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To: The Members of the **Planning Applications Committee**
(Councillors: Cliff Betton (Chair), Victoria Wheeler (Vice Chair), Mary Glauert, Shaun Garrett, Liz Noble, David O'Mahoney, Murray Rowlands, Kevin Thompson, Helen Whitcroft, Valerie White and Richard Wilson)

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 a substitute to attend. Members should also inform their group leader of the arrangements made.

Preferred substitutes: Councillors Jonny Cope, Nirmal Kang, Mark Gordon, Ying Perrett, Jonathan Quin, Pat Tedder and David Whitcroft

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 Head of Planning 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, 22 February 2024 at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Damian Roberts

Chief Executive

AGENDA

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

To approve as a correct record the minutes of the meeting of the Planning Applications Committee held on 25 January 2024.

3 Declarations of Interest

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

Human Rights Statement

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

Planning Applications

4	Application Number: 23/0486 - The Ferns, Woodlands Lane, Windlesham, Surrey, GU20 6AS*	9 - 46
5	Application Number: 23/1224 - Threapwood, 36 The Maultway, Camberley, Surrey, GU15 1PS*	47 - 86
6	Application: 23/1100 - Watchmoor Park, Watchmoor Road, Camberley, Surrey	87 - 144
7	Application Number: 23/1147 - Farnborough Airport consultation	145 - 164
8	Application Number: 23/1178 - Land r/o 19 The Crofters, Deepcut, Camberley, Surrey	165 - 178

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

Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House, Knoll Road, Camberley, GU15 3HD on 25 January 2024

+ Cllr Cliff Betton (Chair)
+ Cllr Victoria Wheeler (Vice Chair)

+ Cllr Mary Glauert	+ Cllr Kevin Thompson
+ Cllr Shaun Garrett	+ Cllr Helen Whitcroft
+ Cllr Liz Noble	+ Cllr Valerie White
+ Cllr David O'Mahoney	+ Cllr Richard Wilson
+ Cllr Murray Rowlands	

+ Present

Members in Attendance:

Cllr Nirmal Kang,
Cllr Sarbie Kang,
Cllr Pat Tedder

Officers Present:

Gavin Chinniah - Head of Planning
Jonathan Partington - Development Manager
Julia Greenfield – Enforcement Team Manager
Maxine Lewis - Corporate Enforcement Team Leader
Duncan Carty - Principal Planning Officer
Melissa Turney – Senior Planning Officer
Navil Rahman - Principal Planning Officer
Sarah Shepherd – Senior Solicitor
Rachel Whillis - Democratic Services Manager
Jenny Murton – Senior Democratic Services Officer

34/P Minutes of the Previous Meeting

The Committee confirmed the minutes of its meeting held on 14 December 2023. Councillor Cliff Betton highlighted he was not in attendance at the meeting.

35/P Enforcement Monitoring Report

The Committee received a report summarising the work of the Planning Enforcement Service for the period 1 October 2023 to 31 December 2023.

During the reporting period, the Planning Enforcement Team had investigated 62 allegations of planning breaches of which 14 were deemed to have not breached planning regulations. One Enforcement Notice had been issued (reissued), 45 investigations were open pending investigation and two Planning Contravention Notices had been issued.

The table (2.4 on the report) was explained to the Committee and that some wards had more investigations open simply as they chose to engage at that particular time, no specific reason.

Members asked if all Enforcement cases are highlighted to the relevant ward members and it was confirmed they were not but Members were invited to contact the team directly for more information.

An Appeal Decision regarding land at 1 Middle Close, Camberley was updated as being resolved and no further action was to be taken by the Council.

It was confirmed that the appeal for 55A Robins Bow, Camberley, Surrey (Reference 3319565) is proceeding through the informal hearing process and the hearing date is still to be determined.

The Committee noted the report.

36/P Application Number: 23/0347 - Hagthorne Cottage Nurseries, Lucas Green Road, West End, Woking, Surrey, GU24 9LZ*

This planning application related to the demolition of an existing poly building and the erection of a detached storage building. The annex to the Planning Updates report contained a Judgement report from 22 March 2000 relating to the application.

This application was being reported to the Planning Applications Committee because the proposal is a major development (i.e. relating to a non-residential building over 1,000 square metres in floor space).

The proposal was considered to not be inappropriate development in the Green Belt and acceptable in terms of its impact on local character, trees and street scene; residential amenity; highway safety; drainage/flood risk; ecology and the Thames Basin Heath Special Protection Area (SPA).

The Committee queried the orientation of the site and its structures and why the positioning of the poly building and forecourt had changed. It was confirmed that it was the same surface area but had been proposed for operational reasons.

The use of the building was discussed and it was confirmed that there were conditions on what the building would be used for and these would remain in place if ownership changed. It was clarified that the organisation would not be limited to working with one garage only but the proposed building (and whole site) would only be used to store up to 60 cars.

The Committee questioned the addition of extra foliage on the south westerly side of the site and it was confirmed that this was not necessarily to hide the building but make it more visual.

It was confirmed that no car transporters would be accessing the site.

In accordance with the Council's public speaking scheme, Nick Griffin (Agent) spoke For the application.

The officer recommendation to approve the application subject to conditions was proposed by Councillor Richard Wilson, seconded by Councillor Shaun Garrett, put to the vote and carried.

RESOLVED that application 23/0347/FFU be approved subject to the conditions in the officer's report and the planning update sheet.

NOTE 1

Voting in favour of the motion to grant the application subject to conditions: Councillors Cliff Betton, Shaun Garrett, Mary Glauert, Liz Noble, David O'Mahoney, Murray Rowlands, Kevin Thompson, Victoria Wheeler, Helen Whitcroft, Valerie White and Richard Wilson.

NOTE 2

It was noted for the record that Councillor Mary Glauert declared that she had visited the site and met with the neighbours.

37/P Application Number: 23/1035 - 150 London Road, Bagshot, Surrey, GU19 5DF

The application was for full planning permission to allow the occupation of unit 2a for Class E retail (Hobbycraft) outside of those specified within condition 1 of planning permission 16/1041.

The Committee discussed parking provisions for the site and the potential impact on traffic levels on the A30. It was considered that traffic levels would remain the same or lower than the previous occupiers of the unit (Cotswold Outdoor) and there was sufficient parking for customers. County Highways Authority had no objection.

The Committee queried if the mezzanine level in the unit would be used and it was confirmed it would remain empty.

The public opening hours of the unit were discussed by the Committee and despite having permission from 07:00 until 23:00 Mondays to Saturdays it was concluded that this was very unlikely to be used.

The officer recommendation to approve the application subject to conditions was proposed by Councillor Victoria Wheeler, seconded by Councillor Shaun Garrett, put to the vote and carried.

RESOLVED that application 23/1035/FFU be approved subject to the conditions set out in the officer's report.

NOTE 1

Voting in favour of the motion to grant the application subject to conditions: Councillors Cliff Betton, Shaun Garrett, Mary Glauert, Liz Noble, David O'Mahoney, Murray Rowlands, Kevin Thompson, Victoria Wheeler, Helen Whitcroft, Valerie White and Richard Wilson.

NOTE 2

It was noted for the record that Councillor Wilson declared he had attended a public meeting in Bagshot that had supported the application.

38/P Application Number: 23/0699 - Sunningdale Golf Club, Ridge Mount Road, Sunningdale, Ascot, Surrey, SL5 9RS

The application was for the erection of a greenkeepers storage compound building including repair workshop, staff facilities and parking, erection of sand bay, building, alterations to existing staff building to provide additional staff residential accommodation, formation of new internal, access road, service yard including wash/fuel area and associated landscaping works. Demolition of vehicle garage, sand bay, wash, and fuel bay containers, chemical and machine store and tool store.

The application is a resubmission of application ref. 2019/0615 that was granted 28 January 2020. The applicant was unable to implement the permission as the proposal sought construction over common land and no agreement was reached. As a result, the current submission seeks to resolve this matter by relocating the proposed buildings further north, approximately 8m.

The Committee queried the type of land with this application and it was confirmed as being outside Common land. It was explained to the Committee that agreement for development on Common land is outside of the planning process and would be a decision made by the Secretary of State for DEFRA.

The location of the site and that it was adjacent to Chobham Common was discussed along with Biodiversity net gain information. It was confirmed that Surrey Wildlife Trust had reviewed the application and had no objection.

It was highlighted that Chobham Parish Council had several objections, as detailed in the officer's report.

The officer recommendation to grant the application, subject to conditions and referral to the Secretary of State for DHLUC (Department for Levelling Up Housing and Communities) as a Departure from the Development Plan, was proposed by Councillor Kevin Thompson, seconded by Councillor Richard Wilson and put to the vote and carried.

RESOLVED that application 23/0699/FFU be granted, subject to conditions and referral to the Secretary of State as a Departure from the Development Plan.

NOTE 1

Voting in favour of the motion to grant the application subject to conditions:
Councillors Cliff Betton, Shaun Garrett, Mary Glauert, Liz Noble, David O'Mahoney, Kevin Thompson and Richard Wilson.

Voting against the motion to grant the application subject to conditions:
Councillors Murray Rowlands, Victoria Wheeler, Helen Whitcroft and Valerie White.

Abstaining:
None.

39/P Application 23/0326/PCM Update Report

The Committee was updated on the progress of Surrey County Council's application 23/0326/PCM following Surrey Heath's resolution to object to the proposal.

The application was for the erection of part 1, 2, 3, 4 storey building for extra care accommodation comprising self-contained apartments, staff and communal facilities and associated parking (landscaping and appearance reserved).

It was confirmed that the Council could not appeal Surrey Council Council's decision.

The Committee noted the progress of the application.

Chair

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23/0486/FFU

Reg. Date 17 May 2023

Windlesham & Chobham

LOCATION:	The Ferns , Woodlands Lane, Windlesham, Surrey, GU20 6AS
PROPOSAL:	Demolition of existing dwelling and erection of seven dwellings with associated landscaping and parking
TYPE:	Full Planning Application
APPLICANT:	Mrs Melanie Chetley
OFFICER:	Navil Rahman

This application has been reported to the Planning Applications Committee because it was called in by Councillor Wheeler owing to concerns the proposal does not adhere to the Windlesham Neighbourhood Plan, the loss of trees, the ecological impact of the development and the overdevelopment of the site.

RECOMMENDATION: GRANT subject to conditions and a legal agreement

1.0 SUMMARY

- 1.1 The application relates to the residential development of 7 units on a Housing Reserve Site following the demolition of the existing dwelling. The proposed development would be acceptable in principle, representing development of an appropriate land use, within a sustainable location, that would contribute towards the Council's housing supply.
- 1.2 The proposed development is considered acceptable in design and character terms, resulting in a scale of development appropriate for this location, whilst it would also be considered acceptable on amenity and highway grounds. The development would not result in any adverse impact to flood risk. Subject to a Unilateral Undertaking for SAMM the proposal would not impact upon the Thames Basin Heath Special Protection Area (SPA).
- 1.3 The application is therefore recommended for a grant of permission subject to conditions and a legal agreement.

2.0 SITE DESCRIPTION

- 2.1 The application site relates to 'The Ferns', a plot of land measuring approximately 0.39 hectares situated on the northern side of Woodlands Lane, Windlesham. The site lies close to the bridge over the M3 to the east, whilst Heathpark Wood abuts the site to the west and north. The site is accessed via Woodlands Lane, with it benefitting from two existing vehicle access points (with dropped kerbs). This part of Woodlands Lane benefits from an existing pedestrian footpath.
- 2.2 The site comprises a single-family, detached dwelling, set on a largely rectangular plot, setback well from the road. The plot is enclosed by a close-boarded fence to the front, whilst to the north, east and west of the site there is dense hedging and mature trees to the boundaries with a wire mesh fence to the north and north east of the site. The property also benefits from two outbuildings, one used as an open fronted double garage as well as a small shed like structure to the north west corner.

- 2.3 The site is situated outside of the settlement area of Windlesham, within the Countryside beyond the Green Belt, and within an allocated Housing Reserve Site as identified by the Proposals Map of the Surrey Heath Core Strategy and Development Management Policies 2012, and under saved policy H8 of the Surrey Heath Local Plan 2000. The trees on the site are protected by Tree Preservation Orders. The site falls within Flood Zone 1 (low risk).

3.0 RELEVANT PLANNING HISTORY

- 3.1 20/1070/FFU Erection of 34 dwelling houses, to comprise 10no.1 bed, 6no. 2 bed, 12 no. 3 bed and 6no. 4 bed, with associated parking, access and landscaping following demolition of existing dwellings. Withdrawn 14 February 2022.

- 3.2 Two applications are under consideration to the adjoining sites to the east and west whilst the adjoining development at Heathpark Wood is also of relevance. All these sites form part of the overall Housing Reserve Site. These applications are summarised below:

St Margarets Woodlands Lane Windlesham GU20 6AS

- 3.3 23/0080/FFU Development of 20 affordable dwellings with new access from Woodlands Lane. Pending decision.

Land East of St Margarets Woodlands Lane Windlesham GU20 6AS

- 3.4 23/0581/FFU Erection of nine dwellings following demolition of existing dwelling. Pending decision.

Heathpark Wood, Heathpark Drive, Windlesham

- 3.5 15/0590 Outline planning permission for the erection of up to 140 dwellings and community facilities, with associated landscaping, open space, car parking and access from Woodlands Lane, and use of land to provide publicly accessible recreation space (SANG). Allowed on appeal 26 July 2017.

- 3.6 20/0318/RRM Reserved matters application for 116 dwellings and community facilities with associated landscaping, open space, car parking and access from Woodlands Lane and the provision of SANG with associated works (appearance, landscaping, layout and scale being considered) and submission of details to comply with conditions 5 (drainage strategy), 7 (greenfield runoff rates), 9 (programme of archaeological work), 15 (surface materials), 16 (visibility zones), 18 (travel plan), 19 (finished floor levels), 20 (tree reports), 21 (external lighting), 22 (badger method statement), 23 (landscape and ecological management), 25 (SANG management plan), 26 (bat survey), 27 (dormice survey), 28 (cycle and refuse storage areas), 29 (vehicle and cycle parking provisions) and 32 (sound attenuation) all pursuant to outline planning permission 15/0590 allowed on appeal dated 26 July 2017.

This application was reported to committee on 10 February 2022 whereby it was resolved to grant. The application is pending decision due to securing the S106 legal agreement.

4.0 PROPOSAL

- 4.1 Planning permission is sought for the demolition of the existing dwelling and construction of seven dwellings in the form of 4x3 bedroom units, and 3x5 bedroom units, together with associated parking, landscaping, and access.

Unit type	Number of Units
3-bedroom	4 (semi-detached)
5-bedroom	3 (detached)

- 4.2 The proposed layout would have a detached 5-bedroom dwelling with attached garage situated to the front of the site, set behind the mature trees. Two pairs of 3-bedroom, semi-detached properties would be situated towards the centre of the plot with a further two detached 5-bedroom dwellings sited to the rear. All properties would benefit from parking within their curtilages together with a garage (whether attached or detached) with a total number of 21 spaces.
- 4.3 The existing access to the south east of the site would be widened to measure 5.5m to the bell mouth and 4.8m through the site, with 2m wide pedestrian footpaths either side. This would provide access towards the remaining dwellings.
- 4.4 Plot 1 would face onto Woodlands Lane utilising the existing access towards the south west, with this access to be used solely for this dwelling. The 1.8m high close board fencing would be replaced by post and rail fencing standing at 1.25m and a 5-bar gate together with hedging set behind the fencing. The dwelling would sit approximately 9.6m from Woodlands Lane, 3.6m from the western boundary (with the two-storey element 5m away) and 11.8m from the eastern boundary.
- 4.5 Plots 2 and 3 would then be situated approximately 43m from the front of the site situated close to the east of the centre of the site, with Plots 4 and 5 sited behind. Plots 6 and 7 would be set towards the rear of the site a minimum of 10.3m from the rear boundary and 2.6m in from either flank boundary.
- 4.6 All the dwellings would stand at two-storey level with 5-bedroom dwellings having accommodation in the roof space. The proposed dwellings whilst having variances in their overall width and depth, would have a largely similar overall size and scale. The properties would have a consistent architectural language comprising of a half-hipped roofs, red bricks, and clay tiles, together with contrast in the brick detailing. Each property would benefit from a dedicated cycle and refuse/recycling store together with 1 EV charging point. Each dwelling would benefit from three parking spaces in total.
- 4.7 To facilitate the development 11 trees are proposed to be removed of which, 8 are categorised as C (low quality) and 3 of which are B (moderate quality), together with a group of category C Scots Pines and Silver Birch trees. Indicative planting is proposed to the front boundary behind the fence to Plot 1, together with planting within the site to the front gardens and adjacent to the access road.
- 4.8 The application has been supported by the following documents:
- Planning Statement
 - Design and Access Statement
 - Transport Statement
 - Arboricultural Impact Assessment
 - Preliminary Ecological Appraisal
 - Flood Risk Assessment
 - Energy Statement

5.0 CONSULTATION RESPONSES

5.1 The following external consultees were consulted, and their comments are summarised in the table below:

External Consultation	Comments received
County Highways Authority	Raise no objection subject to compliance conditions in respect of access and parking layout, EV charging points, cycle storage and a construction management plan. The proposed access and parking are considered acceptable in line with County guidance, whilst trip generation is not considered to have any material impact on the highway network and no objections are raised with respect to sustainability. It is recognised that due to the parking layout for Plot 2, this should be considered as 2 parking spaces and not 3. (See Annex A for a copy of their comments).
Joint Waste Solution	Raise no objection and provide capacity requirements information.
Windlesham Parish Council	<p>Raise objection on the following grounds:</p> <ul style="list-style-type: none"> • Represents unsustainable development conflicting with the Windlesham Neighbourhood Plan (WNP) and draft local plan (Policy SS1) owing to its development to the rural east. • WNP sets out that an estimated maximum of 50 dwellings are expected between 2018-2028. 19 homes have already been developed whilst 136 dwellings approved and another application for 20 units being considered. This would not constitute a sustainable rate of housing growth. • Proposal should be considered in context of adjacent site proposals. • Creation of additional traffic and two access points having cumulative harm with existing development on the road. • The proposed parking arrangements are cramped and insufficient for the size of development. • Increase pressure on infrastructure, with a limited number of essential shops in Windlesham and reliance on private car use. Bus service could not be used to support jobs. • Potential impact on local ecology including bats and wildlife including the effectiveness of the adjacent wildlife buffer zone. Removal of trees and vegetation impacts local wildlife and health and wellbeing of residents acting as natural barrier from noise and pollution from the M3. • Trees are subject to TPO's and removal contrary to draft local plan. • Removal of trees and increased hardstanding will increase water run-off.

	<ul style="list-style-type: none"> • No public consultation carried out. <p>Officer response:</p> <p>The proposal results in the development of a sustainable brownfield site that has been identified within the Council's Strategic Land Availability Assessment as a realistic site for development to meet the Council's housing land supply. Policy WNP1.1 is based on the out-of-date housing needs identified in Policy CP3 of the CSMDP. Paragraph 11 of the NPPF is relevant setting out a presumption in favour of sustainable development and supersedes out of date policy. The proposal is considered acceptable in principle which is discussed further in section 7.3 of the report.</p> <p>Each of the applications to the adjacent sites remain live at the time of writing and can be considered on their own merits.</p> <p>The proposal retains the existing two vehicle access points and would not be considered to result in any significant traffic generation to raise objection.</p> <p>The site is considered sustainably located, close to the bus stop, and within short driving distance of local amenities. CIL payment would be collected from the development which would go towards improvements to infrastructure.</p> <p>The proposed development is not considered to result in any significant harm to local ecology which is discussed further in section 7.7 of the report.</p> <p>The proposed removal of trees is considered acceptable subject to an appropriate landscaping plan. This is considered in section 7.4 of the report.</p> <p>The proposed development would be expected to meet surface water run-off rates as set out in the NPPF secured by way of SuDS condition.</p> <p>No prior public engagement is required for a development of this size.</p>
Surrey Wildlife Trust	<p>Raise no objection and recommend that in the event of a grant of permission, conditions in respect of a Construction Environmental Management Plan (CEMP) and Sensitive Lighting Management Plan are secured whilst the applicant should be advised of necessary licenses to be obtained by Natural England. An Ecology and Habitat Mitigation Strategy including a biodiversity net gain assessment</p>

	should also be secured if the Council is satisfied that this information is not required prior to determination.
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5.2 The following internal consultees were consulted, and their comments are summarised in the table below:

Internal Consultation	Comments received
Arboricultural Consultant	No objection subject to conditions to include: a fully detailed cellular confinement and permeable surface system for all hardstanding, drive, and access areas to limit the impact on retained trees; full landscaping plan; and tree protection during construction.
Urban Design Consultant	<p>Raise concerns due to the lack of tailored layout, unnecessary loss of trees and landscaping approach which includes an unnecessarily heavily engineered access and the materiality of the turning point. Access to Unit 1 should be off the internal street due to the loss of trees whilst the scheme lacks placemaking. No objections to the building design, form, and materials and in the event of a grant of permission conditions to be attached in respect of material samples, use of timber for all doors and detailed design of windows and doors to be submitted.</p> <p>Officer response:</p> <p>The proposal utilises the existing access points to minimise the impact on the street scene. Whilst three trees would be removed these are of low quality (Category C) and considered necessary to provide a safe access into the site. The loss of these trees would be offset by additional planting to the front boundary, ensuring the scheme preserves the character on Woodlands Lane.</p> <p>Hardstanding areas within the site are limited to the necessary access road, pedestrian footpath, and parking areas. Soft landscaping is proposed around these areas to soften their appearance and the scheme would be supported by a detailed landscaping scheme secured by condition. The proposal relates to a minor development on a limited size plot where placemaking is not typically expected. Furthermore, each of the houses would have fully compliant garden spaces which compliments the overall acceptability of the proposed development.</p> <p>No objections have been raised by the Council's Arboricultural officer in respect of the loss of trees or proposed indicative landscaping layout, and proposed planting.</p> <p>The design of the development is discussed further in section 7.4 of the report.</p>

Drainage Engineer	No objections subject to pre-commencement drainage details to be submitted.
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6.0 REPRESENTATION

6.1 A total of 200 letters of consultation were sent on the 2 June 2023 to neighbouring residents. A total of 18 letters of objection (including an additional letter from the same household), together with an objection from the Windlesham Heathpark Wood Group and Windlesham Society have been received. A petition with 28 signatures of support have been received with no supporting comments. The comments are summarised and responded to below.

