as defined in paragraphs 1 and 3:

- (1) Information relating to any individual
- (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information).

**22/P Planning Enforcement Priority Cases**

The Committee considered a report setting out the current status of planning enforcement priority cases.

**RESOLVED that the contents of the report be noted.**

Chairman

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22/0404/FFU

**Reg. Date** 21 April 2022

Bisley & West End

**LOCATION:** 8 Orchard Close, West End, Woking, Surrey, GU24 9NS,  
**PROPOSAL:** First floor side extension to south side; and, part 2-storey, part first floor extension to north side of dwelling.  
**TYPE:** Full Planning Application  
**APPLICANT:** Mr Sujid Bhatti  
**OFFICER:** Navil Rahman

This application would normally be determined under the Council's Scheme of Delegation. However, the application has been reported to the Planning Applications Committee at the request of Cllr. Alleyway due to concerns over the unneighbourly impact of the development, overlooking and insufficient parking to accommodate the increase in occupancy on site.

**RECOMMENDATION: GRANT, subject to conditions**

**1.0 SUMMARY**

- 1.1 The application relates to extensions to an existing single-family dwelling. There is no policy restricting the principle of development on this site. There would be no harm to the character and appearance of the host dwelling and wider surrounding area, nor any undue amenity impact to neighbouring residents' amenity. The proposal would also be considered acceptable from a highway perspective.
- 1.2 The application is therefore recommended for approval subject to conditions.

**2.0 SITE DESCRIPTION**

- 2.1 The application site relates to a detached, two-storey, single-family dwellinghouse situated on the western side of Orchard Close, within the settlement area of West End. The surrounding area is predominantly residential in character, comprising detached and semi-detached properties of a similar scale and size.
- 2.2 The existing property has a single-storey front projection and single-storey elements to either flank, with the northern aspect forming a single-garage that sits immediately adjacent to the rear garden of No.6.

**3.0 RELEVANT PLANNING HISTORY**

- 3.1 21/0774 First floor side extension to south side; first floor front/side extension to north side above kitchen, breakfast room and part of garage; ground floor front extension to kitchen and new porch. *Refused 13/09/2021*
- 3.2 21/1258 Erection of two storey side extensions, two storey front extension, and roof alterations. *Refused 6/1/22 for the following reason:*

1. The proposal, by reason of the height of the proposed first floor extension on the northern side of the property, and its proximity to the side boundary of the garden of 6 Orchard Close which is limited in depth, would result in an overbearing outlook and overshadowing in the mornings to the rear garden of No 6, that would unacceptably diminish the residential amenities that the occupants of No 6 currently enjoy in using their rear garden area. This would be contrary to the provisions of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, Principles 8.3, 10.1 and 10.3 of the Residential Design Guide SPD 2017, and Paragraph 130 of Section 12 of the NPPF.

#### **4.0 PROPOSAL**

- 4.1 The current planning application proposes the construction of a part two-storey front/side extension together with first-floor side extensions to both the northern and southern aspect of the dwelling together with the installation of one roof-light to the northern flank. This submission seeks to overcome the reason for refusing 21/1258 planning application.
- 4.2 The proposed front extension would result in the dwelling being extended at two-storey level up to the existing porch building line and partially stepped in by 0.25m. Towards the front of the development it would have a width of 3.2m for a depth of 3.9m (previously extending a width of 4.3m for a depth of 5.9m) before being set in further to a width of 1.125m for a depth of 1.8m.
- 4.3 Towards the opposing (southern) flank, the proposed side extension would be setback from the front elevation by 1.3m, adding an additional 1m width to the property up to the rear building line at first-floor level.
- 4.4 No new flank or rear window openings are proposed to the extensions. The proposed extension would seek to match the host dwelling's roof form and materials.
- 4.5 The proposal was amended during this application resulting in further reductions to the scale of the side extension.

#### **5.0 CONSULTATION RESPONSES**

- |     |                         |  |
|-----|-------------------------|--|
| 5.1 | West End Parish Council | Objects due to the scale and mass of the development not being in keeping with the street scene; overdevelopment of the site; and, detrimental impact upon neighbours. |
|-----|-------------------------|--|

#### **6.0 REPRESENTATION**

- 6.1 A total of 5 letters of notification were sent out on the 28 April 2022 relating to the original submission. One letter of representation was received with the comments summarised below. A further 14-day consultation was carried out on the 16<sup>th</sup> August 2022 following the receipt of revised drawings. Any further comments received will be outlined in any update report.
- Loss of light and privacy and close to adjoining properties.  
*[Officer comment: See section 7.4 of this report]*
  - Proposal would result in overdevelopment of the site.

*[Officer comment: See section 7.3 of this report]*

- Two-storey extension not in keeping and development is too high.  
*[Officer comment: See section 7.3 of this report]*
- Insufficient parking to accommodate increased occupancy  
*[Officer comment: See section 7.5 of this report]*
- Would conflict with the local plan
- Covenant restricting development to single-storey level to the northern aspect of the build *[Officer comment: This is not a material planning consideration. Any grant of permission would not override any legal stipulations or rights of the applicant or neighbouring residents]*

## **7.0 PLANNING CONSIDERATIONS**

7.1 In considering this proposal regard has been had to the National Planning Policy Framework (NPPF), the National Design Guide (NDG), Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP) and guidance within the Surrey Heath Residential Design Guide SPD 2017 (RDG) and the West End Village Design Statement SPD 2016. The previous refusals are material considerations.

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

- Impact on character and appearance of the area;
- Impact on residential amenity; and,
- Highways and parking impacts

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

7.3.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 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. The RDG provides further guidance on extensions and alterations to a dwellinghouse. In particular, Principles 10.3 and 10.4 state that side and rear extensions should be sympathetic and subservient to the design of the main building.

7.3.2 No objections were raised to the proposed design and scale of the works in the previously refused application 21/1258/FFU and the proposed development represents a comparatively reduced scale of development with increased setbacks.

7.3.3 To the front of the property, the proposed works would not impede the foremost front projection, respecting the established building line of this property and retaining the existing setback from the public highway. The front extension would bring forward the existing ridge line and roof form, consistent with existing architectural design, minimising its visual impact whilst the setback of the side extension would help to create a visual separation between the front and side extensions. The side extension is designed with a hipped roof set down 0.3m from the main ridge, whilst being a width less than half that of the existing dwelling, further helping limit its overall visual impact and creating a more subordinate form.

7.3.4 Towards the southern aspect of the building, the proposed side extension following amendments reducing its width to 1m together with its setback from the front elevation (1.3m), would not raise any significant concerns, with the existing form essentially

widened to a limited degree at first floor level, and thereby not unduly harming the character and architectural integrity of the property.

- 7.3.5 Noting the preceding assessment, together with the use of matching material finish and appropriate fenestration design and positioning, the proposed extension would sufficiently satisfy the objectives of Policy DM9 of the adopted Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012, the RDG and the West End Village Design Statement SPD 2016.

#### **7.4 Impact on residential amenities**

- 7.4.1 Policy DM9 of the CSDMP 2012 states that development should respect the amenities of the adjoining properties and uses. Principle 10.1 of the RDG advises that householder extensions should not materially erode neighbour amenities. Para 8.3 of the RDG advises regarding privacy matters and Principle 8.1 goes on to say that developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted.

##### No.6 Orchard Way

- 7.4.2 The previous submission 21/1258/FFU was refused due to the unacceptable amenity impact to No.6, raising objection to the side extension which was considered to have an overbearing outlook and overshadowing impact to the neighbouring rear garden.
- 7.4.3 To address this issue, the applicant has reduced the width of the side extension towards the rear by 3.25m from the northern aspect, ensuring that it does not extend above the existing garage rather containing the extension to that above the existing kitchen area of the main dwelling.
- 7.4.4 No.6 benefits from a rear garden measuring approximately 9.9m depth x 11m width. In the previous submission the proposed extension sat to the flank end of the neighbouring rear garden. The application has been amended during the course of the application and as a result the proposed extension would instead sit beyond the end of the rear garden, thus reducing its overall impact where originally it was proposed to sit adjacent to the end of the rear garden extending partially above the existing garage.
- 7.4.5 The proposed side extension has been designed so that where it projects rearwards it falls short of extending directly opposite the rear face of No.6, although indirect views of the extension would nonetheless remain.
- 7.4.6 With the reduced width of the proposed extension, noting its position not directly sitting opposing No.6, and relative separation distance of approximately 7.3m from the rear windows to the extension, it is considered that the proposal would be acceptable in neighbouring amenity terms.
- 7.4.7 The proposed extension when considering its overall reduced scale and size, position, proposed roof design and the existing context and relationship between the two sites, it would not be considered that the proposed development significantly compromises the amenities of No.6 over and above any existing harm to warrant a reason for refusal. It is considered that the proposed development has sufficiently reduced its overall scale towards its northern aspect and subsequently overcome the previous reason for refusal.
- 7.4.8 The opposing side extension would be screened from No.6 by way of the existing dwelling and therefore no concerns are raised.

## No.10 Orchard Way

- 7.4.9 In relation to No.10 Orchard Way, the proposed front extension would bring forward the first-floor level by 1.3m depth albeit set away from the shared boundary by 2.8m whilst there is a further 1m separation between No.10 and the shared boundary. Owing to this separation and limited increase to the overall depth it is not considered there would be any significant harm resulting from the development here.
- 7.4.10 The proposed side extension would have a limited width of 1m, setback 1.3m from the front projection and 1.8m from the shared boundary. The position of this element of the proposal would run in line with the neighbouring property not projecting forward. A window is located to the flank elevation of No.10 facing the application site, however this is obscure glazed indicating it serves a bathroom, a non-habitable space. The opposing flank extension, owing to its position, would not raise any amenity concerns for the occupiers of No.10.
- 7.4.11 As such, the proposal is considered to have sufficiently addressed the previous amenity concerns raised and would not be considered to significantly harm the residential amenities of the neighbouring properties over and above the existing harm, thus satisfying the objectives of Policy DM9 of the CSDMP and the RDG.

### **7.5 Highway and parking impacts**

- 7.5.1 Surrey County 'Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development' (Nov 2021) sets out for a minimum of 2+ spaces to be provided for 4+ bedroom dwellings in edge of centre, suburban and suburban edge locations.
- 7.5.2 An objection has been raised that the proposed works would facilitate an increase in occupancy on site resulting in potential additional parking stress. In this instance, the property would retain the same number of bedroom spaces albeit it is acknowledged that these spaces would provide the capacity for increased occupancy in theory owing to their upgrading to all double bedrooms. Notwithstanding this, the property would also retain its off-street parking provision, comprising the existing garage and two areas of hard landscaping to the front garden space which allow for up to two vehicles to be parked.
- 7.5.3 Given the above, it is considered that there would be no justified objection on this ground. The proposal would not result in any undue increased parking stress to the detriment of the highway network, in compliance with Policy DM11.

### **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 proposed works would be considered to be of a design and scale that would not conflict with local plan design policies whilst maintaining the residential amenity of the neighbouring occupiers and not impeding the highway network. The proposal would therefore sufficiently accord with the local plan policies.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions:

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

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

2. The proposed development shall be built in accordance with the following approved plans: Location Plan, Existing Block Plan, and 07/21 received 21/04/2022 and 07/21/7 Rev B received 30/07/2022 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. The building works, hereby approved, shall be constructed in external fascia materials to match those of the existing building.

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

4. No additional windows shall be created in the flank elevation(s) of the development hereby permitted without the prior approval in writing of the Local Planning Authority.

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

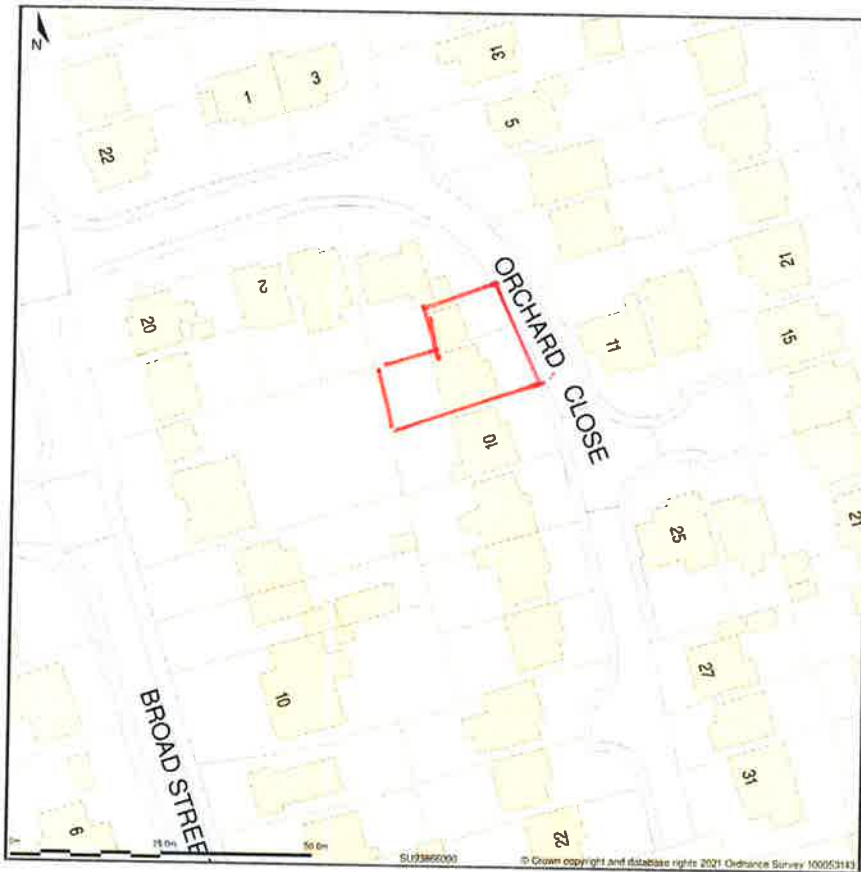


## Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
  2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
  3. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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8, Orchard Close, West End, Woking, Surrey, GU24 9NS



Site Plan shows area bounded by: 493792.32, 160832.45 493933.74, 160973.87 (at a scale of 1:1250), OSGridRef: SU93866090. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

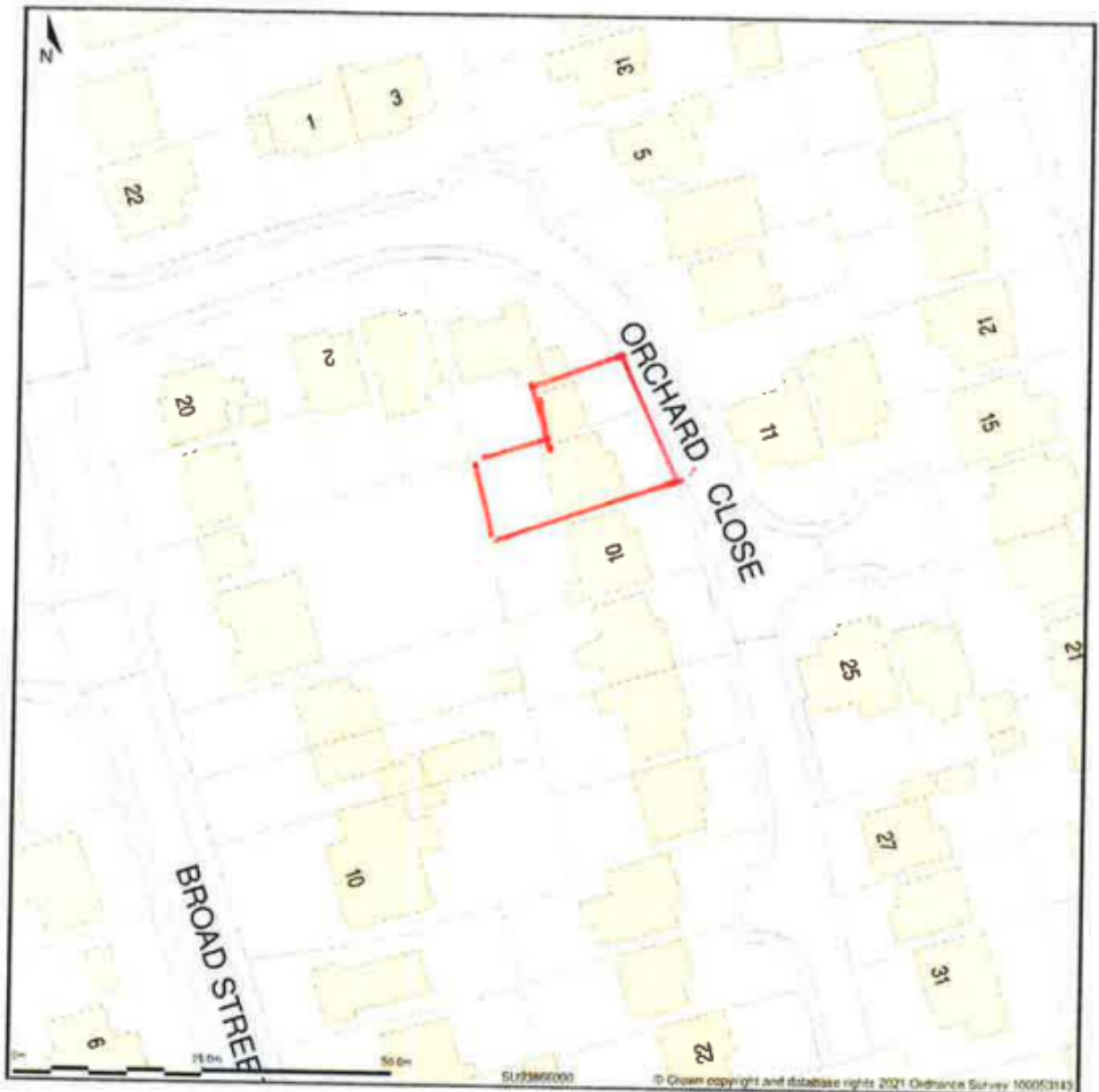
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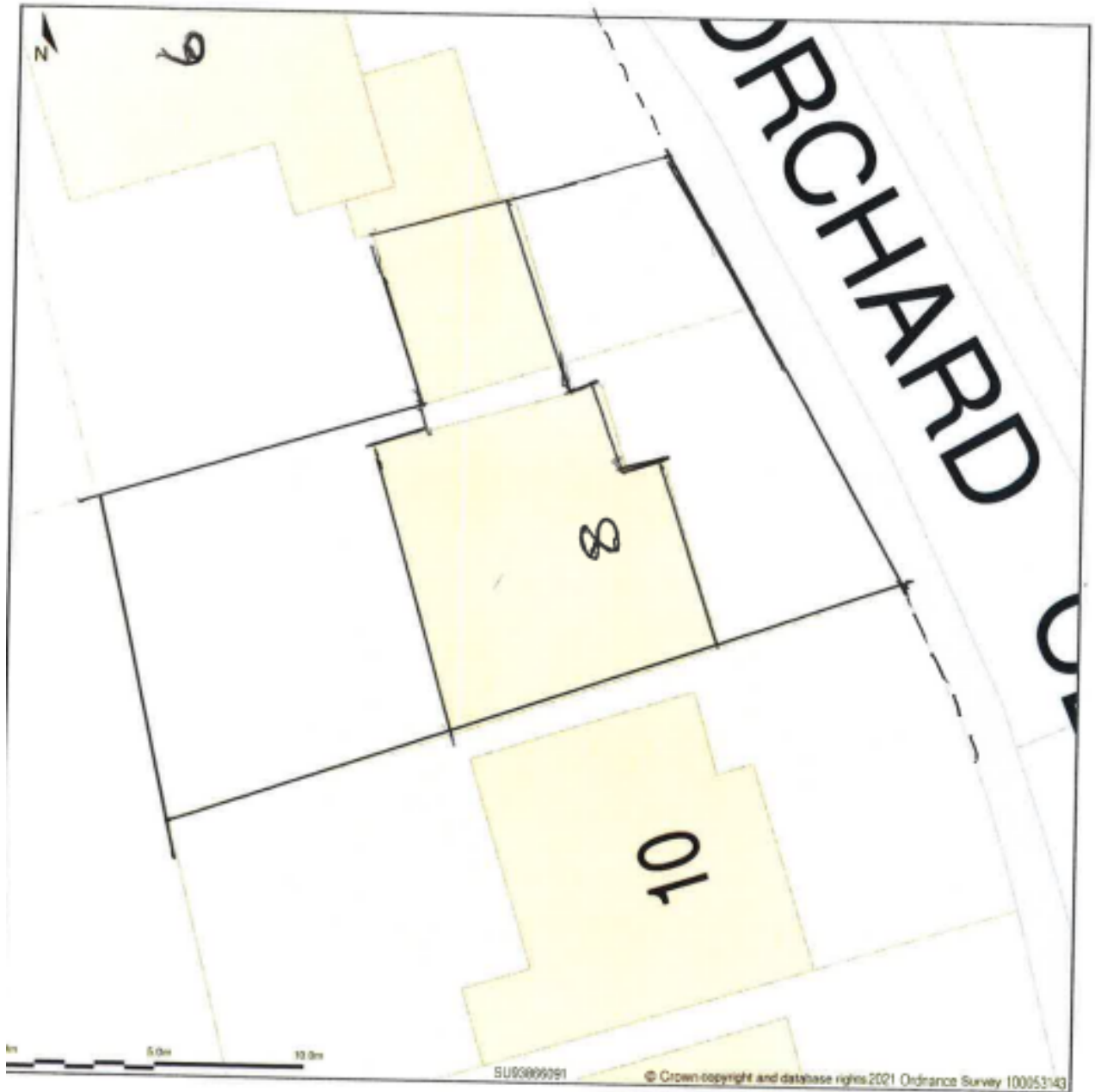
Location Plan

8, Orchard Close, West End, Woking, Surrey, GU24 9NS



Existing Block Plan

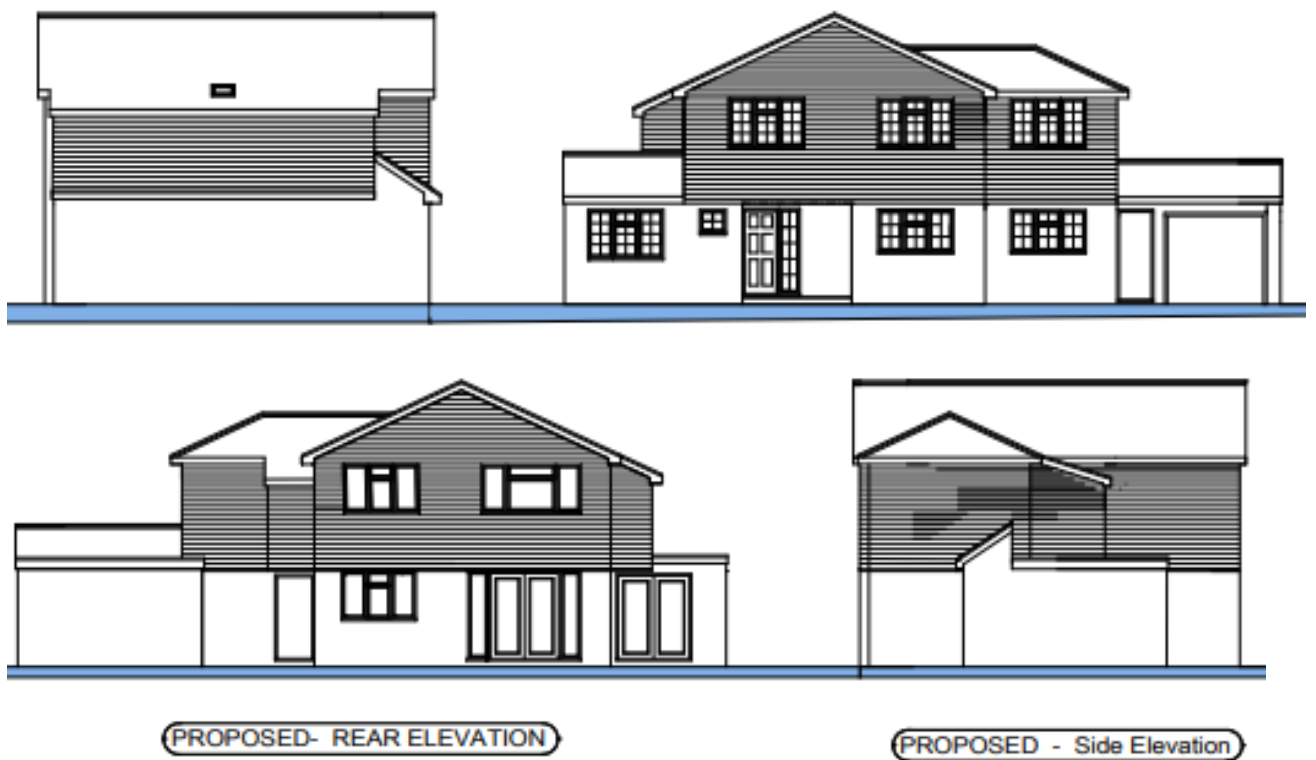
8, Orchard Close, West End, Woking, Surrey, GU24 9NS