6.2 The table below summarises the material planning reasons for objection:

Material Reason for Objection	Officer Response
<u>Principle of Development</u>	
Needs to be considered in conjunction with the other developments granted in the locality as well as the adjacent two sites with live applications.	No decision has been made on the adjacent applications and therefore each application can be judged on its own merits.
Contrary to the Windlesham Neighbourhood Plan (WNP) which sets out that 4 & 5-bedroom properties not required.	Policy WNP1.2 sets out that new development should consist of a mixture of dwellings with priority given to two and three-bedroom dwellings. The proposal provides a mix of dwellings including 3-bedroom units which are prioritised in the settlement. It is therefore considered an acceptable mix.
Contrary to WNP 1.1 – If approved would result in 180 houses over a 5-year period rather than 50 over 10 years (maximum) as set out in the WNP.	Policy WNP1.1 is based on Policy CP3 of the Local Plan which does not provide an up-to-date housing requirement position. The policy cannot be taken in isolation and needs to be considered against other material factors including its designation as a housing reserve site, and Council's overall housing need.
Failed to satisfy requirements to build on a rural exception site.	The site is not a rural exception site.
Heathpark Wood development was only granted due to Council's inability to demonstrate a 5-year housing land supply which is no longer the case and therefore there is no requirement to release the land for development. No need for the development to meet Council's housing targets.	The application site is included within the Council's Strategic Land Availability Assessment as a deliverable site within the 5-year plan period and would contribute towards the Council's anticipated housing supply.
Presumption of development is to the west of the borough – the proposal would be contrary to this strategy.	Where the local plan seeks to primarily direct development towards the west of the borough, the proposal is for a minor development whilst the site is an allocated housing reserve site and brownfield site.
<u>Design</u>	
Unattractive.	The proposed design of the development is considered acceptable, being of an acceptable size and scale. The design of the development is considered in section 7.4 of the report.

Overdevelopment of the site.	The proposed dwellings all meet appropriate internal and external space standards, without any harm to neighbouring occupiers whilst the site accommodates sufficient spacing around the dwellings. It would therefore not be considered an overdevelopment of the site.
<u>Highways and Parking</u>	
Increased traffic generation and congestion.	The application has been reviewed by County Highways who have raised no objections.
Insufficient parking in accordance with Windlesham Neighbourhood Plan (WNP).	The proposed parking layout shows 3 spaces for each unit which would be in accordance with the WNP.
Tandem parking layout and use of garage for parking is not practical.	The proposed parking layout is considered acceptable. This is discussed further in section 7.6 of the report.
Access/Egress onto Woodlands Lane underestimated and viewed in isolation, despite being already heavily congested. Raises highway safety concern.	The proposal utilises existing access points onto Woodlands Lane, which would be enhanced to ensure the safe operation of the highway. Furthermore, County Highways have not raised any objection to the proposal.
Area not well served by public transport and therefore would increase pressure on vehicle use.	It is accepted that the site owing to its semi-rural location is not best served by local transport links. The site is 0.5 miles away from the 500-bus route stop which provides transport into Camberley as well as other settlement areas.
<u>Biodiversity</u>	
Loss of trees result in removal of natural noise and pollution mitigation from the M3.	The allocation of the site and expected residential development requires the loss of some trees to facilitate the proposal. It is considered that the tree loss has been limited to lower quality trees. Furthermore, there are no objections raised by the tree officer.
Detrimental environmental impact owing to removal of trees and wildlife. Removal of natural wildlife habitat affecting e.g. bats, red kites, badgers. Would contribute towards the destruction of Heathpark Wood through loss of trees and environmental harm.	The proposal would result in some harm to the environment, however, this would be mitigated and compensated by proposed planting and installation measures secured by planning condition. The application has been assessed also by SWT, where no objection has been raised.
Wildlife survey inadequate, would be contrary to NPPF in respect of harm to species.	The submitted surveys are considered satisfactory.
Climate change impact.	The proposal would not result in any significantly greater impact to climate change than any other development of a similar scale.
<u>Drainage and Flood Risk</u>	
Increased surface water/risk of flooding in lower levels of the village due to increased development.	The application has been reviewed by the Council's Drainage Engineer who has raised no objections subject to a pre-commencement drainage condition.
<u>Other Issues</u>	
Strain on infrastructure owing to cumulative impact of various developments. The village cannot	The proposed development relates to a minor development, which would make contribution towards CIL payments. These payments go

support additional development of this size in respect of services and amenities including sewage system, drainage.	towards improving infrastructure projects to support increased development.
Lack of consultation with the community.	The statutory consultation requirements have been carried out as part of the application process.

7.0 PLANNING CONSIDERATIONS

7.1 In considering this development regard is given to Policies CP1, CP2, CP3, CP6, CP11, CP12, CP14, DM1, DM9, DM10, DM11 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); saved Policy H8 of the Surrey Heath Local Plan 2000; the National Planning Policy Framework (NPPF), Policy NRM6 of the Southeast Plan 2009 (as saved) (SEP); the Windlesham Neighbourhood Plan 2018-2028 (designated 2015), as well as advice within the Surrey Heath Residential Design Guide 2017 (RDG); Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (AAS); the Planning Practice Guidance (PPG); and the National Design Guide.

7.2 The key issues to be considered are:

- Principle of development.
- Impact on the character, appearance, and trees of the surrounding area.
- Impact on residential amenity.
- Impact on the highway network and parking capacity.
- Impact on biodiversity and ecology.
- Impact on flood risk and drainage.
- Impact on the Thames Basin Heaths Special Protection Area.
- Other matters.

7.3 Principle of development

i) Acceptability of development on this land

7.3.1 Paragraph 11 of the NPPF has a presumption in favour of sustainable development and where the policies in the local plan are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

7.3.2 Paragraph 77 of the NPPF requires local planning authorities to identify and update annually a supply of deliverable sites sufficient to provide a minimum of five years' worth of housing supply. The Council's Five-Year Housing Land Supply Paper 2022-2027 (December 2022) indicates that there is currently about a 7.41-year supply of housing available within the Borough. This equates to the need to deliver 286 dwellings per annum. The Council's Strategic Land Availability Assessment (SLAA, December 2022) identified the application site, together with the adjacent St. Margaret's site, as realistic candidates for development and deliverable within the 5-year plan period and as such form part of the 5-year housing land supply.

7.3.3 Policy CP3 set out the distribution of 2,730 net additional dwellings across the borough up to 2025 of which there was a requirement for 20 dwellings to be provided in Windlesham. Policy WNP1.1 of the WNP 2015 states that new housing development is to be consistent with this policy with a growth figure of 1-2% supported. However, Policy CP3 does not provide an up-to-date position of the Council's housing needs nor does it reflect the distribution needs either. The policy cannot be considered in

isolation and needs to be considered along with all other material considerations including the Council's updated evidence base.

7.3.4 The figure of 20 dwellings has been exceeded alone by permission granted for the Heathpark Wood development for 140 dwellings. In the absence of the deletion of the policy at the time of the adoption of the 2012 Local Plan, together with the granting of permission on part of the housing reserved site, it can be considered that there is an expectation that the site comes forward for residential development. Moreover, the site is previously developed land comprising of an existing dwelling and its residential curtilage.

7.3.5 On this basis, it would be unreasonable to restrict the residential development of the site based on WNP1.1 which is based on an out-of-date policy within the CSDMP. The application represents development on a brownfield site to the edge of the settlement boundaries, outside of the Green Belt, in a relatively sustainable location (which is discussed further later in the report). As a result, the policy cannot be considered in isolation and that other factors must be assessed jointly on the acceptability of the proposed development. The principle of the residential redevelopment of the site, in respect of the release of the land, and its land use, is considered acceptable in principle in line with the objectives of the Policy CP1 and CP3 CSDMP and the NPPF.

ii) Housing Mix

7.3.6 Policy CP6 of the CSDMP requires the provision of a range of housing sizes across the Borough which would reflect the demand as reflected in the Council's Housing needs assessment. Policy WNP.1.2 sees a mix of housing sizes and prioritises the development of two- and three-bedroom dwellings.

7.3.7 The proposed development would provide 4x3 bedroom units and 3x5 bedroom units. The development would provide a mix of family sized homes contributing towards the needs identified in the Windlesham Neighbourhood Plan. The proposed development would not unduly harm the existing balance in the locality and is therefore considered an acceptable mix.

7.4 Impact on the character, appearance, and trees of the surrounding area

7.4.1 Policy DM9 of CSDMP is relevant as this promotes high quality design. Principle 6.2 of the RDG requires residential developments to use trees, vegetation, gardens, and open spaces to create a strong, soft green character to streets.

7.4.2 Policy WNP2.1 states that proposals for new housing development shall be supported if they respond positively to and protect the built and natural character features of their setting within Windlesham village. Planning applications shall be supported if they:

- Maintain the established density including number of residential units and ratio of building footprint to open space development in the surrounding area.
- Maintain the general scale of development in the surrounding area without creating any overbearing presence; and
- Maintain the style and pattern of separation between buildings and widths of building frontages.

7.4.3 The application site is characterised by its semi-rural, verdant, and open character that corresponds to its position to the edge of the settlement of Windlesham abutting the Heath Park Woodland. Woodlands Lane, whilst a relatively busy road benefiting from a continuous pedestrian footpath, has a green character with mature trees lining the edge of the street.

Access, layout, and context

- 7.4.4 The existing site benefits from two access points, with 1.8m high close board fencing found adjacent to the highway with mature trees set behind. The proposed development would seek to retain two points of access, one providing direct access to the front garden of Plot 1 (now referred to as Access 1) and the other access towards the rest of the site (now referred to as Access 2).
- 7.4.5 Based on the existing context, the use of two access points is considered acceptable in principle. Given the verdant character of Woodlands Lane, it is essential that this character is retained and maintained as part of the development proposals.
- 7.4.6 Relative to Access 1, the proposal seeks to replace the 1.8m high solid board fencing with post and rail fencing that would stand at 1.25m with new evergreen planting planted behind, with all the existing trees surrounding this access to be retained.
- 7.4.7 The proposal in bringing forward development closer to the boundary would alter the relationship with the highway, as Plot 1 would be glimpsed through the mature trees particularly during the summer months. However, where the proposal would change the relationship with the highway this would not be tantamount with harm. The design of the fencing is less bulky and more open. Views into the site as a result of the fence design would be more perceptible, however, planting is proposed directly behind the fencing, whilst the mature trees would be retained, and as such the green character synonymous with Woodlands Lane would be maintained.
- 7.4.8 Access 2 would be widened from 4.7m to 5.5m to allow vehicles to pass simultaneously as well as designing in a pedestrian footpath into the site either side. This would be facilitated by the removal of the 1.8m high solid timber board fence and gate as well as three category C trees.
- 7.4.9 The Council's Urban Design consultant has raised concerns in respect of Access 2 raising concerns in respect of its width and the use of two pedestrian footpaths into the site being unnecessary. Whilst this would result in a more urbanising form of development when considered in isolation, the impact would be offset through the planting of trees within the site, ensuring that views into the site are screened by the trees. The works also need to be considered against the existing context, where there is an existing vehicle access point, that is closed off by way of the solid gate and fence. The need to provide safe and appropriate access for all users is necessary and would be required for any uplift in development on this site. The proposed alterations to this access would not be significantly harmful to warrant an objection in this context.
- 7.4.10 The Urban Design consultant has also raised objection to the proposed layout as a result of the lack of placemaking. Whilst it is recognised that the layout does not allow for semi-public spaces for interaction, the proposal relates to a minor development for 7 units, and opportunities for placemaking would come at the expense of smaller plots. The layout as designed, allows for an appropriately sized access road including a turning circle, pedestrian footpath, and areas of soft landscaping. On this basis, the proposed layout is considered acceptable.
- 7.4.11 The proposed development would result in the increase of 6 units on the site with each plot more than 100sqm, with Plots 6 and 7 measuring 220sqm. Each plot would therefore be of an acceptable size, and the properties would be well spaced from the various boundaries, including being sited away from the western boundary to reduce the level of built development close to the woodland. The layout allows for vehicle and pedestrian movement through the site without any obstruction or potential for conflict. As such, the number of units on the site, their siting and the overall layout of the site would be considered acceptable particularly in context of the sites allocation.

Scale, Bulk and Detailing

- 7.4.12 The immediate context is that of the woodlands, however, the wider surrounding area of Windlesham to the west is characterised by detached and semi-detached dwellings, at a maximum of two-storey heights. The proposed dwellings would have a mix of detached and semi-detached units, all at a maximum height of two-stories therefore corresponding with the surrounding area. Whilst the properties would be larger in their overall depth and width, as a result of the larger plots they benefit from, they would still positively relate to the scale of dwellings found in the wider area.
- 7.4.13 The design of the dwellings varies, providing an attractive contrast with a similar approach in respect of the half-hipped roofs, which help to reduce the bulk associated with the roof space, together with two-storey gable projections which helps to break up the overall mass. The proposed use of materials and detailing has been well designed, further contributing to breaking up the perceived visual bulk associated with the dwellings, as well as adding texture and depth.
- 7.4.14 The proposed garages' scale is considered to be appropriate, with the use of materials and roof design corresponding with the main dwellings.
- 7.4.15 The Council's Urban Design Consultant considers the architectural design of the dwellings to be acceptable and recommends the conditions relating to the material applications to ensure the quality.

Trees and landscaping

- 7.4.16 The proposed development requires the loss of 11 trees, 8 of which are category C and 3 category B, together with a group of category C trees. The proposed site plan outlines indicative soft landscaping; however, no detailed landscaping plan has been submitted. The Council's Arboricultural Consultant has no objection to the proposal subject to conditions, including a full landscaping plan.
- 7.4.17 The Council's Urban Design Consultant considers the proposed landscaping should be more natural and irregular to help reinforce the woodland character and considers there to be an unnecessary loss of trees. However, it is the officer's opinion that this would conflict with the need to provide appropriate vehicular (including emergency vehicles) and pedestrian access through the site as well as the need to provide 3 parking spaces. Officers recognise that the loss of trees in general terms should be resisted however, the proposal needs to be considered in context of its allocation. The proposal retains all but 2 trees towards Woodlands Lane, but the introduction of additional soft landscaping would ensure that the site retains a verdant character when viewed from the public realm vantage points.
- 7.4.18 The proposed indicative landscaping, together with the layout, allows the site to retain planting and soft landscaping throughout the site, and only where parking or the access road is proposed are there instances of hardstanding.
- 7.4.19 The proposal is considered acceptable in all other design and character matters and therefore satisfies the objectives of Policy DM9 of the CSDMP, the WNP, the RDG and the NPPF.

7.5 Impact on residential amenity

- 7.5.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses.
- 7.5.2 The application site adjoins St Marget's to the east. Relative to the north, west and southern boundaries there is no residential development in proximity with the nearest properties to the east a minimum of 80m away.
- 7.5.3 The property at St Margarets is a single-family dwelling situated relatively centrally within the plot approximately 19m from the shared boundary with the site. Owing to the separation distance, noting the two-storey scale of development proposed, and its corresponding residential use, it is considered there would be no significant amenity impact arising from the development.
- 7.5.4 All units would exceed the minimum nationally described space standards for new dwellings. However, the technical space standards are only the starting point in assessing the standard of accommodation and matters of privacy, outlook, natural light, and circulation space are also fundamental matters to assess. In this instance the general internal layouts are well conceived, ensuring acceptable levels of outlook, privacy, and natural light for all units.
- 7.5.5 In respect of the private amenity provision, all the dwellings are provided with generous private rear gardens. They would meet the garden size requirements set out in 8.4-8.6 of the RDG which requires 65sqm for 3-bedroom properties and 85sqm for 5-bedroom properties.
- 7.5.6 The proposal would therefore satisfy the objectives of Policy DM9 of the CSDMP.

7.6 Impact on sustainability, highway safety and parking capacity

- 7.6.1 Policy DM11 of the CSDMP relates to the impact on the highway network, including matters of highway safety, access, and parking. Policy WNP4.2 of the WNP states that new residential developments should provide parking spaces for 3 vehicles for 3+ bedroom or larger dwellings.
- 7.6.2 The application site is an existing residential use, with two vehicle access points into the site. The proposed development would result in an intensification of the site with an additional 6 dwellings; however, the proposal remains a minor development, of a corresponding use and would not be expected to generate any significant traffic. The existing access points into the site would be utilised, with Access 2 widened to allow for cars to simultaneously pass whilst also creating a pedestrian access point. From a highway perspective these improvements would reduce the risk of conflict entering and around the site.
- 7.6.3 The proposed development would provide 3 parking spaces for each unit, which includes the garage space. This would accord with the WNP policy which seeks properties of this size to benefit from 3 parking spaces. It is recognised that tandem parking is proposed, and for Plot 2 this would result in all 3 spaces being in this layout.
- 7.6.4 Whilst concerns have been raised from residents that this would not represent an acceptable parking layout, tandem parking is not unordinary, and as the parking would be within the curtilage of Plot 2, it would allow the future residents to benefit from these spaces without requiring any other parties having to manoeuvre their vehicles. Where Policy WNP4.1 and WNP4.2 refer to parking and go into detail regarding the sizes of parking spaces and garages, they do not state the unacceptability of tandem parking design.

- 7.6.5 Each dwelling would benefit from a dedicated cycle and refuse/recycling store, of which the details are to be secured by condition. These structures have been shown to the rear gardens of the properties which would be considered acceptable and appropriate.
- 7.6.6 The application site falls within a semi-rural area, close to the settlement boundaries. Properties in areas such as this are generally recognised to have a greater reliance on private car ownership, as the parking requirement alludes to. Whilst the site would not be considered to be a highly sustainable site, it would be situated close enough to several amenities and transport connections to ensure that the future residents would be able to meet their day to day needs without significant inconvenience. Two corner shops are situated within 0.5 miles, two supermarkets within 2 miles, three dentists within 1.5 miles, two doctors within 1.5 miles, together with two rail stations within 2.7 miles with the 500-bus route (which runs from Staines to Frimley, passing Egham, Virginia Water, Windlesham, Camberley and Frimley) 0.4 miles away. Windlesham Road is also served by a pedestrian pathway.
- 7.6.7 The proposed development is therefore considered to be situated in a sufficiently sustainable location to meet the needs of future residents.
- 7.6.8 As such, based on the above and the absence of any objection from the Highway Authority, the proposal is considered acceptable in respect of highway safety, access, and parking capacity in accordance with Policies CP11 and DM11 of the CSMDP and the WNP.

7.7 Impact on biodiversity and ecology

- 7.7.1 Policy CP14 of the CSMDP sets out that development which results in harm to or loss of features of interest for biodiversity will not be permitted with regard given to designated ecological sites.
- 7.7.2 The application is supported by a preliminary ecological appraisal, including bat roost survey and reptile survey. Surrey Wildlife Trust have been consulted on the application, raising no objection, however, they have recommended various conditions in the interests of species and biodiversity.
- 7.7.3 SWT has also commented that the development has not demonstrated appropriate compensation and mitigation in respect to the loss of the trees which form part of the woodland. However, they recommend a condition for an Ecology and Habitat Mitigation Strategy which would include a biodiversity net gain assessment. It should be recognised that there is no adopted legislative requirement for net gain to be provided however, the condition would ensure that appropriate enhancements are undertaken to offset the impact of the development which would be considered appropriate and acceptable.
- 7.7.4 It is considered that subject to the recommendations of the submitted preliminary ecological appraisal and the conditions recommended by SWT being adhered to, the proposal would not result in any significantly harmful impact to the ecology and biodiversity of the surrounding area in line with Policy CP14 of the CSMDP.

7.8 Impact on flood risk and drainage

- 7.8.1 Policy DM10 of the CSMDP indicates that development within flood risk zones 2 and 3, will not be supported unless it can be demonstrated that the proposal would, where practicable, reduce risk both to and from the development. Paragraph 167 of the NPPF outlines that development should ensure that flood risk is not increased elsewhere.
- 7.8.2 The application site lies in a Flood Zone 1 (low risk) and relates to a minor development. No objections have been raised by the Council's drainage officer subject

to a drainage condition being applied. Subject to this condition, the proposed development would be considered acceptable on drainage and flood risk grounds complying with Policy DM10 of the CSDMP and the NPPF.

7.9 Impact on the Thames Basin Heaths Special Protection Area

- 7.9.1 Policy CP14 of the CSDMP sets out that all new (net) residential development within five kilometres of the SPA is considered to give rise to the possibility of likely significant effect. Policy NRM6 of the SEP reflects these requirements. Proposals will be required to provide appropriate measures in accordance with the AAP. This includes contributions towards SAMM measures. SANG requirements are provided through CIL for which the development is liable for.
- 7.9.2 The Council has sufficient capacity of SANG for the development in the event of a grant of permission. Following executive resolution which came into effect on 1 August 2019, due to the currently limited capacity available for public SANGs in parts of the Borough, applications for development which reduce SANG capacity, as in the case of this application will be valid for one year (rather than three years).
- 7.9.3 The applicant has confirmed that the SAMM contribution would be secured through a legal agreement prior to the determination of this application. Subject to the signing of the legal agreement the proposal satisfies the objectives of Policy CP14 of the CSDMP, Policy NRM6 of the SEP, the NPPF and advice in the AAP.

7.10 Other matters

- 7.10.1 The application is one of three live applications for residential development on Woodlands Lane, relating to the adjacent sites to the east. Each application can be judged on its own merits with neither of the live applications yet determined.
- 7.10.2 Policy CP2 of the CSDMP sets out that new development should seek to reduce carbon emissions, utilising low carbon technology and secure water efficiency. The supporting energy statement outlines that the development would conform to Part L of the Building Regulations. The development would incorporate a 'Be Green' approach using Air Source Heat Pumps and Domestic Hot Water System amongst efficient building installation which together would result in a 70% saving against regulated carbon emissions. The proposal has demonstrated how it would incorporate sustainable design measures and is therefore considered acceptable.
- 7.10.3 It is recommended that a condition be attached to any grant of permission to restrict the use of Permitted Development rights in respect of Schedule 1, Part 2, Classes A, B and E. Paragraph 54 of the NPPF advises against the use of planning conditions to restrict PD rights unless there is clear justification to do so.
- 7.10.4 The application site is characterised by its semi-rural, verdant, and open character and the proposed development in its current form does not result in any significant harm to these characteristics. However, noting the scale of each plot, each property could feasibly undertake a significant amount of development without the need for planning permission if Permitted Development rights are retained resulting in an urbanised form of development which would be contrary to the verdant, open characteristics of the wider area. The imposed condition would not restrict the ability for the land owner to extend their property, only that express planning permission is sought, allowing due consideration to any future development on site. It is not considered necessary to restrict all parts of the GPDO, but only these parts which would allow for sizeable additions to the properties.

8.0 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. The proposal is not considered to conflict with this duty.

9.0 CONCLUSION

- 9.1 The principle of the development is acceptable on this allocated housing site and contributes to the Council's 5-year housing land supply. The proposal would not result in any significant harm to the character of the surrounding area, have no significant harm upon neighbouring occupiers' amenity nor the highway network. The development would not result in any increased flood risk. The proposal represents sustainable development and there are no adverse impacts that would significantly and demonstrably outweigh the benefits of planning permission. On this basis the proposed development is considered acceptable in accordance with the CSDMP and NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

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

Plan drawings:

Received 09 May 2023:

22 - J4211 - LP, 22 - J4211 - 107, 22 - J4211 - 106, 22- J4211 - 105, 22- J4211 - 104, 22- J4211 - 103, 22- J4211 - 102, and 22- J4211 - 101.

Received 10 November 2023:

23- J4241- 100 Rev A
23- J4241- 100.1 Rev A

Documents:

Received 09 May 2023:

Planning Statement dated 5 May 2023
Arboricultural Impact Assessment dated May 2023
Transport Statement dated April 2023
Design and Access Statement dated April 2023

Received 16 May 2023:

Energy statement Issue 1.0 dated 14 May 2023
Flood Risk assessment dated 15 May 2023

Received 17 May 2023

Preliminary Ecological Appraisal Ref.R3398/e dated September 2023
Bat Emergence Survey Ref.R3531/a dated September 2023
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. Prior to the commencement of the development full samples and details of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

4. Prior to the commencement of the development, details of the window and doors, including their reveals (and dimensions of any recess), and material shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

5. No soft or hard landscaping works shall take place until full details of both have been submitted to and approved in writing by the Local Planning Authority.

The approved details shall be carried out as approved and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees, and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development.

The existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development.

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

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

6. No development including demolition shall take place until an updated detailed arboricultural method statement has been submitted and approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2012 "Trees in Relation to Design, Demolition and Construction" and shall contain details of pruning or removal of trees, specification and location of tree and ground protection (for both pedestrian and vehicular use), all demolition processes, details of construction processes for hard surfaces together with the areas for the storage of materials, indicative services and utilities information, and the construction method of the geocell. The statement should also contain details of arboricultural supervision and frequency of inspection along with a reporting process to the Tree Officer. All works to be carried out in strict accordance with the approved details.

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

7. The development hereby approved shall not commence until a detailed Construction Environmental Management Plan (CEMP) document has been submitted to and approved in writing by the Local Planning Authority.
- a) Map showing the location of all of the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features
 - e) Responsible persons and lines of communication
 - f) Use of protected fences, exclusion barriers and warning signs.
 - g) Site operation time
 - h) Details of proposed means of dust suppression and emission control
 - i) Details of proposed means of noise mitigation and control
 - j) Lighting impact mitigation (if artificial lighting will be used during the development)
 - k) Construction material and waste management
 - l) Procedure for implementing the CEMP
 - m) Complaint procedure

Reason: To mitigate the impact of the construction activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

8. The development hereby approved shall not commence until an Ecology and Habitat Mitigation Strategy has been submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organization responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.
 - i) Biodiversity Net Gain Assessment
 - j) Woodland Mitigation Strategy.
 - k) Ecological Enhancement Plan.

The approved plan will be implemented in accordance with the approved details. The Ecology and Habitat Mitigation Strategy should demonstrate no net loss of woodland habitat.

Reason: To mitigate the impact of the development activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

9. Prior to the commencement of the development a Sensitive Lighting Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The document should demonstrate that the proposed development will result in no net increase to external artificial lighting at primary bat foraging and commuting routes across the development site.

Reason: To ensure no adverse harm to the ecological value of the surrounding area and bat community routes in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management.

10. No part of the development shall be first occupied unless and until the proposed modified vehicular access to Woodlands Lane has been constructed and provided 43 metre visibility splays in general accordance with Drawing No. 23-J4241-100 and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements and thereafter the visibility splays shall be kept permanently clear of any obstruction between the height of 0.6 and 2.0 metres above the level of the carriageway.

Reason: To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: To ensure that the development would not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

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

Reason: In the interests of sustainability and promoting sustainable modes of transport to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

13. The development hereby approved shall not be first occupied unless and until the proposed dwellings are each provided with parking for a minimum of two bicycles in a robust, secure and lockable enclosure and including a standard three-pin plug socket for the charging of electric bikes in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of sustainability and promoting sustainable modes of transport to satisfy policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Policies Document (2012) and to meet the aims and objectives of the National Planning Policy Framework.

14. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives, and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials

- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.00 am and 3.15 and 4.00 pm
- (j) on-site turning for construction vehicles

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

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

15. The development shall follow and implement the recommendations and carbon offset measures outlined in the hereby approved document titled 'Energy statement Issue 1.0' dated 14 May 2023, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development adheres to the energy saving and carbon emission reduction measures in accordance with the submitted energy assessment and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

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

a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 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 staged discharge rates of 1 in 1yr 8.0 l/s, 1 in 30yr 16.8l/s, 1 in 100yr 18.9l/s, 1 in 100yr + 40% 22.1 l/s.

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

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

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

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in line with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

17. Notwithstanding the provisions of Schedule 1, Part 2, Classes A, B and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order) no further extensions, garages or other buildings shall be erected without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement, or other alterations to the development in the interests of visual amenity of this rural location, ensuring development does not erode the verdant character of surrounding area and to accord with Policies CP1 and 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 development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

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

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

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

4. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning, or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
8. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
9. Notwithstanding any permission granted under the Planning Acts, no signs, devices, or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway
10. The applicant is expected to ensure the safe operation of all construction traffic 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.
11. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
12. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023.



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APPLICATION NUMBER	SU/23/0486/FFU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Melanie Chetley

Location: The Ferns , Woodlands Lane, Windlesham, Surrey, GU20 6AS

Development: Demolition of existing dwelling and erection of seven dwellings with associated landscaping and parking

Contact Officer	Richard Peplow	Consultation Date	18 May 2023	Response Date	27 June 2023
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

Conditions

- 1) No part of the development shall be first occupied unless and until the proposed modified vehicular access to Woodlands Lane has been constructed and provided with 2.4 x 43 metre visibility splays in general accordance with Drawing No. 23-J4241-100 and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements and thereafter the visibility splays shall be kept permanently clear of any obstruction between the height of 0.6 and 2.0 metres above the level of the carriageway.
- 2) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.
- 3) The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge Electric Vehicle Charging Point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

4) The development hereby approved shall not be first occupied unless and until the proposed dwellings are each provided with parking for a minimum of two bicycles in a robust, secure and lockable enclosure and including a standard three-pin plug socket for the charging of electric bikes in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.00 am and 3.15 and 4.00 pm
- (j) on-site turning for construction vehicles

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

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

Reason

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

Policy

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

Highway Informatives

- 1) The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278

- 8) 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.
- 9) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
- 10) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022.

Note to Case Officer

Access

The proposed development would utilise existing vehicle accesses to the site. An existing vehicle crossover would provide access to Plot 1. Plots 2 to 7 would be accessed by a new bellmouth junction with 6m kerb radii and 5.5m carriageway width to provide for simultaneous access and egress from the site. The County Highway Authority is satisfied that the required visibility splays and junction geometry can be provided. A 2m wide footway would be provided into the site for pedestrian access.

Trip Generation

The likely trip generation from a development of an additional 6 dwellings is not considered to have a material impact on the local highway network.

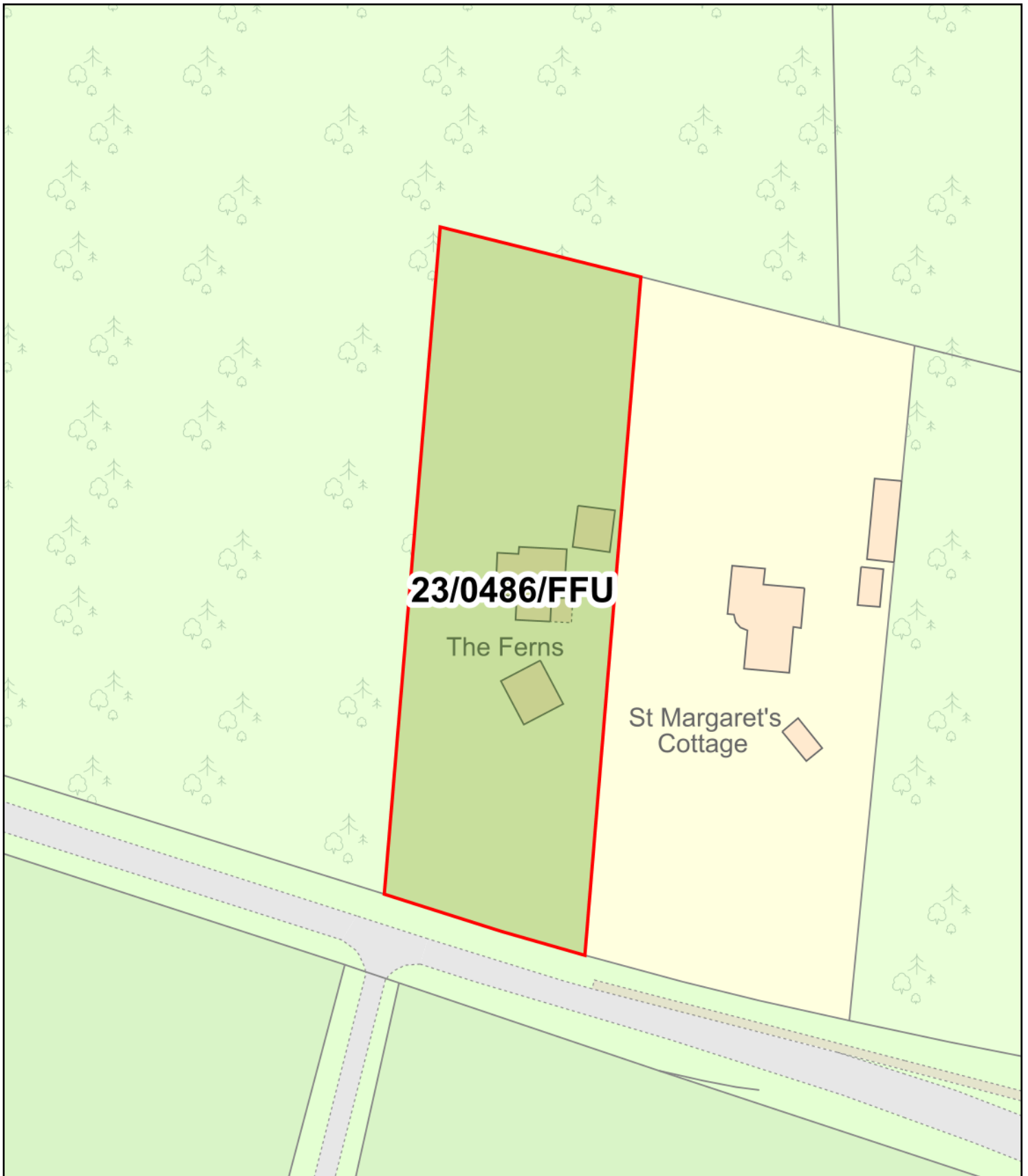
Sustainability

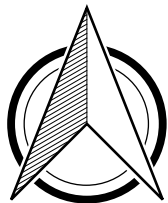
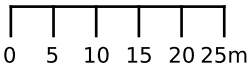

Community facilities, including access to bus services are within an acceptable walkable distance of the site, using an existing continuous footway.

Parking

The proposed parking provision accords with Surrey County Council's Parking Standards. Whilst there is no dedicated visitor parking proposed this is not a requirement for a proposed development of 7 houses. The CHA notes that issues have been raised regarding parking provision with regard to the higher levels of provision required under the Windlesham Neighbourhood Plan. The parking arrangement for Plot 2 shows two parking spaces in perpendicular in front of the garage. Because of the amount of manoeuvring of

vehicles this would require this should only be counted as 2 parking spaces in total, rather than 3. This would not therefore conform with Windlesham Neighbourhood Plan's parking requirement of 3 spaces for a 3 bed dwelling. It would however still comply with SCC's Parking Standards requirement for 2 spaces. The proposed parking arrangements for all of the other plots would conform to both the Windlesham Neighbourhood Plan and to SCC's Parking Standards.



Title	23/0486/FFU		
Application Number	23/0486/FFU		Scale @ A4
Address	The Ferns Woodlands Lane		Date 06/02/202
Proposal	Demolition of existing dwelling and erection of seven dwellings with associated landscaping and parking		
© Crown copyright and database right. All rights reserved (AC0000812461) 2024		Page 37	 
			

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Plans & Photos

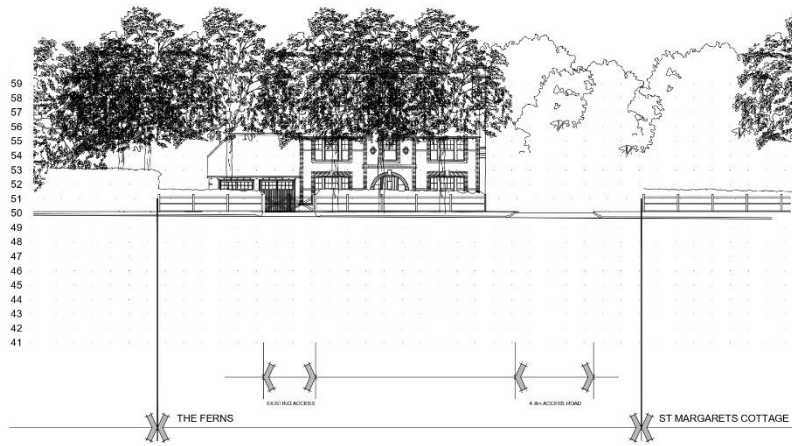
Location Plan



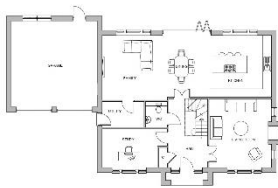
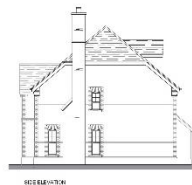
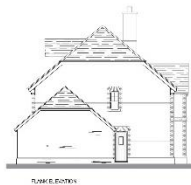
Proposed Site Plan



Proposed Street Scene



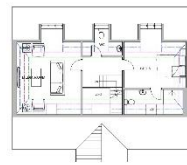
Plot 1 Plans and Elevations



NOTE:
THIS DRAWING IS FOR INFORMATION ONLY
DO NOT CONSTRUCT



NOTE:
THIS DRAWING IS FOR INFORMATION ONLY
DO NOT CONSTRUCT



NOTE:
THIS DRAWING IS FOR INFORMATION ONLY
DO NOT CONSTRUCT

Plot 2&3 Plans and Elevations



Plot 3&4 Plans and Elevations



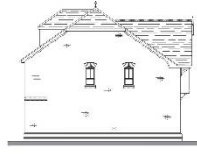
Plot 6 Plans and Elevations



Plot 7 Plans and Elevations



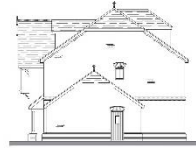
FRONT ELEVATION



SEE 10 PORCH



REAR ELEVATION



FLANK 10 ELEVATION



PLOT 7
FIRST FLOOR
13086 CLIA WAS GRANGE RD (S) 2 2005
12/04/2010 11:00



PLOT 7
FIRST FLOOR



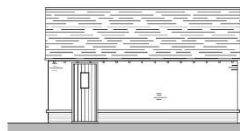
PLOT 7
SECOND FLOOR



Garage Plans and Elevations



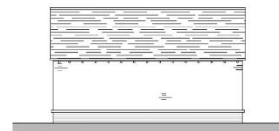
FRONT ELEVATION



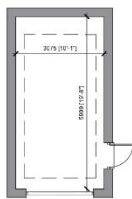
SIDE ELEVATION



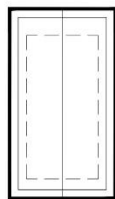
REAR ELEVATION



FLANK ELEVATION



GARAGE PLAN



ROOF PLAN

PLOT 4 HANDED

Woodlands Lane Street Scene



Views into the site from entrance





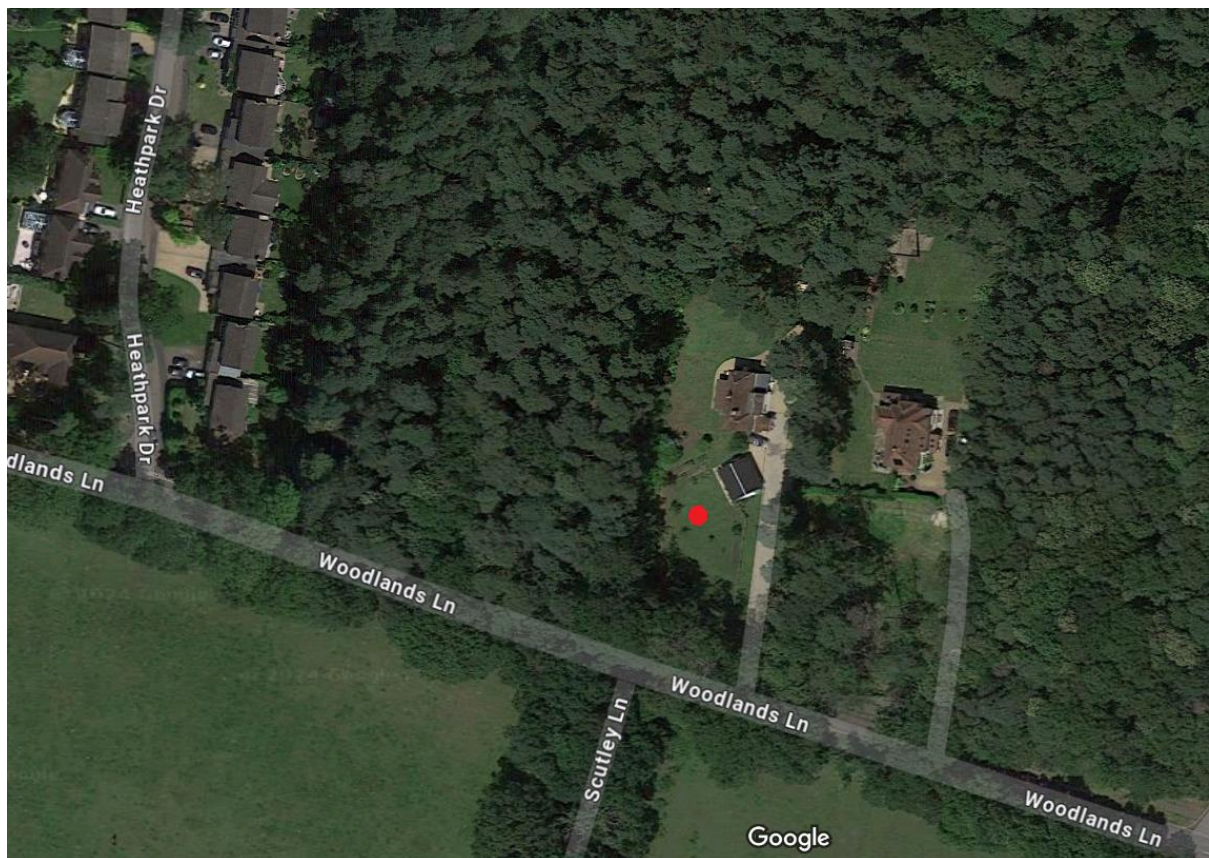
View looking back towards Woodlands Lane



Rear of the site



Aerial view



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23/1224/FFU

Reg. Date

4 December 2023

St Pauls

LOCATION: Threapwood , 36 The Maultway, Camberley, Surrey, GU15 1PS

PROPOSAL: Redevelopment of site to provide a housing development (Class C3) comprising a mix of houses and flats (24 residential units), with associated landscaping, car & cycle parking

TYPE: Full Planning Application

APPLICANT: Aquinna Homes Plc

OFFICER: Navil Rahman

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

RECOMMENDATION: REFUSE

1.0 SUMMARY

- 1.1 The application relates to the redevelopment of a site comprising a single dwelling, for the construction of 24 units made up of 9 no.1-bedroom flats and 15-dwellings (7x 2-bedroom units and 8 x 3-bedroom units).
- 1.2 The proposed redevelopment of the site would be acceptable in principle. However, in respect of its layout, design, scale, and landscaping it would result in harm to the character and appearance of the surrounding area. Furthermore, by reason of the access, the development would be harmful to highway users safety and has failed to demonstrate that it would sufficiently support the use of sustainable modes of transport. There would also be harm to the residential amenities of the neighbouring occupier of no. 24 Martel Close by way of loss of outlook and daylight/sunlight. Furthermore, it has not been demonstrated that future occupiers would be provided sufficient mitigation against noise insulation and ventilation.
- 1.3 Insufficient detail has been submitted to demonstrate that the proposal would provide an acceptable standard of accommodation and an acceptable mix of affordable housing delivery. Neither has it been demonstrated that the proposal would not have an adverse impact on the Black Hill and White Hill Site of Nature Conservation Importance, upon protected species and that there would be no unacceptable habitat loss on site. The proposal also fails to demonstrate an acceptable drainage scheme could be adopted. In the absence of a legal agreement to secure SAMM monies the proposal would also conflict with the Thames Basin Heath SPA.
- 1.4 The application is therefore recommended for refusal.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises a detached, two-storey dwellinghouse and detached garage situated on an irregular shaped plot measuring approximately 0.49 hectares in size. The site is situated and accessed off the western side of the Maultway, close to the overpass of the M3 Motorway, located to the south west of the site. The land has become overgrown with shrubs whilst several mature trees are situated towards each of the boundaries with an established group of trees to the southern boundary helping screen the site from the motorway.
- 2.2 Residential development is located to the north and west of the site, with the properties to the north, off the Maultway characterised by detached properties on irregular shaped plots, with generous garden spaces set behind vegetative screens whilst the properties to the west having a more regimented urbanised layout with rows of terraces on rectangular plots. To the opposite side of the Maultway is the Countryside Beyond the Green Belt and Site of Nature Conservation Importance.
- 2.3 The site is within the Contemporary Paved Estates Character Area as defined in the Western Urban Area Character Appraisal 2012 (WUAC) Supplementary Planning Document (SPD) which is characterised by residential development interspersed with significant areas of amenity green space. Plot shapes are irregular and vary, comprising of two-storey dwellings built in the 80's and 90's.