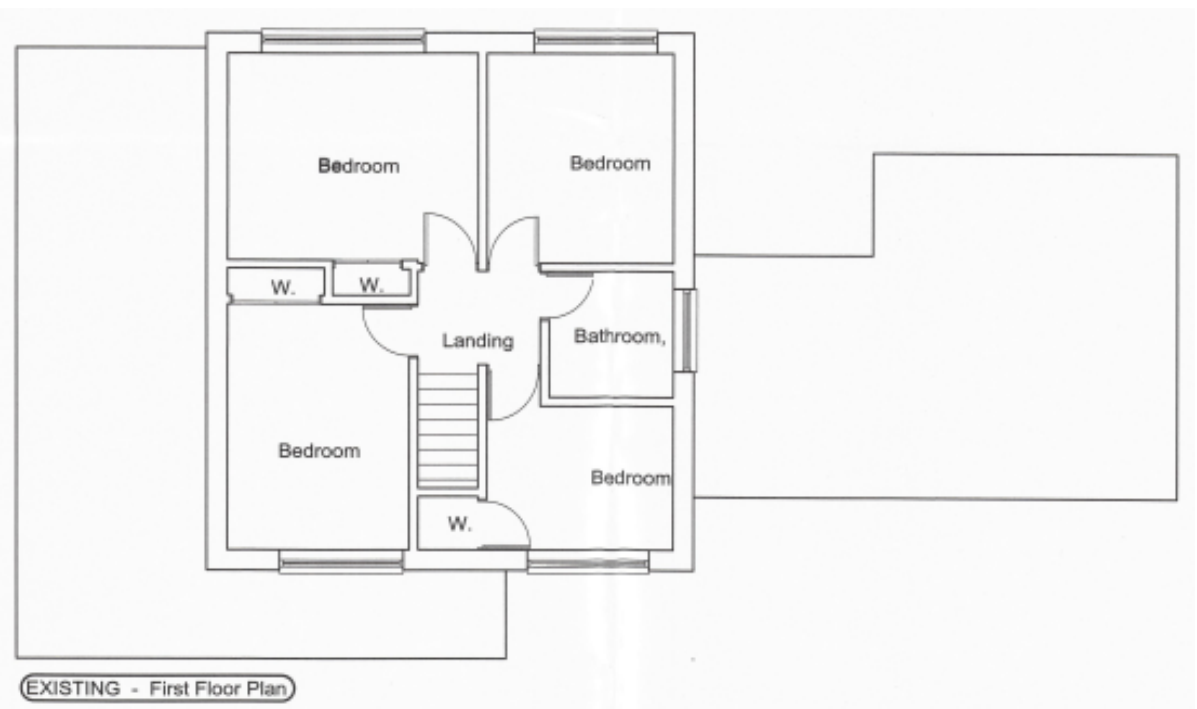
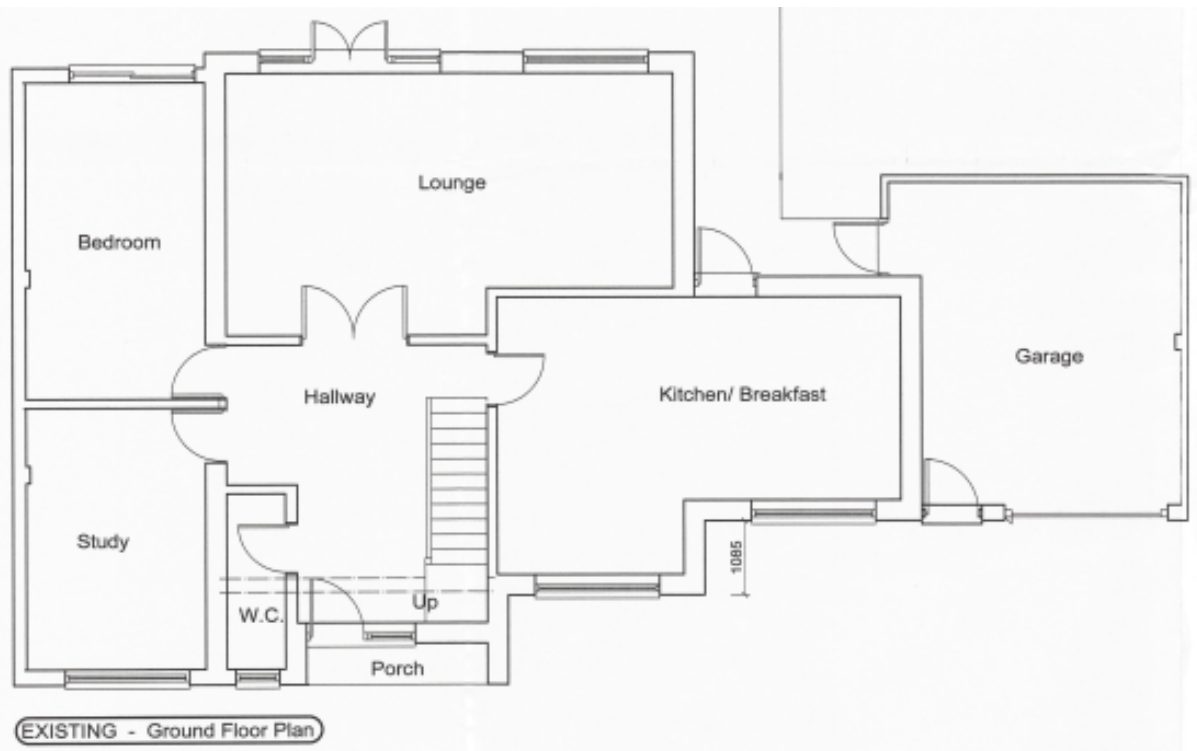
*Existing Elevations*



*Proposed Front & Side Elevations*

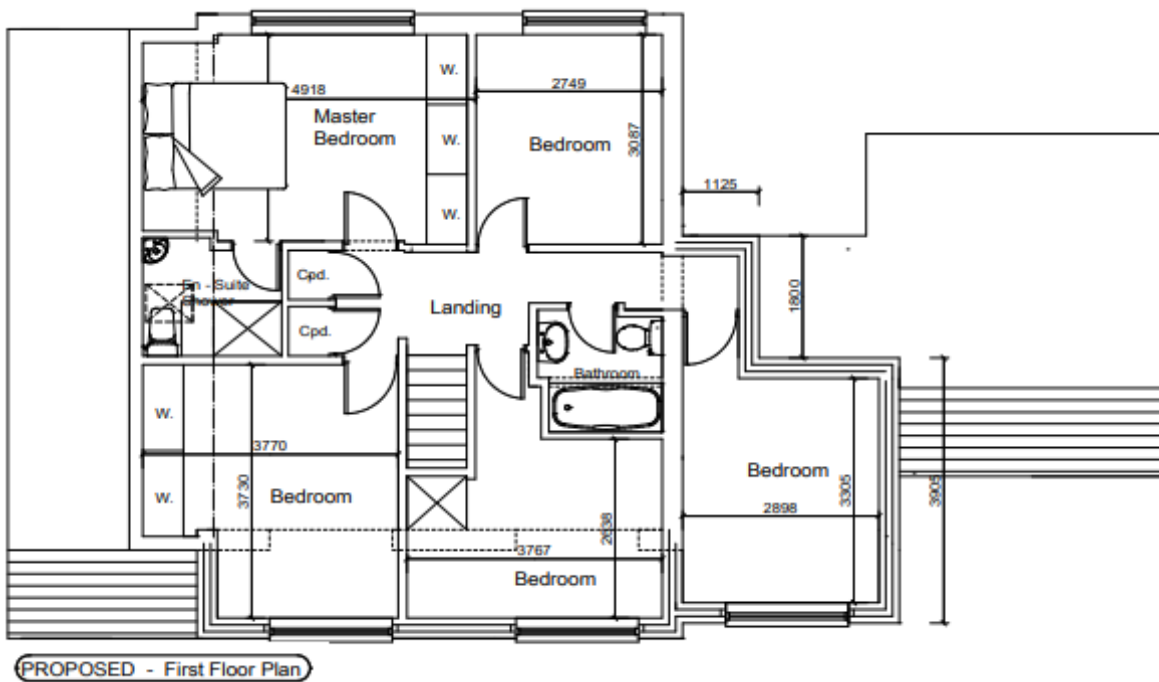
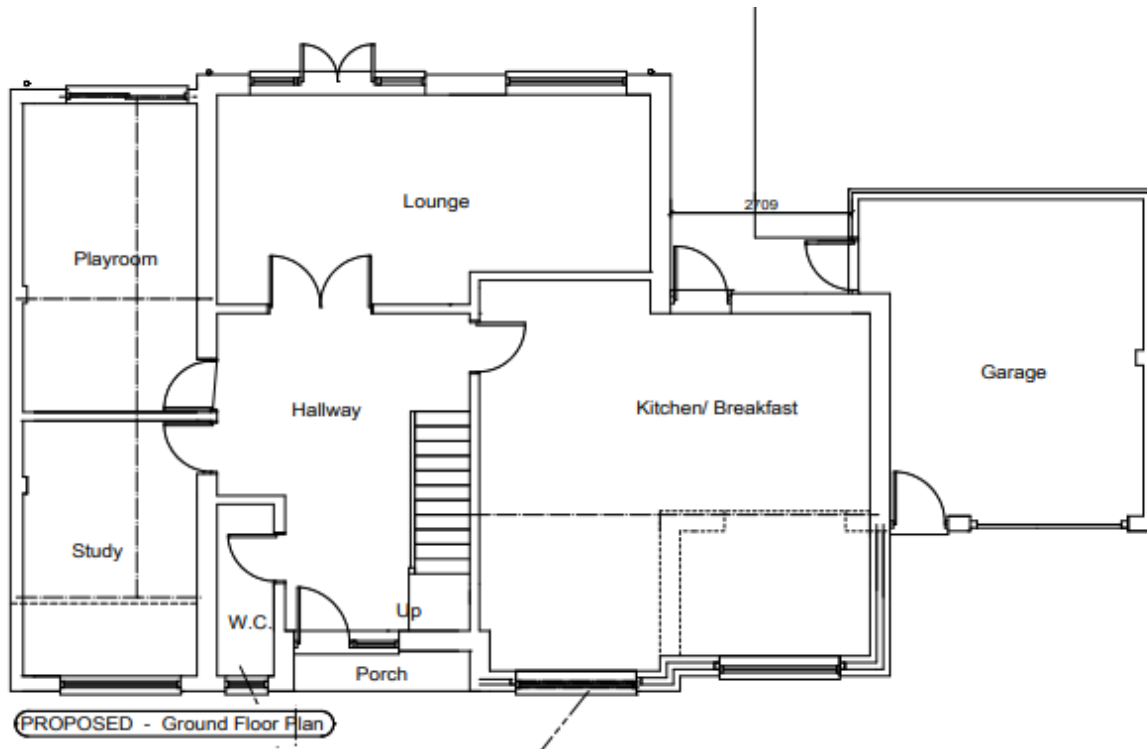


Existing Ground & First Floor Plans





Proposed Ground & First Floor Plans



*Front elevation of 8 Orchard Close*



*View from rear garden of 6 Orchard Close*



*View of garage between No.6 & 8 Orchard Close from garden of No.6*



*Rear elevation of No.6 Orchard Close*



*View from rear garden of 8 Orchard Close looking towards No.10*



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22/0408/FFU

**Reg. Date** 25 April 2022

Frimley Green

**LOCATION:** 15 Milden Close, Frimley Green, Camberley, Surrey, GU16 6PX  
**PROPOSAL:** Conversion of approved garage to form an annexe for use of a dependent relative.  
**TYPE:** Full Planning Application  
**APPLICANT:** Ms Tracey Hatton  
**OFFICER:** Shannon Kimber

An application of this type would usually be determined under the Council's Scheme of Delegation. However, this application has been reported to the Planning Applications Committee on the request of Cllr. Black

The application is subject to a non-determination appeal and so the Planning Inspectorate is now the determining authority.

**RECOMMENDATION: WOULD HAVE GRANTED, SUBJECT TO CONDITIONS**

**1.0 SUMMARY**

1.1 The application is for the conversion of the approved detached garage to form an annexe for a dependent relative. It is considered that the proposal is acceptable in principle. It would result in no adverse impact on the character of the surrounding area or the host dwelling or the residential amenities of the occupiers of the neighbouring dwellings. The proposal would also have no adverse highway impacts. Therefore, the application would have been recommended for approval, if this Authority had been the determining authority.

**2.0 SITE DESCRIPTION**

2.1 The application site contains a semi-detached bungalow, with an extant permission for a detached garage. It is located to the north-west of the highway, towards the end of the cul-de-sac. It is located within the Post War Council Estate Character Area. The site is within Flood Zone 1. The surrounding area is predominantly residential.

**3.0 RELEVANT HISTORY**

3.1 20/0521/FFU Erection of a single storey side extension following the demolition of the attached garage, a single storey rear extension, a front porch and a detached garage and the installation of a dormer window to rear to facilitate a loft conversion.  
 Approved 25.08.2020 (part implemented)

Condition 5 of the above permission reads as follows:  
 The garage 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 maintain planning control of this property, to ensure the

provision of on-site parking accommodation and to ensure that the additional building is not in any way severed from the main dwelling to provide a self-contained dwelling unit to the detriment of the character of the area and the integrity of the Thames Basin Heath SPA. In accordance with Policies CP11 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

- 3.2 1952 Erect bungalows  
Approved 08.08.1956

#### **4.0 THE PROPOSAL**

- 4.1 Full planning permission is sought for the conversion of the garage (approved by application 20/0521/FFU) to form an annexe for the use of a dependent relative.
- 4.2 The proposed development would not alter the height or foot print of the approved garage. The alterations proposed include replacing the garage door with a window and brick infill, the installation of door and window to the south-western side and one roof light to each of the side roof slopes. The proposed materials would be in keeping with the existing bungalow.

#### **5.0 CONSULTATION RESPONSES**

- 5.1 County Highways Authority. No requirements or comments to make.

#### **6.0 REPRESENTATION**

- 6.1 The occupiers of neighbouring properties were notified of the proposed development on the 10<sup>th</sup> May 2022 and again on the 18<sup>th</sup> August 2022. At the time of preparation of this report 6 letters of representation have been received from 6 different addresses. The objections have been summarised below:

- Inadequate parking provision and loss of parking, coupled with the need for more spaces being required through the use of the proposed annexe [*Officer comment: see section 7.6 in the following report*]
- Out of keeping with/negative impact on the character of area [*Officer comment: see section 7.4 in the following report*]
- Over development [*Officer comment: see section 7.4 in the following report. There is no increase to the size of the garage from the extant approval*]
- House has previously been extended [*Officer comment: this point has been noted*]
- There is a conditions attached to the approved garage to maintain control [*Officer comment: condition 5 attached to the recent approval (20/0521/FFU) states that the approved garage should not be converted to living accommodation without planning permission. The application currently submitted is to do that, so the proposal is complying with that condition*]
- Structure would be close to the boundary wall and could disturb foundations, a Party Wall Agreement would be needed [*Officer comment: this is not covered by planning legislation, however an informative regarding party wall agreements can be added to the decision*]
- Conflict with local plan [*Officer comment: the relevant policies are included at the start of each sub-sections in the following report, the proposal is then assessed*]



*against this policies]*

- Development too high [*Officer comment: the proposal would not alter the height of the approved outbuilding*]
- Inadequate access [*Officer comment: see section 7.6 in the following report*]
- General dislike of proposal [*Officer comment: this point has been noted*]
- Increase danger of flooding [*Officer comment: see section 7.7.1 in the following report*]
- Information missing from plans [*Officer comment: amended plans have been received and the neighbouring properties re-notified*]
- Future use of the site/potential to be an independent dwelling, this could lead to privacy impacts due to unknown/transient people using the annexe in the future. The development would also set a precedence for separate dwellings as there are a lot of detached garages in the surrounding area [*Officer comment: this is not what has been applied for, and only the proposal can be considered, potential future uses can be controlled through the use of conditions*]
- Sustainability impact [*Officer comment: the application site is within the settlement boundary, in principle, this is a sustainable area to develop in*]
- Amendments to the proposal have also been suggested [*Officer comment: this point has been noted, however this is not what is being proposed and each application is determined on its own merits*]
- Overlooking [*Officer comment: see section 7.5 in the following report*]
- Vaulted ceiling would need to be heated [*Officer comment: this is not a planning matter*].

6.2 The support comments have been summarised below:

- Support for caring for relatives,
- Plans are reasonable and proportionate.

## **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 policies DM9, DM10, DM11 and CP14 of the CSDMP and the National Planning Policy Framework (NPPF). The Residential Design Guide (RDG) Supplementary Planning Document 2017 as well as the Western Urban Area Character (WUAC) Supplementary Planning Document 2012 also offer relevant advice.

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

- Principle of development
- Impact on character and appearance of the surrounding area and host dwelling
- Impact on residential amenity of neighbouring properties
- Transport and highways considerations

Other considerations include:

- Flood Risk
- Community Infrastructure Levy

### **7.3 Principle of development**

- 7.3.1 The application site is located within the defined settlement boundary. As such, it is considered a sustainable place for development. It is noted that the site is also within the 400 metre to 5 kilometre buffer zone around the Thames Basin Heath Special Protection Area.
- 7.3.2 It is noted that a detached garage with annexe accommodation above was refused at 12 Mildred Close (the dwelling opposite the application site) by reason of its height, bulk and siting in relation to the host dwelling, and its resultant prominent siting within an open gap between dwellings and in close proximity to the front highway boundary (planning reference 17/0410). This development differs from the current proposal in the following ways: the height of the approved garage is not being altered, the development at number 12 would have resulted in a two storey outbuilding. The current proposal is set behind the principal elevation of number 15, whereas the development at number 12 would have been to the front of the property. In addition, the outbuilding at number 15 is proposed to be adjacent to a high boundary wall with two storey dwellings located at a higher ground level behind. As such, the two developments are not comparable in their impacts on the street scene. Furthermore, the garage has already received planning permission and will be subject to minor alterations to accommodate the proposed annexe use to the main building.
- 7.3.3 As such, it is concluded that the proposed development would be acceptable in principle.

### **7.4 Impact on character and appearance of the surrounding area and host dwelling**

- 7.4.1 Para 127 of the National Planning Policy Framework (NPPF) requires good design principles; subparagraphs b and c clarify that a visually attractive extension which is sympathetic to local character should be acceptable. Policy DM9 of the CSDMP states that development will be acceptable where it achieves a high-quality design which respects and enhances the local character in its urban setting, paying particular regard to scale, materials, massing and bulk.
- 7.4.2 Principles 7.1 and 7.8 of the RDG state that developments should complement the street scene and should positively contribute to the character and quality of the area.
- 7.4.3 The WUAC sets out the importance of achieving a good design which builds on the existing character of an area. The application site is located within the Post War Council Estate Character Area, this area is distinguished by its low red brick walls, long regular street and plot patterns and preponderance of semi-detached or terraced properties. Guiding principles PC1a, PC2 and PC4 of the WUAC are relevant in this instance.
- 7.4.4 The conversion of the approved outbuilding would not alter the bulk of build form on the site. Therefore the development would not represent an overdevelopment of the plot. The approved outbuilding would be visible from the public realm. Of the current alterations proposed, the window replacing the garage door to the front and the roof light to the north-eastern side roof slope would be visible from the public realm. However, due to the scale of these alterations, it is considered not to result in an adverse impact on the surrounding residential area.
- 7.4.5 It has been demonstrated by the applicant that the proposal would not be used as a separate dwelling unit. It has been confirmed by the applicant that no separate private amenity area will be provided for the annexe, nor will the annexe be rated separately to the main dwelling. Whilst the annexe would provide an ensuite bathroom for toilet and washing, and facilities for making light refreshment, the kitchen and laundry facilities of the main house would be shared by the occupiers of the main single family dwelling. As there is the potential for future users to deviate from what is currently proposed, it is recommended that the use of the outbuilding is secured by planning condition.

Furthermore, it is important that the use of the outbuilding is secured by a condition to ensure that the correct mitigation is secured for the Thames Basin Heath Special Protection Area.

- 7.4.6 Therefore, the proposal would not be considered contrary to the NPPF, Policy DM9 of the CSDMP, the RDG or the WUAC.

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

- 7.5.1 Policy DM9 of the CSDMP states that development will be acceptable where the proposal respects the amenities of the occupiers of neighbouring properties and uses. This is supported by para 127(f) of the NPPF, which seeks to create a high standard of amenity for existing and future users. The importance of appropriate design for extensions, so as not to result in a material loss of amenity for the occupiers of neighbouring properties, is set out in principles 8.1, 8.2, 8.3 and 10.1 of the RDG.

- 7.5.2 Due to the separation distances between the approved outbuilding and the neighbouring dwellings, coupled with the fact that this would be a single storey structure, it is considered that the proposal would not alter the existing pattern of overlooking. As the development is for an annexe and no sub-division of the plot is proposed, there would be no adverse impacts on the occupiers of the application site. The proposed development would not alter the bulk or mass of the approved structure, as such, there would be no alteration to the approved overbearing and overshadowing impacts.

- 7.5.3 It is considered that the proposal would comply with the NPPF, Policy DM9 of the CSDMP and the RDG.

## **7.6 Transport and highways considerations**

- 7.6.1 Policy DM11 of the CSDMP states that development will be not acceptable where the proposal adversely impacts safe and efficient flow of traffic. All development should ensure safe and well-designed vehicular access, egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Principles 6.7 and 6.8 of the RDG sets out the importance of well-designed parking arrangements, without parking visually dominating the street scene. Surrey County Council recommends a minimum of two vehicle parking spaces for a dwelling with four bedrooms in a suburban environment.

- 7.6.2 The driveway leading to the outbuilding would have a minimum width of 3.7 metres, between the boundary wall and the closest corner of the extended dwelling. This is of a sufficient width to allow access for a motor vehicle to the existing hardstanding. In addition, current trends show that garages are used predominantly for storage rather than for parking. In any event, there is sufficient space to the front of the property for two vehicles to be accommodated on-site. The access point to the property is not proposed to be altered.

- 7.6.3 As such, it is not considered that the proposed development would have a negative impact on highway safety.

## **7.7 Other Considerations:**

- 7.7.1 Flood Risk:

The application site and the neighbouring properties is in flood zone 1, meaning that it has a greater than once in a 1000 years chance of flooding. There is a 0.1% chance of surface water flooding in any given year on the road to the site of the site. In any event, the proposal is for the conversion of an approved structure, with no increase in foot print. This would not alter the approved risk of flooding.

### 7.7.2 Community Infrastructure Levy:

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

## 8.0 POSITIVE/PROACTIVE WORKING

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

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

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

c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

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

## 9.0 CONCLUSION

9.1 It is considered that the proposal is acceptable in principle. It would result in no adverse impact on the character of the surrounding area and the host dwelling, the residential amenities of the occupiers of the neighbouring dwellings, and would cause not adverse highway impacts and would not increase flood risk. The proposed development would comply with the NPPF, policies DM9, DM10 and DM11 of the CSDMP, the RDG and the WUAC. The application is therefore recommended for approval.

## 10.0 RECOMMENDATION

The Council would have GRANTED 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:

Site Location and Proposed Block Plan, Drawing reference: 1713.05 01, Received 15.06.2022

Proposed Floor Plans and Elevation, Drawing reference: 1713.06 01, Received 25.04.2022

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

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

4. The development hereby permitted shall not be otherwise occupied other than as ancillary accommodation to the existing dwelling known as 15 Mildens Close, Frimley Green, GU16 6PX.

To ensure the ancillary nature of the outbuilding it shall not have; i) a separate postal address, ii) separate metres for the provision of services, iii) a separate and registered Land Registry title, iv) a separate Council tax account, v) a separate access independent of the main dwelling house.

In addition the outbuilding shall be retained within the curtilage of the host dwelling house and a separate curtilage shall not be created. At no time shall the outbuilding be sold, sub-let or rented independently to the occupation of 15 Mildens Close.

Reason: To maintain planning control of this property and to ensure that the additional accommodation is not in any way partitioned from the main dwelling to provide a self-contained dwelling unit to the detriment of the character of the area and the integrity of the Thames Basin Heath Special Protection Area in accordance with Policies DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. Notwithstanding the provisions set out in Schedule 2 Part 1 Class E and Schedule 2 Part 2 Class A of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) other than for works to maintain or replace the existing fencing or walls forming the external boundaries of the application property no means of enclosure, gates, fences or walls shall be erected, installed, formed or sited anywhere within the curtilage of the application property.

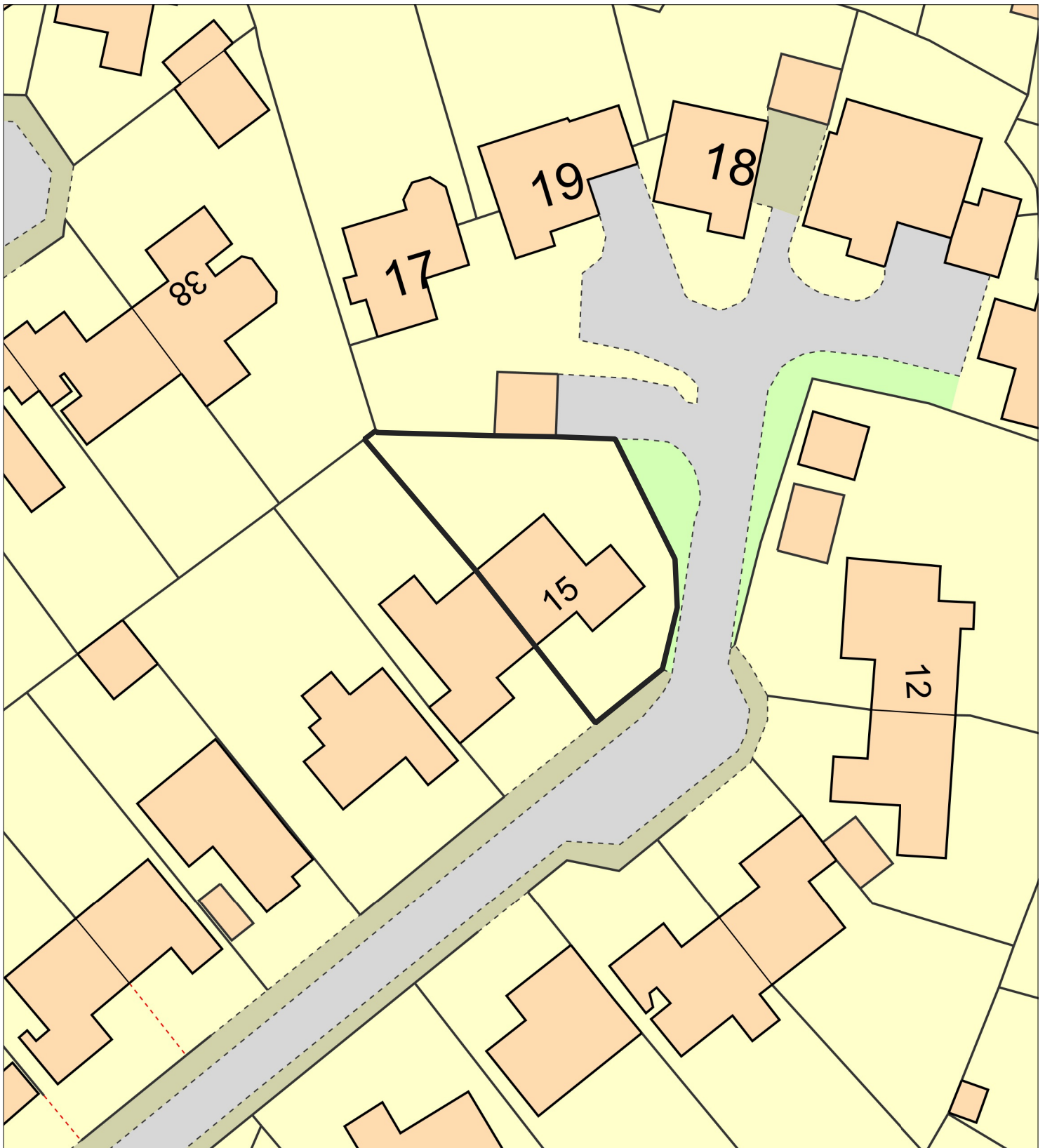
Any development under the Classes stated above undertaken or implemented between the date of this decision and the commencement of the development hereby approved shall be demolished and all material debris resulting permanently removed from the land within one month of the development hereby approved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

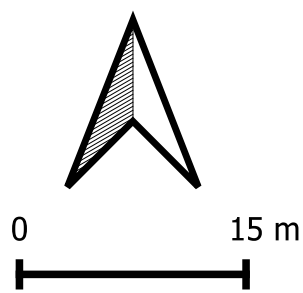

Reason: To prevent the subdivision of the application site and ensure the use of the development remains ancillary to the host dwelling in the interests of visual and residential amenity and to protect the integrity of the Thames Basin Heaths Special Protection Area in accordance with Policies DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

### **Informative(s)**

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2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.

3. The applicant's attention is drawn to the Party Walls (etc) Act 1996.
  4. 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.
  5. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
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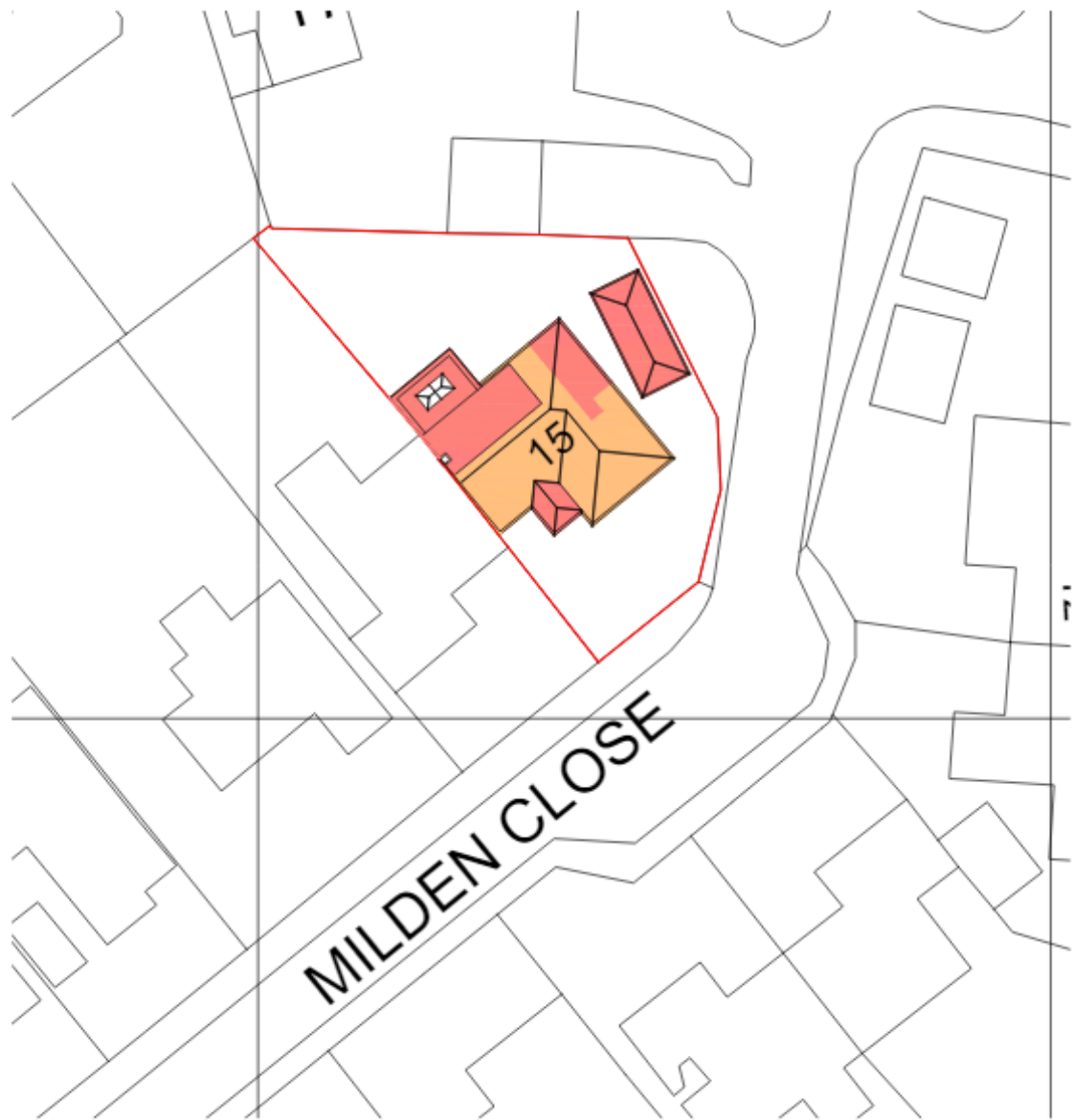
<b>Title</b>	Planning Applications		
<b>Application number</b>	22/0408/FFU		<b>Scale @ A4</b> 1:500
<b>Address</b>	15 Milden Close Frimley Green Camberley Surrey GU16 6PX		<b>Date</b> 10 Aug 2022
<b>Proposal</b>	Conversion of approved garage to form an annexe for use of a dependent relative.		
<p style="text-align: center;">Page 39</p>			
<p>Version 5      © Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022      Author: SM</p>			

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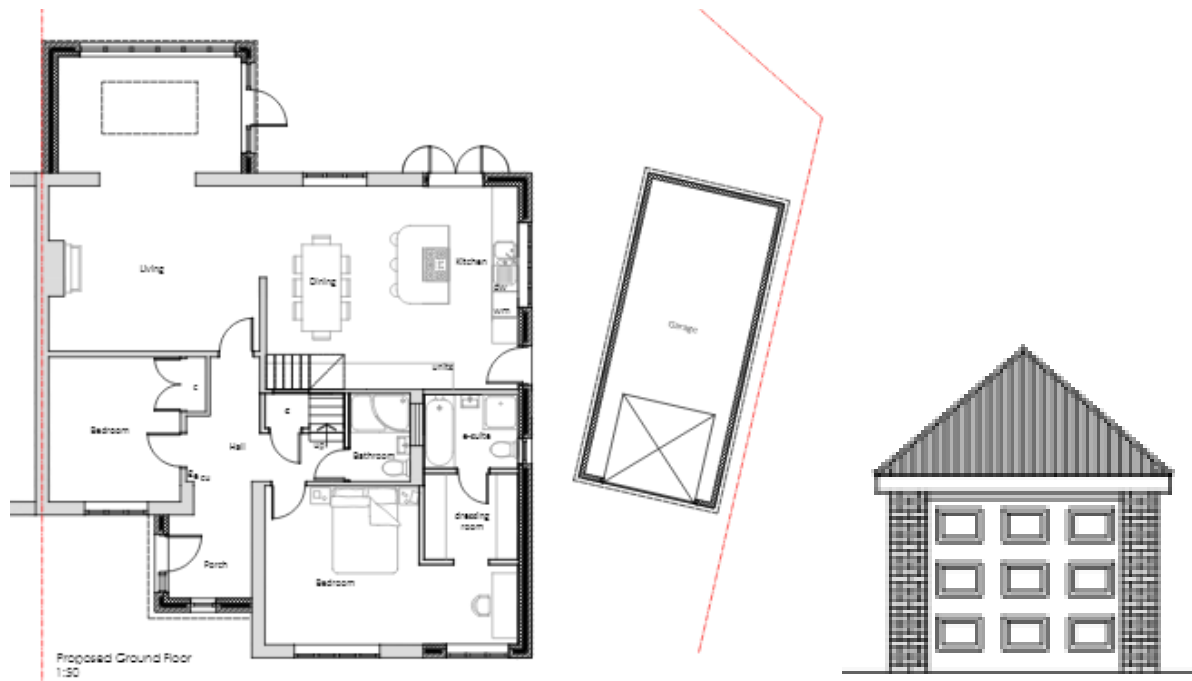


Plans and photos for 15 Milden Close, 22/0408/FFU

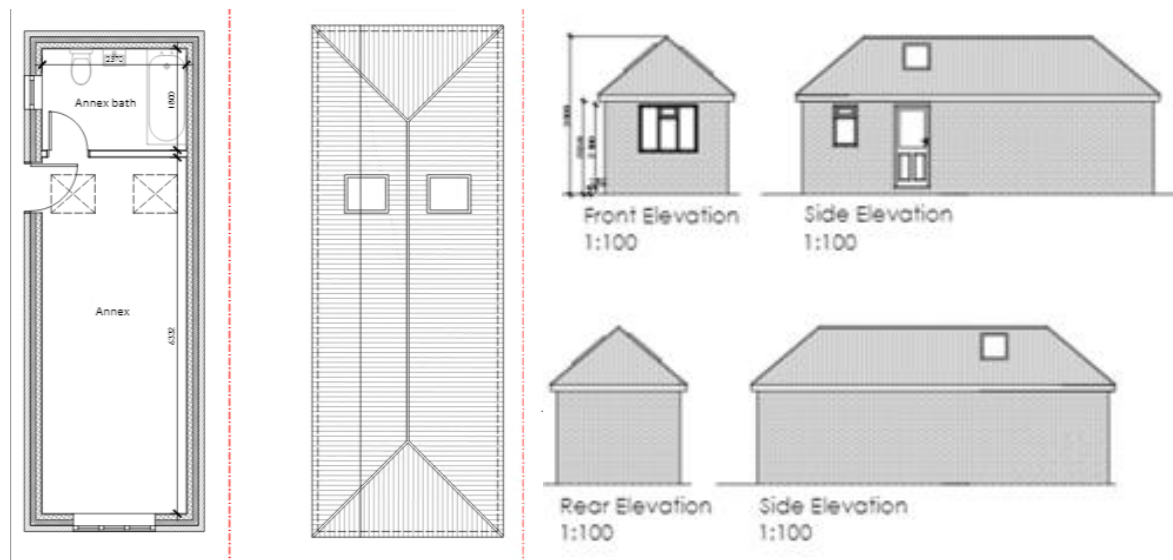
Proposed Block Plan



Development approved under 20/0521/FFU



Development proposed by this application



Front of the application site



Application site within street scene



Dwellings opposite the application site (12, 10 and 8 Milden Close)



Parking and site of outbuilding facing rear



Site of outbuilding facing the front of the application site



22/0471/FFU

**Reg. Date** 11 May 2022

Windlesham &amp; Chobham

**LOCATION:** 45 Windsor Road, Chobham, Woking, Surrey, GU24 8LD

**PROPOSAL:** Erection of a single storey front/side extension, erection of a single storey rear extension and alterations to rear fenestration

**TYPE:** Full Planning Application

**APPLICANT:** Mr Eugene Flynn

**OFFICER:** Shannon Kimber

An application of this type would usually be determined under the Council's Scheme of Delegation. However, this application has been reported to the Planning Applications Committee at the request of Councillor Tedder

**RECOMMENDATION: GRANT, subject to conditions**

**1.0 SUMMARY**

- 1.1 The application is for the erection of a single storey front/side extension, erection of a single storey rear extension and enlargement of existing driveway. During the submission amended plans were received to delete the rear terrace. It is considered that the proposal is acceptable in principle. It would not result in an adverse impact on the character of the surrounding area nor the host dwelling, the residential amenities of the occupiers of the neighbouring dwellings or the safe operation of the highway network. The application is therefore recommended for approval.

**2.0 SITE DESCRIPTION**

- 2.1 The application site contains a detached, two storey dwelling and is used as a single family dwelling. It is located to the west of the highway. There is a Grade II listed building opposite the application site. The surrounding area is predominantly residential. The site is within the settlement of Chobham (which is washed over by Green Belt).

**3.0 RELEVANT HISTORY**

- 3.1 98/0276 Erection of a first floor rear extension.  
Approved 21.04.1998
- 3.2 01/0492 Erection of a two storey side/rear extension and associated alterations following demolition of existing single storey rear extension and detached garage.  
Approved 19.07.2001
- 3.3 The application site has its permitted development rights intact, however, owing to the above approved extensions any future rear developments would be attached to an existing two storey side and rear extension, and as the whole resulting addition is considered, any future rear extension would fail to comply with the permitted development legislation.

**4.0 THE PROPOSAL**

- 4.1 Full planning permission is sought for the erection of a single storey front/side extension, erection of a single storey rear extension and alterations to the rear

fenestration.

4.2 The proposed single storey front/side extension would have a width of 4.4 metres, a forward projection by 3.5 metres, and a maximum height of 3.9 metres with an eaves height of 2.8 metres.

4.3 The proposed single storey rear extension would have a width of 9.5 metres, a depth of 6 metres, a maximum height of 3.4 metres (to the apex of the roof lanterns) and a height of 3 metres to the flat roof section.

4.4 This application has been amended from the original proposal in the following ways:

- The use of the flat roof over the proposed rear extension as a roof terrace is no longer proposed.
- The windows on the rear elevation at first floor level would be French doors with Juliette balconies.
- The enlargement of the existing driveway has been removed from the proposed development.

## 5.0 CONSULTATION RESPONSES

5.1 Surrey County Council Highways No objects raised to the amended scheme.

5.2 Chobham Parish Council Raised objections for the following reasons:

- Unneighbourly form of development by reason of overlooking and loss of privacy from the first floor roof terrace with unacceptable noise too. Acoustic barriers and fencing would not mitigate the harm *[Officer comment: The terrace has been deleted from the scheme]*
- To note: a concern raised by a neighbour regarding the proposed dropped kerb being directly over an access chamber for the fibre optic cable network *[Officer comment: This is not a planning matter. An informative could be added if minded to approve].*

## 6.0 REPRESENTATION

6.1 Letters were sent all adjoining neighbouring properties on 19/05/2022. Following the receipt of amended plans, further re-notifications letter were sent out on the 28/07/2022 and the 08/08/2022 to all neighbours and contributors.

6.2 At the time of preparation of this report 4 letters of representation have been received from 2 different addresses. These objections have been summarised below:

- Information missing from plans [*Officer Comment: Amended plans have since been received*];
- Loss of privacy and overlooking of private amenity areas and habitable rooms [*Officer Comment: See section 7.4*];
- Unneighbourly and negative impact on residential Amenity [*Officer Comment: See section 7.4*],
- Proximity to boundary [*Officer Comment: See section 7.4*],
- Proposed roof terrace would be too large, and noise nuisance from gatherings. Application site has a large garden and does not need a roof terrace [*Officer Comment: This has been deleted from the proposal*];
- Potential loss of light/shadowing, and a detrimental impact on residential visual amenity if privacy screens were proposed [*Officer Comment: As above, given that the terrace has been deleted. See section 7.4*];
- Proposed dropped kerb would be directly over an access chamber on the newly installed European fibre optic cable network [*Officer Comment: See paragraph 4.4c above*].

## **7.0 PLANNING CONSIDERATION**

7.1 The application site is located within the settlement of Chobham (which is washed over by Green Belt), as set out in the proposals map included in the Core Strategy and Development Management Policies document 2012 (CSDMP). For this proposed development, consideration is given to policies DM9, DM11 and DM17 of the CSDMP, the Residential Design Guide (RDG) Supplementary Planning Document 2017 and the NPPF. The proposal is not CIL liable.

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

- Impact on character and appearance of the surrounding area and host dwelling;
- Impact on residential amenity of neighbouring properties; and,
- Transport and highways considerations

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

7.3.1 Para 130 of the National Planning Policy Framework (NPPF) requires good design principles; subparagraphs b and c clarify that a visually attractive extension which is sympathetic to local character should be acceptable. Policy DM9 of the CSDMP states that development will be acceptable where it achieves a high-quality design which respects and enhances the local character in its urban setting, paying particular regard to scale, materials, massing and bulk. Policy DM17 of the CSDMP states that development should take into account the individual significance of any Heritage Asset.

7.3.2 Principle 7.8 of the RDG sets out guidelines for designers detailing that design which positively contributes to the character and quality of the area will be supported. Principle 7.9 focuses on window design and principles 10.1, 10.2 and 10.4 focus on front and rear extensions, and as such, are relevant.

- 7.3.3 The proposed extension to the rear would be screened from the public realm by the existing built form. The proposed front extension would be set back from the front boundary by 15.7 metres. As such, the proposed development would not result in a significant impact on the character of the surrounding area.
- 7.3.4 Both the front and rear extensions would be single storey structures. Neither extension would project beyond the existing side elevations. The proposed front extension would not project forward of the existing front-most elevation. In addition, the roof over this front extension would have a crown roof design. This design results in the eaves height matching those of the existing single storey enclosed porch, the reduced bulk as the crown roof design does not result in an overly high roof, and the pitch of the roof would match that of the roof over the existing dwelling. As such, the development would not be considered to dominate the host dwelling.
- 7.3.5 It is acknowledged that the proposed development to the rear would be a significant extension. The width of this extension would match the width of the existing dwelling, and external pedestrian access to the rear would also be retained. The flat roof design of the rear extension reduces the bulk of built form, and thereby lessens the impact of this element of the development. Due to the size of the application plot, there is sufficient rear garden space kept for the future occupiers of the site. On consideration, the design of the proposed rear extension would be acceptable as it would be subordinate to the main dwelling
- 7.3.6 One of the dwellings opposite the application site, Fowlers Well Farm House, is a Grade II listed building. Whilst the curtilage of this dwelling is opposite the application site, the main dwelling is screened by vegetation surrounding the Chobham Club as well as the boundary to Fowlers Well Farm House. There would be a minimum separation distance of 28.6 metres between the curtilages of these two dwellings. Due to the separation distance and intervening features, it is considered that the proposal would not result in a significant or harmful impact on the setting of this heritage asset.
- 7.3.7 In character terms, the proposal would not be contrary to the NPPF, Policies DM9 and DM17 of the CSDMP or the RDG.

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

- 7.4.1 Policy DM9 of the CSDMP states that development will be acceptable where the proposal respects the amenities of the occupiers of neighbouring properties and uses. This is supported by para 127(f) of the NPPF, which seeks to create a high standard of amenity for existing and future users. The importance of appropriate design for extensions, so as not to result in a material loss of amenity for the occupiers of neighbouring properties, is set out in principles 8.1, 8.2, 8.3 and 10.1 of the RDG.
- 7.4.2 Planning permission is required for both the front and rear extension as neither would comply with the permitted development legislation.
- 7.4.3 47 Windsor Road:  
This is the neighbouring property to the north of the application site. The proposed rear extension would result in built form projecting 9.3 metres beyond the rear elevation of no. 47. However, due to the flat roof design, the rear extension would have a height of 3 metres, as such, the proposed extension would protrude 1 metre higher than the existing 2 metre high boundary fence. The proposed development would be sited 1.5 metres from the shared boundary with no. 47, and there would be a separation distance of 4.4 metres from the built form of this neighbouring property. As such, it is considered that the proposed rear extension would not result in an adverse overbearing impact on the occupiers of this neighbouring property.
- 7.4.4 On the rear elevation of no. 47, closest to the application site, there is a bay window with French doors serving a lounge, which also has a side facing window. A loss of



light assessment has been conducted for this lounge, in accordance with figure 8.7 of the RDG. The 60 degree line, drawn from the mid-point of the French windows would not intersect the proposed rear extension. Whilst it is acknowledged that the proposed rear extension would result in some overshadowing of the private amenity space to the rear of number 47, due to the modest height of the proposal, it is considered not to result in such an adverse impact.

- 7.4.5 There is a proposed window to the original side elevation at ground floor level. This element of the works would not require planning permission. In addition, as the window would face the 2 metre high boundary fence, there would be no significant alteration to the existing pattern of overlooking. Replacing the existing rear facing windows at first floor level with doors and Juliette balconies/safety barriers, would also not require planning permission. In any event, the French doors would be flush with the existing windows which they would replace, as such the existing level of overlooking would not be significantly altered. To be clear, the proposed alteration to the fenestration would not alter the existing floor area. There is no standing area provided by the Juliette balconies. The proposed Juliette balcony would act as a safety rail and would remove access to the flat roof over the rear extension. Planning permission would be required for the flat roof was used as a balcony/terrace in the future. To ensure control is retained, a condition is recommended to preclude the space being used as such.
- 7.4.6 The proposed front/side extension would be screened to the north and from 47 Windsor Road by the existing built form. As such, there would be no significant impacts in these directions.
- 7.4.7 41 and 43 Windsor Road:  
The building to the south-east of the application site houses two businesses at ground floor level (41 and 43 Windsor Road) with two residential units over (41A and 41B). This building is set 12.3 metres further forward in its plot than the application dwelling. As such, the front elevation of number 45 is sited behind the rear elevation of this neighbouring building. Due to the projection of the application building, the proposed French doors and Juliette balconies would not have views towards the private amenity area directly to the rear of number 41 and the level of overlooking to this property would be limited.
- 7.4.8 The proposed rear extension would be sited 15.7 metres behind the rear elevation of the neighbouring building to the south. This significant separation distance would be considered sufficient to mitigate any adverse overbearing or overshadowing impacts resulting from the proposed rear extension occurring on the occupiers of this neighbouring property.
- 7.4.9 The submitted plans show a window proposed to the existing side elevation at ground floor level, facing the rear garden of this neighbouring property, however this would not require planning permission as it is considered not to be development.
- 7.4.10 There is no window proposed to the side elevation of the single storey front/side extension. As such, there would be no adverse overlooking impacts to the private rear garden of this neighbouring building. The proposed front/side extension would have a height of 2.8 metres adjacent to the boundary, with a crown roof design which pitches away from the boundary, and would be sited next to the 1.8 metre high, close boarded timber fence. Therefore, it is considered that this element of the proposed development would not result in an adverse overbearing impact in this direction. As the application is sited to the north-west of this neighbouring building, the proposed development would not result in an adverse overshadowing impact.
- 7.4.11 Due to the single storey scale and separation distance from the front and rear boundaries, the proposed development would not result in a significant impact on the residential amenities of the occupiers in either of these directions. It is therefore considered that the proposal would comply with the NPPF, Policy DM9 of the

CSDMP and the RDG.

## **7.5 Transport and highways considerations**

- 7.5.1 Policy DM11 of the CSDMP states that development will be not acceptable were the proposal adversely impacts safe and efficient flow of traffic. All development should ensure safe and well-designed vehicular access, egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Principles 6.7 and 6.8 of the RDG sets out the importance of well-designed parking arrangements, without parking visually dominating the street scene. Surrey County Council recommends a minimum of two vehicle parking spaces for a dwelling with four bedrooms in a suburban environment.
- 7.5.2 The proposed development would not alter the number of bedrooms at the property, nor would it impact upon the existing hardstanding for parking on-site. It is considered that this element of the development would not result in an adverse impact on highway safety. The application is also supported by Surrey County Council.

## **8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY**

- 8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
  - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
  - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
  - d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.
- 8.2 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this Duty.

## **9.0 CONCLUSION**

- 9.1 It is considered that the proposal is acceptable in principle. It would result in no adverse impact on the character of the surrounding area and the host dwelling, the setting of the listed building, the residential amenities of the occupiers of the neighbouring dwellings and the proposal would have no adverse highway impacts. The proposed development would comply with the NPPF, policies DM9, DM11 and DM17 of the CSDMP and the RDG. The application is therefore recommended for approval.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions:

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

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

2. The development hereby permitted shall be built in accordance with the following approved plans:  
Site Location, Drawing reference: 6612068, Received 11.05.2022  
Block Plan, Drawing reference: 6612068, Received 11.05.2022  
Proposed Floor Plans, Drawing reference: 6612068 Rev 3, Received 08.08.2022  
Proposed Elevations, Drawing reference: 6612068 Rev 3, Received 08.08.2022  
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. The building works, hereby approved, shall be constructed in external fascia materials to match those of the existing building.

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

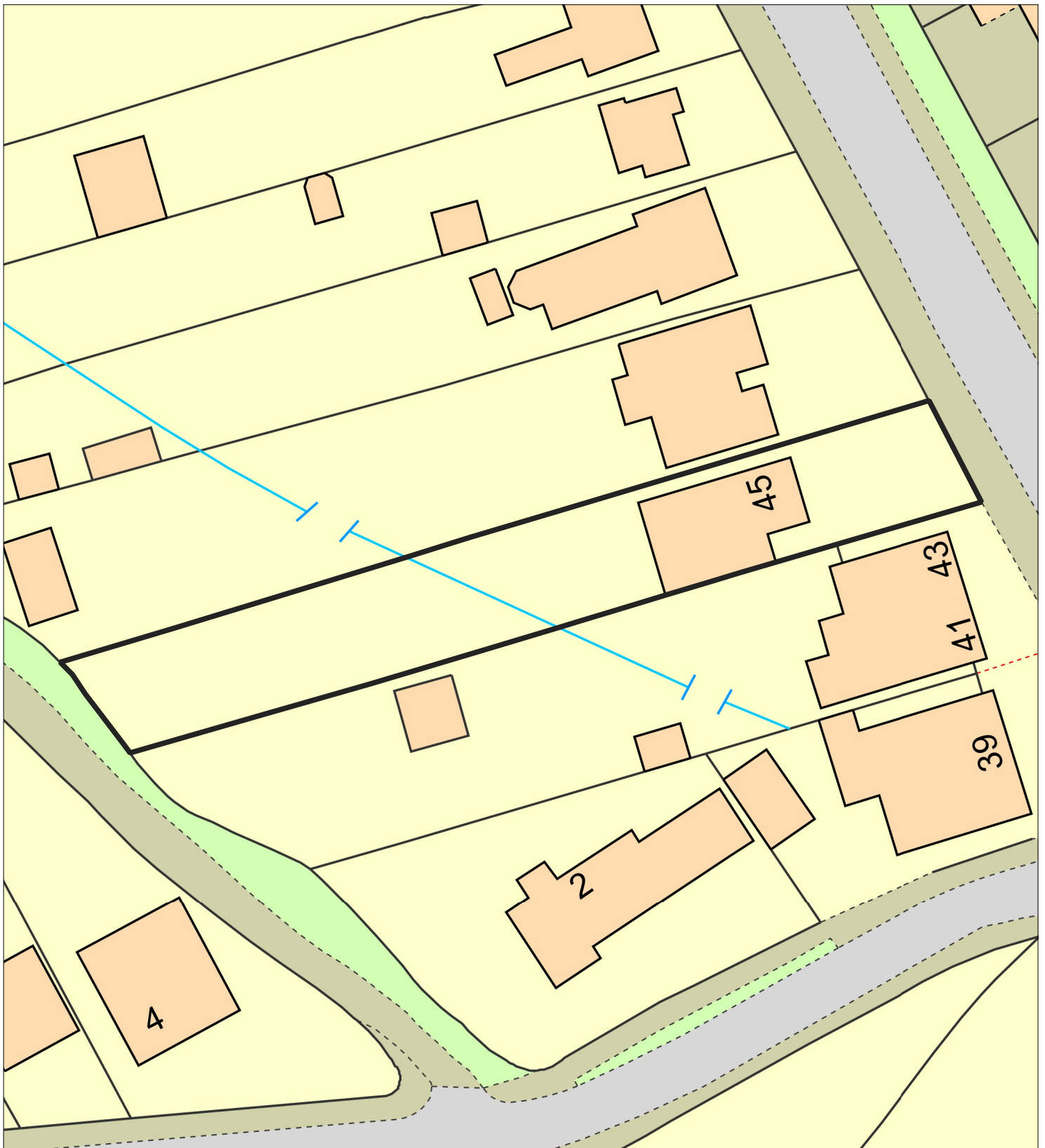
4. The roof areas of the proposed single storey rear extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of planning permission from the Local Planning Authority.