3.0 RELEVANT PLANNING HISTORY

- 3.1 No relevant planning history.

4.0 PROPOSAL

- 4.1 Planning permission is sought for the demolition of the existing buildings on site and the construction of twenty-four residential units, in the form of 9 no. 1-bedroom flats, 7 no. 2-bedroom dwellings and 8 no. 3-bedroom dwellings together with ancillary parking, landscaping, means of access and ancillary cycle and refuse facilities.
- 4.2 The proposed access would be moved 4.8m south from the existing point of access to increase the separation with the neighbouring access road, whilst having an additional 2.5m width.
- 4.3 Plots 10-14 and 21-24 would be two rows of terraced dwellings, whilst plots 15/16, 17/18 and 19/20 would be semi-detached plots. Each dwelling's plot would be rectangular, benefitting from a front garden space and long rear gardens ranging between 11.4m to 16.3m in length. Each property would benefit from dedicated cycle store to their rear gardens.
- 4.4 The layout would result in the semi-detached plots 19/20, the end of terrace plot 24, and the flatted block having facing elevations onto the Maultway. These properties, including plots 21-23 would have a two and a half storey height with accommodation in the roof space (with a ridge height of 9.95m), whilst the flatted block would have a three-storey height (with a ridge height of 11.35m). The remaining properties on the site would be to the rear of the site and would be two-storey in height (with a ridge height of 8.8-9m).

- 4.5 The proposed flatted block would have an 'L' shaped form, situated towards the north eastern corner of the site with its own dedicated external cycle and refuse stores. Each flat would benefit from private amenity space in the form of a patio area at ground floor level and balconies to the flats on the floors above. There would be a communal amenity space comprising 111sq.m to the rear of the site.
- 4.6 The proposed material palette seeks a traditional aesthetic with a mix of red brick work and red/brown tiles to the dwellings and a buff brick with grey tiles to the flatted block.
- 4.7 A total of 39 car parking spaces are to be provided, with two spaces per dwelling and one space per flat.
- 4.8 The proposal would result in the loss of 1 group of category B trees (moderate quality), 12 groups of category C trees (low quality), 11 individual category C trees and 6 category C hedges.
- 4.9 Units 1-9 (the flats) would all be affordable units (or 39% of the net development), with two units being 'First Homes' and the remaining seven units being shared ownership units. The housing mix is given below:

Unit Type	Number of Units	Unit Percentage
1-bedroom	9 (all flats)	37.5%
2-bedroom	7 (all dwellings)	29.2%
3-bedroom	8 (all dwellings)	33.3%

- 4.10 The application has been supported by the following documents:

5.0 CONSULTATION RESPONSES

- 5.1 The following external consultees were consulted, and their comments are summarised in the table below:

External Consultation	Comments received
County Highways Authority	Recommend refusal due to the proposal failing to demonstrate that it would have a safe vehicle and pedestrian access off the Maultway, and failing to demonstrate that it would provide future residents with suitable, safe, and convenient means of access to sustainable modes of transport. See Annex A for a copy of their response.
Joint Waste Solution	Raise no objection.
Natural England	Raise no objection subject to appropriate assessment being carried out and mitigation measures in respect of the SPA are applied.
Surrey County Council Archaeology	Raise no objection.
Surrey Fire and Rescue	Raise no objection, however, insufficient information has been submitted to demonstrate compliance with parts B1-B4 of the Building Regulations. Recommend the use of a sprinkler system.

	Officer response: Building Control would ensure the development is compliant with all relevant parts of the Building Regulations. No objection has been raised to the principle of the development. This would be subject to a separate application process.
Local Lead Flood Authority	Raise objection. Proposed drainage scheme fails to meet the requirements set out in the NPPF.
Surrey Wildlife Trust	The application has failed to demonstrate that the development would not have a likely adverse impact on Black Hill and White Hill Site of Nature Conservation Importance (SINC) due to increased recreational pressure. In addition, insufficient information to demonstrate how no net loss can be secured. Further information prior to determination is also required in respect of: <ul style="list-style-type: none"> - Hazel dormouse presence/absence survey - Reptile receptor information Other ecology matters to be secured by planning condition.
Thames Water	Raise no objection.

5.2 The following internal consultees were consulted, and their comments are summarised in the table below:

Internal Consultation	Comments received
Arboricultural Officer	Raise objection. Proposal fails to offset the impact of the development in respect of loss of tree loss, screening, shelter and long-term effect to the landscape and wider landscape.
Urban Design Consultant (UDC)	Raises concerns in respect of the proposed scale, heights, building form, layout, and lack of placemaking. See Annex B for a copy of the response.
Environmental Health officer	The dwellings would not meet Part O of the Building Regulations in respect of recommended levels for noise. Further information required to demonstrate whether the scheme would provide sufficient noise insulation and ventilation for future occupiers. Raise no objection in respect of air quality and recommend conditions in respect of land contamination, external lighting, and a Construction Environmental management Plan.
Housing Manager	Raises no objection to the tenure proposed, however, prefer the intermediate units to deliver a mixture of property sizes.

6.0 REPRESENTATION

6.1 A total of twelve letters of consultation were sent on the 14 December 2023 to neighbouring residents, together with a site notice dated 14 December 2023 and press notice issued on the 27 December 2023. Twenty letters of objection were received from eighteen households as part of the public notification exercise. The concerns are summarised and responded to below.

Material Reason for Objection	Officer Response
<u>Design</u>	
Overdevelopment of the site with too many homes. Proposed layout, lack of open space, lack of driveways, single access, and lack of bin storage highlights this.	The proposed layout and design of the development is considered unacceptable in line with the objectives of high-quality design. This is discussed further in section 7.4 of the report.
Provision of flats not in keeping	The surrounding area typically consists of single-family dwellings. The introduction of flatted development whilst not typical, would add to the variety of the housing stock on offer and would be acceptable in principle.
The existing property is setback and unassuming. Proposed development would be prominent in the street scene.	The proposed design and position of the development would result in an out of character and harmful addition to the street scene. This is discussed further in section 7.4 of the report.
Insufficient details in respect of cycle storage.	The position of the cycle stores is considered acceptable in principle and full details of the design can be secured by condition in the event of a grant of permission.
Removal of trees resulting in loss of amenity value.	The proposed loss of trees on site and inadequate replacement planting would be considered unacceptable. This is discussed further in section 7.4 of the report.
<u>Amenity Impact</u>	
Loss of natural noise barrier from the M3 through the removal of trees.	The natural noise barrier of the M3 is situated outside of the red line boundary of the site. Whilst the loss of trees would result in the loss of additional noise screening, the trees are not protected by tree preservation order and their loss, could be considered acceptable in principle.
Loss of privacy, in particular from the upper floor flats.	The proposed flatted block owing to its proximity to relative neighbouring occupiers, would not be considered to result in any privacy harm. This is discussed further in section 7.5 of the report.
Loss of light to 24 Martel Close. Breach of 45-degree rule.	Plot 10 would sit 3.3m from this property whilst projecting 7.8m forward and subsequently unduly harm the amenity of these occupiers. This is discussed further in section 7.5 of the report.
Lack of topographical and site section plans to ascertain the full impact of the development on the neighbouring properties.	An assessment has been carried out based on the submitted information and the site visit. The proposed development would not result in any significant harm to neighbouring occupiers aside from those at No.24 Martel Close by way of loss of outlook and daylight/sunlight. This is discussed further in section 7.5 of the report.
<u>Highway Impact</u>	

Increased highway congestion resulting in harm to the highway network.	The highway network is considered able to take on the additional capacity without any significant harm.
Construction vehicle impact on neighbours.	Construction impacts would be mitigated by way of a Construction Management Plan which would be secured by planning condition in the event of a grant of approval.
Cycle path created through Martel Close unacceptable. No link should be proposed.	No link between the site and Martel Close is proposed.
Proximity of access to neighbouring access, together with the intensification raises highway safety concerns.	The proposed access raises highway safety concerns and the County Highways Authority object. This is discussed further in section 7.6 of the report.
Lack of suitable visitor parking provision.	Visitor parking is not considered a requirement for residential development, whilst no evidence has been demonstrated that there is any adverse impact to the surrounding area arising from parking overspill.
<u>Other</u>	
Loss of ecology and biodiversity. Development does not follow the recommendations of the submitted ecological report which seeks to retain the trees along the boundary with the Wellington Park estate.	The proposed development results in significant loss of habitats and trees which is considered unacceptable in the absence of any mitigation. This is discussed further in section 7.9 of the report.
Harm to air quality	This has not been substantiated and there is no evidence to support this.
Inclusion of affordable housing would put a strain on existing community facilities. Impact on infrastructure, and local services and amenities including drainage.	CIL payments would be collected if the development were to be approved and commenced, which would go towards support local infrastructure.
No provisions to cater for any future extensions to the properties.	Any grant of permission would be subject to a restriction on permitted development rights owing to the limited size of the plot, the scale of the existing dwellings and the character and appearance of the surrounding area.

6.2 The following non material reasons for objection have also been raised.

Non-Material reason for objection	Officer Response
Concerns regarding potential subsidence.	This is not a material planning consideration and is a building control matter.
No soil survey carried out.	The need for a soil survey is unclear.
Double boundary line not shown on the plans as per the SHBC boundary maps.	This matter has not been expanded upon. The red line curtilage of the application site is considered correct.

7.0 PLANNING CONSIDERATIONS

7.1 In considering this development regard is given to Policies CP1, CP2, CP3, CP5, CP6, CP11, CP12, CP13, CP14, DM7, DM9, DM10, DM11, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); Policy NRM6 of the South East Plan 2009 (as saved) (SEP); and the National Planning Policy Framework (NPPF); as well as advice within the Surrey Heath Residential Design Guide 2017 (RDG); Western Urban Area Character Appraisal (2012) (WUAC); Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019 (AAS); Development Contributions SPD (2011); the Infrastructure Delivery SPD (2014); the Planning Practice Guidance (PPG); the Written Ministerial Statement 24.05.21 (WMS); the Council's First Homes Policy Guidance Note 2021 (FHP); the National Design Guide; and the Surrey County Council Vehicular Cycle and Electric Vehicle Parking Guidance for New Development 2023.

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

- Principle of the development
- Housing mix and affordable housing provision
- Impact on the character, appearance, and trees of the surrounding area.
- Impact on residential amenity.
- Impact on highway safety and parking capacity.
- Impact on the Thames Basin Heaths Special Protection Area.
- Impact on biodiversity and ecology.
- Other matters

7.3 Principle of the Development

7.3.1 The NPPF sets out a presumption in favour of sustainable development whilst Policy CP1 of the CSDMP supports the redevelopment of previously developed land in the west of the borough. There are no policy designations restricting residential development on the site, and the proposal would better optimise the site for the delivery of housing and making more efficient use of land in accordance with the NPPF. It would therefore be considered acceptable in principle.

7.4 Housing mix and affordable housing provision

7.4.1 Policy CP5 of the CSDMP requires the provision of 40% (net) of the proposed housing to be affordable, split between socially rented and intermediate (shared ownership) together with the requirement for First Homes. Policy CP6 refers to the need for this housing to be in accordance with the Strategic Housing Market Assessment or other subsequent assessments.

7.4.2 The proposed development would provide seven shared ownership units and two first home units which would equate to 39% affordable on the net development (23 units). Of these 23 units, a 40% policy requirement would equate to 9.2 units and the Council's Interim Procedural Guidance recommends a round down approach in this instance which would make the development acceptable in meeting the 40% requirements.

7.4.3 The proposed tenure on offer would be contrary to the split sought in Policy CP5. The applicant has highlighted the difficulties in securing a registered provider to take on what would be a limited number of affordable rented units on this site. However, no evidence has been submitted either through a viability assessment or any other evidence, to demonstrate that the scheme could not provide any other form of affordable housing product such as social or affordable rent.

7.4.4 The proposed shared ownership units would be limited to solely 1-bedroom units. The application has not submitted a viability assessment or any other evidence to

demonstrate why a mix of one-, two- and three-bedroom units cannot be provided. This is contrary to Policy CP5, which outlines that affordable housing provision will be assessed on viability including an assessment of the overall mix of unit size and Policy CP6 which outlines that the affordable housing provision mix should be based on the needs assessment. The Council's latest Housing Needs Assessment sets out that the greatest need for shared ownership units is with 2- and 3-bedroom properties with only 10-15% recommended for 1-bedroom units. This type of tenure should be "explicitly focused on delivery smaller family housing for younger households". The Council can demonstrate a 7.4-year housing supply and therefore the contribution the development makes to the Council's housing supply is neutral whereas the contribution of an acceptable affordable housing provision, with the right housing mix, would represent a benefit.

- 7.4.5 The application has not demonstrated through a viability assessment or any other evidence that there is any greater need for shared ownership one-bedroom units than other sizes, such that it would warrant a deviation from Policy CP6 and the Council's latest evidence base. The proposed development would therefore not provide an appropriate level of affordable housing mix having regard to the requirements of the CSDMP. It would therefore be contrary to Policy CP6 of the CSDMP and the NPPF.

7.5 Impact on the character, appearance, and trees of the surrounding area

- 7.5.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 promotes high quality design. The site falls within the Contemporary Paved Estates Character Area which is defined by 2 storey residential development interspersed with significant areas of amenity green space. Principle 6.2 of the RDG requires residential developments to use trees, vegetation, gardens, and open spaces to create a strong, soft green character to streets.

Layout & Context

- 7.5.2 The application site fronts the Maultway and development on this road is typically characterised by less developed frontages with modest properties set behind mature trees and planting which contribute towards a verdant street scene.
- 7.5.3 The proposal would impact this positive characteristic in part due to the lack of setback. Plots 19, 20 and 24 have from the Maultway. Owing to the short setback and the subsequent lack of mature trees or other planting screening the development, the proposal would fail to maintain or enhance the distinctive verdant character of the street scene. Although No.30 Oaken Copse has a similar short setback, the dwelling is of a more modest proportions, whilst the site retains several mature trees which help screen the development from the street and subsequently maintains the verdancy on the Maultway. Similarly, at the recent redevelopment at No.28 the Maultway the built form is set behind a natural hedge boundary and mature trees.
- 7.5.4 The proposed layout also results in the approach and views into the site from the Maultway to be dominated by views of the car parking, which in combination with the above, contributes to the deterioration of the positive verdant character of the street scene. The Urban Design and Conservation (UDC) officer also raises concerns and states that the layout and view from the access point fails to provide any interesting views of buildings.
- 7.5.5 The pedestrian footpath within the site is minimal, and poorly designed. It is sited in front of the car parking rather than behind, whilst it does not continue towards the south of the site where most of the parking is found. Given the number of units proposed, the

number of parking spaces, and the position of the spaces which are largely away from the units they serve, there is likely to be conflict between vehicle, pedestrian and even cycle users resulting from the poor layout. This is contrary to Principle 6.2 of the RDG which sets out that layouts should make walking more attractive, facilitate interaction and be safe places for all users.

- 7.5.6 There are a small number of birch trees (7 in total) and shrubs proposed to the front gardens. However, overall, the proposed landscaping as shown on the Landscaping Plan (Ref.AQ24178-11) rather than the proposed site plan which illustrates a greener layout, is minimal and highlights the poor quality of the layout. Insufficient space has been provided between areas of car parking, and around the areas of parking to sufficiently break up the level of hardstanding that is proposed. This results in a relatively harsh and unattractive layout within the development site, encapsulated by the car parking area to the south east of the site, which is dominated by the car parking, a lack of pedestrian footpath and subsequently a lack of sense of place. The UDC supports this view, setting out that the scheme requires further interspersed landscaping to create a more verdant character along the street scene.
- 7.5.7 The layout also results in poor relationship between the proposed dwellings owing to their position, relative orientation, and the views they look out onto. The UDC considers the layout, position, and distribution of the buildings to result in a fragmented layout. These factors all contribute to the poor placemaking.
- 7.5.8 The proposal does not illustrate the position of any bin stores for the dwellings. The properties would have very limited space to allow for stores to be positioned to the front of the properties whilst for Units 13 and 14, bin would likely be placed on the shared surface during collection day. This further points to the poor layout and design.
- 7.5.9 The proposal would therefore be contrary to principle 6.2, 6.3, 6.7 and 6.9 of the RDG which relates to layout, streetscapes, and design of car parking.

Scale, Bulk and Massing

- 7.5.10 Guiding Principle CP1(d) of the WUAC sets out that new development should consist of principally two-storey buildings. However, the proposed development would introduce a three-storey element and two, two and a half storey buildings to front the Maultway. As identified earlier the verdant character of the Maultway is considered a positive feature that is expected to be maintained and enhanced. The combination of these taller buildings and their prominence within the street scene, is considered harmful to the character and appearance of the street scene and surrounding area. This harm is exacerbated by the lack of green infrastructure to screen views of them. The UDC supports this view stating that the increased massing has an urbanising effect that is out of character with the modest scale and green context of the Maultway and contrary to principle 7.3 of the RDG. Plot 24 is also considered top heavy and large in scale, owing to its footprint and design which contributes to a tall appearance.
- 7.5.11 The proposed depth of the buildings in combination with their footprint results in a relatively shallow roofscapes which in turn result in the dwellings appearing top heavy and out of proportion. The depth, in combination with their position within the site, result in long spans of blank brickwork viewed from the shared spaces, which coupled with the absence of sufficient landscaping, results in a poor level of visual amenity and lack of views of interest. The UDC raises concerns setting out that the combination of the depth of the buildings and the lack of intervening greening, results in the scheme appearing too dense.
- 7.5.12 The flatted block (Block D) owing to its block like design, three-storey height, and lack of variation and detailing, results in a relatively bulky and imposing building that would, in combination with its proximity to the Maultway and lack of greening, make its overall scale and bulk unacceptable in its current form.

- 7.5.13 The proposed roofscape and design of Plots 21-24 would fail to adequately address the land level change, with the proposed roof form, eaves heights, fenestration, and use of the gable feature resulting in an unattractive appearance that would also fail to reduce the bulk and span of development. The UDC also raises additional concerns in respect of the lack of setbacks between the different built segments.
- 7.5.14 Similarly for Plots 10-13, the proportions of the dwellings when viewed from the front elevation appear out of balance, whilst the roofscape, which differs from that found to the rest of the development, appears cluttered. The depth and width of the properties has not been broken up by the design, and as a result they appear bulky.

Detailing and Materials

- 7.5.15 No objections are raised to the general architectural approach with the use of soldier coursing, brick detailing, and contrasting materials between levels considered appropriate contributing to good quality design. However, as identified earlier in the report, the proposal's fenestration and detailing has failed to adequately break up the mass and bulk of the buildings, with long spans of blank brickwork and concerns in respect of the rooflines, and the lack of interesting views. This is contrary to Principle 7.8 and 7.9 of the RDG.

Landscaping & Trees

- 7.5.16 The application site benefits from several mature trees and vegetation albeit none of which are protected by a Tree Preservation Order (TPO). The proposal would result in the loss of 1 group of category B trees, 12 groups of category C trees, 11 individual category C trees and 6 category C hedges.
- 7.5.17 The loss of trees would be largely limited to the trees of lower quality where removal, subject to appropriate replacement, is typically accepted. However, these losses predominantly relate to trees situated to the boundaries, where they provide multiple benefit in screening the site, having visual amenity value contributing to the character of the area. The proposed layout of the scheme as considered above, is considered of a poor design, and fails to allow sufficient replacement planting on site.
- 7.5.18 The proposed landscaping scheme seeks to replace the lost trees largely through low level and hedge planting. Where 6 trees of a girth 18-20cm are proposed this is within the site, to the areas of car parking. The level of loss of trees on site has not been demonstrated as appropriate nor necessary, and the proposed landscaping scheme fails to adequately secure planting on site that would replace the amenity and other benefit value lost. The Council's Arboricultural Officer concurs with the above, setting out that the proposed landscaping has failed to offset the impact of the development and should be recommended for refusal. The proposed landscaping scheme including the loss of trees is therefore contrary to the verdant character of the area contrary to Policy DM9, Principle 6.2 of the RDG and Principle CP1 (e) and (f) of the WUAC.

Summary

7.5.19 The proposed development raises significant concerns in respect of its layout, scale, and landscaping. The application has failed to design a scheme that positively responds and reinforces the verdant character of the Maultway and the local distinctiveness in respect of the building design and form. The proposal would result in significant harm to the character and visual amenities of the surrounding area contrary to the objectives of Policies CP2 and DM9 of the CSDMP, whilst failing to accord with principles 6.2, 6.3, 6.4 6.7, 6.9, 7.3, 7.8 and 7.9 of the RDG and CP1(d), (e) and (f) of the WUAC and the NPPF.

7.6 Impact on residential amenity

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

7.6.2 Plot 10 would sit adjacent to No.24 Martel Close, and on higher land. It would have a 3.3m separation from the neighbouring flank elevation whilst sitting 7.8m forward of the neighbouring property. Owing to this projection forward, the proposed dwelling would breach the 45-degree light rule when taken from the nearest habitable room window of the neighbouring property. Considering the land level differences, the projection forward, the proximity and the sun orientation, the proposed dwelling would result in adverse harm to the amenity of the neighbouring occupiers, prejudicing their current level of outlook and daylight/sunlight enjoyed from the front elevation windows. As such, the proposed development is considered unacceptable in respect of No.24.

7.6.3 The properties north at Oaken Copse would be sited side on to the development and owing to this relationship together with the separation distance, sun orientation and relative position, there would be no significant harm to the occupiers of these properties. The properties to the west at Curtis Close would have a separation of 20m relative to the rear elevation of the proposed development. Whilst it is recognised that these properties sit on lower lying land, it is considered there would be no significant amenity harm owing to the separation distance.

7.6.4 All units would exceed the minimum nationally described space standards for new dwellings. However, the technical space standards are only the starting point in assessing the standard of accommodation and matters of privacy, outlook, natural light, and circulation space are also fundamental matters to assess. In this instance the general internal layouts are well conceived, ensuring acceptable levels of outlook, privacy, and natural light for all units.