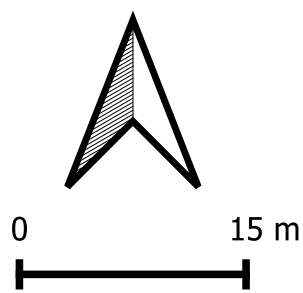

Reason: To ensure that the development does not affect the amenity of existing properties by overlooking and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

### **Informative(s)**

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
3. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report.
4. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

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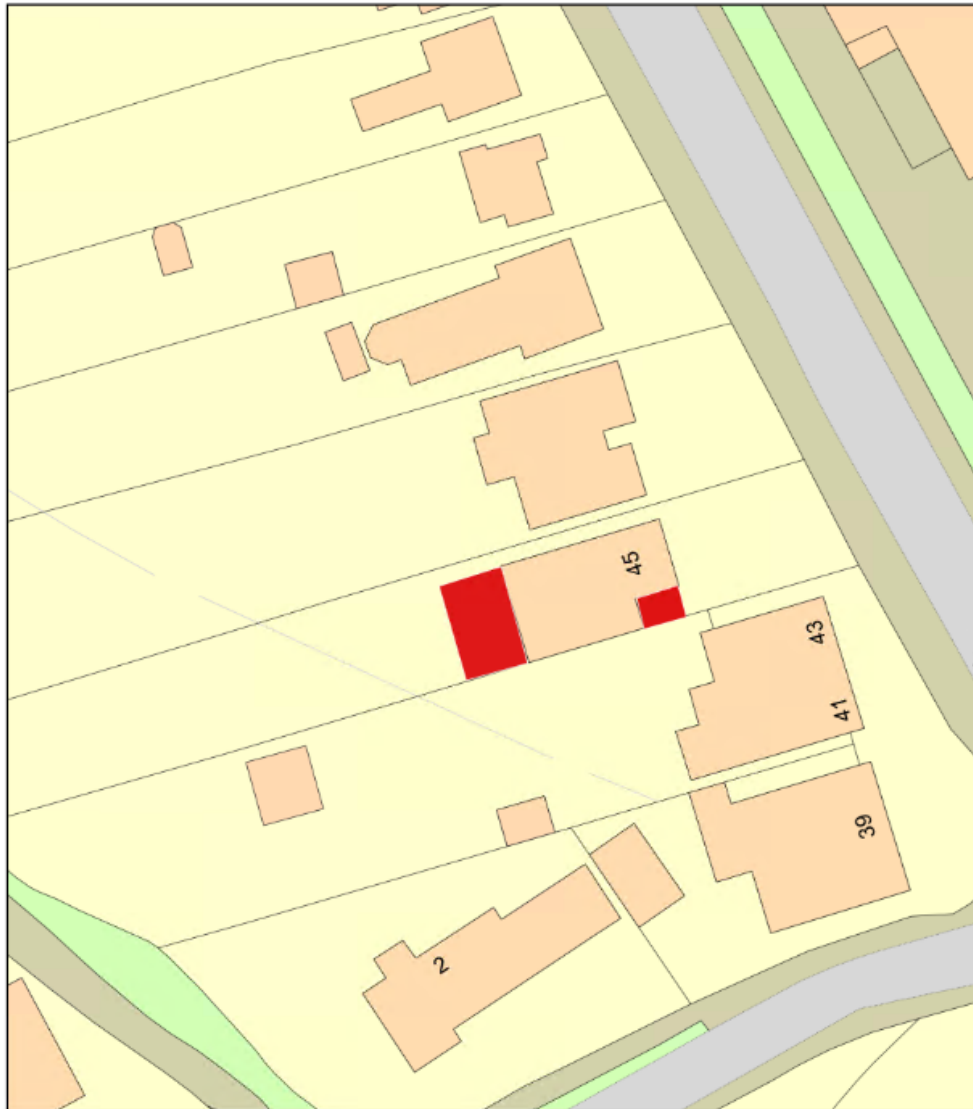


<b>Title</b>	Planning Applications		
<b>Application number</b>	22/0471/FFU		<b>Scale @ A4</b> 1:500
<b>Address</b>	45 Windsor Road Chobham Woking Surrey GU24 8LD		<b>Date</b> 10 Aug 2022
<b>Proposal</b>	Erection of a single storey front/side extension, erection of a single storey rear extension, alterations to rear fenestration and enlargement of existing driveway		
Page 53			
			
Version 5	© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022	Author: SM	

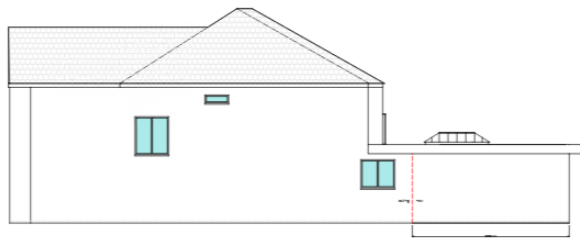
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Plans and photos for 45 Windsor Road, 22/0471/FFU

Block Plan



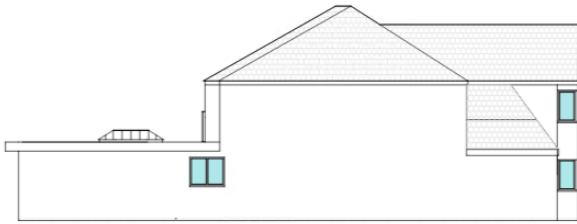
## Proposed elevations



North Side Elevation  
Proposed



Rear Elevation  
Proposed



South Side Elevation  
Proposed

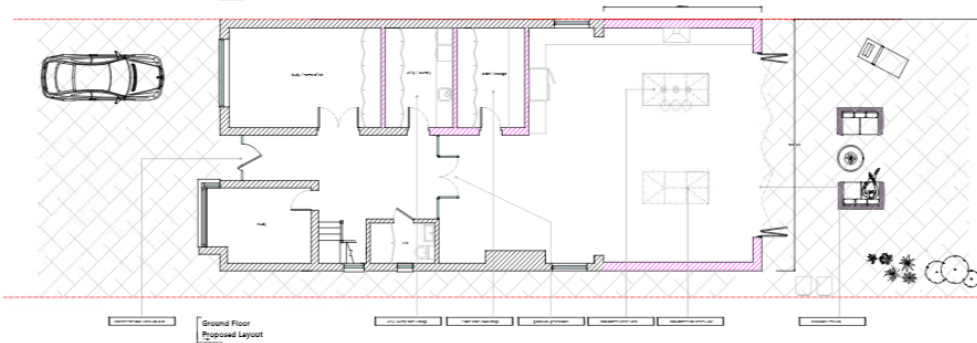


Front Elevation  
Proposed

## Proposed floor plans



1st Floor  
Proposed Layout



Ground Floor  
Proposed Layout



Photo of the front of the application site



Photo of the rear elevation of the application site



Photos of the rear garden of the application site



Photo of the rear of 47 Windsor Road



Photo of the rear of 41 and 43 Windsor Road



Photo of rear of 41 and 43 Windsor Road and the front of the application site,



22/0423/PMR

**Reg. Date** 27 April 2022

Windlesham &amp; Chobham

**LOCATION:** Gordon Murray Hq, Chertsey Road, Windlesham, Surrey, GU20 6HL,

**PROPOSAL:** Variation of Condition 22 (highway improvement works) and removal of condition 24 (bridleway details) pursuant to application 20/0747/FFU, permitted 09.02.2021.

**TYPE:** Relaxation/Modification

**APPLICANT:** Gordon Murray Group Limited

**OFFICER:** Navil Rahman

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

- 1.1 The application relates to a variation of condition 22 (Highway improvement works) to allow the required improvements at the Highams Lane/Chertsey Road junction to be implemented as prior to the commencement of phase three of the development and removal of condition 24 (bridleway details) as the temporary bridleway diversion is not considered necessary with the existing bridleway route unaffected, pursuant to application 20/0747/FFU, permitted 09/02/2021. The current submission follows discussions with the Surrey County Highway Authority who raise no objection to the application, and it is not considered the proposal would result in any undue impact to the highway network or the safety of highway users.
- 1.2 The application is therefore recommended for approval subject to conditions.

**2.0 SITE DESCRIPTION**

- 2.1 The application site comprises approximately 22 hectares and lies within the Green Belt. The site has an established office use, with its former use as the headquarters for the British Oxygen Corporation (BOC). Since 2007 the premises have broadly remained vacant, however, the site was briefly owned by Kamcorp Ltd, but this company entered into administration in 2019 and the site has since been acquired by the current applicant.
- 2.2 The site is located within the parish of Chobham but sits adjacent to the Windlesham parish boundary. It is also outside of but in close proximity to the Chobham Common Site of Special Scientific Interest (SSSI); the Thurley, Ash, Pirbright and Chobham Special Area of Conservation (SAC); a National Nature Reserve; and the Thames Basin Heath Special Protection Area (SPA). These areas of designation are located on the northern side of Chertsey Road opposite and beyond the site. The site also lies outside the floodplain and is not identified as having a designated landscape of historical, cultural or archaeological importance.

- 2.3 All of the existing buildings (totalling approximately 12,630 sq. metres) are located at the northern end of the site with the principal vehicular access off Chertsey Road used for visitors. There is also a secondary vehicular access to the site off Chertsey Road (known as Shepherd's Lane) used for deliveries. Highams Lane runs parallel with the site's eastern boundary and at the northern end of Highams Lane there is a further vehicular access which was used by staff, with access to the main building's basement car park.
- 2.4 The main building has an oxygen molecular shape footprint with a series of wings fanning out. The building is part single and part two-storey, with the rear of the building having an attractive landscape setting which includes two linked ponds and a lake. Beyond this and to the site's southern boundary, which is adjacent to the M3 motorway, the land levels drop and comprise open fields. The M3 motorway itself is on higher land up on an embankment.
- 2.5 There are a series of smaller ancillary buildings located closer to Chertsey Road than the main building. This includes the locally listed clock tower, plus single storey garage and plant building. These buildings are walled off from the main visitor entrance with a separate parking area. At the northwest corner of the site there is also a walled garden, and also a small graveyard which are both remnant of the original convent use of the site.
- 2.6 All site boundaries are well screened with mature trees and vegetation, although there are no statutory protected trees within the site or boundaries. Along the southern boundary rows of conifers have been planted to screen the motorway and the northern Chertsey Road boundary also includes walling. The immediate surrounding area is not densely populated with most of the residential dwellings to the west of the site, on the edge of Windlesham.

### 3.0 RELEVANT PLANNING HISTORY

- 3.1 20/0747 Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Higham's Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3). **Granted 09/02/2021**
- 3.2 The application related to a phased development as detailed below.
- o Phase 1: Building 2 is proposed to be erected with adjoining service building & cycle stores, adjacent landscaping, access road & adjoining parking spaces and the test road including immediate landscaping. As part of phase one it is also proposed to replant / refurbish the Walled Garden, an internal refurbishment of the listed clock tower including clock mechanisms. Internal refurbishment of the other existing ancillary buildings for reuse, repair & maintenance of the two existing lakes, clear existing overgrown vegetation & maintain the historic graveyards. It is also proposed to clean and repair the underground sections of the molecule buildings for vehicle storage (works

originally anticipated to start quarter one 2021 with estimated completion and occupation by quarter two 2023).

- o Phase 2: Building 1 is to be erected with adjoining service building & cycle store, adjacent landscaping and adjoining parking (works originally anticipated to start quarter four 2021 with estimated completion and occupation by quarter three 2023).
- o Phase 3: Building 3 is proposed to be erected with adjoining services building, adjacent landscaping and access & adjoining parking spaces (works originally anticipated to start quarter two 2023 with estimated completion and occupation by quarter four 2024).
- o Phase 4: repair and maintain the Molecule Building for use for Higher Educational & Office functions / ancillary uses for the GMC group and wider community (works originally anticipated to start quarter one 2025 with estimated completion by quarter three 2026).

3.3 Building 2 (Gordon Murray Automotive) relates to the proposed two-storey development sited parallel to the M3 that would accommodate the following:

- Ground floor – Customer reception, heritage vehicle collection area, Production vehicle work area, production vehicle assembly area, stores & staff welfare areas.
- 1st floor – Sales & customer area, heritage presentation area, heritage office, meeting rooms, viewing galley (of assembly area). Building 2, is primarily for the low output build and assembly of vehicles.

3.4 Buildings 1 & 3 remain at outline stage however would serve the following:

- Building 1: Main HQ building. Ground floor includes a reception area, technical labs & machinist shops for supporting R&D and prototype builds with 3no. prototype garages. The 1st Floor activities include engineering & design offices, styling & graphic inc. virtual reality studios, purchasing & procurement, boardroom & Chairman's suite.
- Building 3: Flexible research and development function into automotive technologies and vehicles. This would include R&D test beds and labs, stores, vehicle repair & servicing, stores and offices.

3.5 The proposal represented a departure from the Development Plan as it is a major development within the Green Belt. It was therefore referred to the Secretary of State following members agreement with the recommendation to grant permission at Planning Committee. The Secretary of State made no comment on the development.

3.6 21/0655 Application for approval of conditions: 14 (Archaeology), 15 (Heritage), 18 (Land Contamination), 19 (Drainage), 23 (Highways), 25 (Construction Traffic Management Plan) of planning consent 20/0747 (Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3)) – **Pending decision**

- 3.7 22/0111 Application for the approval of details of external materials (for Building 2) pursuant to Condition 4 of hybrid permission 20/0747/FFU (relating to the full application for the sales, manufacturing and heritage (Building 2) together with road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding; change of use of existing buildings (comprising BOC headquarters) for education, storage, business and ancillary uses; outline application with all matters reserved for two new buildings for headquarters and engineering (Building 1) and vehicle research and development (Building 3)) – **Granted 22/06/2022**

#### **4.0 PROPOSAL**

- 4.1 Planning permission is sought vary condition 22 (Highway improvement works) and removal of condition 24 (bridleway details) pursuant to application 20/0747/FFU, permitted 09/02/2021.
- 4.2 The supporting statement states that it is not necessary to implement the required highway improvements (Condition 22) at the Higham's Lane/Chertsey Road junction during the first two construction phases as the mitigation measure is in response to the increased number of vehicles using the junction, which would not arise until the occupation of the "Molecule Building". It would therefore be more relevant that the works are implemented prior to the first occupation of Phase Three. The condition following the variation is proposed as follows:
- 4.3 "Prior to the first occupation of Phase Three of the development hereby approved, the proposed highway improvements at the junction of Higham's Lane with B386 Chertsey Road comprising the removal or cut-back of vegetation to improve visibility west of the junction and widening of the junction bell mouth shall be completed broadly in accordance with Arup's drawing no. GMDW-ARUP-ZZ-XX-DR-C-2160 P01 and subject to the full technical and road safety auditing requirements approved by Surrey County Council on 6th April 2022".
- 4.4 With regards to Condition 24, the temporary bridleway diversion is not considered necessary as the existing bridleway route is unaffected and therefore the removal of the condition is proposed.

#### **5.0 CONSULTATION RESPONSES**

- |     |                                 |   |
|-----|---------------------------------|---|
| 5.1 | Chobham Parish Council          | Recommend original conditions remain imposed.   |
| 5.2 | Surrey County Highway Authority | Raise no objection and confirm acceptability of the variation of condition 22 and removal of condition 24. <i>See Annex A for a copy of their comments.</i> |
| 5.3 | Windlesham Parish Council       | Representation received but no comments made.   |

#### **6.0 REPRESENTATION**

- 6.1 A total of 35 letters of notification were sent out on the 11 May 2022 and advertised in the local press 20/05/2022. No letters of representation have been received as part of the consultation exercise.

## **7.0 PLANNING CONSIDERATIONS**

- 7.1 In considering this proposal regard has been had to the National Planning Policy Framework (NPPF), the National Design Guide (NDG), Policies CP1, CP2, CP8, CP11, CP14A, DM1, DM7, DM9, DM10, DM11, DM13 and DM17 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP).
- 7.2 The main issues to be considered within this application are:
- (i) Impact to the highway network

### **7.3 Impact on the highway network**

- 7.3.1 Policy DM11 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be supported by the Council, unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.

#### Condition 22

- 7.3.2 Condition 22 was attached to the original planning permission as a mitigation measure to improve the ratio of flow to capacity and visibility at the junction in the longer term, once the development was fully operational. The condition would require modifications to the junction in response to the increased number of vehicles using the junction at peak times.
- 7.3.3 The objectives of the condition are therefore related to the post construction of the development in reference to future users of the site rather than a mitigation measure required during the construction of the development. Noting this, it is considered that the level of increased vehicle use will only arise following the occupation of Building 3 (Phase 3). It is therefore considered acceptable and appropriate that the condition be amended to ensure the mitigation measures are put in place prior to the occupation of Phase 3 where the relevant harm is anticipated to arise.
- 7.3.4 The variation has been assessed by Surrey County Highway officers who are satisfied with the that the variation of the condition would still ensure the objectives of the original condition would be met, ensuring no adverse harm to the highway network during the critical construction phase of the development nor following the occupation of Phases 1&2. The variation is therefore considered acceptable and would not result in any significant adverse harm to users of the highway network whilst ensuring the original objectives of the condition would be met.

#### Condition 24

- 7.3.5 Condition 24 was originally imposed to create a temporary bridleway diversion during the construction of the site access, to allow highway users a safe route available. Following the grant of approval, the applicant has completed a s278 agreement in relation to access construction.
- 7.3.6 The submitted Road Safety Audit has recommended that the existing bridleway be maintained, and the temporary diversion will not be required. The Surrey County Highway officers have reviewed the report and concur with its conclusions, recommending to officers the deletion of Condition 24.

## Summary

- 7.3.5 On the basis of the above assessment, the proposed variation to the conditions would not prejudice the development in ensuring no significant adverse harm to the highway network during the construction phases, in line with Policy DM11 of the adopted Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012.

## Other Matters

- 7.3.6 Permission granted under section 73 takes effect as a new independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original permission, which remains intact and unamended. It is open to the applicant to decide whether to implement the new permission or the one originally granted. A decision notice describing the new permission should clearly express that it is made under section 73. It should set out all of the conditions imposed on the new permission, and, for the purpose of clarity restate the conditions imposed on earlier permissions that continue to have effect.
- 7.3.7 Aside from Condition 4 no conditions have been discharged as part of the original permission and therefore would remain as part of any new decision notice.

## **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 proposed variation to the conditions originally imposed would not be considered to harm the overall quality of the development nor result in any adverse harm to the highway network. The proposal would therefore sufficiently accord with the local plan policies.



## 10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

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

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

2. The development hereby permitted for the full planning application shall be begun within three years of the date of this permission.

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

3. The full planning application (hereinafter known as the detailed development) shall be built in accordance with the approved plans all as listed in the 'Planning Drawings Issue Sheet' reference 1714-P as received 15.09.2020 plus additional drawing nos. LD-DET-652 P01, LD-DET-653 P01 and GMDW-ARUP-ZZ-XX-SK-C-0001 P01, GMDW-ARUP-ZZ-XX-SK-C-0002 P01, GMDW-ARUP-ZZ-XX-DR2160 P01 and GMDW-ARUP-ZZ-XX-DR-C-2150 P01 unless the prior written approval has been obtained from the Local Planning Authority.

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

4. The development shall be carried out using the agreed external materials as set out in application ref. 22/0111/DTC granted 22/06/2022.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- i) Proof that any plant installed on site has a BS 4142:14 Laeq rating level (LarTr) that does not exceed the background level L90 at the nearest residential receptor.
- ii) An assessment of the noise impact of internal combustion engine vehicles using the test track ensuring compliance with internal noise levels as detailed within BS 8233:14 and BS 4142:14. Once agreed these details shall be retained as approved unless otherwise agreed in writing by the Planning Authority.

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

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

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

- (i) a survey of the extent, scale and nature of contamination.
- (ii) an assessment of the potential risks to:
  - (a) human health,
  - (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - (c) adjoining land,
  - (d) ground waters and surface waters,
  - (e) ecological systems,
  - (f) archaeological sites and ancient monuments.
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

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

5. Long Term Monitoring and Maintenance If identified as being required, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

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

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

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

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

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

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

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

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

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

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

22. Prior to the first occupation of Phase Three of the development hereby approved, the proposed highway improvements at the junction of Higham's Lane with B386 Chertsey Road comprising the removal or cut-back of vegetation to improve visibility west of the junction and widening of the junction bell mouth shall be completed broadly in accordance with Arup's drawing no. GMDW-ARUP-ZZ-XX-DR-C-2160 P01 and subject to the full technical and road safety auditing requirements approved by Surrey County Council on 6th April 2022.

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

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

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

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) vehicle routing taking account of any HGV restrictions and local schools
- (e) measures to prevent the deposit of materials on the highway
- (f) on-site turning for construction vehicles
- (g) hours of construction have been submitted to and approved in writing by the Local Planning Authority, after consultation with Highways England and the Surrey County Council Highway Authority. Only the approved details shall be implemented during the construction of the development.

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

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

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

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

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

27. Detailed development

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

Full build out

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

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

28. Detailed development

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

Full Build out

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

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



29. Buildings 1 and 3 hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.

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

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

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

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

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

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

(3) - How all the primary office functions of the applicant's business on site cannot be incorporated into the Molecule Building and why a new building is required. Development cannot commence in respect to any outline matters until the business, education and community plan has been approved in writing by the Local Planning Authority.

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

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

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to not prejudice the openness of the Green Belt or the finely balanced Very Special Circumstances arrived at in approving this application in accordance with policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and in accordance with the National Planning Policy Framework.

33. The test road hereby approved shall not be used before 9am or after 5pm on weekdays nor at any time at weekends or Public Holidays, unless otherwise agreed in writing with the Local Planning Authority. For the avoidance of doubt public holidays includes New Year's Day, Good Friday, Easter Monday, all Bank Holidays, May Day, Christmas Day and Boxing Day.

Reason: In the interest of the residential amenities of the area and to accord with the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

**Informatives:**

1. This decision notice relates to a S73 application in relation to application ref. 20/0747/FFU, permitted 09/02/2021.

2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.

3. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.

4. In respect to the detailed Arboricultural Method Statement, this must also address the level differences between Higham's Lane and the interior of the site. This must utilise geotechnical solutions such as air spade soil removal and grading, cellular confinement systems and permeable wearing surfaces.

5. The applicant is advised that in respect of foundation design vegetation related clay shrinkage subsidence has been reported in the area. Accordingly, suitable foundations should be provided (pile / pier and beam etc.) that will allow for future differential movement from potential desiccation of subsoil or indeed heave from the removal of significant trees which predate any agreed construction.

6. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on- or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

7. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

8. The applicant is reminded of Natural England's standing advice in respect of species protection and if any protected species are found on the site that the appropriate licence be obtained.

9. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available at

10. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

11. 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

12. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see

13. 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).

14. 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.

15. 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 streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

16. The developer is advised that Public Bridleway 74 crosses the application site, and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

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

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

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

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

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

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

2. The development hereby permitted for the full planning application shall be begun within three years of the date of this permission.

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

3. The full planning application (hereinafter known as the detailed development) shall be built in accordance with the approved plans all as listed in the 'Planning Drawings Issue Sheet' reference 1714-P as received 15.09.2020 plus additional drawing nos. LD-DET-652 P01, LD-DET-653 P01 and GMDW-ARUP-ZZ-XX-SK-C-0001 P01, GMDW-ARUP-ZZ-XX-SK-C-0002 P01, GMDW-ARUP-ZZ-XX-DR2160 P01 and GMDW-ARUP-ZZ-XX-DR-C-2150 P01 unless the prior written approval has been obtained from the Local Planning Authority.

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

4. The development shall be carried out using the agreed external materials as set out in application ref. 22/0111/DTC granted 22/06/2022.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17. Prior to occupation of building 1 the following details are to be provided to and agreed in writing by the LPA
- i) Proof that any plant installed on site has a BS 4142:14 Laeq rating level (LarTr) that does not exceed the background level L90 at a the nearest residential receptor.
  - ii) An assessment of the noise impact of internal combustion engine vehicles using the test track ensuring compliance with internal noise levels as detailed within BS 8233:14 and BS 4142:14. Once agreed these details shall be retained as approved unless otherwise agreed in writing by the Planning Authority.

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

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

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

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

- (a) human health,
- (b) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- (c) adjoining land,
- (d) ground waters and surface waters,
- (e) ecological systems,
- (f) archaeological sites and ancient monuments;

- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2. Submission of Remediation Scheme A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The

scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

5. Long Term Monitoring and Maintenance If identified as being required, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 10 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

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



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

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

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

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

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

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

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

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

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

22. Prior to the first occupation of Phase Three of the development hereby approved, the proposed highway improvements at the junction of Higham's Lane with B386 Chertsey Road comprising the removal or cut-back of vegetation to improve visibility west of the junction and widening of the junction bell mouth shall be completed broadly in accordance with Arup's drawing no. GMDW-ARUP-ZZ-XX-DR-C-2160 P01 and subject to the full technical and road safety auditing requirements approved by Surrey County Council on 6th April 2022.

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

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

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

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) vehicle routing taking account of any HGV restrictions and local schools
- (e) measures to prevent the deposit of materials on the highway
- (f) on-site turning for construction vehicles
- (g) hours of construction has been submitted to and approved in writing by the Local Planning Authority, after consultation with Highways England and the Surrey County Council Highway Authority. Only the approved details shall be implemented during the construction of the development.

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

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

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

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

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

27. Detailed development

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

#### Full build out

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

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

#### 28. Detailed development

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

#### Full Build out

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

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

29. Buildings 1 and 3 hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles and cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.

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

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

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

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

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

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

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

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

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

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

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to not prejudice the openness of the Green Belt or the finely balanced Very Special Circumstances arrived at in approving this application in accordance with policy DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and in accordance with the National Planning Policy Framework.

33. The test road hereby approved shall not be used before 9am or after 5pm on weekdays nor at any time at weekends or Public Holidays, unless otherwise agreed in writing with the Local Planning Authority. For the avoidance of doubt public holidays includes New Year's Day, Good Friday, Easter Monday, all Bank Holidays, May Day, Christmas Day and Boxing Day.

Reason: In the interest of the residential amenities of the area and to accord with the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

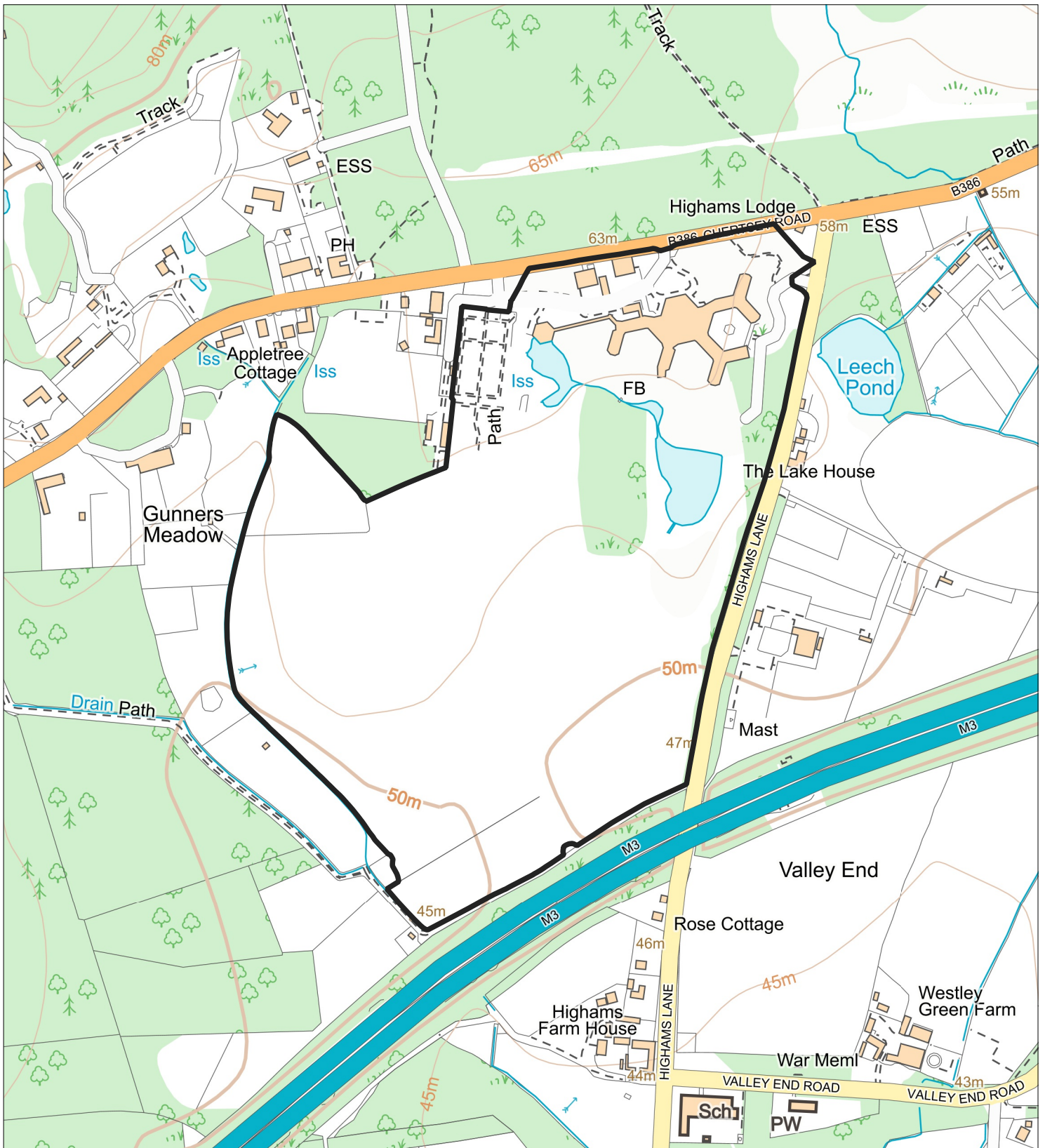
### **Informative(s)**

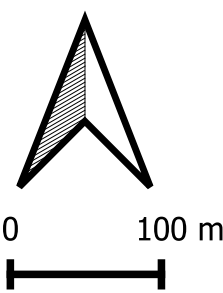

1. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
2. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.
3. In respect to the detailed Arboricultural Method Statement, this must also address the level differences between Higham's Lane and the interior of the site. This must utilise geotechnical solutions such as air spade soil removal and grading, cellular confinement systems and permeable wearing surfaces.
4. The applicant is advised that in respect of foundation design vegetation related clay shrinkage subsidence has been reported in the area. Accordingly, suitable

foundations should be provided (pile / pier and beam etc.) that will allow for future differential movement from potential desiccation of subsoil or indeed heave from the removal of significant trees which predate any agreed construction.

5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
6. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
7. The applicant is reminded of Natural England's standing advice in respect of species protection and if any protected species are found on the site that the appropriate licence be obtained.
8. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available at <https://www.surreycc.gov.uk>
9. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
10. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-andlicences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-andlicences/vehicle-crossovers-or-dropped-kerbs).
11. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planningand-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planningand-community-safety/flooding-advice)
12. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

13. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
  14. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
  15. The developer is advised that Public Bridleway 74 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
  16. The proposed new southern access to the site would involve the relocation of the 40mph speed limit sign which may require a change to the Traffic Regulation Order and be subject to any other approvals. This would need to be done at the applicant's expense.
  17. The S278 junction improvement works may require the removal of trees on highway land for which the applicant would need to submit a tree report for approval. This may require the applicant to pay the County Highway Authority the agreed Capital Asset Valuation of Amenity Trees (CAVAT) value of the trees to be removed.
-



<b>Title</b>	Planning Applications		
<b>Application number</b>	22/0423/PMR		<b>Scale @ A4</b> 1:5,000
<b>Address</b>	Gordon Murray Hq Chertsey Road Windlesham Surrey GU20 6HL		<b>Date</b> 10 Aug 2022
<b>Proposal</b>	Variation of Condition 22 (highway improvement works) and removal of condition 24 (bridleway details) pursuant to application 20/0747/FFU, permitted 09.02.2021.		
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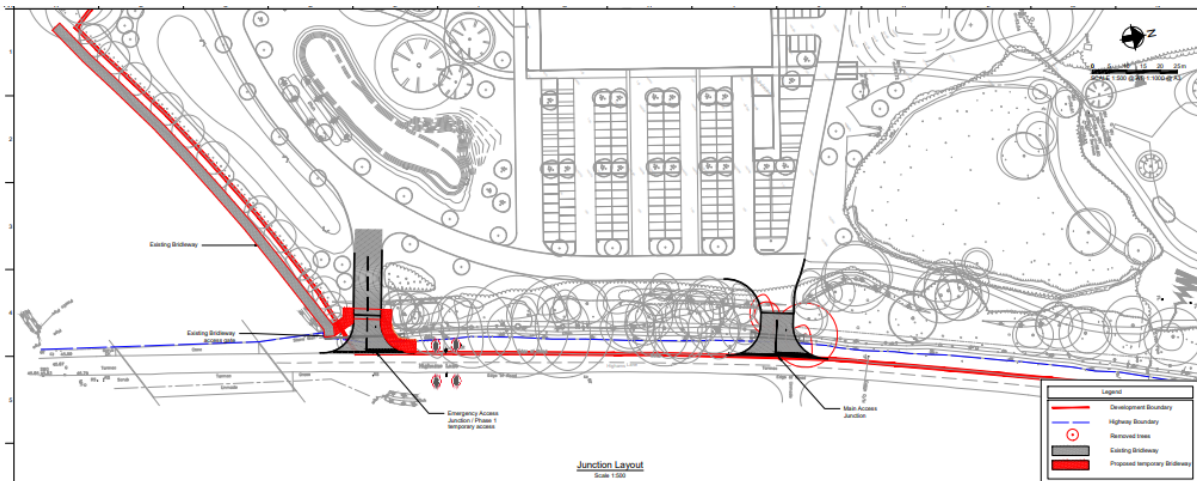
*Location Plan*



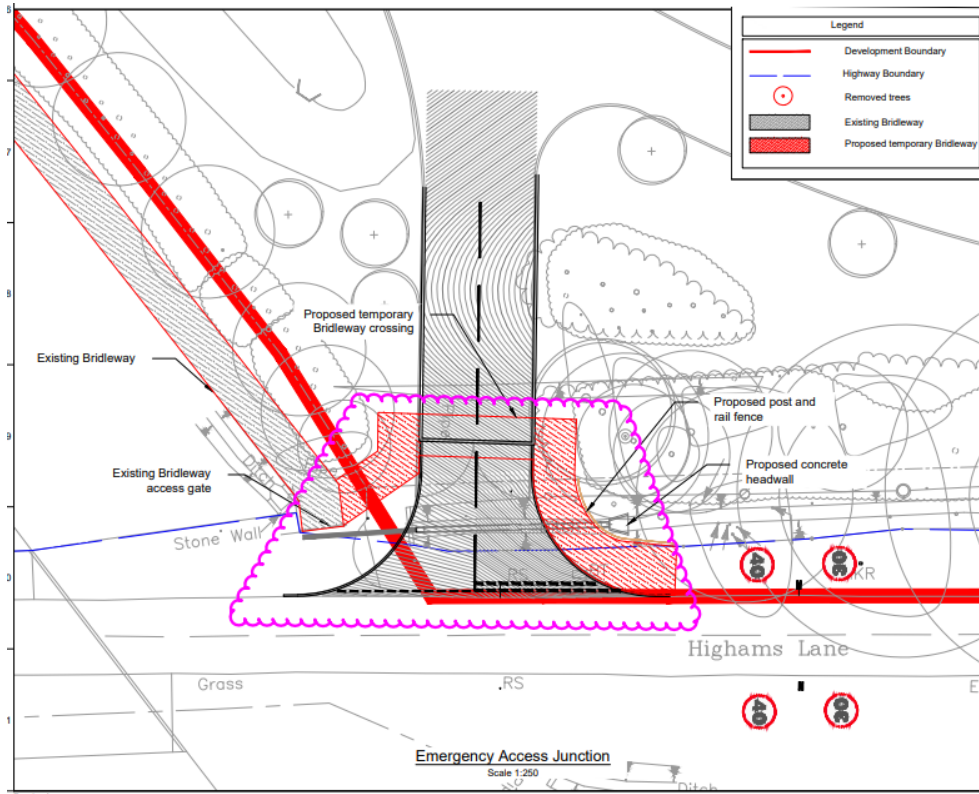
Site Wide Plan



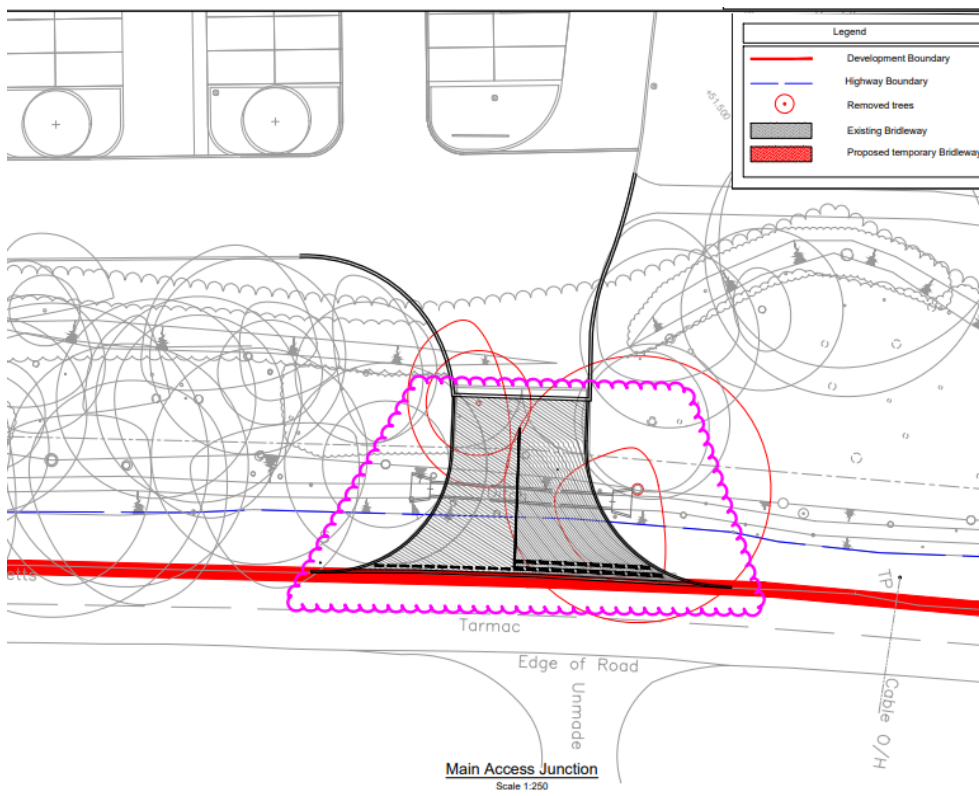
Junction Layout



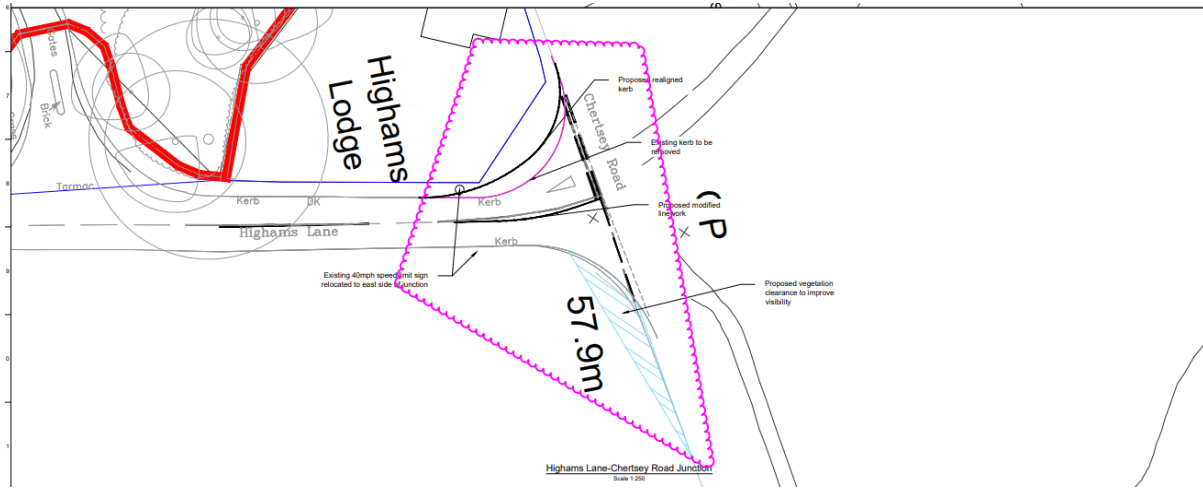
### Emergency Junction Access



### Main Access Junction



# Highams Lane – Chertsey Road Junction



*Existing Bridleway Access*



*Main Access Highams Lane – Chertsey Road*



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22/0233/RRM

**Reg. Date** 1 March 2022

Mytchett &amp; Deepcut

<b>LOCATION:</b>	Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,
<b>PROPOSAL:</b>	Application for approval of reserved matters for the Southern SANG and SANGS link (phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the submission of partial details to comply with conditions 16 (detailed ecological management strategy & management plan), 29 (tree retention and protection plans), 32 (hard and soft landscaping) and 33 (landscape management plan) of planning permission ref: 12/0546 dated 04 April 2014 (as amended) and Schedule 5 Part 2 (Provision of SANG land) of the Section 106 agreement dated 17 April 2014 as varied.
<b>TYPE:</b>	Reserved Matters
<b>APPLICANT:</b>	Secretary Of State For Defence
<b>OFFICER:</b>	Sarita Bishop

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

- 1.1 The proposed provision of the Southern Suitable Alternative Green Space (SANG) and SANG link as mitigation for the potential recreational impacts on the Thames Basin Heaths Special Protection Area (TBHSPA) associated with new housing development is integral to successful housing delivery within Mindenhurst. The proposals are also considered to be in accordance with the Deepcut SPD, the hybrid permission and the Section 106 agreement as varied and are recommended for approval.

**2.0 SITE DESCRIPTION**

- 2.1 The Princess Royal Barracks site has an overall site area of some 114 hectares. This former military site has permission for a major residential development totalling 1,200 new dwellings, with associated public open space, community facilities, a primary school, retail and commercial uses and access and highway works.
- 2.2 The redevelopment is divided into 6 phases, three non residential (1, 3 and 5) and three delivering housing (2, 4 and 6).
- 2.3 Phase 1 which includes the provision of the spine road (now Mindenhurst Road), the Village Green, pond and play areas, the Green Swathe, the Green Swale and the Central SANG are generally complete except for some outstanding remediation and landscaping works.
- 2.4 Phase 2 comprising Phases 2a and 2b and Phase 4a comprising a total of 363 dwellings are under construction and nearing completion.
- 2.5 Phase 3a (the primary school) is complete and has been handed over to Surrey County Council. Phase 3c (the public house) opened in May 2022.

- 2.6 This application relates to Phases 5a, 5b and 5c with a site area of over 22.8 hectares. The site is irregular in shape and has a significant difference in levels with the highest point in the north east corner of the site being some 33 metres higher than the boundary with the Basingstoke Canal to the south.
- 2.7 There are three distinct character areas within the site. The first area between the gated concrete track leading from Deepcut Bridge Road to the west and the Basingstoke Canal, a Site of Special Scientific Interest, to the south and east, is woodland. The concrete track provides vehicular access from Deepcut Bridge Road to Frimley Lock Cottage and emergency access to Pirbright Camp. This track is informally used by walkers and cyclists for recreation and also to gain access to the Basingstoke Canal at Frimley Lock.
- 2.8 The second area is to the north of the concrete track and to the south and east of residential Phase 2b, currently being completed by Cala Homes, and includes woodland and the former vehicle/fuel depot with associated buildings. This area is separated from the third area by Brunswick Road to the north. It is noted that the proposed SANG extends some 70 metres to the west of the main part of the former vehicle/fuel depot, into adjoining woodland/open grass land. The proposed SANG boundary to the west will adjoin military land associated with Pirbright Camp a large military establishment located within Guildford Borough Council. It is noted that there is a lockable double gate between the Camp and the application boundary for the hybrid permission.
- 2.9 The third area is to the north of Brunswick Road and to the west of the Officers Mess, a building of merit with planning permission to be converted into 33 flats (Phase 6e). This area comprises a number of former military buildings, areas of woodland and part of the former military training facilities (sports field and assault course). Land to the north of Brunswick Road is also designated as a Site of Nature Conservation Importance (SNCI).
- 2.10 The remainder of Phases 3 and 4, Phases 5d, 5e, 5f and 4j and all of Phase 6 have not yet been the subject of reserved matters applications.

### 3.0 RELEVANT HISTORY

- 3.1 12/0546 Hybrid planning application for a major residential led development totalling 1200 new dwellings with associated public open space, community facilities, a primary school, retail and commercial uses, access and highways works. Approved 6 April 2014. The Section 106 agreement for this application was signed on 17 April 2014.

As this was a hybrid application full planning permission was granted for the residential conversion of the Officers Mess building (now Phase 6e), the Sergeants Mess building (now Phase 4g) and the Headquarters of the Director or Logistics building (now Phase 4e) to provide a total of 81 flats. There is no requirement to provide affordable housing for these phases.

The outline element of the application included the approval of means of access and the following matters to be the subject of later reserved matters applications:

- 1,119 new build dwellings of which 35% would be affordable; (Officer note this would equate to an overall provision of 420 dwellings as it would also address the non provision on the converted buildings);
- A 2 form entry Primary School, together with a nursery facility;
- A foodstore;
- Local shops;
- Space for medical facilities to accommodate GPs/dentists;
- A library building with co-located police desk and village visitor centre;



- A public house
- Retention of the Garrison Church of St Barbara as a religious facility with a replacement church hall;
- Provision of 69.12 hectares of public open space comprising;
- 35 hectares of Suitable Alternative Natural Greenspace (SANGs) and 1.07 hectares of link between the Southern and Central SANGs;
- 19.85 hectares of semi natural open space (ANGST);
  - A 2 hectare Village Green;
  - 1.16 hectare Allotments;
  - 2.54 hectares of formal Parkland;
  - Areas of amenity green space within the residential areas;
  - Dedicated play spaces within the residential areas.
- A care home;
- Improved footpaths, cycleways, public transport linkages and highway improvements; and
- A Sustainable Urban Drainage system.

Condition 12 on this permission, as varied, secured the provision of the SANGS comprising the Central SANG, the Southern SANG and the SANGS link in accordance with the provisions of the phasing scheme required under condition 2. Condition 13 secured the submission of a detailed SANG Management Plan. Schedule 5 Part 2 of the Section 106 agreement, secured details of the Central and Southern SANGS and their maintenance and management. Schedule 5 Part 3 also secured the provision of a SANGS Hut for the purpose of aiding the interpretation and enjoyment of the SANGS land. This hut was proposed to be located within the Southern SANG.

It is noted that as the Ministry of Defence did not promote an east/west route into Pirbright Camp to the east as part of the hybrid application, this permission did not propose or provide for any traffic movements coming from or into the development from Pirbright Camp.

On 8 March 2016 the original section 106 agreement was varied to bring forward the delivery of the Central SANG to include the SANG hut before the Southern SANG due to unforeseen delays in the Ministry of Defence vacating the site (the first variation).

On 12 May 2017 a second deed of variation to the original section 106 agreement as subsequently amended was signed to amend various definitions including in relation to the Central SANGs, the combined NEAP/LEAP, the Southern SANGs, the Sports Hub, the Travel Plan Monitoring Fee, the Travel Plan and the Village Green. Various provisions relating to education, open space, highways, sustainable travel, community facilities and the public house were also agreed.

3.2 19/0735/RRM Amended Phase 1 reserved matters application to replace permission 15/1062 (as amended by 17/0774) pursuant to hybrid permission 12/0546 (as amended by 18/0861) for the internal access, layout, scale, appearance and landscaping pursuant to condition 4 of the central SANG, Village Green, Spine Road, landscaping, Green Swathe, Southern SUDS and for the partial discharge of Conditions 16 (ecological management strategy), 21 (LAPS and LEAPS), 23 (visibility zones), 28 (cycle parking), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management), 40 (surface water drainage),

41 (wetland features) and 43 (foul sewerage). This was approved at the Planning Applications committee in March 2021 and is awaiting the completion of a section 106 agreement relating to the provision of the surface water drainage system and its future maintenance. This application established the principle of two attenuation basins within the Southern SANGS as part of the drainage strategy.

- 3.3 20/0327/DTC Submission of details, in part, to comply with condition 55 (contaminated land) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019) in respect of Phases 3b (formal park), 4d (Parcel F ) and Phase 5 (Bellew ANGST, Sports Hub, North Alma ANGST, Care home, Allotments, North Dettingen ANGST, Loop Road and Brunswick Road and Roadsides). Approved.
- 3.4 20/0414/DTC Submission of details to comply with condition 53 (heritage recording of 41 Squadron Lines Buildings prior to demolition) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019). Approved.
- 3.5 21/0353/DTC Submission of details, in part, to comply with condition 52 (programme of archaeological evaluation) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019) in respect of Phases 3b, 5a, 5b, 5c, 5d, 5e, 5f, 5h, 5j and 5k. Approved.
- 3.6 21/1003/MPO Application to vary the section 106 agreement, as varied, in respect of hybrid permission 12/0546, as amended by 18/0619 and 18/1002 to amend the delivery or occupation or payment triggers for the completion of the Village Green and combined NEAP/LEAP, the provision of the Sports Hub, the Formal Park, the Allotments, the Basingstoke Canal Towpath contribution, shared pedestrian/cycle infrastructure, various highway works, bus infrastructure; to amend the clauses to Junction 3 M3 to allow for a payment of a contribution in lieu of works; to amend the highway layout at the junction of Frimley Green Road with Wharf Road and Guildford Road to provide a roundabout scheme, the phased provision of the Southern SANG, update clauses on Central SANGs, amend the mortgagee clauses, option to extend the management company for the SANGs to all non residential land areas, amend the Bellew Road Closure Contribution clause and consequential amendments to the definitions, clauses and plans. Approved. This agreement included the following detailed provisions in relation to the Southern SANG and SANG link
- the area of Central SANG, Southern SANG and SANGS link was amended from having a total area of 35 hectares to a minimum area of 35 hectares;
  - the SANGs link was incorporated into the overall SANG area to be provided within the SANG rather than as standalone figure;
  - the total area for the Southern SANG was amended from an area of 22 hectares to a minimum area of 21.75 hectares;
  - the provision of the Southern SANG within Phase 5a by the occupation of the 499<sup>th</sup> dwelling, within Phase 5c by the 749<sup>th</sup> dwelling and Phase 5b by the 999<sup>th</sup> dwelling
  - the provision of the SANG link by the occupation of the 749<sup>th</sup> dwelling

- 3.7 22/0375/DTC Submission of details to comply with condition 2 (phasing) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 12/0546/2 dated 12 November 2015, 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019). This proposal would increase the amount of Southern SANG to be delivered as part of Phase 5a by including an area of land along the western site boundary which was proposed to be delivered as part of Phase 5c. This is under consideration.
- 3.8 22/0497/DEM Application to determine if prior approval is required under Class B, Part 11, of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the demolition of Buildings 17A-B-C, 26, 27, 28N, 28S, 109, A, O and P. Under consideration. This relates to the buildings required to be demolished to facilitate the provision of the Southern SANGS and SANGS link
- 3.9 22/0549/DTC Submission of details to comply with condition 61 (construction environmental management plan) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019 in respect of the Southern SANG and SANGS link (phases 5a, 5b and 5c. Under consideration.

#### 4.0 THE PROPOSAL

- 4.1 This is a reserved matters application for the Southern SANG and SANG link (Phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the partial submission of details pursuant to the following conditions (attached to 12/0546 dated 04 April 2014, as amended by 18/0619 and 18/1002):

- Condition 16 (detailed ecological management strategy & management plan);
- Condition 29 (tree retention and protection plans);
- Condition 32 (hard and soft landscaping);
- Condition 33 (landscape management plan); and

attached to 12/0546 dated 04 April 2014, as amended by 18/0619 and 18/1002. ..

- 4.2 A submission is also made under the Town and Country Planning (Modification and Discharge of Planning Obligations) 1992 in respect of Schedule 5 Part 2 of the Section 106 agreement as varied in respect of the provision of SANGS land.
- 4.3 As set out in paragraphs 2.7 to 2.9 above, the site has three distinct character areas. In general terms, the first area is proposed to be retained as woodland with existing pedestrian and cycle links retained and enhanced. The second area is proposed to be a landscaped clearing in a woodland setting, following the decommissioning/demolition of the former fuel depot and associated buildings. The proposal would re-use the alignment of some of the existing roads and will be characterised by amenity/meadow grassland and specimen feature trees crisscrossed by footpaths and combined footpaths/cycleways with a woodland edge. The third area is proposed as retained and new woodland with areas of grassland following the demolition of the remaining former military buildings. This area will also be crisscrossed by footpaths and combined footpaths/cycleways.
- 4.4 In detail and in respect of the first area, the existing concrete track which provides vehicular and pedestrian access to Frimley Lock and Pirbright Camp is to be refurbished/repared and provide the main western pedestrian and cycle access into the Southern SANG and Frimley Lock beyond. At the western end of the track a total of 10 parking bays are to be provided, 5 parallel to the northern edge of the track with the remaining five spaces, of which two are designated disabled bays, and cycle parking located to the south/south east. The existing lockable barrier by the access point onto Deepcut Bridge Road is to be relocated some 119

metres to the east to enable 24 hour access to the parking spaces whilst preventing public vehicular access along the remainder of the track to Frimley Lock and Pirbright Camp. A new section of footpath is proposed from the parking bays on the south/south east of the track to link into the existing informal path shown to be retained within the woodland between the access track and the Basingstoke Canal. Supplementary and replacement tree planting is proposed throughout the area

- 4.5 In respect of the second area, pedestrian links are proposed from the existing residential areas to the north and west (Phase 2b). It is noted that Cala Homes have provided links within its own site in anticipation of linking into the Southern SANG. The area between the concrete track and the residential area is to be provided as a woodland buffer. The area to the west will be converted into a landscaped woodland clearing with a woodland edge to the east. Two combined footpath/cycle routes are proposed one diagonally crossing the proposed landscaped clearing with the other linking to the footpath/cycle routes located to the north of Brunswick Road within the third area. These are to be finished in a Coxwell gravel. Timber marker posts (500mm high) are proposed to define the east boundary with retained Ministry of Defence land. Supplementary and new feature tree planting is also proposed within this area.
- 4.6 In respect of the third area, this provides both Southern SANG land and the Southern SANG link. The existing woodland is shown to be largely retained. 3 metre wide footpaths and cycleways are proposed on the east and west sides of this area, utilising existing routes where possible. The proposed routes will link into proposed Southern SANG to the south of Brunswick Road and the Central SANG to the north. Both routes will also provide pedestrian and cycle links into the future residential phases 6a, 6b and 6d located to the west and provide linking footpaths/cycleways within this part of the Southern SANG to provide an integrated network across this area. A footpath link is also proposed into the Officers Mess site. The existing steps are proposed to be broken out and replaced with new steps on the same alignment. A brick built electricity substation is proposed on the north side of Brunswick Road, adjacent to the common boundary with the Officers Mess. A new 3 metre wide footpath/cycleway is proposed on the south side of Brunswick Road. New tree planting is proposed along the common boundary with these phases to provide a landscape buffer between the SANG/SANG link and the new residential areas interspersed with amenity/meadow grassland. Timber marker posts (500mm high) are proposed to define the east boundary with retained Ministry of Defence land.
- 4.7 The application is supported by Design and Access statement, a supporting statement, an Arboricultural Assessment, an Ecology Mitigation Strategy and Management Plan, an Ecology Survey Report, a Bat Masterplan, a Landscape Management Plan and a Southern SANG and Southern SANG Link Demolition Method Statement.
- 4.8 As originally submitted the application also included details to comply with conditions 40 (surface water drainage), 41 (wetlands) and 43 (foul sewage). This included the submission of a drainage strategy. Whilst the principle of the drainage scheme was acceptable there was insufficient detail submitted for these conditions for them to be approved under this application, the applicant withdrew these conditions from this application to enable the determination of this application and to prepare the detailed information required for a further submission pursuant to these three conditions. It is noted that these conditions are pre commencement of any works starting on this phase of development. The submission also sought approval under condition 13 in relation to the SANG Management Plan. However this was submitted in error and has been subsequently withdrawn as the SANG Management Plan required by this condition was approved in 2016. More detail on the approved Plan is provided at paragraph 7.8.2 below.
- 4.9 The proposal will also serve to be a component part of the new pedestrian/cycle network to facilitate the extension of Footpath 126a through Deepcut to Frimley Lock. The general location of the attenuation basins and other drainage assets remain as shown on application reference 19/0735/RRM. All detailed drainage works/structures will be the subject of a submission under condition 40 of the hybrid permission as amended as set out above.