7.6.5 In respect of the private amenity provision, all the dwellings are provided with acceptable private rear gardens, whilst the flatted units would benefit from patio gardens at ground floor level and balconies to the upper floors. These would meet the garden size requirements set out in 8.4-8.6 of the RDG which requires 55sqm for 2/3-bedroom properties and flatted development to have communal space and balconies with a minimum depth 1.5m. Amendments to the soft landscaping would be required to ensure that each of the windows and garden spaces at ground floor level have some defensible space given their semi-public setting.

7.6.6 The submitted Noise Assessment raises concerns as to whether the dwellings and the flatted block, would be able to meet Part O of the Building Regulations in respect of internal noise levels. Further information is required to demonstrate that the a) internal noise levels can be achieved and what measures would be required to achieve this; and b) whether adequate ventilation measures would be installed to ensure future residents do not suffer from overheating as a result of closed openings due to noise pollution. The submitted measures as shown fails to demonstrate that the recommended internal noise levels would be achieved, and in the absence of this information, it cannot be determined that the future occupiers of the site would benefit from an acceptable standard of accommodation in accordance with Policy DM9 of the CSDMP and the NPPF.

Summary

7.6.7 The proposed development would largely provide an acceptable standard of accommodation for future occupiers however it has not been demonstrated conclusively that the development would allow for internal noise levels as recommended can be met. Furthermore, there are concerns in respect of the impact upon the neighbouring occupier at No.24 Martel Close. The proposed development would therefore fail to satisfy the objectives of Policy DM9 of the CSDMP and the principles of the RDG.

7.7 Impact on highway safety and parking capacity

7.7.1 Policy DM11 relates to the impact on the highway network, including matters of highway safety, access, and parking. The “Vehicular Cycle and Electric Vehicle Parking Guidance for New Development” supplementary planning document provides guidance in respect of vehicle and cycle parking levels.

7.7.2 The application site is situated within the settlement boundaries, with the No.11 bus stop 1-minute from the site, which provides a route into Camberley town centre. The application site is considered sustainably located for this scale of residential development.

7.7.3 The proposed development would provide a total thirty-nine parking spaces, with each property benefitting from an EV charging point. This would meet the requirements set out in the SCC Vehicle Guidance SPD.

7.7.4 The SPD outlines that whilst visitor parking is encouraged where appropriate, it is not considered always necessary. This is reflected in the absence of any requirement for residential development to provide visitor parking. It is recognised that residents have raised concerns in respect of parking overspill, however, there is no substantive data to demonstrate an on-street parking demand issues in the wider area, nor that the proposal would result in unacceptable on-street parking. The applicant’s Transport Assessment sets out that based on car ownership per bedroom, there would be a total need for 29 total spaces. No objections have been raised by the SCC Highways on this matter and the proposed development would appear to provide satisfactory parking provision.

7.7.5 With respect to cycle parking, each unit would be provided a store within the curtilage of the dwelling, or otherwise a communal store for the flatted units. The proposed vehicle and cycle parking provision sufficiently meets the requirements set out the SCC Highways parking guidance.

7.7.6 The proposed development seeks to move the existing access 4.8m south away from the neighbouring access road. The Maultway carries a significant amount of traffic, currently having a 50mph speed limit. Vehicular users therefore have little time to react when exiting the site. Due to the high speed of the road and the current proximity of the access with that of the neighbouring site Oaken Close, there is also potential for inadvertent entry into this neighbouring close as you turn off the Maultway. Oaken Copse is of a single car width, with limited space for passing or turning the car with ease. Consequently, there is an existing risk of conflict between users of the Maultway and Oaken Copse entering and exiting the site.

7.7.7 The proposal would significantly increase the number of future occupiers and therefore similarly increase the number of associated vehicular movements. To avoid the potential for conflict, the relocation of the access point needs to be of a sufficient

distance away. This concern is supported by SCC Highways who recommend a reason for refusal on this basis, commenting that the access should be relocated a minimum 25m away from Oaken Copse whilst any relocation would need to be supported by a Stage 1 Road Safety Audit. The proposal is therefore considered to provide an unsafe and unsuitable access.

7.7.8 In addition, SCC Highways would require bus stop and cross facility improvements on the Maultway and on the junction with the A30 and the A325 as this would be a key route for future residents to several schools as well as other amenities. In the absence of these improvements the proposal fails to demonstrate that it would provide a suitable, safe, and convenient means for future residents to use sustainable modes of transport to access these facilities.

7.7.9 As such, the proposal would be unacceptable owing to its poorly located access and failure to provide appropriate improvements to encourage use of sustainable modes of transport to key routes to local amenities. The proposal would therefore be contrary to Policy CP11 and DM11 of the CSDMP.

7.8 Impact on the Thames Basin Heaths Special Protection Area

7.8.1 Policy CP14B of the CSDMP is relevant. All new (net) residential development within five kilometres of the SPA is required to provide appropriate measures in accordance with the AAP. This includes contributions towards SAMM measures with SANG requirements provided through CIL.

7.8.2 The Council has sufficient capacity of SANG for the development in the event of a grant of permission. The applicant has confirmed that the SAMM contribution would be secured through a legal agreement prior to the determination of this application. Subject to the signing of the legal agreement the proposal satisfies the objectives of Policy CP14 of the CSDMP, Policy NRM6 of the SEP, the NPPF and advice in the AAP.

7.9 Impact on biodiversity and ecology

7.9.1 Policy CP14 of the CSDMP indicates that development which would result in harm to or loss of features of interest for biodiversity will not be permitted whilst biodiversity gain is recommended.

7.9.2 The application is supported by a preliminary ecological assessment (PEA) which has been assessed by SWT. They have raised concerns that the application has failed to provide an evidence-based assessment that it would not have an unacceptable impact on the Black Hill and White Hill SINC. In addition, the proposal has failed to undertake a hazel dormouse survey (a protected species), as recommended by the PEA, and failed to provide sufficient detail regarding how reptile mitigation would be achieved. The proposal has therefore failed to demonstrate it would be acceptable in respect of ecology.

7.9.3 In addition, the proposal results in a 58.45% loss of habitat units on the site. Whilst there is no adopted legislative requirement for biodiversity net gain to be provided, the NPPF sets out that development is expected to not result in harm to existing ecology and biodiversity. The applicant sets out that owing to the size constraints of the site, they would not be able to provide any offset measures on site and would engage with an off-site bank which would be secured by legal agreement.

7.9.4 It is recognised that some loss of habitat would inevitably occur on site owing to the limited size, and proposed density which is considered acceptable in principle. However, as raised earlier in the report, the application fails to provide sufficient soft landscaping on site, and a revised scheme could secure a lesser loss of habitat units

on site. In the first instance, gains should be provided on site, and the proposal has failed to sufficiently justify the need for the significant loss of habitat units which is considered a result of the poor layout and design.

7.9.5 The applicant has also failed to demonstrate with sufficient detail how an off-site contribution would work in practice. Therefore, there is no indication that the proposal would achieve no biodiversity loss. Due to the loss of biodiversity shown and the absence of a guaranteed method to secure a contribution to offset the harm, and the absence of any other evidence, the proposed development would be unacceptable in respect of the loss of biodiversity.

7.9.6 The proposal is therefore contrary to the objectives of Policy CP14 of the CSDMP and the NPPF.

7.10 Other matters

7.10.1 Policy CP2 of the CSDMP indicates that development will be required to provide measures to improve energy efficiencies and sustainability. The energy statement provided to support the application includes measures to include a fabric first approach, within the building fabric, insulation and double glazing, high-efficiency heating systems and low energy lighting. In addition, photovoltaic panels would be provided to the flatted development. An expected reduction of 7.34% reduction in emissions which is equivalent to Level 4 Code for Sustainable Homes.

7.10.2 Policy DM10 of the CSDMP seeks development to be risk neutral in respect of flooding. The application site lies in a Zone 1 (low risk) flood area. However, because it is a major development a site-specific flood risk assessment and drainage strategy has been submitted. The Lead Local Flood Authority considers this insufficient in demonstrating that the development would reduce the volume and rate of surface water run-off. Further information was not sought from the applicant as the proposal was considered unacceptable on other grounds, and in the absence of a policy compliant drainage scheme the development subsequently fails to accord with Policy DM10 of the CSDMP and the NPPF.

7.10.3 Policy DM16 of the CSDMP requires residential development to provide or contribute towards open space, equipped play spaces or outdoor sports facilities. The applicant states that an appropriate contribution could be provided via legal agreement which would be considered acceptable in the event of a grant of permission.

7.10.4 Policy DM17 of the CSDMP indicates that on sites of 0.4 hectares or over, a prior assessment of the potential archaeological significance of the site must be undertaken. In this case, a desk-based assessment has been provided which indicates that the site has a low archaeological potential.

7.10.5 The site involves the creation of twenty-four new dwellings and would therefore be CIL liable.

8.0 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. The proposal is not considered to conflict with this duty.

9.0 CONCLUSION

- 9.1 The principle of development is considered acceptable. However, the proposed layout, together with insufficient landscaping and the quantum of development, would be harmful to the character and appearance of the surrounding area. The proposed access would also conflict with existing highway users whilst it would fail to appropriately support sustainable transport objectives. The proposal would be harmful to the residential amenities of no. 24 Martel Close and failed to demonstrate that there would be no adverse noise impacts for future occupiers of the development. The proposal has also failed to demonstrate that it would provide an acceptable mix of affordable housing delivery; would not result in a loss of biodiversity; and would deliver an acceptable drainage scheme. In the absence of SAMM payment the proposal would also fail to mitigate against harm to the SPA. The proposal is therefore contrary to policies within the CSDMP and the NPPF.

10.0 RECOMMENDATION

REFUSE for the following reasons:

1. The proposed development fails to demonstrate through a viability assessment or any other evidence that it would provide an acceptable tenure and mix of affordable housing (2 and 3 bed housing) in line with the identified housing need and therefore fails to optimise the delivery of 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).
2. The proposed layout and position of the dwellings (including the insufficient setback of the buildings from the Maultway, insufficient interspersed greening, car parking arrangement and absence of a pedestrian footpath through the site) would result in an incongruous form of development that would fail to positively respond to the spacious and verdant character of the Maultway and the wider surrounding area, including the Contemporary Paved Estates Character Area. This would be contrary to the aims and objectives of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the National Planning Policy Framework, Principles CP1(e) and (f) of the Western Urban Area Character Supplementary Planning Document 2012 and Principles 6.2, 6.3, 6.7, and 6.9 Residential Design Guide Supplementary Planning Document 2017.
3. The proposed dwellings and flatted block, by reason of their height, bulk and mass and roof-form, would result in a quantum of development that would form poor relationships with neighbouring buildings, be harmful to the street scene, and the character of the area including the Contemporary Paved Estates Character Area. This would be contrary to Policy DM9 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012, the National Planning Policy Framework, and the Guiding principles CP1(d) and CP2 of the Western Urban Area Character Supplementary Planning Document 2012 and 6.2, 7.3, 7.4, 7.5, and 7.9 of the Residential Design Guide Supplementary Planning Document 2017.
4. By reason of an inadequate sound insulation and abatement scheme, and ventilation scheme, the applicant has failed to demonstrate noise on site can be effectively reduced to guideline levels and that adequate ventilation can be provided for future residents. The proposed therefore fails to provide an acceptable standard of accommodation for future occupiers contrary to Policy DM9 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
5. The proposed development would lead to a significant intensification of an existing access onto The Maultway, a classified road with a 50mph speed limit. It has not yet been demonstrated to the satisfaction of the County Highway Authority, that safe

vehicular and pedestrian access would be provided as part of the proposed development. The development would therefore be prejudicial to highway safety contrary to Policy CP11 and DM11 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. The application has failed to demonstrate that it would provide a suitable, safe, and convenient means for future residents to use sustainable modes of transport to access schools, employment, and leisure facilities, contrary to sustainability objectives of Policy CP11 and DM11 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
7. Plot 10 by reason of its forward projection forward, together with its separation distance to the southwest boundary and orientation of the property, would result in adverse harm to the residential amenities of the occupiers of the neighbouring property No.24 Martel Close, prejudicing their current level of outlook and daylight/sunlight enjoyed from the front elevation windows. This would be contrary to Policy DM9 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
8. The application has failed to provide an evidenced-based assessment to determine that it would not have an adverse impact on the Black Hill and White Hill Site of Nature Conservation Importance. Insufficient information has been provided by way of hazel dormouse survey and appropriate slow worm mitigation strategy to demonstrate that the development would not have unacceptable impact on protected species. In addition, the proposal results in unacceptable habitat loss on site without the appropriate mitigation. This would be contrary to Policy CP14 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
9. Insufficient information has been submitted by way of a drainage scheme to demonstrate that the proposed development would not result in adverse harm to the drainage and flood risk of the surrounding area, contrary to the objectives of Policy DM10 of the adopted Surrey Heath Core Strategy and Development Management Policies Document 2012 and National Planning Policy Framework.
10. In the absence of a payment or a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (2019).

Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that the application has been considered on the basis of the following submissions:

Plans:

AQU24178-11, 7500-CMP-01, P1948.BLKD.08 Rev A, P1948.BLKD.06, P1948.BLKD.03, P1948.BLKD.04, P1948.BLKD.07 Rev A, P1948.BLKD.01, P1948.BLKD.05 Rev A, P1948.BLKD.02, P1948.04 Rev B, P1948.SS.01 Rev A, P1948.01 Rev B, P1948.06 Rev B, P1948.05 Rev B, P1948.02 Rev B, P1948.07 Rev B, P1948.CS.01, P1948.CB.01, P1948.03 Rev B, P1948.BS.01, P1948.08, P1948.CA.03 Rev A, P1948.CA.02 Rev A, P1948.CA.01 Rev A, P1948.C1.02 Rev A, P1948.C1.01 Rev A, P1948.C.01 Rev A, P1948.B.01 Rev A, P1948.A1.01 Rev A, P1948.A1.02 Rev A, P1948.A.04 Rev A, P1948.A.06, P1948.A.01 Rev A, P1948.A.03 Rev A, P1948.A.02 Rev A, P1948.A.07, P1948.A.05 Rev A, P1948.EX.01, P1948.EX.02, and P1948.EX.03 received 04 December 2023.

Documents:

Received 04 December 2023

Acoustic Assessment Report
Air Quality Assessment
Arboricultural Impact Assessment & Method Statement
Archaeological Desk-Based Assessment
Bat Survey Report
Biodiversity Metric Tool
Construction Environmental Management Plan & Delivery and Servicing Management Plan
Design & Access Statement
Drainage Strategy & Suds Statement
Ecological Impact Assessment
Energy Statement
Outdoor Lighting Report
Phase I Desk Study and Anticipated Ground Conditions
Planning Statement
Reptile Survey Report
Residential Travel Plan
Site Connectivity Plan
Soft Landscape Management and Maintenance Plan
Soft Landscape Specification
Transport Statement
Tree Protection Plan
Tree Survey (And Plan)
Utility Assessment

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APPLICATION NUMBER	SU/23/1224/F FU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mohan Everett

Location: Threapwood , 36 The Maultway, Camberley, Surrey, GU15 1PS

Development: Redevelopment of site to provide a housing development (Class C3) comprising a mix of houses and flats, with associated landscaping, car & cycle parking

Contact Officer	Bruno Schatten	Consultation Date	14 December 2023	Response Date	7 February 2024
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:

Refusal Reasons:

1) Safety of the access

The proposed development would lead to a significant intensification of an existing access onto The Maultway, a classified road with a 50mph speed limit. It has not yet been demonstrated to the satisfaction of the CHA, that safe vehicular and pedestrian access would be provided as part of the the proposed development. The development would therefore be prejudicial to highway safety contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

2) Sustainable travel

It has not yet been demonstrated that the proposed development would be provided with suitable, safe and convenient means for future residents to use sustainable modes of transport (public transport/walking/cycling) to access schools, employment and leisure facilities, contrary to the sustainability objectives of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

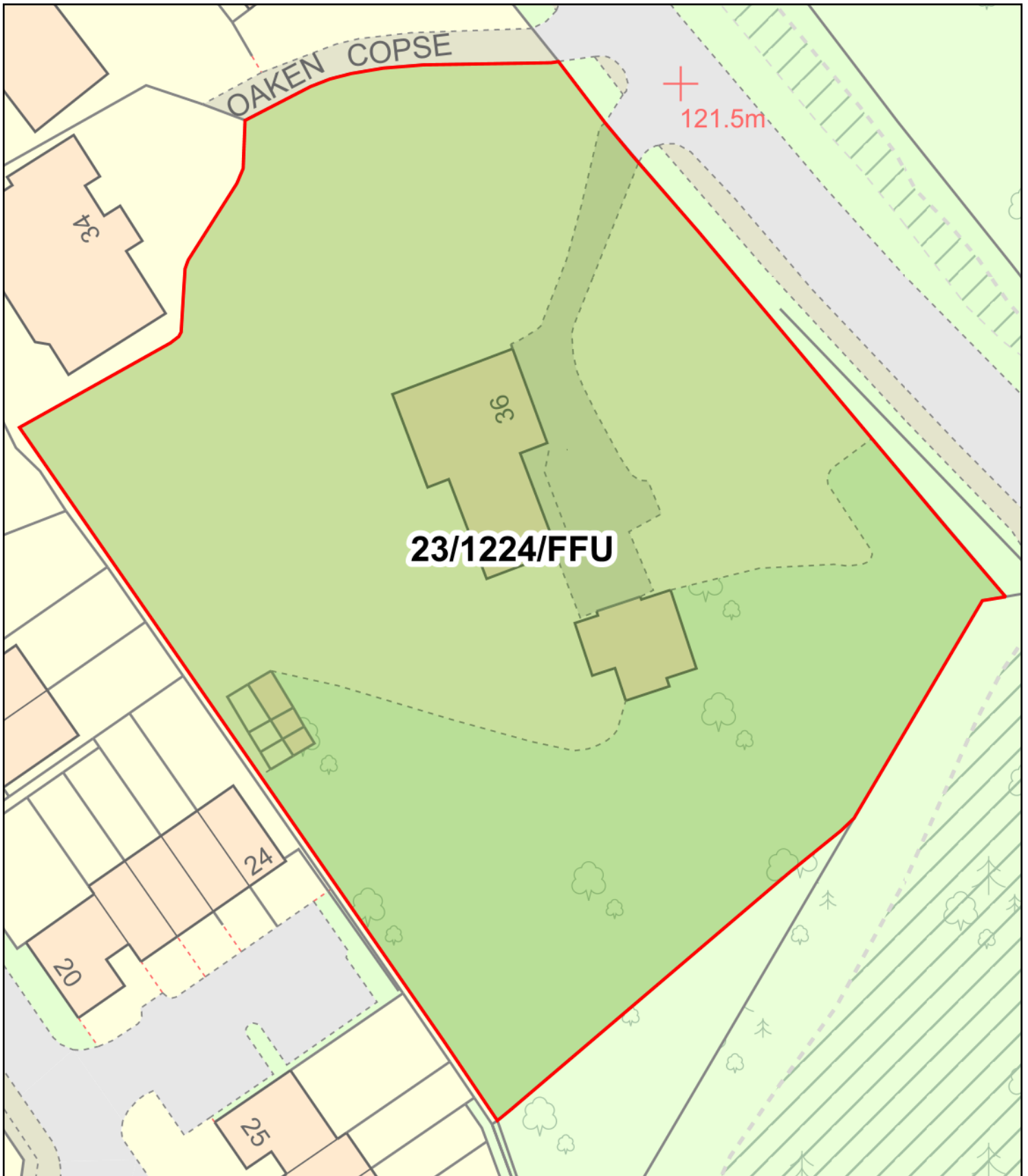
Policy:

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

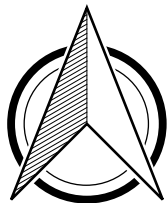
Note to Case Officer:

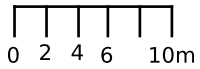
The CHA would require the existing access to be relocated a minimum of 25m away from Oaken Copse, due to the intensification that the scheme would bring. The new access would need suitable and appropriate geometry and visibility, as well as providing dropped kerbs and tactile paving for pedestrian benefit. The proposed access would also be subject to a satisfactory Stage 1 Road Safety Audit.

In order to meet policies and objectives stated in the LTP4, bus stop improvements to the nearby existing bus stops on The Maultway should be made to promote sustainable travel. In addition, pedestrian phases (push button crossing facilities) should be provided at the existing traffic signals on the A30, A325 and The Maultway junction. This is a key route from the development site to several schools and would highly benefit users travelling in this direction.




Title	23/1224/FFU		
Application Number	23/1224/FFU		
Address	Threapwood 36 The Maultway		
Proposal	Redevelopment of site to provide a housing development (Class C3) comprising a mix of houses and flats (24 residential units), with associated landscaping, car & cycle parking		
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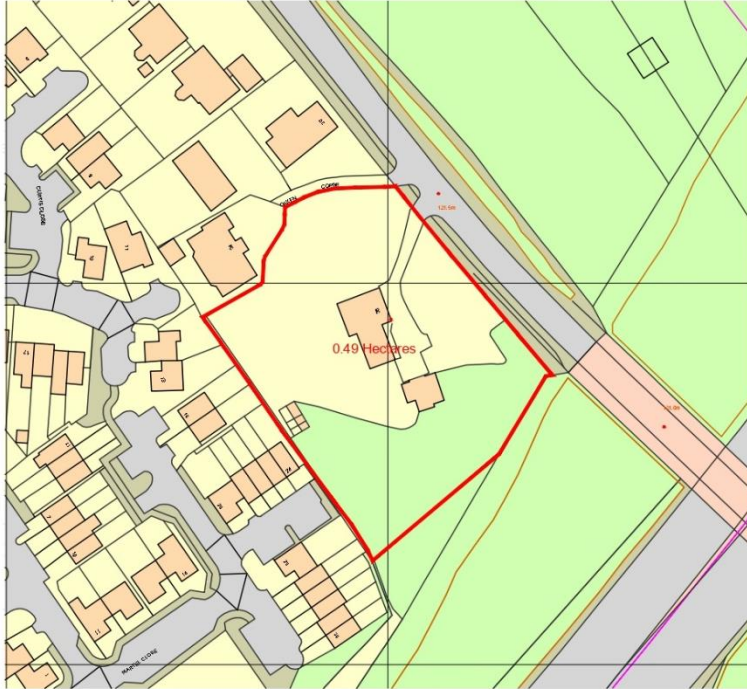
Scale @ A4	
Date	06/02/202



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Plans & Photos

Location Plan



Proposed Site Layout

- KEY**
- SITE BOUNDARY
 - GARDEN FENCE
 - TURF TO GARDENS
 - BLOCK PAVED SURFACE
 - INDICATIVE TREE PLANTING
 - EXISTING TREES TO BE RETAINED
 - EXISTING TREES TO BE REMOVED
 - EXISTING SHRUB PLANTING
 - INDICATIVE SHRUB PLANTING
 - GATE
 - DOOR AND PATIO TO REAR ACCESS
 - DOOR/LEVEL THRESHOLD AND PATH IN CONCRETE SLABS
 - ACTIVE FRONTAGE / ADDITIONAL WINDOW
 - PRIVATE UNITS
 - AFFORDABLE UNITS
 - BUILDING TO BE REMOVED
 - SHED FOR CYCLE STORAGE



Proposed heights plan



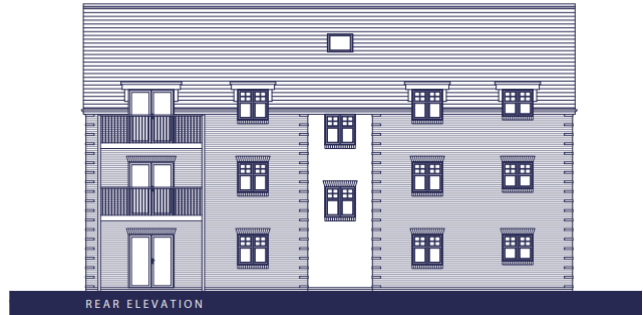
Proposed tenure plan



Flatted Block (Block D) (Plots 1-9) Plans and Elevations



FRONT ELEVATION



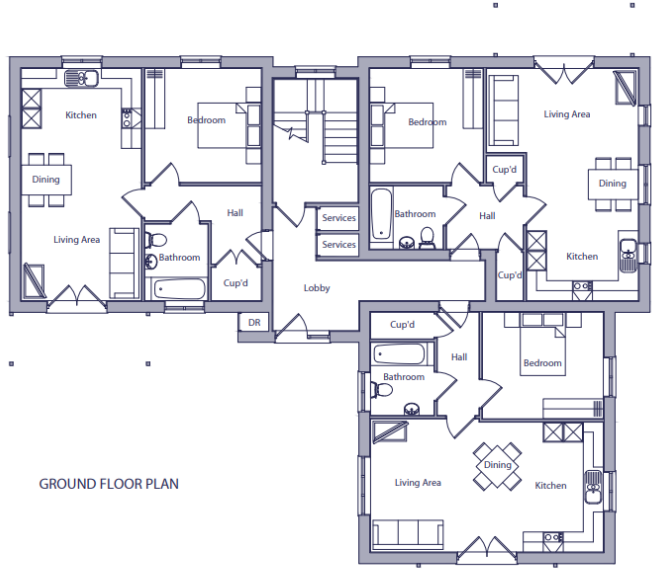
REAR ELEVATION



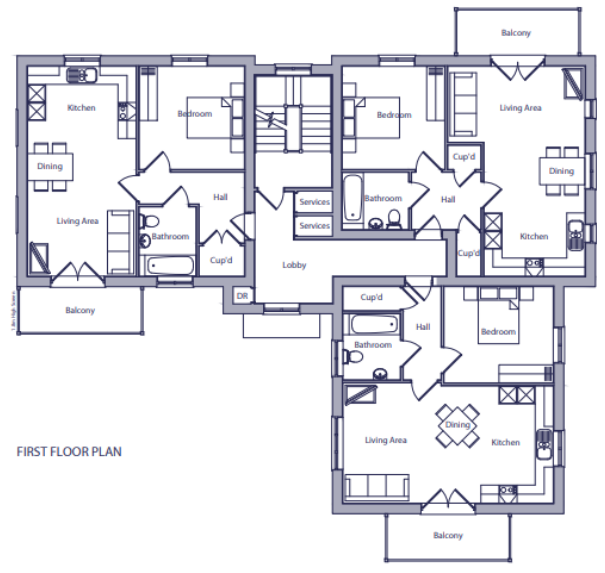
SIDE ELEVATION



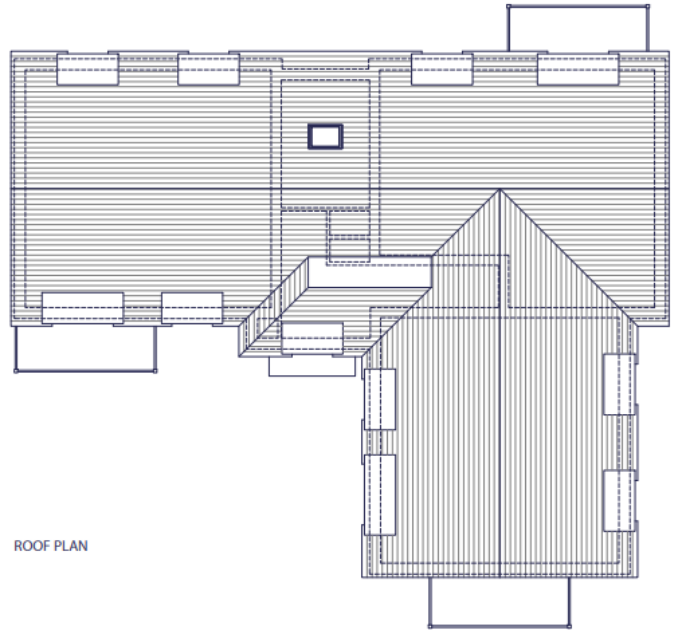
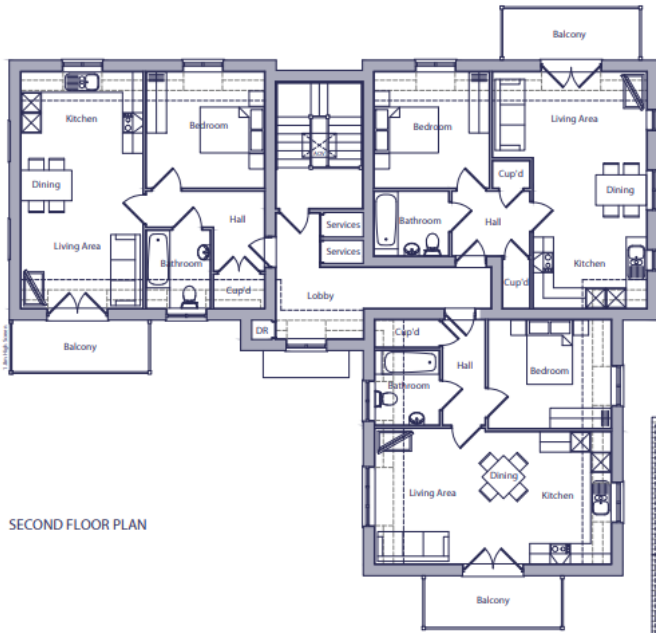
SIDE ELEVATION



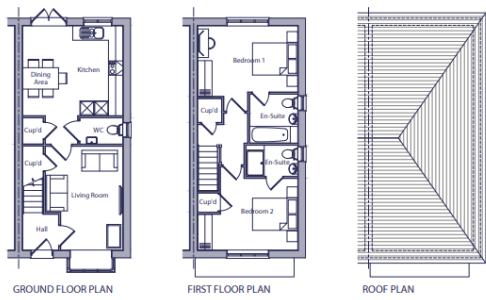
GROUND FLOOR PLAN



FIRST FLOOR PLAN

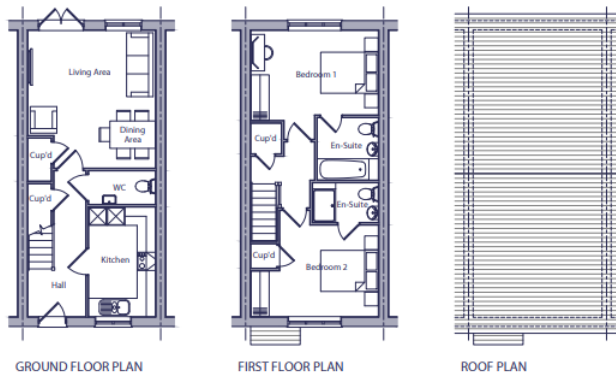


Plot 10

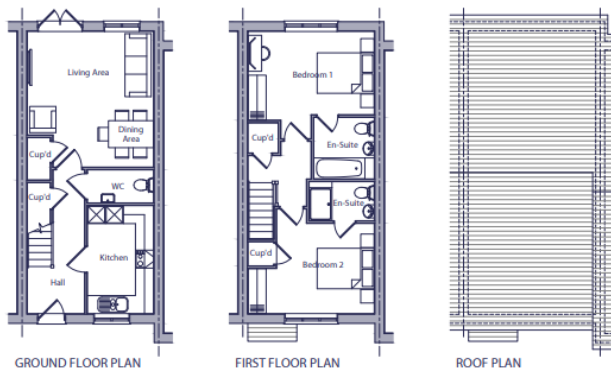


HANDINGS
PLOT 10 - OPP

Plot 11

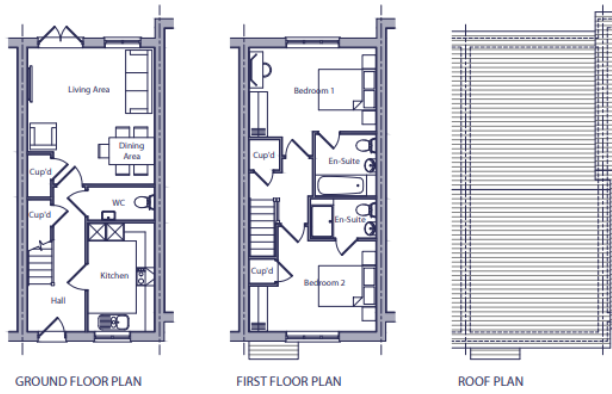


Plot 12



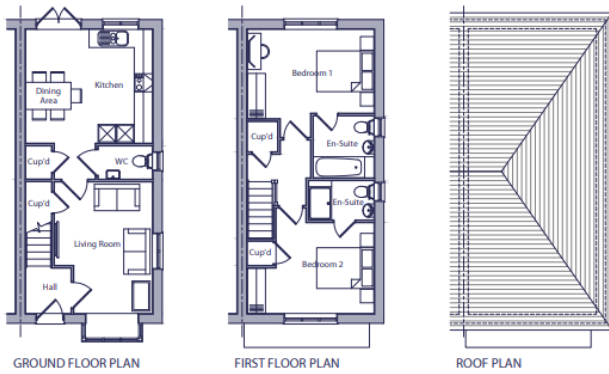
HANDINGS
PLOT 12 - AS

Plot 13



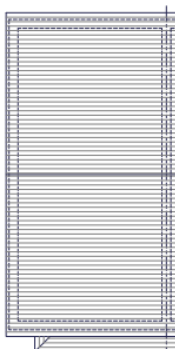
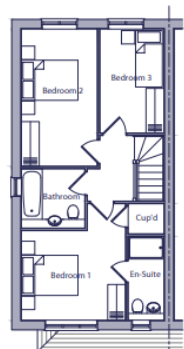
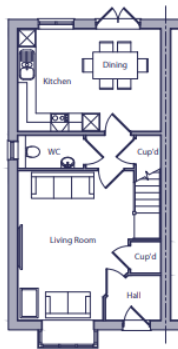
HANDINGS
PLOT 13 - OPP

Plot 14



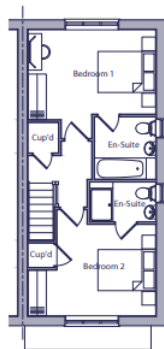
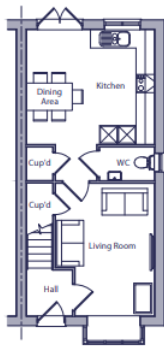
HANDINGS
PLOT 14 - AS

Plot 15 & 16



HANDINGS
 PLOT 15 - AS
 PLOT 16 - OPP

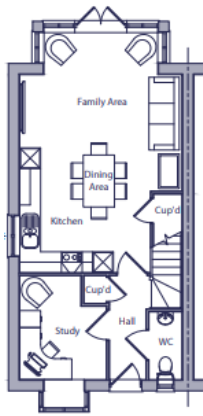
Plot 17 & 18



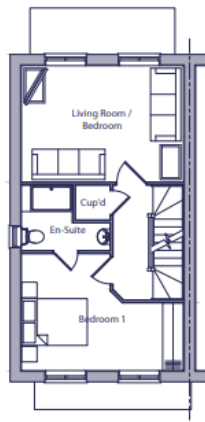
HANDINGS
 PLOT 18 - AS
 PLOT 17 - OPP

Plot 19-21

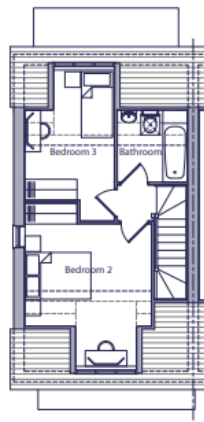
HANDINGS
 PLOT 20 - AS
 PLOTS 19 & 21 - OPP



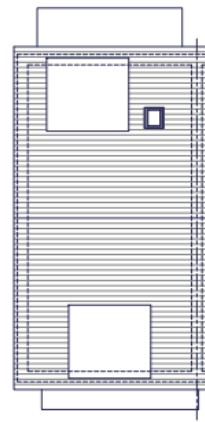
GROUND FLOOR PLAN
 * WINDOW TO PLOTS 20 & 21 ONLY



FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

HANDINGS
 PLOT 20 - AS
 PLOT 19 - OPP

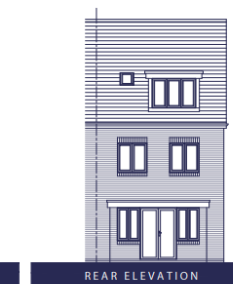
* WINDOW TO PLOT 20 ONLY



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

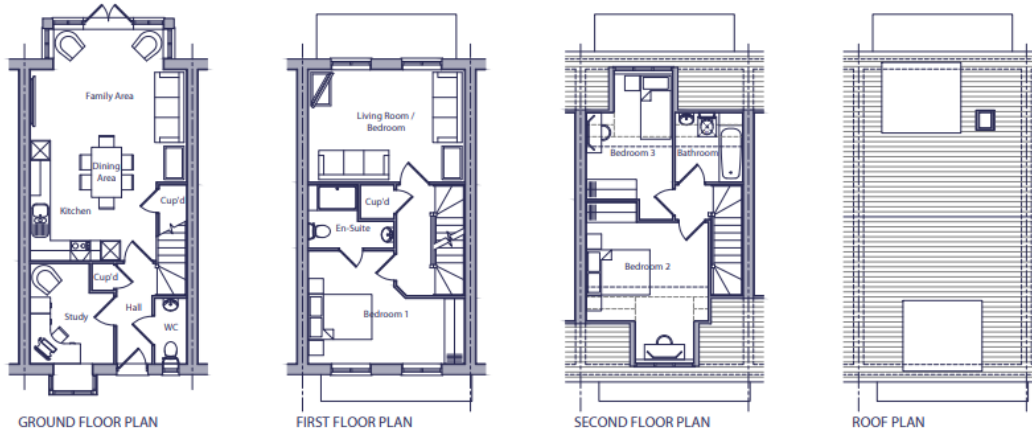


SIDE ELEVATION

HANDINGS
 PLOT 21 - OPP

Plot 22

HANDINGS
PLOT 22 - AS

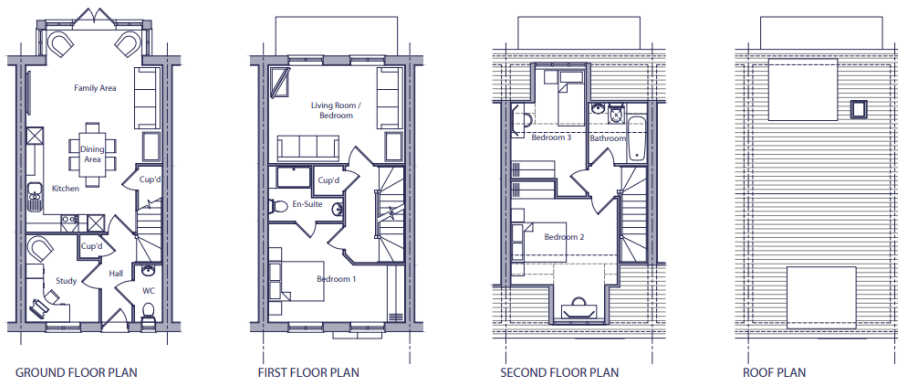


HANDINGS
PLOT 22 - AS



Plot 23

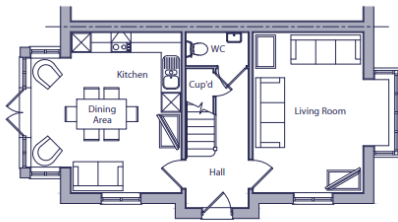
HANDINGS
PLOT 23 - OPP





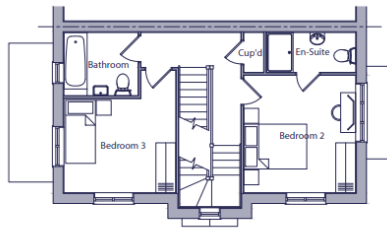
HANDINGS
PLOT 23 - OPP

Plot 24

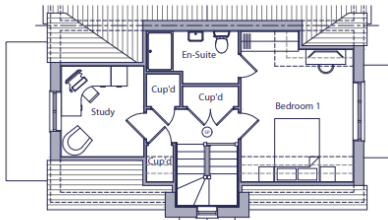


GROUND FLOOR PLAN

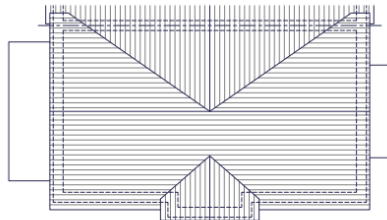
HANDINGS
PLOT 24 - AS



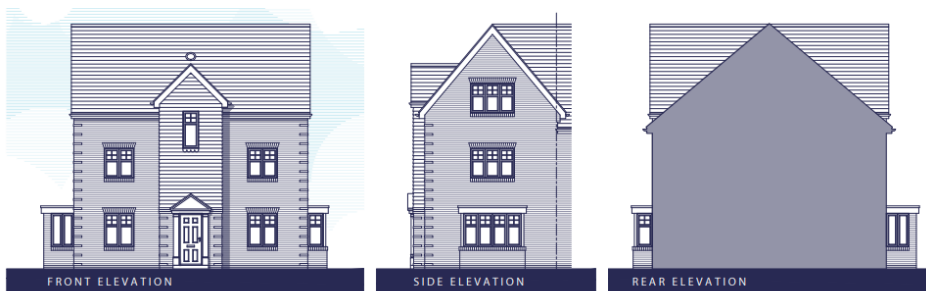
FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN



HANDINGS
PLOT 24 - AS

Street Scene Elevations



Aerial View



Looking east on The Maultway



Looking west on The Maultway



View on Oaken Copse



Entrance of Site



North western boundary of the site



Boundary with Curtis Close and Martel Close



Existing property with properties to Curtis Close and Oaken Copse in background



Boundary towards M3



Context view from Curtis Close showing slope on application site



Context view from Martel Close showing level difference with application site



23/1100/FFU

Reg. Date

27 October 2023

St Michaels

LOCATION:	Watchmoor Park, Watchmoor Road, Camberley, Surrey, ,
PROPOSAL:	Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g)(iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters reserved) for the erection of up to 19,000 sqm of flexible industrial and logistics floorspace within Use Classes E(g)(iii), B2, and B8 following demolition of existing buildings on land at Watchmoor Park
TYPE:	Full Planning Application
APPLICANT:	Watchmoor Park Camberley Prop Co Limited
OFFICER:	Navil Rahman

This application has been referred to the Planning Applications Committee because it is a major development (i.e. development of over 1000 sq.m).

RECOMMENDATION: GRANT, subject to conditions and legal agreement

1.0 SUMMARY

- 1.1 The application is a hybrid planning application (i.e. part outline and full planning application) for the demolition of the existing office buildings and construction of up to 29,358sqm of flexible E(g)(iii) (industrial processes which can be carried out in residential areas without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) space together with associated landscaping and parking.
- 1.2 The proposed full application (Phase 1) relates to the construction of a single unit, comprising of 10,358sqm floorspace which is to be marketed to a single large occupier. The units to be demolished to facilitate this development are currently vacant and works are proposed to commence this summer. The proposed outline development (Phase 2) with all matters reserved (access, appearance, landscaping, layout, and scale) proposes the demolition of five buildings, three of which remain in occupancy with the last lease due to expire in 2026.
- 1.3 With no end occupier for either part of the development confirmed, the speculative nature of the proposal allows flexibility for the future occupant. Notwithstanding this, the redevelopment of the site is considered acceptable in principle, providing a broad land use that is compatible with the surrounding character and appearance of the area, and delivering additional employment floorspace within the designated Core Employment Area.
- 1.4 The worst-case scenario for trip generation has been tested and would result in less traffic movements during peak hours when compared to the full occupation of lawful uses, whilst the site's location directly adjacent to A331 ensures that the highway network is able to support any increased HGV use on the site. The proposal would result in no adverse impact upon the character of the area, residential amenity, nor on flood risk or ecological grounds.

- 1.5 The application is therefore recommended for approval subject to conditions and legal agreement relating to securing biodiversity net gain and Travel Plan auditing fee of £6,150.