## 5.0 CONSULTATION RESPONSES

5.1	County Highway Authority (CHA)	No objection subject to amendment and conditions. <i>This response is attached as Annex A.</i>
5.2	Greenspaces Team	No views received
5.3	Arboricultural Officer	Further information required.
5.4	Environmental Health	No views received
5.5	Surrey Wildlife Trust (SWT)	No objection.
5.6	Natural England	No objection subject to applicant securing agreement with Surrey Heath Borough Council to secure ownership of the SANG or if a different management company is to take ownership of the site Surrey Heath agrees step in rights. <i>[Officer note: the Section 106 agreement as varied includes provisions for ownership of both SANGS to be transferred to the Council]</i>
5.7	Thames Water	No views received .
5.8	Contaminated Land Officer	Further submissions pursuant to condition 55 will be required.
5.9	Basingstoke Canal Authority	No views received.
5.10	Drainage Officer	Response no longer required as drainage conditions withdrawn from consideration.
5.11	Environment Agency	Insufficient detail to discharge condition 43 in relation foul drainage. No longer relevant as the consideration of this condition has been withdrawn from this application.
5.12	Lead Local Flood Authority	Response no longer required as drainage conditions withdrawn from consideration.
5.13	Urban Design Consultant	Supports the proposals.
5.14	Guildford Borough Council	No views received

## 6.0 REPRESENTATION

- 6.1 A total of 192 individual letters were sent to addresses on Bourne Grove, Brunswick Road, Connolly Close, Deepcut Bridge Road, Deepdene Lane, Heath Lane, Huntspill Drive, Princess Place, Ridges Rise, Spartali Place, Stillman Row, and Thornycroft Avenue. The Mytchett, Deepcut and Frimley Green Society and the Deepcut Neighbourhood Forum were also notified of this application. Four site notices were displayed on site on 31 March 2022 with press notices being put in the Camberley News on 13 April 2022 and the Surrey Advertiser on 15 April 2022.
- 6.2 At the time of the preparation of this report no representations have been received.

## **7.0 PLANNING CONSIDERATION**

- 7.1 The planning policy considerations including the suite of documents forming the Council's Development Plan have not materially changed since the granting of the hybrid approval in 2014. The National Planning Policy Framework (NPPF) 2021 and the County Council's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development November 2021 are also relevant. The Council has adopted a Residential Design Guide 2017 (RDG) which establishes the principles for residential development in the Borough. The principal considerations in the determination of this application are conformity with the hybrid permission and the specific requirements of Policies CP4 (Deepcut), CP11 (Movement), CP14A and 14B (Biodiversity and Nature Conservation and European Sites), DM11 (Traffic Management and Highway Safety) and DM16 (Provision of Open Space and Recreation Facilities) of the Surrey Heath Core Strategy and Development Management Policies 2012 and the Deepcut SPD with regards to the following matters:

- The principle of the development;
- Proposed Layout and design
- Tree retention and landscaping;
- Amenity considerations;
- Highway considerations;
- Ecological considerations; and
- Other matters

### **7.2 The principle of the development**

- 7.2.1 The Deepcut SPD, the hybrid permission and section 106 legal agreement require appropriate infrastructure to support the redevelopment of the Princess Royal Barracks. Policy CP14B states 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 Special Protection Area. The proposed SANG is integral to the overall SANG provision to mitigate the impacts associated with the residential element of the Mindenhurst development. Furthermore Policy DM16 seeks to encourage new and enhanced opportunities for formal and informal recreation including through the provision of new green infrastructure. The proposal is for the provision of additional SANG to support the new housing proposed within the Mindenhurst development. As such the principle of development is acceptable.

### **7.3 Proposed layout and design**

- 7.3.1 The NPPF 2021 advises that proposals for development should promote social interaction through, amongst other matters, layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. They should create places that are safe and accessible so that crime and disorder and the fear of crime do not undermine the quality of life or community cohesion for example through the use of attractive, well designed, clear and legible pedestrian and cycle routes and high quality public open space which encourage the active and continual use of public areas. The provision of safe and accessible green infrastructure and layouts that encourage walking and cycling will also enable and support healthy lifestyles.
- 7.3.2 The aim of the Deepcut SPD is to create a plentiful and diverse public open space network throughout the village that contributes to the green, spacious character of the settlement which links into the surrounding heathland areas without harming nature conservation interests, whilst mitigating potential adverse impacts on the Thames Basin Heaths SPA. The SPD is clear in that the provision of SANGs will be an important component of the natural and semi natural public open space to be provided to serve the Mindenhurst development. It also confirms that SNCIs will be protected and managed primarily for wildlife interests and recognises the importance of accessibility to the Basingstoke Canal. The SPD also sets a SANG provision of 8 hectares per 1000 population.
- 7.3.3 The majority of the site is beyond the Character Areas defined by the Deepcut SPD. However small parts of the site are within the Minden Ridge and Slopes, Minden Plateau and Brunswick Character Areas. The overarching design principles for the provision of SANGS include spaces being provided in relatively compact and regular shaped blocks and include a variety of habitats.
- 7.3.4 The proposals have three defined landscaped areas. The first area between the concrete track and the Basingstoke Canal retains its woodland character and appearance. The refurbishment/repair of the existing concrete track and improved links to the informal path within the woodland to the north of the Basingstoke Canal meet the objective in the SPD of providing a linear pathway on the northern side of the canal to mirror the towpath on the opposite bank. Improved access to Frimley Lock provides a natural point of entry and exit for walkers and cyclists onto the canal towpath network and will be an important connection point for the village. The main layout changes relate to the provision of the pedestrian and cycle routes through the site. They would link the open and recreational space to both existing residential development within the village but also to the new housing, open space, recreation and community facilities within Mindenhurst. They would be well integrated and of natural character. As such they would support the accessibility and community objectives of the SPD and be acceptable in principle.
- 7.3.5 The second area is proposed as a woodland buffer between the concrete track and the Cala Homes development to the north (Phase 2b). New footpaths are also proposed to link this new residential area into the concrete track. An open clearing with a woodland edge is proposed to the west of the residential area. These areas aim to retain and enhance the characteristics of existing green spaces and make them more accessible to existing and future residents, whilst retaining the significant tree cover which surrounds the perimeter of this part of the site. This area is crisscrossed by footpaths and cycleways which have a pedestrian access into the residential area to the west (Phase 2b), three access points onto the concrete track to the south and three onto Brunswick Road to the north, two of which link into the proposed footpaths/cycleway within the Southern SANG to the north of Brunswick Road and west of the Officers Mess.
- 7.3.6 The area to the north of Brunswick Road and west of the Officers Mess has the greatest

change in land level within the site. This area is proposed as woodland with grassland. There are footpaths/cycle ways linking into the Central SANG to the north and into future residential phase 6a to the west with footpath links also proposed to link into future residential phases 6b and 6d. The existing steps are proposed to be rebuilt.

- 7.3.7 The Southern SANG and SANG link are considered to provide a wide variety of uses including walking, cycling, running, playing, rest and relaxation and opportunities for picnics, outdoor learning and wildlife studies. All together the scheme is considered to provide excellent opportunities for a healthy and positive everyday lifestyle. The existing, generous woodland within the Southern SANG will be retained and carefully adapted to integrate new uses, including selective thinning for woodland trails and footpaths in key locations to ensure longevity of vegetation as well as increased safety and functionality for recreation. Brunswick Road, which leads up to the impressive Officers' Mess building, is a central, tree planted avenue which runs through the area and forms a distinctive landscape feature. The avenue will be upgraded to a 5.5 design carriage way with a 3 m shared footway/cycle way on the southern side and a 2 m verge on the northern side as part of this proposal. The scale and character of this proposal is considered appropriate and motivated by the historic and visual connections to the Officer's Mess building. The scheme also provides a direct connection to Deepcut Bridge Road via the Frimley Lock and new canal steps which will further improve connectivity with the surroundings.
- 7.3.8 In principle the proposed layout is acceptable. Public open and recreational space will be provided to meet the recreational needs of existing and future residents. The proposal will improve accessibility and connectivity within the village which is supported. Having regard to the above commentary, no objection is raised to the proposal on layout and design terms.

#### **7.4 Tree retention and landscaping**

- 7.4.1 An Arboricultural Assessment has been submitted in support of condition 29. The Arboricultural Officer has sought amendments and further details of a number of matters including the removal of parking spaces away from root protection areas, the design of the Geocell footway for the site, an auditable system of site monitoring wearing course for the paths, details of the construction of the parking areas, and a cross section of the planting pit and support for each tree. The applicant is preparing a revised document and an update will be given to the meeting. Notwithstanding this, given the change in levels within the site and in the absence of detailed information on the works required to remove existing steps in proximity to trees to be retained it is considered appropriate to impose conditions to secure detailed levels information and the detailed design of the steps to ensure satisfactory relationships to both existing and proposed trees are secured.
- 7.4.2 The application is accompanied by a hard and soft landscaping scheme pursuant to condition 32. The site is generally characterised by woodland and the proposed landscaping scheme reflects this sylvan character. The Arboricultural Officer has sought the addition of fruit trees into the proposed species mix as a resource for wildlife and amended planting within the scheme. The proposed tree planting is particularly regimented along the site boundaries to the north of the concrete track. Whilst appropriate along Brunswick Road it is considered that this planting in relation to the site boundaries to the east and west should be more spread out with trees having sufficient space to flourish in the longterm and to give a more organic feel to the open spaces proposed. There are also opportunities for more specimen trees as landscape features which will provide variety to the new landscapes to be created. The applicant is considering these changes and an update will be given to the meeting.



7.4.3 The application is also accompanied by a Landscape Management Plan for the purposes of condition 33. The Arboricultural Officer has requested various changes relating to this document which the applicant is also considering. An update will be given to the meeting.

## **7.5 Amenity considerations**

7.5.1 It is recognised that whilst the development is being implemented there is the potential for noise, disturbance, inconvenience and disruption to local residents and businesses. The hybrid permission is subject to a number of conditions which seek to mitigate these impacts e.g. hours of working, the submission of construction management plan etc. Subject to compliance with these conditions it is not considered that the proposal would give rise to further impacts not previously considered at the hybrid permission stage.

7.5.2 Whilst the existing concrete track is used informally by the general public, there will be increased levels of activity and disturbance arising from the formal public use of the refurbished track, new footpaths and cycleways. However, given the additional landscaping proposed, the generally quiet nature of the recreational use proposed and as the new footpaths and cycleways are located away from existing and proposed residential boundaries, the resultant impacts are not considered to be materially harmful to these residents. In the unlikely event that any potential anti-social behaviour issues arise they will be dealt with under the relevant legislation.

## **7.6 Highway considerations**

7.6.1 The Deepcut SPD advises that existing footpaths will be expected to be made more visible and accessible through improved signage, accessibility improvements and the management of vegetation. All cycle routes will be expected to be safe and suitable and easy to use. Pedestrian and cycle links will be expected to have a largely green rural character, be high quality, visually interesting and attractive, safe, accessible and sensitive to their location.

7.6.2 The CHA has considered the proposals and are generally satisfied with what is being proposed subject to the imposition of appropriate conditions. These are attached as Annex A and reflect the submitted plans. However, the CHA has sought amendments to the scheme including in relation to works to the concrete track and the provision of footpaths/cycleways particularly on key desire lines and it is likely that some or all of these conditions will be amended. The applicant is reviewing these comments and an update will be given to the meeting.

7.6.3 It is noted that some of the proposed highway works, specifically in relation to access to Frimley Lock, are on land within the administrative control of Guildford Borough Council. It is proposed to impose an informative to remind the applicant that unless the works may benefit from permitted development rights, separate permission is required from Guildford Borough Council.

7.6.4 Notwithstanding the matters raised at paragraph 7.7.3 below, the Council has become aware that the secure gate from Pirbright Camp into the Mindenhurst development is currently open every weekday between the hours of 7.30am and 9am and 4.30pm and 6pm to allow military traffic to go into and out of the camp. To be clear the hybrid permission did not propose or make any allowance for any traffic coming into the Princess Royal Barracks site from the east and this matter is being taken up separately with the Garrison Commander and the

Ministry of Defence to resolve this matter. To ensure that all traffic movements within the Mindenhurst development are in full accordance with the hybrid permission, it is proposed to impose a condition requiring a barrier which precludes access from Pirbright Camp into the Mindenhurst development except in an emergency. Please also see the commentary at paragraph 7.7.3 below in relation to the SANG provision.

## **7.7 Ecological considerations**

- 7.7.1 Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising the impacts on biodiversity and providing net gains in biodiversity where possible. Policy CP14A states that the Borough Council will seek to conserve and enhance biodiversity within Surrey Heath and development that results in harm to or loss of features of interest for biodiversity will not be permitted.
- 7.7.2 The application is supported by an Ecology Mitigation Strategy and Management Plan, an Ecology Survey Report and a Bat Masterplan. The ecology survey confirms the presence of bats and badgers in the area and also that the woodland could also provide a suitable habitat for amphibians, birds reptiles. The submitted reports detail appropriate mitigation and management measures to safeguard protected species and habitats. Surrey Wildlife Trust are satisfied that the submitted reports are acceptable for the purposes of condition 16.
- 7.7.3 Natural England are satisfied with the SANG provision being made. As such the proposal is considered to be acceptable for the purposes of Schedule 5 Part 2 of the Section 106 agreement as varied in respect of the provision of SANGS land. However in their guidance dated August 2021 for the creation of SANG, Natural England make it clear that as one of the main purposes of any SANG is to allow pet owners and their pets to freely roam along the majority of the routes, any site where they might be in danger from traffic should not be considered for SANG. The terms of the hybrid permission are that the only traffic movements coming from the east along Brunswick Road beyond the Southern SANG would be associated with the 33 flats approved within the converted Officers Mess. As the Council has no control over the lockable gate into Pirbright Camp and to ensure that the quiet recreational use of the SANG is not prejudiced by activities not proposed or considered under the terms of the hybrid permission, the condition as set out in paragraph 7.6.3 above requiring a barrier which precludes access from Pirbright Camp into the Mindenhurst development except in an emergency is also supported from a SANG perspective.
- 7.7.4 It is noted that the Ecological Mitigation Strategy and Management Plan discusses the potential impact of the Mindenhurst drainage scheme on the Basingstoke Canal. Appropriate measures to safeguard the water quality will be secured under the condition 40 submission.

## **7.8 Other matters**

- 7.8.1 It is recognised that, given the former use of part of the site as a fuel/vehicle depot, there is the potential for contaminated land. This will be dealt with under condition 55 of the hybrid permission as amended. It is acknowledged that in complying with this condition, a further submission under conditions 32 and 33 may be necessary
- 7.8.2 For information the SANG Landscape Management Plan approved pursuant to condition 13 relates to both the Central and Southern SANGs. The objectives of the Plan were, and are,

to achieve the following:

- Provide a suitable alternative natural green space to the Thames Basin Heaths Special Protection Area, in order that local residents are encouraged to use this space for amenity and dog walking from the outset.
- Provide a range of habitat types which appear to be “natural” to the user, which enhance biodiversity.
- Provide a network of “open” routes in addition to “enclosed” routes in order that the user has a variety of options in which they feel safe and comfortable while using the SANG

The Plan identified a variety of landscape types found within the proposed SANGS including broadleaved and mixed woodlands, dry dwarf shrub acid heathland and semi improved acid grassland, water features and visitor access points and footpaths. The Plan sets out the objectives for all these areas and how they would be managed to achieve these objectives, including ongoing monitoring. The responsibility to create and manage the SANGS at their own expense remains with Skanska until they are offered to the Council for adoption in accordance with the process set out in the Section 106 agreement as varied. The Plan also secured the provision of a car park area providing 10 spaces for each SANG. The current proposal is consistent with the approved Plan.

## **8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY**

- 8.1 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. This proposal is not considered to conflict with this duty.
- 8.2 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
  - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
  - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

## **9.0 CONCLUSION**

- 9.1 The proposed provision of the Southern Suitable Alternative Green Space (SANG) and SANG link as mitigation for the potential recreational impacts on the Thames Basin Heaths Special Protection Area (TBHSPA) associated with new housing development is integral to successful housing delivery within Mindenhurst. The proposals are also considered to be in accordance with the Deepcut SPD, the hybrid permission and the Section 106 agreement as varied and are recommended for approval.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions

1. Notwithstanding any information submitted with the application and before the removal of the existing steps within the site or the commencement of any construction on the new footpaths and/or cycleways details of the existing and finished surface levels for the footpaths and/or cycleways and replacement steps shall be submitted to the Local

Planning Authority for approval. Such details to include an arboricultural methodology for working within root protection areas and associated protection and mitigation. Once approved the footpaths and/or cycleways and replacement steps shall be undertaken in accordance with the approved details and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the finished surface levels of the development are appropriate for the development in visual amenity, to safeguard trees to be retained and in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

2. Unless otherwise agreed by this permission no external lighting shall be installed within the site.

Reason: To ensure that the impact on protected species is minimised in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework

3. With the exception of the proposed links into residential Phases 2b and 6e and notwithstanding any other details provided in the application, prior to the occupation of Phases 6a, 6b and 6d, details of pedestrian and/or cycleways as appropriate for that Phase shall be submitted to the Local Planning Authority for approval. The relevant phase shall not be occupied until the approved pedestrian and/or cycleway relevant to that phase has been provided in full and made available for public use.

Reason: To ensure appropriate links are provided into the Southern SANG and SANG Link for use by future residents as part of the requisite mitigation to offset the impact of new residential development on the Thames Basin Heaths Special Protection Area and to meet the objectives of Policy CP14B of the Surrey Heath Core Strategy and Development Management Policies 2012, the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy supplementary planning document and Policy NRM6 of the South East Plan.

4. Prior to the first use of any part of the Southern SANG and SANG Link hereby approved, details of a lockable barrier including its maintenance and management, to prevent vehicles, with the exception of emergency vehicles, entering Brunswick Road from Pirbright Camp to the east shall be submitted to the Local Planning Authority for approval. The lockable barrier shall thereafter be installed prior to the first use of the Southern SANG and SANG Link and thereafter maintained and retained for its designated purpose.

Reason: To accord with the terms of the hybrid permission 12/0546 as amended in relation to traffic movements and SANG provision and to ensure that the proposed Southern SANG and SANG Link provide the requisite mitigation to offset the impact of new residential development on the Thames Basin Heaths Special Protection Area to meet the objectives of Policy CP14B of the Surrey Heath Core Strategy and Development Management Policies 2012, the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy supplementary planning document and Policy NRM6 of the South East Plan.

5. Notwithstanding any details submitted with the application the development hereby approved shall not be first brought into use unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Knee rail fencing shall be setback from the parking spaces at a sufficient distance to allow all drivers/passengers space

to leave their vehicle. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

6. The development hereby approved shall not be first brought into use unless and until facilities for the secure parking of bicycles has been provided within the development site in accordance with the approved plans and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

7. The development hereby approved shall not be brought into first use unless and until:

- (a) The existing barrier on Deepcut Bridge Road has been removed;
- (b) The existing path within the site has been pressure washed;

All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

8. Notwithstanding any details submitted with the application, the development hereby approved shall not be brought into first use unless and until the following pedestrian/cyclist facilities have been provided within the site:

- (a) Both sides of the proposed vehicle barrier north of the disabled parking bays shall be provided with a minimum clearance width of 1.5m to allow the freeflow of pedestrian and cyclist movements at all times;

- (b) A scheme of pedestrian and cyclist signage to be in compliance with the Cycle Network Strategy;

- (c) The proposed fencing either side of the Frimley Lock Cycle Path, where the green swathe culvert passes beneath the track, shall be provided with fencing;

- (d) Additional 3m pedestrian/cyclist routes provided on key desire lines;

- (e) Details of the route connecting the site to the Cala Homes parcels;

- (f) A 3m wide route connecting the site to the Officers Mess;

- (g) Placement of cycle barriers, including the provision of reflective banding, on steep sections of the cycle route to slow the speed of cyclists.

All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

9. Notwithstanding any details submitted with the application the proposed carriageway works shall be provided with tactile paving, pedestrian/cycle facilities and crossing points, raised tables, lighting and signage in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

10. Wheel washing facilities and measures to keep the highway network clear and clean of any mud or debris to ensure the safety of all highway users shall be provided to the satisfaction of the Local Planning Authority and County Highway Authority upon commencement of development. Once implemented such measures and facilities shall be retained and used whenever necessary or when the said operations are undertaken.

Reason: Conditions 5-10 above are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, having regard to Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

11. The proposed development shall be built in accordance with the following approved plans and documents:

#### Site location plans

DC2-WTM-CX-105-XX-DR-03-0110 PS05 Location plan Southern SANGS  
DC2-WTM-LX-105-XX-DR-04-0002 rev PS02 Southern SANGS Circular Routes  
Location Plan  
DC2-WTM-CX-105-XX-DR-03-0104 PS01 Hybrid Planning Application Boundary

#### Landscape General Arrangement Plans

DC2-WTM-LX-105-XX-DR-04-1011 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1012 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1013 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1014 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1015 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1016 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1017 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1018 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1019 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1020 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1021 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1022 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1023 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1024 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1025 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1026 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1027 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1028 rev PS05

#### Southern SANGS Landscape Planting Schedule

DC2-WTM-LX-105-XX-DR-04-1029 rev PS03

#### Southern SANGS Typical Details

DC2-WTM-LX-105-XX-DR-04-5000 rev PS04 Sheet 1 of 5 (subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5001 rev PS04 Sheet 2 of 5 (subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5002 rev PS04 Sheet 3 of 5  
DC2-WTM-LX-105-XX-DR-04-5003 rev PS04 Sheet 4 of 5 (excluding typical step detail subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5004 rev PS03 Sheet 5 of 5

#### Brick Substation Outline Design Southern SANGS

DC2-WTM-LX-105-XX-DR-04-0301 PS01

#### Highway plans

Deepcut Bridge Road to Frimley Lock Cycle/Footway  
DC1-ODM-CX-118-XX-DR-03-0001 rev C03 (exclude note concerning gate to be retained)

Deepcut Bridge Road to Frimley Lock Cycle/Footway Entrance  
DC1-ODM-CX-118-XX-DR-03-0002 rev C11

Deepcut Bridge Road to Frimley Lock Construction Details  
DC1-ODM-CX-118-XX-DR-03-0005 rev C02 (subject to tree and level conditions above)

Deepcut Bridge Road to Frimley Lock Concrete Bay Repair Details  
DC1-ODM-CX-118-XX-DR-03-0006 rev C01

General Arrangement Plan Brunswick Road East  
DC1-WTM-CH-215-XX-DR-03-0111 PS02

Traffic Signs and Road Markings Brunswick Road East  
DC2-WTM-CH-215-XX-DR-03-1201 TA01

Kerbing and Footways Brunswick Road East  
DC2-WTM-CH-215-XX-DR-03-1101 TA01

Pavement Brunswick Road East  
DC2-WTM-CH-215-XX-DR-03-0701 TA01

#### Documents

DC2-WTM-LX-105-XX-SH-04-0001-PS02 Southern SANGS Landscape Materials Schedule  
DC2-SWT-EC-000-XX-PL-04-0006-PS13 Ecology Mitigation Strategy and Management Plan (Phases 5a, 5b and 5c only)  
DC2-SWT-EC-215/105-XX-RP-04-3861 PS09 Ecology Report Southern Suitable Alternative Greenspace (SANG) and Brunswick Road Phase 5a, 5b and 5c  
DC2-SWT-EC-000-00-RP-04-3861-D03 Bat Masterplan

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

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

1. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly

loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

3. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway
  4. The applicant is reminded that where the proposed works are on land within the administrative control of Guildford Borough Council, and which do not fall within permitted development separate permission will be required from Guildford Borough Council
-



<b>APPLICATION NUMBER</b>	<b>SU/22/0233</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Secretary Of State For Defence

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

**Development:** Application for approval of reserved matters for the Southern SANG and SANGS link (phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the submission of details pursuant to condition 13 (SANG management) and partial details pursuant to conditions 16 (detailed ecological management strategy & management plan), 29 (tree retention and protection plans), 32 (hard and soft landscaping), 33 (landscape management plan), 40 (surface water), 41 (wetlands) and 43 (foul sewage) of planning permission ref: 12/0546 dated 04 April 2014 (as amended) and Schedule 5 Part 2 (Provision of SANG land) of the Section 106 agreement dated 17 April 2014 as varied.

<b>Contact Officer</b>	Matthew Strong	<b>Consultation Date</b>	22 March 2022	<b>Response Date</b>	15 August 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. The development hereby approved shall not be first brought into use unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Knee rail fencing shall be setback from the parking spaces at a sufficient distance to allow all drivers/passengers space to leave their vehicle. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
  
2. The development hereby approved shall not be first brought into use unless and until facilities for the secure parking of bicycles has been provided within the development site in accordance with the approved plans and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
  
3. The development hereby approved shall not be brought into first use unless and until:
  - (a) The existing barrier on Deepcut Bridge Road has been removed;
  - (b) The existing path within the site has been pressure washed;
 All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

4. The development hereby approved shall not be brought into first use unless and until the following pedestrian/cyclist facilities have been provided within the site:

(a) Both sides of the proposed vehicle barrier north of the disabled parking bays shall be provided with a minimum clearance width of 1.5m to allow the freeflow of pedestrian and cyclist movements at all times;

(b) A scheme of pedestrian and cyclist signage to be in compliance with the Cycle Network Strategy;

(c) The proposed fencing either side of the Frimley Lock Cycle Path, where the green swathe culvert passes beneath the track, shall be provided with fencing;

(d) Additional 3m pedestrian/cyclist routes provided on key desire lines;

(e) Details of the route connecting the site to the Cala Homes parcels;

(f) A 3m wide route connecting the site to the Officers Mess;

(g) Placement of cycle barriers, including the provision of reflective banding, on steep sections of the cycle route to slow the speed of cyclists.

All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

6. The proposed carriageway works shall be provided with tactile paving, pedestrian/cycle facilities and crossing points, raised tables, lighting and signage in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

7. Wheel washing facilities and measures to keep the highway network clear and clean of any mud or debris to ensure the safety of all highway users shall be provided to the satisfaction of the Local Planning Authority and County Highway Authority upon commencement of development. Once implemented such measures and facilities shall be retained and used whenever necessary or when the said operations are undertaken.

### **Reasons**

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

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.