2.0 SITE DESCRIPTION

- 2.1 The application relates to an area of land measuring 10.65 ha. in size that forms part of Watchmoor Park, an established business park situated towards south of the York Town industrial area, a designated Core Employment Area. The area comprises of seven buildings ranging from two to three storeys in height in Use Class E(g)(iii) uses.
- 2.2 The site is largely hardstanding, with areas of decorative soft landscaping around the buildings and respective car parks. The site falls within Flood Zone 2 (medium risk). Land west of the site adjacent to the access from the A331 is within Flood Zone 3 (high risk) and this area is also designated as Countryside beyond the Green Belt. The A331 provides direct access to the M3 motorway.
- 2.3 The business park was established in the 1980's, and has a formal layout designed around Riverside Way which runs through the centre of the site from the A331 to the east, reaching the Parkview building, a part four-storey building which acts as the prominent feature in the park.
- 2.4 Adjacent to the A331 are two attenuation ponds either side of Riverside Way, which provides a verdant landscape between the busy A331 and the business park and contributes towards the semi-rural feel of the park. Riverside way is formally lined by mature London Plane trees to the edge of the public footway which softens the back drop of the car parking found either side of the highway, and the two larger (two-storey) office buildings set further behind. Car parking is also found to the rear and side of these buildings, with a further three smaller units (of a two-storey level) found towards the rear of the buildings to the south. Each of the larger buildings benefit from their own access off Riverside Way.
- 2.5 The site lies within the Parkland Commercial Character Area as identified in the Western Urban Area Character SPD and falls within the Yorktown Landscape SPD. To the north is the recently built STIHL headquarters development which relates to a single large industrial style building. To the east are three-storey office buildings which form part of Watchmoor Park, immediately to the south is the Sainsburys supermarket whilst the A331 separates the site to the land to the west. The business park comprises of office buildings however some of these, including the two buildings to the north in the red line boundary are vacant.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The most recent and relevant history is listed below:
- 3.2 83/0940 Erection of five small industrial units in two buildings with all ancillary service and parking areas at land at rear of Monk Engineering Co. Ltd., Watchmoor Park, Camberley. Granted 1 January 1987.
- 3.3 88/1303 Erection of Unit 3 as a minimum of twenty individual units under Class B1. Granted 25 January 1991.
- 3.4 94/0548 Part reserved matters application in respect of outline planning permission SU/85/0173 (siting/design/external appearance/means of access/landscaping - all to be considered) for the erection of No.3 x 3 and 4 storey Buildings for Class B1 use and creating a total new floor

area of some 12,635 sq.m. (136,000 sq.ft.) along with ancillary car parking and internal circulation roads. Granted 23 November 1994.

- 3.5 95/0400 Erection of a four-storey office (B1) building with ancillary car parking and landscaping. Granted 19 January 1996.
- 3.6 PRE/22/0037 A series of pre application meetings were undertaken concluding with this application which included a design review process (see Annex B for a copy of the comments from the design review panel).
- 3.7 23/0553/SCR Request for a screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for demolition of existing buildings and redevelopment of the site for industrial and logistics use (within Classes E(g)(iii), B2 and B8) and ancillary sports facilities and cafe with surface car parking, access, landscaping, and associated works. Environmental Impact Assessment not required 13 July 2023.

4.0 PROPOSAL

- 4.1 Hybrid planning permission is sought comprising of a:
- Full planning application for the demolition of Buildings 1 and 2, and the construction of a single building, 'Unit 1' with a flexible E(g)(iii) (i.e. industrial processes which can be carried out in residential areas without detriment to its amenity), B2 (i.e. general industrial) and B8 (i.e. storage and distribution) Use Class, together with associated access, parking, and landscaping.
 - Outline planning permission with all matters reserved for the construction of up to 19,000sqm of flexible E(g)(iii), B2 and B8 Use Class floor space following the demolition of buildings 7-11.

Full planning application (north of Riverside Way):

- 4.2 Unit 1 would be sited over the area of the 2 demolished buildings located to the north of Riverside Way. The building would measure 72m depth by 134m with a maximum height of 18m appearing as a flat roofed design from street level. It would be set approximately 13m from the Riverside Way, set behind the line of existing mature trees. The existing access off the first roundabout on Riverside Way from the A331 would be utilised for access to the staff parking area which is laid out to the north west of the site, whilst the secondary existing access adjacent to Building 3 to the north east of the site, would be utilised for operational vehicle movement with parking towards the rear for these vehicles. The central access would be closed and soft landscaped.
- 4.3 The main entrance to the building would be to the south west corner, where there would be double level glazing, louvres, and an overhanging canopy which to the other street facing elevations would be polycarbonate panels and metal cladding.
- 4.4 The building would have a reception/lobby area to the south west corner with office space found at first-floor mezzanine level which would run across the southern facing elevation. It would have a total of 10,358sqm floorspace together with 102 total car parking spaces including six blue badge spaces and 50% active EV charging points. Cycle storage would be provided via a dedicated store to the west of the building allowing for thirty-two spaces.
- 4.5 A total of seventeen trees are proposed to be removed to facilitate the proposals including 4 category A (high quality), 1 category B (moderate quality), and 9 category C (low quality adequate for retention but should be considered for replanting where they significantly impinge on development) individual trees and a group of category B and two groups of category C trees. The proposed development proposes the planting of

seventy-one trees. The London Plane trees adjacent to Riverside Way would be retained aside from the removal of three trees.

- 4.6 This part of the proposal (Phase 1) is expected to begin in the summer of 2024 with the current vacant buildings to be demolished.
- 4.7 No restriction is proposed to the operational hours as per the existing development on site.

Outline planning application (south of Riverside Way):

- 4.8 This part of the proposal is an outline submission only with all matters (access, appearance, landscaping, layout, and scale) reserved for future reserved matters submission(s). Notwithstanding this, a parameters plan has been submitted which outlines that any development would be no greater than 19,000sqm in floorspace, 19m in height and having a flexible use of E(g)(iii), B2 and B8. The illustrative plan indicates that this total floorspace would be a total of 3 buildings with the largest building fronting Riverside Way.
- 4.9 To accommodate this proposal, five existing buildings would be demolished. Three out of five of the buildings are still occupied, albeit at a reduced rate due to a fall in demand. This proposal would therefore come forward after the final lease expires in 2026. The outline nature of the development provides an element of flexibility for the developer to respond to future market needs at the time of the expected development.

Applicant's justification for the overall proposal:

- 4.10 The proposed redevelopment of the site is sought in connection with the falling demand for office space. It was originally envisaged that the two office buildings north of Riverside Way would be retained and refurbished to Grade A office stock. However, with the market trending further towards the need for E(g)(iii), B2 and B8 uses, it was not considered an optimal use of the site. Class B2 and B8 uses typically have similar building needs in terms of the size of the units, and their design and layout; and therefore, retaining flexibility for a range of appropriate employment area uses is sought.
- 4.11 The applicant states that the development is expected to generate net 406 permanent jobs (on and off site) for residents of Surrey Heath together with 137 net (on and off site) jobs during the construction phase. It anticipates a £40.6 million per annum to be added to the local economy and £3.15 million to be generated for the local government (through business rates over 20 years). They also estimate a £5.2 million social value to be generated through apprenticeships, NHS savings, reduction in unemployment and supporting local businesses through local procurement during the construction phase.
- 4.12 No restriction is proposed to the operational hours as per the existing development on site.
- 4.13 In support of the application, the application has provided the following information and relevant extracts from these documents will be relied upon in section 7 of this report:
- Design and Access Statement
 - Planning Statement
 - Air Quality Impact Assessment
 - Flood Risk Assessment
 - Noise Impact Assessment
 - Transport Assessment
 - Travel Plan

- Stage 1 Risk Assessment
- Arboricultural Impact Assessment
- Outline Arboricultural Method Assessment
- Framework Biodiversity Net Gain Plan
- Preliminary Ecological Appraisal (including bat roost assessment, newt survey, and badger sett survey)
- Office and Industrial & Logistics Needs Assessment
- Energy Assessment
- Sustainability Assessment
- External Lighting Assessment
- Health Impact Assessment
- Landscaping Plan

5.0 CONSULTATION RESPONSES

5.1 The following external consultees were consulted, and their comments are summarised in the table below:

External Consultation	Comments received
County Highways Authority	<p>Raise no objection to the proposal subject to:</p> <p>£6,150 Travel Plan auditing fee and full Travel Plan to be secured by legal agreement.</p> <p>Conditions in relating to:</p> <p>Phase 1:</p> <ul style="list-style-type: none"> - Implementation of modified vehicle, pedestrian, and cycle routes. - Parking arrangement. - EV charging points. - Cycle parking facilities. - Construction Transport Management plan. <p>Phase 2:</p> <ul style="list-style-type: none"> - Layout of roads, footpaths, footways, and cycle routes. - EV charging points. - Parking layout. - Cycle parking facilities. - Travel Plan details. <p>See Annex A for a copy of their comment.</p>
National Highways (formerly Highways England)	Raise no objection.
Active Travel England (ATE)	<p>Raise no objection.</p> <p>Recommend a minor amendment to allow the short continuation of the shared foot/cycleway at the entrance of the estate and securing the cycle path improvements by condition.</p> <p>Revised Framework Travel Plan has not been received, however, ATE are satisfied for the LPA to determine the merits of the plan.</p>
Rushmoor Borough Council	<p>Raise concern that the balance between supply and demand for high quality office accommodation in business park locations across the functional economic area which could impact upon future growth and investment.</p>
Hart County Council	Raise no objection.
Surrey County Council Archaeology	Raise no objection.
Environment Agency	<p>Raise no objection subject to conditions relating to flood risk, contamination, piling, infiltration, and boreholes. Recommend that the sequential and exception test are applied however raise no</p>

	objection in respect of the flood risk element of these tests.
Natural England	Raise no objection.
Local Lead Flood Authority	Raise no objection subject to SuDS condition.
Thames Water	Insufficient information submitted in respect of position of foul water networks, therefore recommends conditions in respect of surface water network upgrades, and an infrastructure phasing plan.
Surrey Police	Site is recognised as a potential hotspot for car meet and therefore recommend SBD Commercial Gold award.
Surrey Fire and Rescue	Insufficient detail to demonstrate full compliance with Part B1 and B5 of the Building Regulations. Officer response: Building Control would ensure the development is compliant with all relevant parts of the Building Regulations. No objection has been raised to the principle of the development.
Surrey Wildlife Trust	Raise no objection and recommend conditions in respect of Biodiversity Net Gain, Construction Environmental Management Plan (CEMP) and Landscape and Ecology Management Plan as well as recommendations of ecological appraisal to be followed.

5.2 The following internal consultees were consulted, and their comments are summarised in the table below:

Internal Consultation	Comments received
Arboricultural Officer	Raise no objection and recommends conditions for detailed Arboricultural Method Statement and landscaping details.
Urban Design Consultant	Raise no objection subject to condition requiring material details. See Annex C for a copy of their comment.
Environmental Health Officer	Raise no objection and recommend contaminated land condition, noise condition, and compliance with CEMP.
Planning Policy	Raise no objection and recommend skills and training opportunities for residents explored. Recommend BNG applied.
Climate Change officer	Raise no objection.
Economic Development officer	Recommends condition in relation to skills and training plan.

6.0 REPRESENTATION

- 6.1 A total of 754 letters of consultation were sent on the 2 November 2023 to neighbouring residents, together with a site notice dated 2 November 2023 and press notice issued on the 15 November 2023. One letter of objection was received as part of the public consultation exercise summarised below.

Material Reason for Objection	Officer Response
Proposal would eliminate access from Surrey Avenue to Sainsburys. Access to public right of way shouldn't be impacted during works.	The proposed access would remain unaffected by the development, during the construction phase and post development.

7.0 PLANNING CONSIDERATIONS

- 7.1 In considering this development regard is given to Policies CP1, CP2, CP8, CP11, CP12, CP13, CP14, DM1, DM7, DM9, DM10, DM11 and DM17 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), the National Planning Policy Framework (NPPF), the associated technical guidance and the National Planning Practice Guidance (PPG) and the National Design Guide. Regard is also had to Western Urban Area Character Supplementary Planning Document 2012 (WUAC), Yorktown Landscape Strategy Supplementary Planning Document 2008 (YLS) and the Surrey County Council Vehicular Cycle and Electric Vehicle Parking Guidance for New Development 2023.

- 7.2 The key issues to be considered within this application are:

- Principle of the development and need assessment.
- Impact on the character and appearance of the area.
- Impact on residential amenity.
- Impact on highway safety and parking capacity
- Impact on flood risk and drainage
- Impact on biodiversity and ecology
- Other matters.

7.3 Principle of the development and need assessment.

- 7.3.1 Policies CP1 and CP8 of the CSDMP are relevant. Policy CP1 sets out that employment growth will be achieved through the redevelopment of existing sites, focused on Core Employment Areas (CEA), such as this site. Policy CP8 of the CSDMP refers to the promotion of more intensive use of existing employment areas through refurbishment and regeneration.
- 7.3.2 The proposed development would result in flexible storage and distribution and industrial floorspace, a use that would be compatible with that of a Core Employment Area. The site benefits from direct access to the strategic road network via the A331, and therefore lends itself to such a use.
- 7.3.3 The Council's Document Surrey Heath Employment Land Technical Paper 2019 (SHELTP) outlines that the demand for office space in the functional economic area relates to high quality (Grade A) smaller office stock. The paper recognises that there is a limited availability of such stock, however, also outlines that such uses tend to have marginal viability and therefore are not attractive for developers when considered against the alternative uses.

- 7.3.4 The existing buildings comprises of Grade B office space which the SHELTP identifies as having low demand. This is evidenced by the applicant by the vacancy rates in Watchmoor Park alone rising from 14% to 68% from 2020-2023 despite rents at their lowest level since 2015 although it is recognised that across the borough the average is 4.3% whilst Rushmoor and Hart Borough Councils have rates of 9.4% and 9.9% respectively. Demand for office space has consistently fallen below supply within the last 10-year period within the functional economic area (FEA). The lack of overall demand for office development is not considered a result of poor-quality stock, with 12.3% and 13.7% availability rates for average and good office stock respectively.
- 7.3.5 National and local trends evidence a strong market demand for the proposed uses against falling office demand. This is a response against changing trends, with the culture of working from home, and boom of online shopping. The submitted needs assessment estimates that Surrey Heath has a 35.2 hectare need over the 18-year plan period for industry and logistics uses. This assessment is not considered unreasonable based on the changing market demand.
- 7.3.6 The proposed development would result in the loss of circa 20,000sqm of office floor space, and result in the creation of 10,358sqm (full application) and up to 19,000sqm of flexible E(g)(iii), B2 and B8 floorspace. The needs assessment highlights that the FEA has more office space, and less industry and logistics space compared to the national average.
- 7.3.7 The loss of the office floorspace, in lieu of the proposed uses would be considered appropriate in land use terms, and in meeting market demands at an increased overall level of employment floorspace, would be considered to meet the objective of Policy CP8.
- 7.3.8 When applying the high vacancy rates at the site, the existing office space currently provides the full time equivalent of 152 jobs. The proposed development is expected to provide a total 511 full time equivalent jobs, in addition to 137 jobs created through the construction process. It would therefore deliver increased employment benefit of 496 jobs as well as increased employment floorspace relative to the existing uptake of the office uses.
- 7.3.9 The sector also allows for a more diverse range of jobs in comparison to office development. The needs assessment outlines that 5 similar use developments have been built in Surrey Heath over the last 5 years (Doman Road, Albany Point and Lyon Way) with all developments having 100% occupancy rates. Given this demand and the shortfall of this type of floorspace in the FEA, this proposal is likely to be attractive for potential occupiers.
- 7.3.10 On this basis of the above, there is no objection to the principle of this redevelopment within the CEA, with the proposal in accordance with Policies CP1 and CP8 of the CSDMP.

7.4 Impact on the character and appearance of the area

- 7.4.1 Policy DM9 of the CSDMP promotes high quality design. The guiding principles of the WUAC set out that within this Parkland Commercial area particular regard should be paid to the following criteria: (a) the incorporation of strong formal landscaping, especially through car parking areas and along road corridors and boundaries; (b) buildings to be set in broad landscaped settings; (c) contemporary architectural design will be welcomed; and (d) buildings principally 2 – 3 storeys.

- 7.4.2 The full application results in the creation of one single unit. This building would be approximately 24m wider (from 110m to 134m), 1.3m taller (from 16.7m to 18m) and set a minimum of 7.3m closer to Riverside Way than the existing buildings to be demolished. This scale of development is that which could be expected and appropriate within Core Employment Areas. The building would be sited to the area of existing built development and hardstanding. Whilst it is recognised that the proposed building would have a more prominent presence within the business park, when considered in context of the STIHL headquarters (which has larger proportions, is closer to the A331 and is therefore more prominent) the size and scale of the proposal would not appear incongruous.
- 7.4.3 The STIHL building is located within the Countryside beyond the Green Belt. Part of this site also lies within the designated countryside, including the western part of the site, to the perimeter of the grassed area adjacent to the attenuation ponds that flank the A331; and an area of hardstanding currently used for car parking to the north western corner of the red line plan. The proposal does not seek to increase the built development to these areas, and the area of hardstanding would be reutilised for car parking. It would therefore not impact upon the objectives of this countryside designation.
- 7.4.4 In respect of the design, materials and treatment, the full planning application proposal takes a simplified approach utilising a small number of materials. The proposed development, in respect of its box form, use of metal cladding, and large panelling, appears as an industrial unit which is considered appropriate and acceptable given its location. The proposal utilises different size panels, as well as its fenestration design, to break up the mass on the elevations, providing contrast to each street facing elevation. The use of glazing to the entrance and south facing elevation, in particular, helps to introduce activity to this frontage, whilst also softening the large expanse of development. The proposed high parapets mask the roof, and subsequently any plant or equipment installed above, providing a sleek, clean view of the building.
- 7.4.5 The proposed simplified approach is one that was supported by the Design Review Panel, who raised no objections to the overall size and scale of the building subject to its treatment. The Council's Urban Design Consultant has similarly raised no objections to the proposal, however, to ensure the quality of the development recommends a condition to secure the details of the materials.
- 7.4.6 Turning to the outline permission, all matters, including access, appearance, landscaping, layout, and scale are reserved. Owing to the layout of Riverside Way, any development would be restricted in width to that similar to the proposed Unit 1. The proposed parameters plan, which restricts the finished floor levels and maximum height close to that proposed for Unit 1 is considered acceptable. Any forthcoming reserved matters application would need to accord with the relevant design policies which would ensure a high-quality design in any instance.
- 7.4.7 The proposed development would result in the loss of seventeen individual and three groups of trees and the proposed planting of 71 trees, predominantly to the area around the attenuation pond.
- 7.4.8 The proposed landscaping proposals are considered to result in an overall benefit to the site, with a range of indigenous species and age of trees proposed. The application has been reviewed by the Council's Arboricultural officer who has raised no objections to loss of trees and considers the proposed planting will result in overall long-term benefit. Conditions are recommended in respect of a detailed Arboricultural Method Statement and landscaping details to be secured.

7.4.9 On balance, the proposed development's siting, scale, design, and landscaping would respect the character and appearance of the area. The proposed development would comply with the objectives of Policy DM9, the guiding principles of the WUAC and the NPPF.

7.5 Impact on residential amenity

7.5.1 Policy DM9 states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development.

7.5.2 The application site is surrounded by commercial development, road network and designated countryside and there is no residential property in close proximity to the site. The nearest residential development to the industrial estate is on Sinhurst Road located north east of the site and over 200m away. It is therefore not considered that the development would result in any significant adverse harm in respect of noise and disturbance even though the use would operate 24 hours, 7 days a week. This level of operation is typical for a unit of this size and use, particularly given its siting away from residents or sensitive noise receptors.

7.5.3 The Council's Environmental Health Officer (EHO) raised no objections to the proposal subject to conditions relating to noise and contamination. A noise condition is recommended to ensure that any plant or machinery does not exceed the relevant noise levels expected within a commercial environment in accordance with the Noise Regulations to ensure future employees are able to work in a safe environment. Given the sites historic landfill use, a contamination condition is also deemed necessary.

7.5.4 Subject to appropriate conditions, the proposed development would be considered acceptable in line with Policy DM9 of the CSDMP and the NPPF.

7.6 Impact on highway safety and parking capacity

7.6.1 Policy DM11 of the CSDMP relates to the impact on the highway network, including matters of highway safety, access, and parking. The "Vehicular Cycle and Electric Vehicle Parking Guidance for New Development" supplementary planning document provides guidance in respect of vehicle and cycle parking levels.

7.6.2 The application site is situated within a Core Employment Area, where businesses can benefit from access to strategic road network. Large vehicles and frequent trips are therefore anticipated in such locations.

7.6.3 The application proposed a flexible use, and the transport impact of the individual uses are subject to variations. Therefore, a worst-case scenario has considered the whole of the site as a parcel distribution centre. Whilst this is not a realistic scenario owing to the design of the site which prevents such a case, the proposed transport assessment demonstrated that even when considered as a parcel distribution use, the worst-case trip generation remained negative relative to the existing uses on site, resulting in a significant net reduction of -223 trips during AM peak hours and -127 PM peak hours. The proposed development would therefore not be considered to result in any harm in respect of its trip generation numbers. National Highways have been consulted on this application and raised no objection.

7.6.4 The proposal would result in an increase in the number of HGV movements owing to the proposed uses relative to the existing. However, as alluded to earlier, this type of vehicle movement is expected within Core Employment Areas, and the application site is particularly served by direct and close access to the A331 which makes it a prime location for development which includes this type of vehicle movement. The existing road network does not need to be modified to accommodate HGV's.

- 7.6.5 When considered against the significant reduction of vehicle movements across AM and PM, together with the acceptability of the road network to support the proposed uses, the proposed development is considered acceptable in respect of its use and trip generation.
- 7.6.6 Turning to the parking capacity, the proposed development would provide a total of 102 parking spaces, including six blue badge spaces with 50% of the spaces being served by EV charging points. This would accord with the requirements set out in the country guidance for B2 and B8 uses. Additionally, the proposed development would provide twenty-two cycle spaces provided within a dedicated covered, secure store which would be considered acceptable in line with the required standards.
- 7.6.7 The NPPF and Policy CP11 set out the need to prioritise pedestrian and cycle movements in and around development, ensuring a genuine choice of travel for employees. The application is supported by a Framework Travel Plan and addendum which sets out improvements to the cycle network and measures to encourage cycling and walking with a target reduction of 7.6% for drivers and 2.6% increase to car passengers, 1% increase to cycle users, 1% increase to pedestrian users and 3% increase in public transport users.
- 7.6.8 Active Travel England have been consulted on the application and raised no objection and consider the improvements to the cycle and pedestrian network acceptable in principle. These improvements would be secured by planning condition.
- 7.6.9 In respect of the target measures set out in the Travel Plan, it is considered that given the speculative nature of the proposal, there is difficulty in adapting the travel plan as currently proposed to the potential end user. The Travel Plan is considered a live document that would be updated, with final details to be agreed prior to the first occupation of the development. Given no objection has been raised from the highway authorities it is considered that the final details can be agreed appropriately by planning condition. A £6,150 contribution towards a Travel Plan auditing fee has been requested to ensure the development accords with the measures set out in the to be agreed final Travel Plan.
- 7.6.10 Following the comment from Active Travel England, further detail on the cycle improvements were provided which were considered acceptable by Surrey County Council. In respect of
- 7.6.11 As such, given the sites location, the net reduction of trips, the acceptability of the existing road network and the absence of any objection from the Highway Authority, the proposed development would satisfy the objectives of Policies CP11 and DM11 of the CSMDP.