### **Informatives**

The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

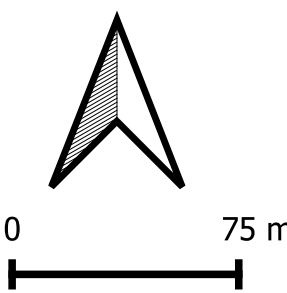

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

**Note to Planner**

All 2m routes within the site will be provided for pedestrian use. All 3m routes will be provided for both pedestrian and cyclist use. Additional 3m pedestrian/cyclist routes are required throughout the site, this will allow for greater permeability to/from and throughout the site. These routes will be used for recreational purposes for all users and for accessing facilities in the vicinity, therefore they should be able to cater for both pedestrians and cyclists. To ensure there is sufficient permeability between the site and the Cala Homes parcels, the gap in the existing fencing should be 3m wide and a centrally located post will be required to prevent vehicular access. The provision of pedestrian/cyclist signage will increase legibility for all site users. Tracking has been provided which demonstrates that vehicles can enter and leave the car parking area in forward gear.

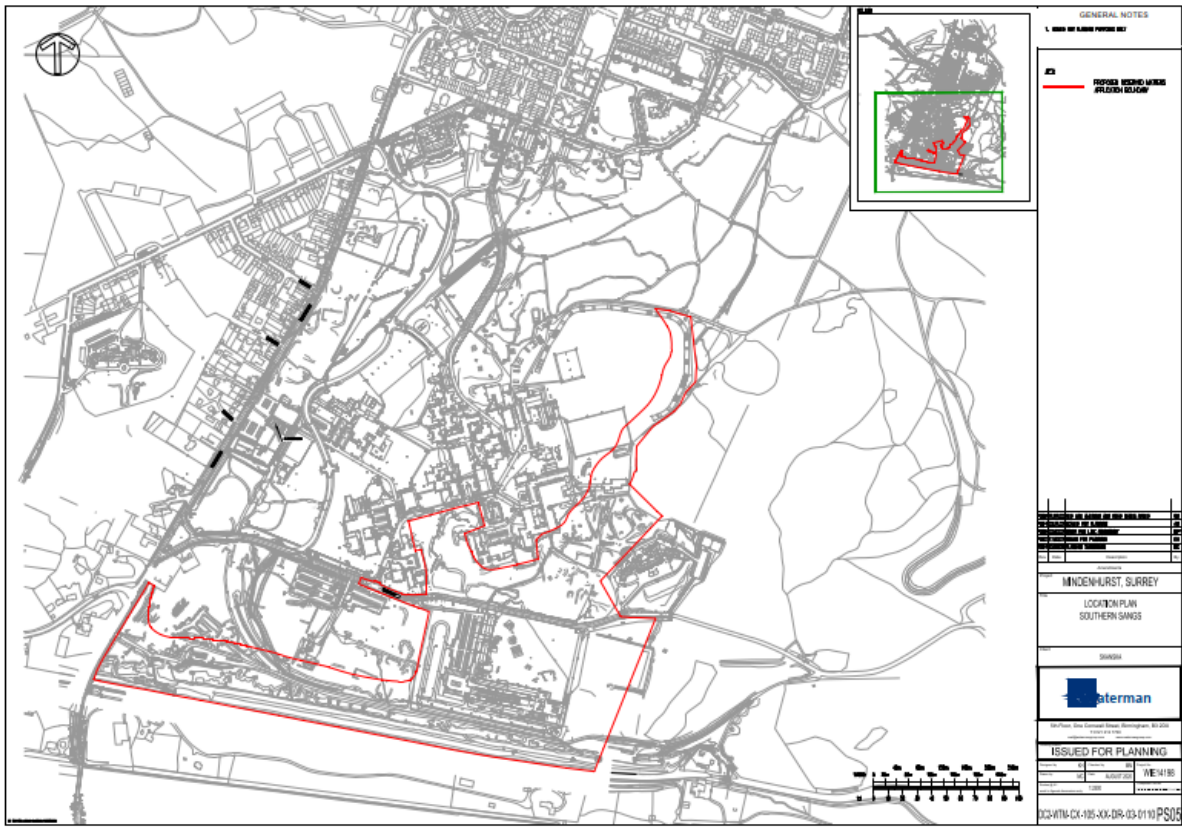
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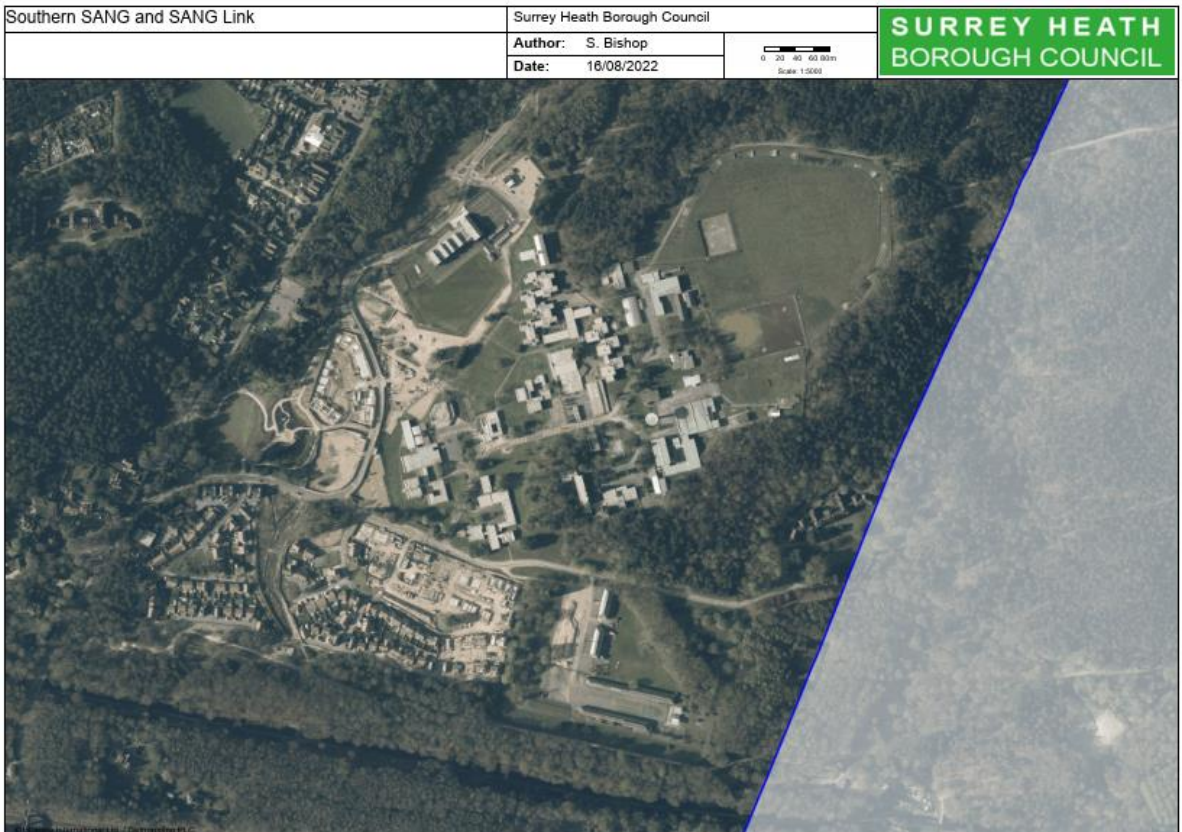
<b>Title</b>	Planning Applications		
<b>Application number</b>	22/0233/RRM		<b>Scale @ A4</b> 1:2,500
<b>Address</b>	Princess Royal Barracks Brunswick Road Deepcut Camberley Surrey GU16 6RN		<b>Date</b> 10 Aug 2022
<b>Proposal</b>	Application for approval of reserved matters for the Southern SANG and SANGS link (phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the submission of details pursuant to condition 13 (SANG management) and partial details pursuant to conditions 16		
Version 5		© Crown Copyright. All rights reserved. Surrey Heath Borough Council 100018679 2022	

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# SITE LOCATION PLAN



# AERIAL VIEW

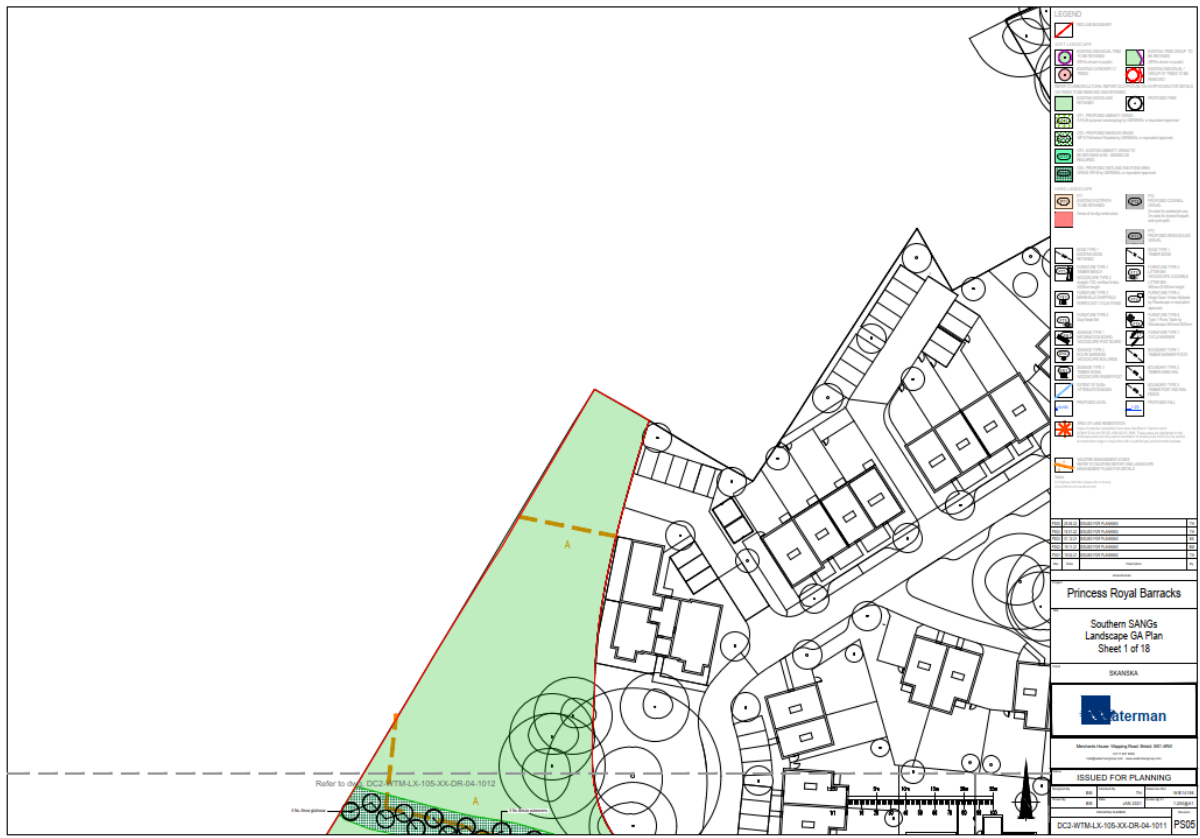


OVERALL AMENDED SITE PLAN AND EXTRACT FROM DESIGN AND ACCESS STATEMENT (BEFORE NEW FOOTPATHS ADDED TO RESIDENTIAL PARCELS TO WEST)





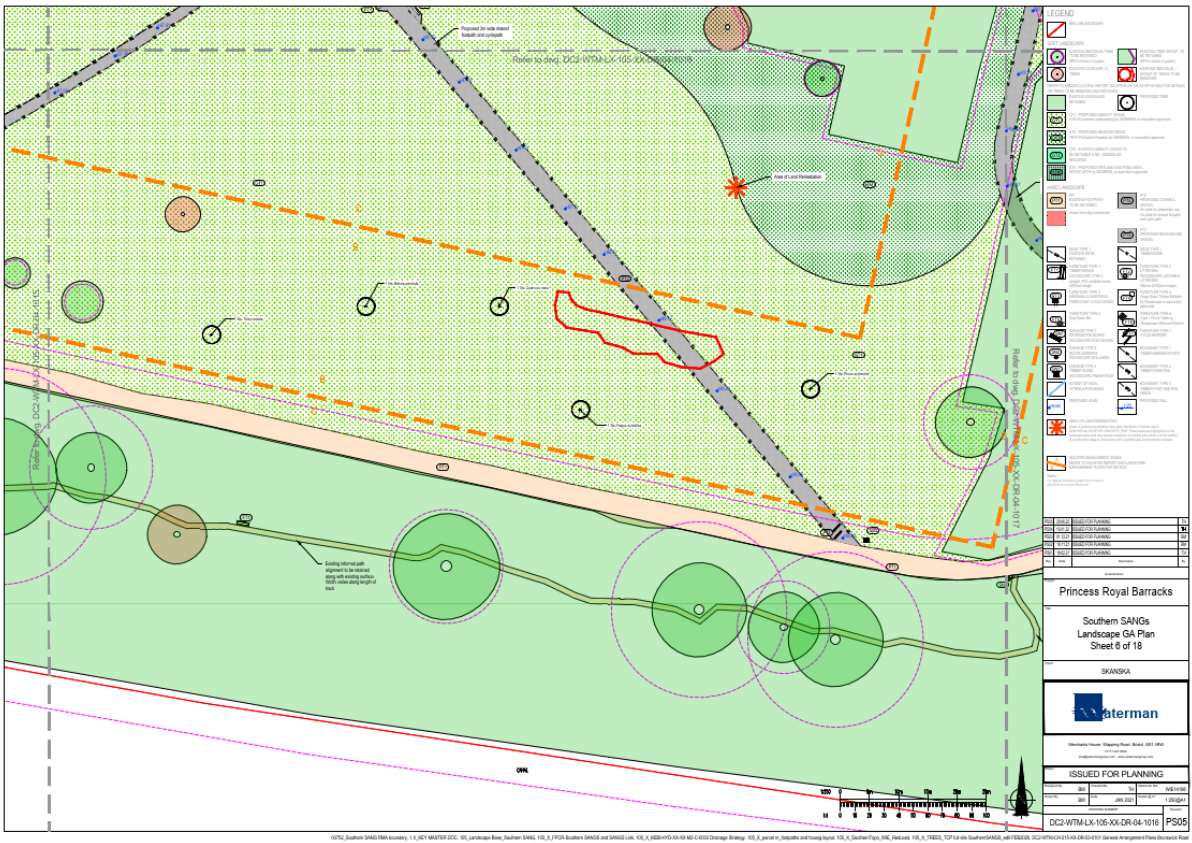
LANDSCAPE PLANS 1 AND 2 (PART FIRST AND SECOND AREAS)



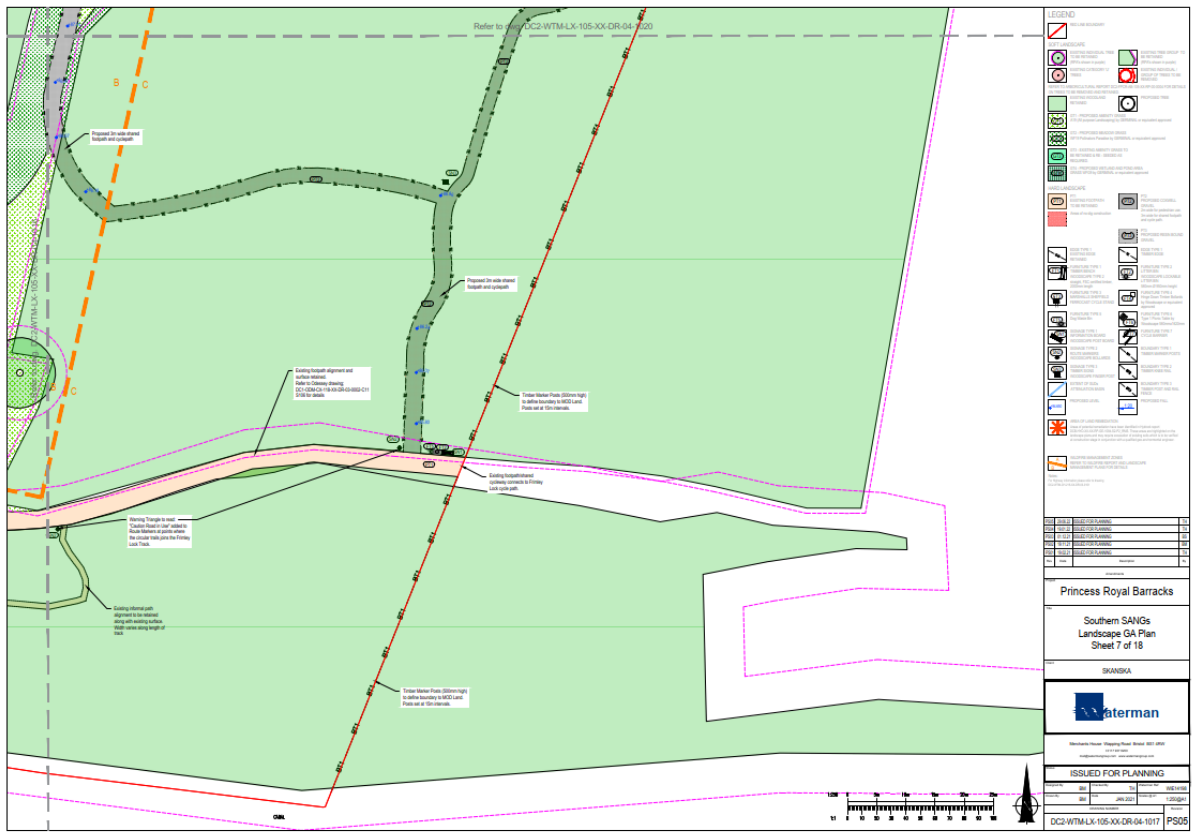
LANDSCAPE PLANS 3 AND 4 (PART FIRST AND SECOND AREAS)



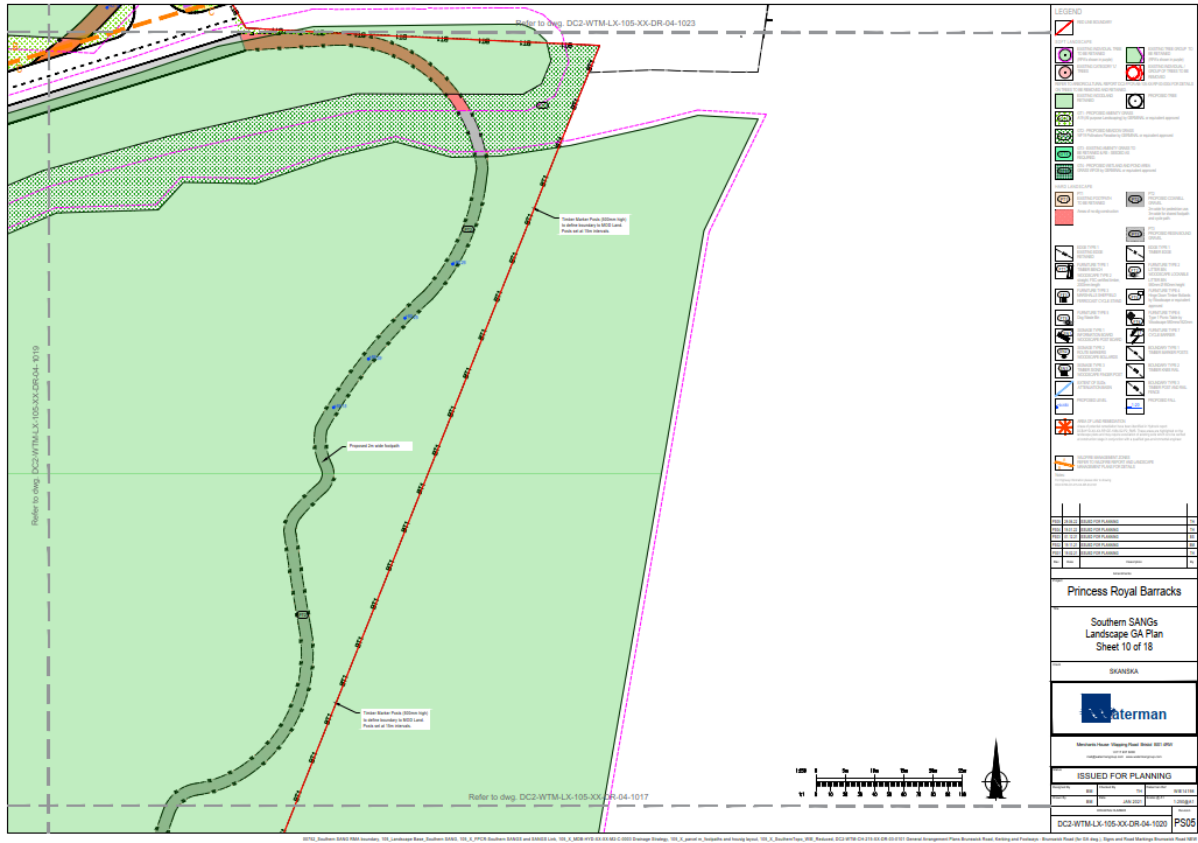
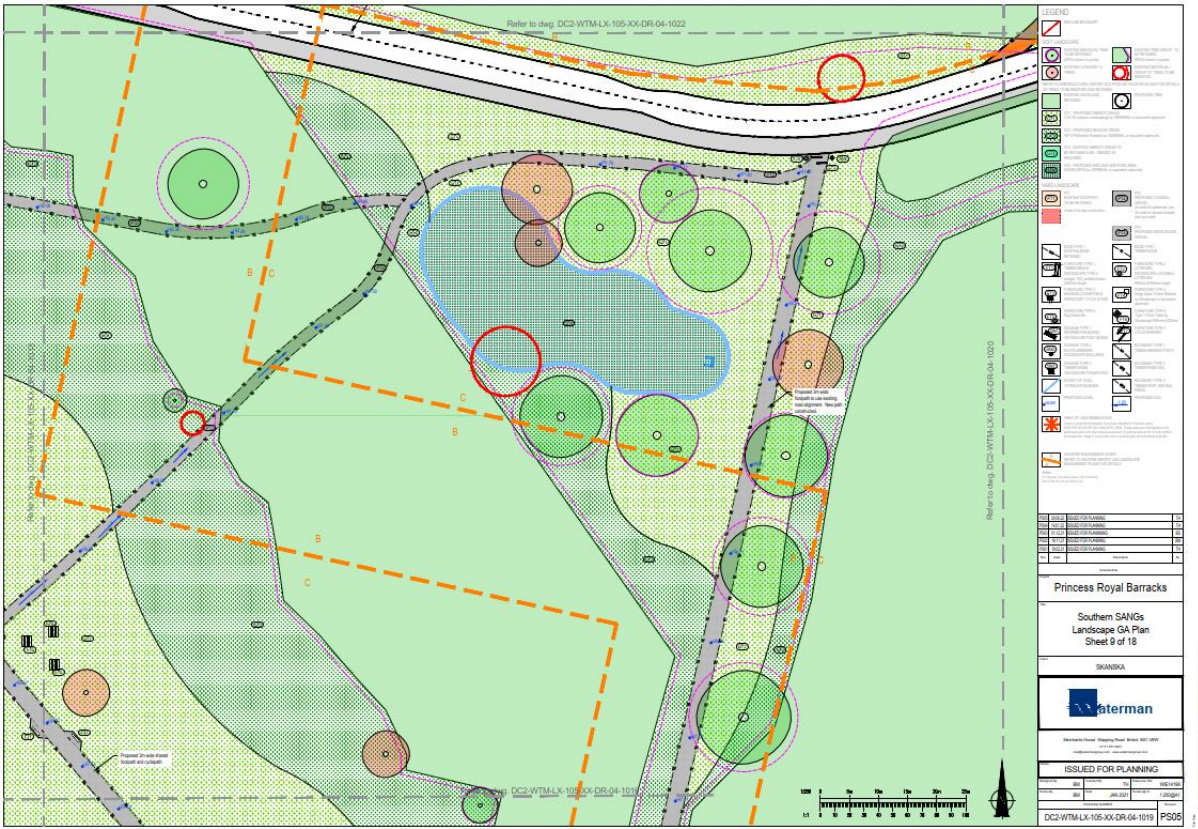
LANDSCAPE PLANS 5 AND 6 (PART FIRST AND SECOND AREAS)



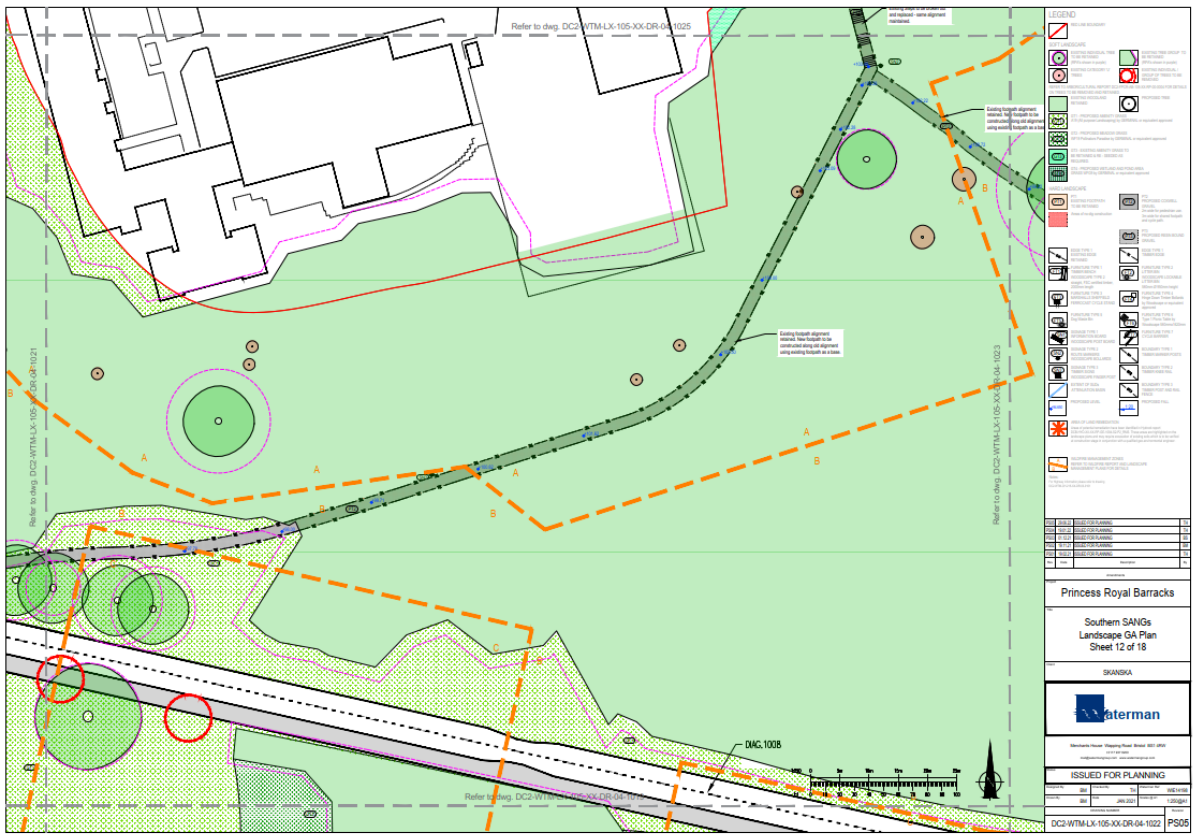
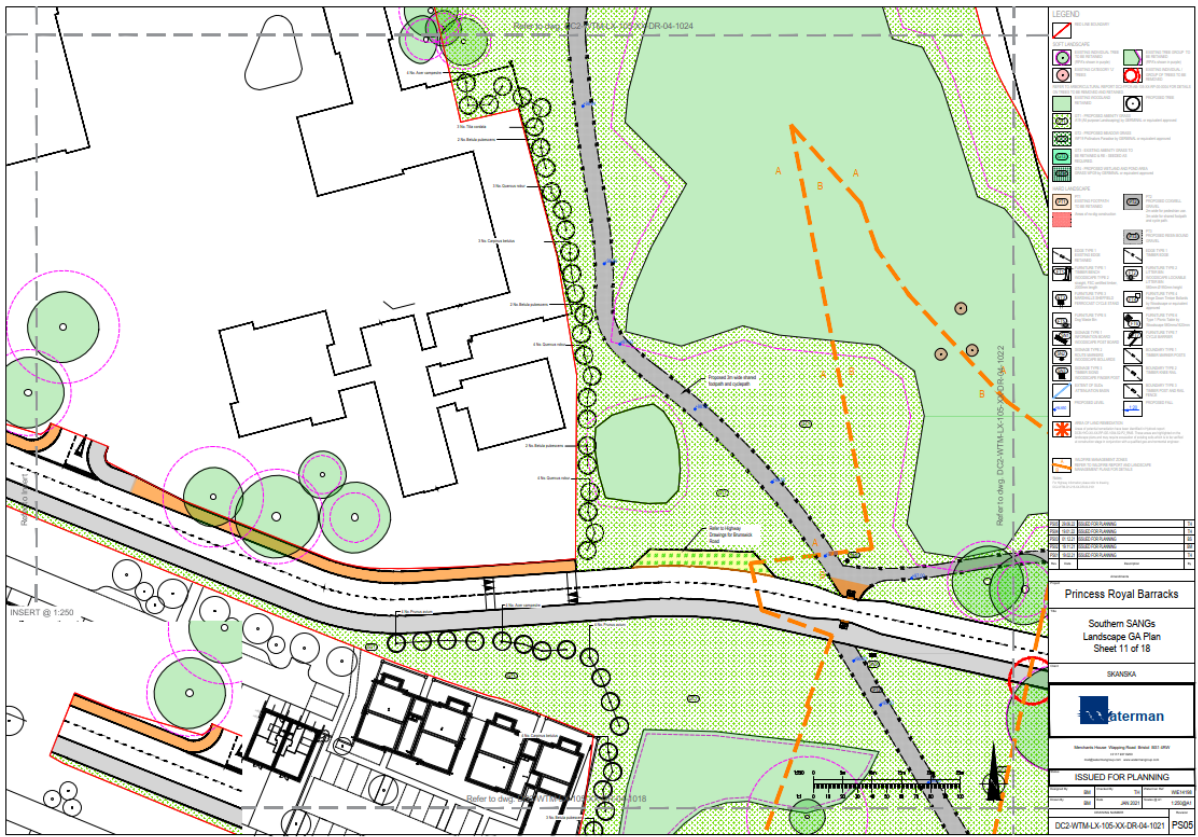
LANDSCAPE PLANS 7 AND 8 (PART FIRST, SECOND AND THIRD AREAS)



LANDSCAPE PLANS 9 AND 10 (PART SECOND AND THIRD AREAS)

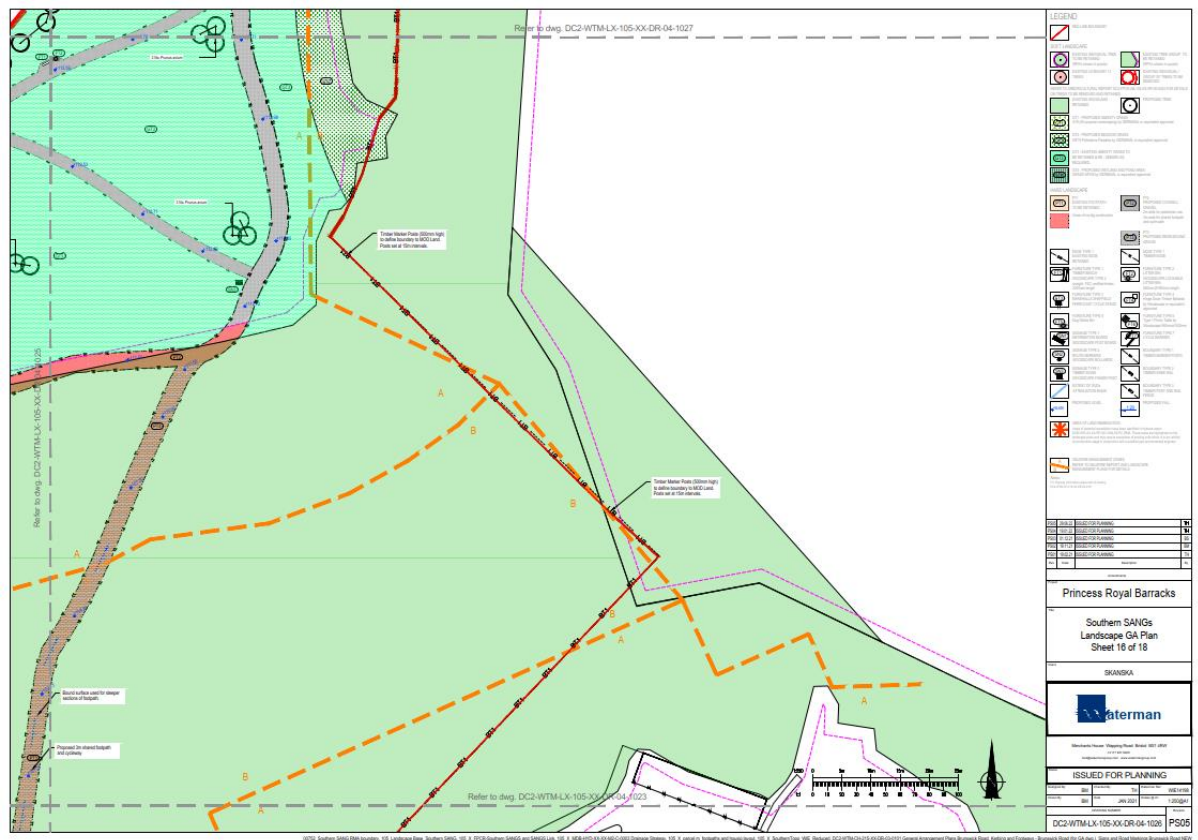


LANDSCAPE PLANS 11 AND 12 (PART SECOND AND THIRD AREAS)



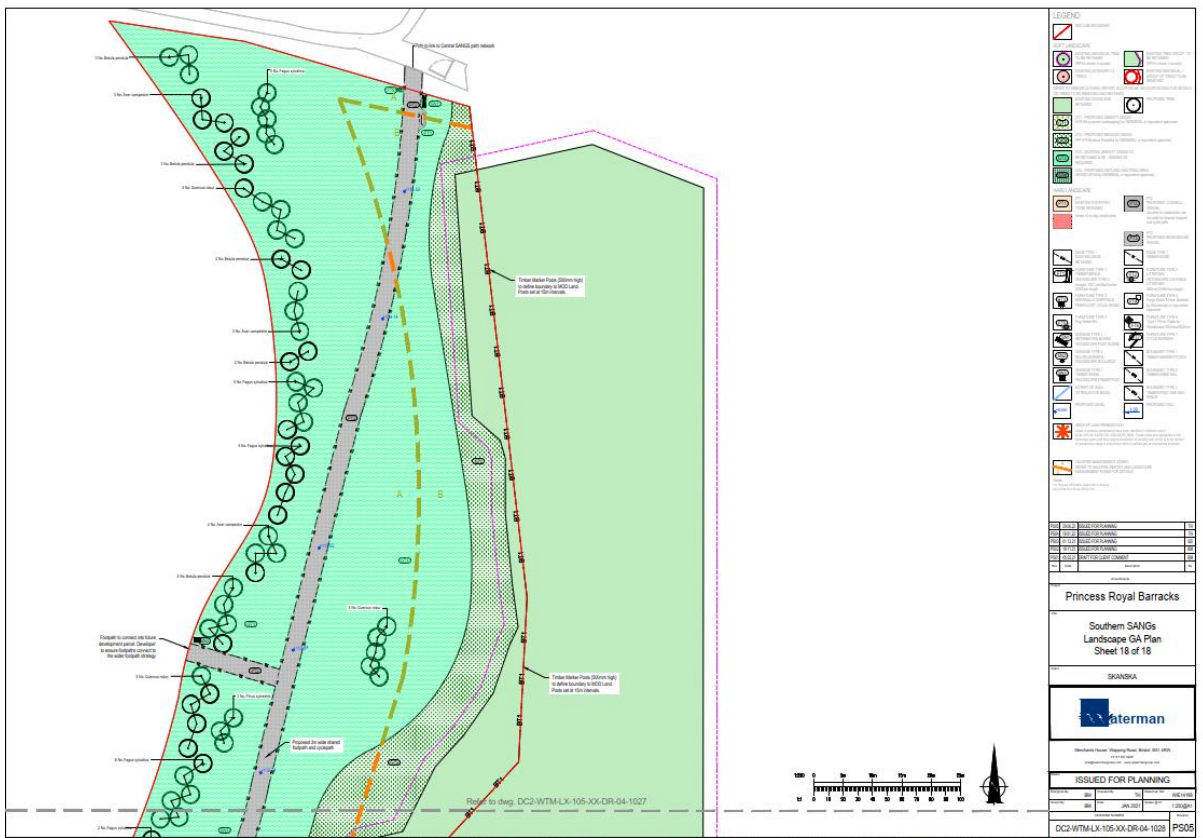
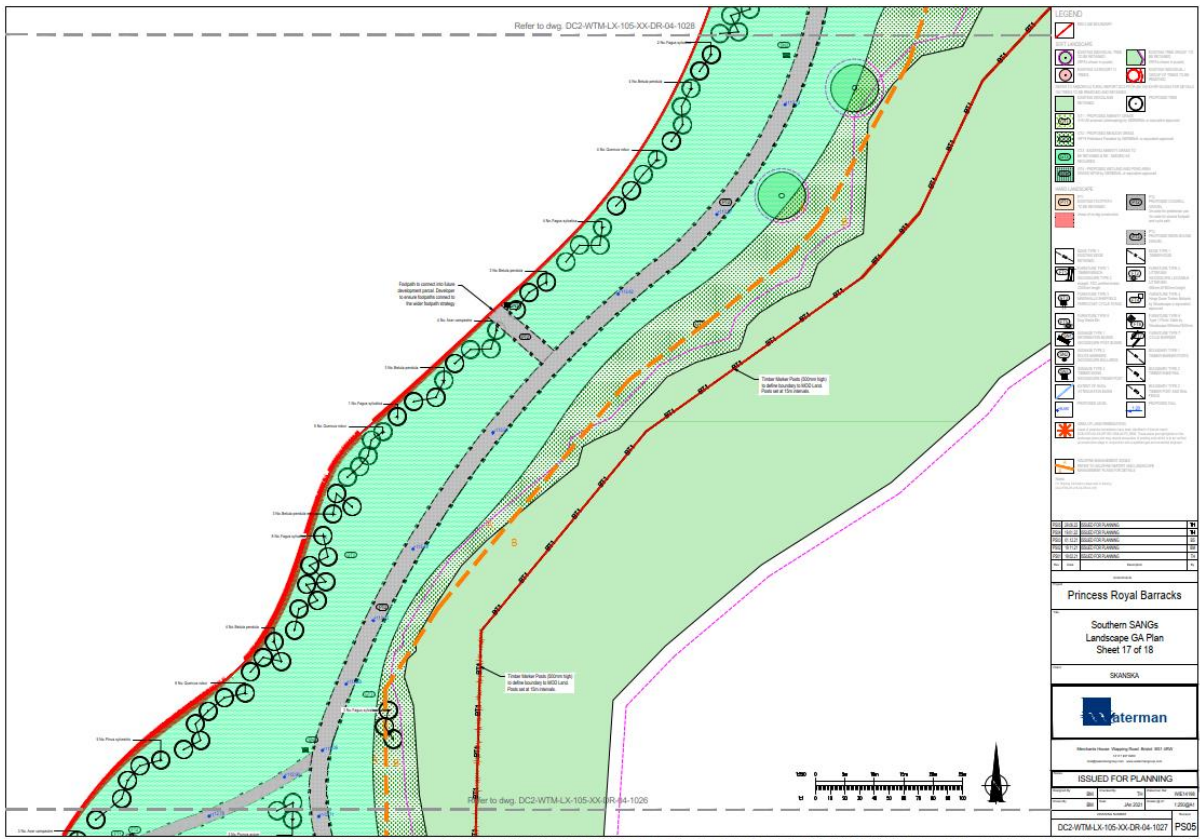


# LANDSCAPE PLANS 15 AND 16 (THIRD AREA)

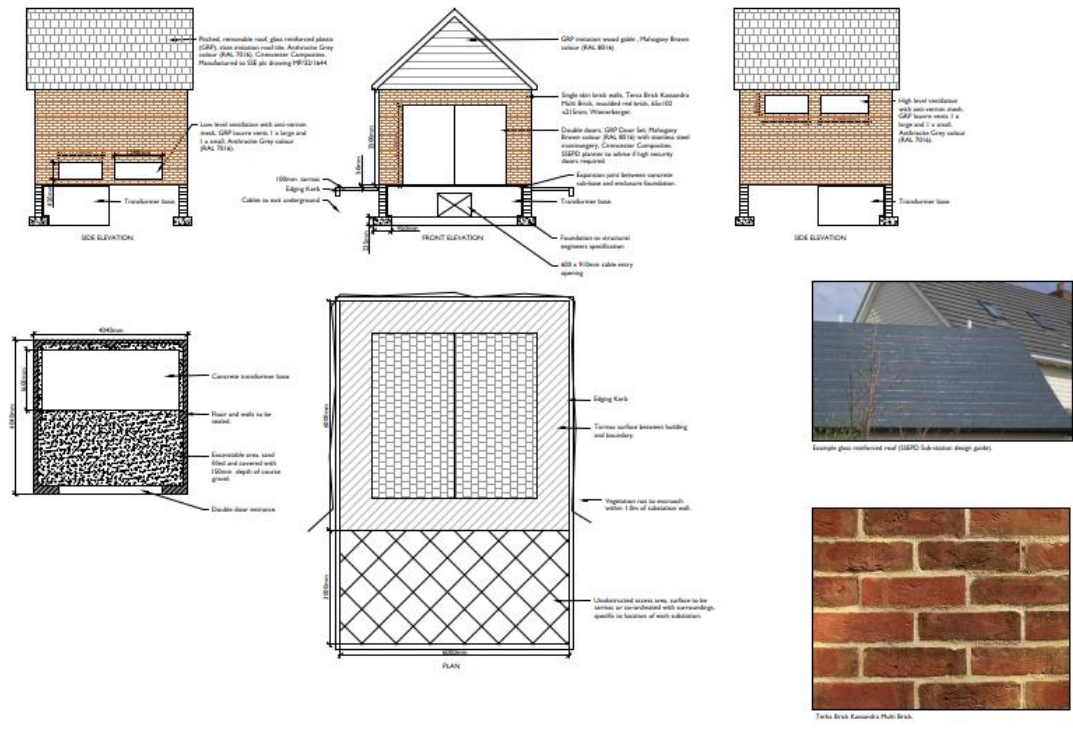




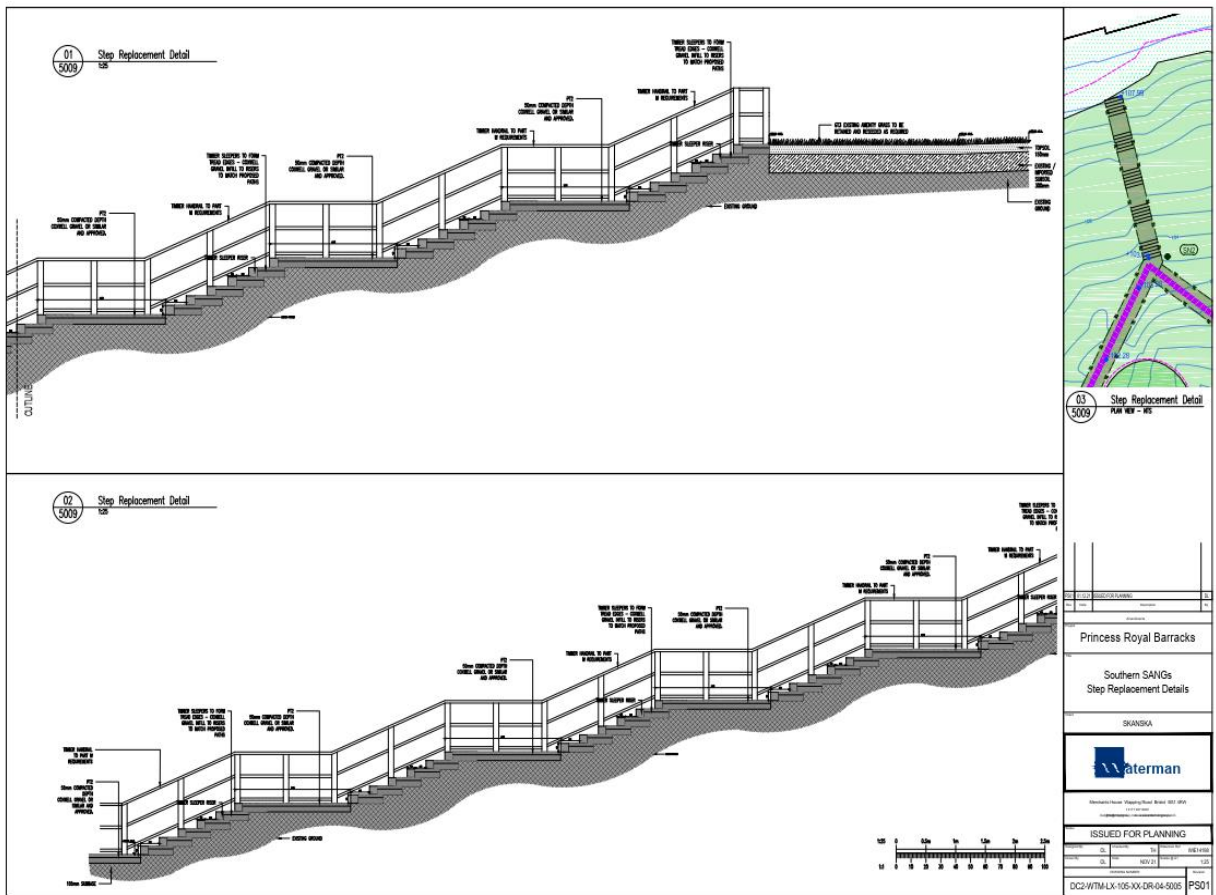
LANDSCAPE PLANS 17 AND 18 (THIRD AREA)



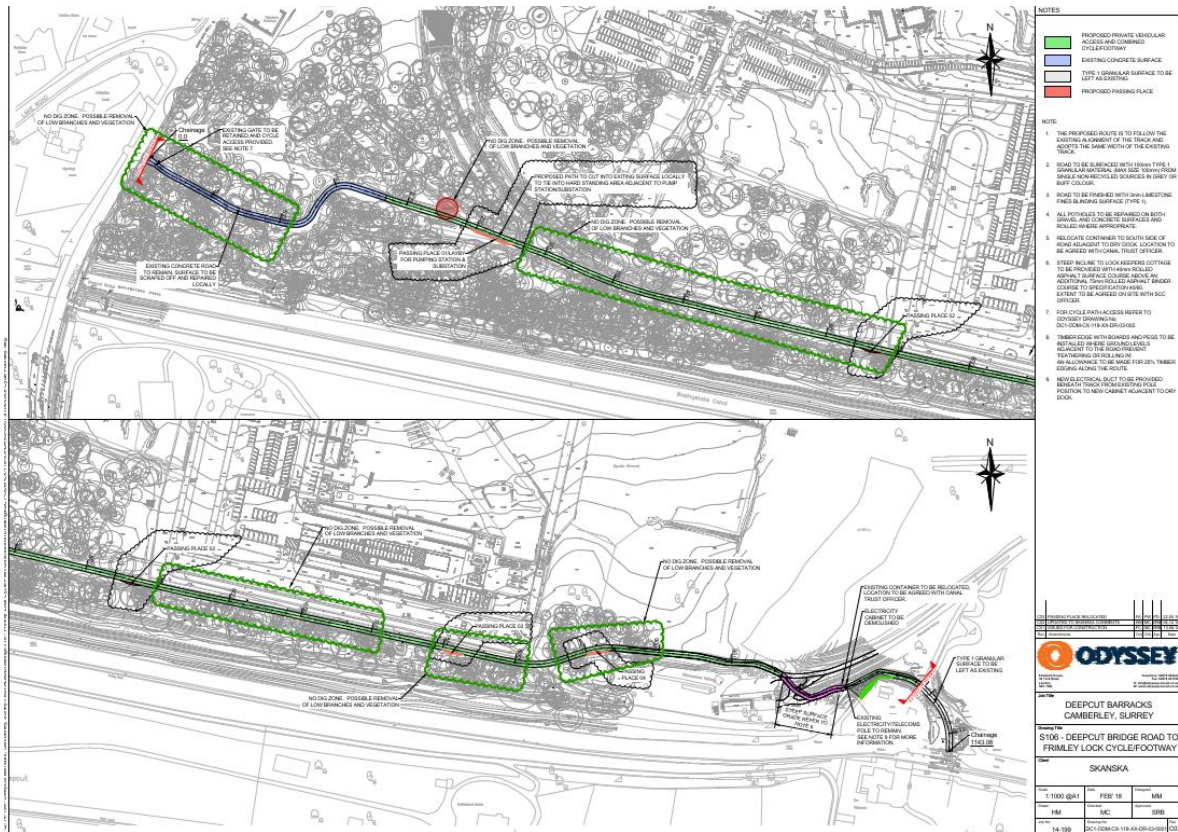
# BRICK SUBSTATION



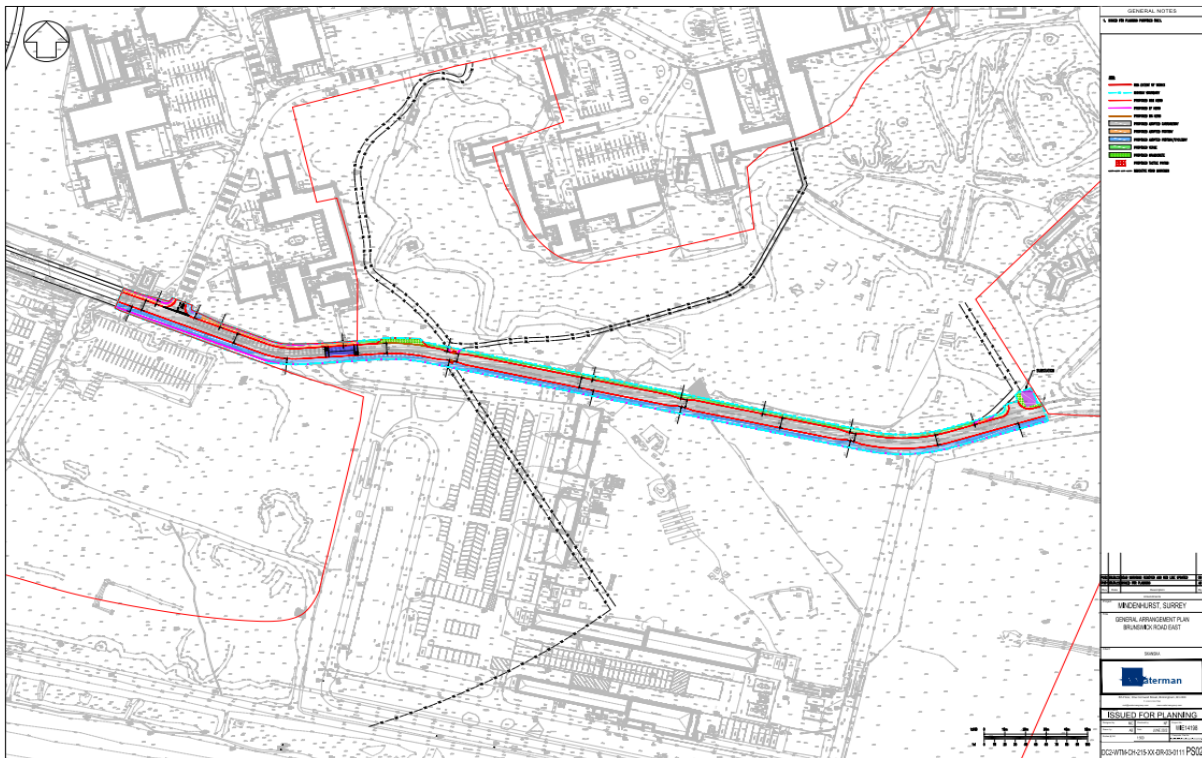
# STEP REPLACEMENT DETAIL



# DEEPCUT BRIDGE ROAD TO FRIMLEY LOCK CYCLE/FOOTWAY



# GENERAL ARRANGEMENT BRUNSWICK ROAD EAST



VIEW FROM DEEPCUT BRIDGE ROAD



VIEW OF EXISTING CONCRETE TRACK PROPOSED PARKING AREA (DEEPCUT BRIDGE ROAD END)



VIEW OF EXISTING CONCRETE TRACK (PROPOSED PARKING AREA)



CALA DEVELOPMENT TO NORTH OF TRACK



TYPICAL VIEW OF TRACK TO SOUTH OF CALA DEVELOPMENT



TYPICAL VIEW OF INFORMAL TRACK TO NORTH OF BASINGSTOKE CANAL



VIEW OF VEHICLE/FUEL DEPOT FROM TRACK TO SOUTH



WOODLAND TO EAST OF VEHICLE/FUEL DEPOT FROM TRACK TO SOUTH



VIEWS FROM BRUNSWICK ROAD LOOKING EAST



VIEW FROM BRUNSWICK ROAD LOOKING EAST





VIEWS FROM BRUNSWICK ROAD LOOKING NORTH



VIEWS FROM BRUNSWICK ROAD LOOKING EAST



VIEW FROM BRUNSWICK ROAD LOOKING SOUTH TO LAND ADJOINING VEHICLE/FUEL DEPOT



VIEW FROM BRUNSWICK ROAD LOOKING SOUTH TOWARDS VEHICLE WASH FACILITY WITHIN DEPOT



VIEW FROM BRUNSWICK ROAD TOWARDS OFFICERS MESS



PEDESTRIAN LINK FROM OFFICERS MESS INTO SOUTHERN SANG



TYPICAL VIEWS WITHIN WOODLAND NORTH OF BRUNSWICK ROAD





LAND NORTH OF BRUNSWICK ROAD - EXISTING STEPS TO BE REBUILT



VIEW ACROSS SPORTS FIELD LOOKING NORTH



VIEW FROM THE CENTRAL SANG LOOKING SOUTH



JUNCTION OF CENTRAL SANG AND SOUTHERN SANG LINK LOOKING SOUTH



VIEW TOWARDS BRUNSWICK ROAD FROM ROYAL WAY



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

**NOTES**

**Officers Report**

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

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

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

**How the Committee makes a decision:**

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

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

**The Committee cannot base decisions on:**

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

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

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