7.7 Impact on flood risk and drainage

- 7.7.1 Policy DM10 of the CSMDP is relevant. The application site predominantly lies in flood zone 2 (medium risk) with the western part of the site in flood zone 3 (high risk). The application is supported by a site-specific Flood Risk Assessment which has been reviewed by the Lead Local Flood Authority (LLFA) as well as the Environment Agency who have raised no objections on flood risk grounds subject to appropriate conditions.
- 7.7.2 No sequential test for alternative sites has been applied. However, the PPG sets out that where a site has been allocated for development and subject to the test at the plan making stage, the sequential test is not required to be applied. The wider Core Employment Area is expected to remain in its current designation and on this basis, a sequential test would not be required to be applied. The exception test is not required because this type of development is categorised as less vulnerable.

7.7.3 Thames Water have also been consulted on the application, and recommended conditions in lieu of insufficient detail submitted at this stage. No objections are raised to the development.

7.7.4 As such, the proposed development would be considered acceptable on flood risk and drainage grounds and therefore satisfies the objectives of Policy DM10 of the CSDMP and the NPPF.

7.8 Impact on biodiversity and ecology

7.8.1 Policy CP14 of the CSDMP indicates that development which would result in harm to or loss of features of interest for biodiversity will not be permitted whilst biodiversity gain is recommended.

7.8.2 The submitted ecological appraisal outlines that subject to appropriate measures, the proposed development would have no significant adverse impact on protected species and habitats. In respect of the biodiversity net gain, the proposed development result in a gain of +55.42% habitat units and +78.17% hedgerow units for the full application. It should be recognised that there is no adopted legislative requirement for net gain to be provided and therefore the proposed gain would be a benefit of the proposal. Surrey Wildlife Trust has reviewed the submissions and raised no objections, recommending conditions to ensure that biodiversity and ecology gain is secured on site. To ensure the long-term management and enhancement, the Biodiversity Net Gain shall be secured by S106 legal agreement as is typical.

7.8.3 On this basis the development satisfies the objectives of Policy CP14 of the CSDMP.

7.9 Other Matters

7.9.1 Policy CP2 of the CSDMP sets out that new development should seek to reduce carbon emissions, utilising low carbon technology and secure water efficiency. The application is supported by an energy statement which outlines measures such as PV panels, heat pumps, thermal efficiency and other measures which would ensure the development exceeds the requirements of Part L of the Building Regulations whilst at least 25% of the sites energy demands can be met on site. No objections have been raised by the Council's Climate Change officer.

7.9.2 The Fire and Rescue service have reviewed the application and consider there to be insufficient information to demonstrate compliance with Part B1-B5 of the Building regulations at this stage however have raised no objection to the scheme in principle. The proposal would need to satisfy all relevant parts of the building regulations in any case which would be overseen by Building Control.

7.9.3 Surrey Police service have recommended that Secure by Design Gold standard is achieved (secured by planning condition) on the basis that the site is a hot spot for car meets. This is a historic matter which has been improved through management procedures on site. The proposed development would result in the 24/7 operation of the site, with increased CCTV and surveillance which would deter anti-social activity. The proposed condition is therefore not considered necessary.

8.0 CONCLUSION

8.1 The redevelopment of the site is considered acceptable in principle, resulting in the redevelopment of an existing Core Employment Area to better meet the market demands. The proposed scale and design of the development, in context of the regeneration of the site is considered acceptable, whilst there would be no adverse impact upon the character of the area, residential amenity, highway network and users,

nor on flood risk or ecological grounds. It is therefore recommended that planning permission be granted, subject to the conditions below and S106 legal agreement.

9.0 RECOMMENDATION

GRANT subject to a legal agreement securing biodiversity net gain and travel plan auditing fee and the following conditions:

1. The development hereby permitted for the full planning application, hereby referred to as Phase 1, shall be commenced 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. Approval of the details of the access, layout, scale, design, and landscaping of the development (hereby referred to the "the reserved matters") shall be obtained in writing from the Local Planning Authority before any development, subject to the outline permission is commenced.

(a) Application(s) 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.

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 applications for the approval of the reserved matters pursuant to this outline planning permission shall be in accordance with the WPCAM-MSA-ST-00-DR-A-20005 Rev PL02 'Parameters plan' received 22 January 2024, with the development comprising a maximum floorspace of 19,000sqm (with no single unit having a floorspace greater than 13,000sqm), no greater than 19m in height, and shall only be used only for purposes falling within Class E(g)(iii), B2, and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In the interests of providing a variety of Employment uses and the visual amenities and character of the surrounding area and to comply with Policies CP1, CP8 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. Phase 1 of the development shall be built in accordance with the following approved plans:

received 27 October 2023

WPCAM- MSA- ST- XX- A- 25011, WPCAM- MSA- ST- XX- A- 25010, WPCAM- MSA- ST- XX- A- 25009, WPCAM- MSA- ST- XX- A- 25008, WPCAM- MSA- ST- XX- A- 25007, WPCAM- MSA- ST- XX- A- 25006, WPCAM- MSA- ST- XX- A- 25005, WPCAM- MSA- ST- 00- DR- A- 25003, WPCAM- MSA- ST- RF- DR- A- 25002 Rev PL02, WPCAM- MSA- ST- RF- DR- A- 25001, WPCAM- MSA- 01- ZZ- DR- A- 20113

Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20016 Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20015 Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20013 Rev PL02, WPCAM- MSA- 01- RF- DR- A- 20012 Rev PL02, WPCAM- MSA- 01- ZZ- DR- A- 20011 Rev PL02, WPCAM- MSA- 01- 00- DR- A- 20010 Rev PL02, WPCAM-MSA-ST-00-DR-A-20007 Rev PL01, WPCAM-MSA-ST-00-DR-A-25000 Rev PL01, WPCAM- MSA- 01- 00- DR- A- 20002 Rev PL01 and WPCAM- MSA- ST- XX- DR- A- 20001 Rev PL02.

received 22 January 2024

WPCAM- MSA- 01- XX- DR- A- 20014 Rev PL03, WPCAM-MSA-ST-00-DR-A-20005 Rev PL02, and WPCAM-MSA-ST-00-DR-A-20006 Rev PL02.

received 06 February 2024

332110790_5500_SK020 Rev P01.

And documents:

received 27 October 2023

- Office and Industrial & Logistics Needs Assessment
- Heritage Technical Note
- Preliminary Ecological Appraisal Ref.RT-MME-157701-01-Rev A dated October 2023
- Framework Biodiversity Net Gain Plan Ref.RT-MME-157701-04 dated October 2023
- Arboricultural Impact Assessment Ref.RT-MME-157701-03 Rev D dated October 2023
- Preliminary Bat Roost Assessment Ref.159487-02-Rev B dated October 2023
- Dusk Emergence & Dawn Re-entry Bat Surveys RT-MME-160081 dated October 2023
- Great Crested Newt Habitat Suitability Index Assessment & eDNA Survey Ref.RT-MME-159487-04 dated October 2023
- SITE UTILITY SERVICES OVERVIEW REPORT Rev.2 dated 24 October 2023
- EXTERNAL LED LIGHTING ASSESSMENT REPORT Rev.2 dated 24 October 2023
- Landscape and Public Realm DESIGN AND ACCESS STATEMENT Ref.TOWN780(02) 2001 R01 dated 26 October 2023
- Energy Statement Rev 01 dated 25 October 2023
- Noise Impact Assessment Report Ref.ACR001 Rev 0 dated October 2023
- Sustainability Statement Rev 01 dated 25 October 2023
- Planning Statement dated October 2023
- Air Quality Assessment Ref.332110790 dated October 2023
- Transport Assessment Ref.332110790 Rev1.1 dated October 2023
- Stage 1 Risk Assessment Ref.332110790R1 dated 24 October 2023
- Flood Risk Assessment and Surface Water Drainage Strategy Ref.332110790 dated October 2023

3 November 2023:

- HABITATS REGULATIONS ASSESSMENT: Stage 1 and Stage 2 Ref.RT-MME-159487-01 dated October 2023.

4 December 2023

- DEMOLITION METHOD STATEMENT
- CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) Rev R1 dated 16 November 2023
- Design and Access Statement Ref.31504-DAS-250 Rev A dated November 2023

12 December 2023

- Health Impact Assessment Ref.WatchmoorParkHIA_REV3 dated 8 December 2023

16 January 2024

- Arboricultural Method Statement (Outline) Ref.RT-MME-162197-01-RevA dated January 2024

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.

5. Prior to the commencement of each phase of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, an updated full schedule of materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details and thereafter retained as such.

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.

6. Prior to the first occupation of each phase of the development, 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.

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 each phase, and thereafter there shall be no changes unless otherwise agreed.

Reason: In the interests of the visual amenities of the area and to ensure no adverse harm to sensitive ecological receptors and to accord with Policy DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. Prior to the commencement of each phase of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, full details

of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of all hard surfaces, walls, fences, access features, the existing trees, and hedges to be retained, together with the new planting to be carried out and a programme for the delivery of the landscaping works. All planting shall conform to BS3936 Part 1: Nursery stock specification for trees and shrubs. Arboricultural work to existing trees shall be carried out prior to the commencement of development in that phase; otherwise, all remaining landscaping work and new planting shall be carried out prior to the occupation of the development phase or in accordance with a timetable agreed in writing with the Local Planning Authority.

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

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

8. No development including demolition of each phase shall take place until an updated detailed Arboricultural Method Statement has been submitted and approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2012 "Trees in Relation to Design, Demolition and Construction" and shall contain details of pruning or removal of trees, specification and location of tree and ground protection (for both pedestrian and vehicular use), all demolition processes, details of construction processes for hard surfaces together with the areas for the storage of materials, indicative services and utilities information, and the construction method of the geocell. The statement should also contain details of arboricultural supervision and frequency of inspection along with a reporting process to the Tree Officer. All works to be carried out in strict accordance with the approved details.

Reason: To preserve and enhance the visual amenities of the locality and to ensure no adverse harm to the retained trees during the construction phase of the development without appropriate mitigation and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. Prior to the commencement of each phase a detailed Demolition and Construction Environmental Management Plan (CEMP) document shall be submitted to and approved in writing by the Local Planning Authority.
 - a) Map showing the location of all of the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features
 - e) Responsible persons and lines of communication
 - f) Use of protected fences, exclusion barriers and warning signs.
 - g) Site working hours (incl. delivery, loading and unloading)
 - h) Details of proposed means of dust suppression and emission control
 - i) Details of proposed means of noise mitigation and control
 - j) Lighting impact mitigation (if artificial lighting will be used during the development)

- k) Material and waste management
- l) Procedure for implementing the CEMP
- m) Procedure for handling complaints

Reason: To mitigate the impact of the construction activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

10. Prior to the commencement of each phase of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall demonstrate measurably, no net loss and preferably net gain in biodiversity value and should include the following:

- Description and evaluation of features to be managed.
- Ecological trends and constraints on site that might influence management.
- Aims and objectives of management.
- Appropriate management options for achieving aims and objectives.
- Prescriptions for management actions, together with a plan of management compartments.
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- Details of the body or organisation responsible for implementation of the plan.
- Ongoing monitoring and remedial measures.
- Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

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

Reason: To mitigate the impact of the construction and operational activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

11. Prior to commencement of each phase of the development, a scheme to deal with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (a) site investigation methodology to address the pollutant linkages identified in the Stage 1 Risk Assessment Ref.332110790R1 dated 24 October 2023
- (b) a site investigation report based upon (a).
- (c) a remediation action plan based upon (a) and (b).
- (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction.
- (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d).

Reason: To ensure that a satisfactory strategy is put 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.

12. Prior to first occupation of each phase of the development, a verification report appended with substantiating evidence demonstrating the agreed contamination remediation has been carried out.

Reason: To ensure that a satisfactory strategy is put 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.

13. Prior to the installation of plant/machinery to each phase of the development, an assessment following BS4142 shall be submitted to and approved by the LPA to establish the cumulative impacts from proposed plants, machineries, traffic, and delivery activities. If necessary, a scheme of mitigation shall be submitted to and approved in writing by the LPA prior to installation, to ensure the noise rating at sensitive receptors during daytime and night-time do not exceed background sound level. The approved mitigation scheme shall be fully implemented prior to the first occupation of each phase.

Reason: In the interests of ensuring a safe working environment and limiting the impact of noise pollution to the public highway and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. Prior to the first occupation of each phase of the development, details of petrol and oil interceptors which are to be fitted in all car parking, washing and repair facilities and any associated areas shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the development and shall be maintained and retained for the lifetime of the development.

Reason: To reduce risk of contamination to the land and water systems, and the environment generally in accordance with Policies CP2 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

15. Prior to the commencement of each phase of the development, notwithstanding site clearance, investigation works, demolition and construction to slab level, details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change)

storm events during all stages of the development. The final solution should follow principles set out in the approved drainage strategy.

- b) Evidence that the existing onsite drainage to be retained is fit for purpose.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

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

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

17. Prior to the first occupation of each phase of the development, confirmation shall be provided that either:
- a. All surface water network upgrades required to accommodate the additional flows from the development have been completed; or
 - b. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan are agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: To ensure the development would not impact upon the water infrastructure network and reduce the risk of flooding and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

18. The development shall be carried out in accordance with the submitted flood risk assessment and the following mitigation measures it details:

Finished floor levels shall be set no lower than 59.86m A.O.D. metres above Ordnance Datum (AOD)

Level for level compensatory storage shall be provided as shown on Stantec Drawing 332110790_100_002 in Appendix D.

No buildings to be located within the design flood (1% annual probability with an allowance for climate change).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with paragraph 173 of the NPPF.

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 180 of the National Planning Policy Framework.

20. Piling/investigation boreholes using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 180 of the National Planning Policy Framework and Position Statement N of the 'The Environment Agency's approach to groundwater protection.

21. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the National Planning Policy Framework.

22. Prior to the first occupation of Phase 1 of the development, the modified vehicular, cycle and pedestrian access routes on Riverside Way shall be constructed in accordance with a plan to be submitted to and approved in writing by the Local

Planning Authority and subject to Surrey County Council's full technical and road safety auditing requirements under a S278 Highway Works Agreement. The scheme shall be in general accordance with the submitted proposed Drawing No.332110790_5500_SK020 Rev P01 received 06 February 2024 and shall provide for a dedicated cycle lane on both sides of Riverside Way linking from the junction with A331 to the existing cycle facility running north from the eastern roundabout. Dedicated footways shall be provided on both sides of Riverside Way. The existing carriageway shall be reduced to a single lane on both sides.

Reason: To ensure the highway network is improved in accordance with promoting sustainable modes of travel and safe access for all highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. Prior to the first occupation of Phase 1 of the development, the existing access junction on the northern side of Riverside Way (between the western and eastern roundabouts) shall be permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: To ensure the redundant aspects of the highway network in connection with the existing development are removed and ensure its safe operation in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

24. Prior to the commencement of each phase of the development a Construction Transport Management Plan shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority, to include:

- (a) parking for vehicles of site personnel, operatives, and visitors.
- (b) loading and unloading of plant and materials.
- (c) storage of plant and materials.
- (d) programme of works (including measures for traffic management).
- (e) provision of boundary hoarding behind any visibility zones.
- (f) measures to prevent the deposit of materials on the highway.
- (g) on-site turning for construction vehicles.
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles

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, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

25. Prior to the first occupation of each phase of the development, 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 / 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 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

26. Prior to the first occupation of each phase of the development at least 50% of the proposed new parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply). To be in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the development promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

27. Prior to the first occupation of each phase of the development the following details shall be submitted to and approved by the Local Planning Authority:

- a) The secure parking of bicycles within the development site, in a sheltered, lockable store.
- b) Facilities within the development site for cyclists to change into and out of cyclist equipment and shower.
- c) Facilities within the development site for cyclists to store cyclist equipment,
- d) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs.

Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure the development promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

28. Prior to the first occupation of each phase of the development a detailed Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the approved Framework Travel Plan document. Once approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter, maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: To ensure the development promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

29. Prior to commencement of each phase details for the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority.

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

30. Prior to the commencement of each phase of the development, notwithstanding site clearance, investigation works, demolition and construction to slab level, the scheme shall demonstrate measures it would incorporate to ensure a BREEAM 'Very Good' rating will be achieved.

Reason: To confirm the target score as indicated in the submission documents and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

31. Within 6 months of the first occupation of each phase of the development, a BREEAM final certificate issued by the BRE or equivalent authorising body, must be submitted to and approved in writing to the Local Planning Authority to demonstrate that the approved BREEAM rating has been achieved. All the measures integrated shall be retained and maintained for the lifetime of the development.

Reason: To confirm the target score as indicated in the submission documents and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

32. The development shall follow and implement the recommendations and carbon offset measures outlined in the hereby approved document Energy Statement Rev 01 and Sustainability Statement Rev 01 dated 25 October 2023, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development adheres to the energy saving and carbon emission reduction measures in accordance with the submitted energy assessment and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

33. The development shall follow and implement the recommendations and mitigation measures outlined in the hereby approved document Air Quality Assessment Ref.332110790 dated October 2023, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development implements mitigation measures to offset any air pollution arising from the development and to accord with the National Planning Policy Framework.

34. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the proposed use hereby permitted shall only be used for the provision of an employment use falling within use Classes E(g)iii, B2 and B8 and for no other purposes (including any other use within Use Class E) of

the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking, amending or re-enacting that Order).

Reason: To safeguard the employment use of the site in the interests of the Core Employment Area designation, having regard to Policies CP1 and CP8 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. A replacement copy can be obtained, however, there is a charge for this service.
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> .

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodi ng-advice.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. As part of the reserved matters application for layout, details of the internal roads, footpaths, footways, and cycle routes, including the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, pram crossing points and any required signage and road markings shall be submitted.
5. The applicant is expected to ensure the safe operation of all construction traffic 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.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

7. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023.
8. Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:
 - Duty of Care Regulations 1991
 - Hazardous Waste (England and Wales) Regulations 2005
 - Environmental Permitting (England and Wales) Regulations 2016
 - The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

Any hazardous waste must be consigned when it is removed from the producer's premises. There is not de minimis for this. The developer will need to register with the Environment Agency as a hazardous waste producer. Refer to the hazardous waste pages on gov.uk for more information.

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 on the SCC website. 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. Sub ground structures should be designed so they do not have an adverse effect on groundwater. If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via SUDS@surreycc.gov.uk.
10. Surrey Fire and Rescue Service (SFRS) would strongly recommend that consideration is given to the installation of AFSS/ AWSS (i.e.; Sprinklers, Water Mist etc) as part of a total fire protection package to:
 - protect life;
 - protect property, heritage, the environment and our climate;
 - help promote and sustain business continuity; and
 - permit design freedoms and encourage innovative, inclusive and sustainable architecture.

The use of AFSS/AWSS can add significant benefit to the structural protection of buildings in the event of a fire. Other benefits include supporting business recovery and continuity if a fire happens.



APPLICATION NUMBER	SU/23/1100/FFU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: c/o agent Phil Brown

Location: Watchmoor Park, Watchmoor Road, Camberley, Surrey

Development: Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g)(iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters reserved) for the erection of up to 19,000 sqm of flexible industrial and logistics floorspace within Use Classes E(g)(iii), B2, and B8 following demolition of existing buildings on land at Watchmoor Park

Contact Officer	Richard Peplow	Consultation Date	2 November 2023	Response Date	6 February 2024
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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 an appropriate agreement should be secured before the grant of permission to include the following:

S106 Payments:

1. Prior to first occupation of the development to pay to the county council the £6,150 Travel Plan Auditing fee.

S106 Obligations:

- 1) Prior to first occupation of the development to submit a full Travel Plan, in accordance with the approved Framework Travel Plan (dated January 2024), for the written approval of the Local Planning Authority, in consultation with the Highway Authority. The approved full Travel Plan shall then be implemented and thereafter maintained to the satisfaction of the Local Planning Authority.

- 2) Prior to first occupation of the development to fund and procure the necessary traffic regulation orders required to deliver the package of highway improvements on Riverside Way.

The Highway Authority also recommends the following conditions and informatives are imposed on any permission granted.

Conditions

Phase 1

- 1) No part of the development shall be first occupied unless and until modified vehicular, cycle and pedestrian access routes on Riverside Way have been constructed in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority and subject to Surrey County Council's full technical and road safety auditing requirements under a S278 Highway Works Agreement. The scheme shall be in general accordance with the submitted proposed Cycle Route Option 1 and shall provide for a dedicated cycle lane on both sides of Riverside Way linking from the junction with A331 to the existing cycle facility running north from the eastern roundabout. Dedicated footways shall be provided on both sides of Riverside Way. The existing carriageway shall be reduced to a single lane on both sides.
- 2) The development hereby approved shall not be first occupied unless and until the existing access junction on the northern side of Riverside Way (between the western and eastern roundabouts) has been permanently closed and any kerbs, verge, footway, fully reinstated.
- 3) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for 102 cars to be parked, to include 6 disabled spaces, and for the loading and unloading of HGVs 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.
- 4) The development hereby approved shall not be occupied unless and until at least 50% of all available car parking spaces (a total of 51 active EV charging bays) are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.
- 5) The development hereby approved shall not be occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
 - (a) The secure and covered parking of a minimum of 22 bicycles within the development site,
 - (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
 - (c) Facilities within the development site for cyclists to store cyclist equipment,
 - (d) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 6) No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors

- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority.

Only the approved details shall be implemented during the construction of the development.

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

Phase 2

- 7) The development hereby approved shall not be commenced unless and until the layout of internal roads, footpaths, footways, and cycle routes have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, tram crossing points and any required signage and road markings. Once agreed the approved details shall be implemented to the satisfaction of the Local Planning Authority. There shall be no obstruction to visibility splays between 0.6m and 2m high above ground level.
- 8) The development 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 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 / turning areas shall be retained and maintained for their designated purposes.
- 9) The development hereby approved shall not be occupied unless and until at least 50% 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.
- 10) No part of the development shall be first occupied unless and until a plan has been submitted to and approved in writing by the Local Planning Authority for vehicles to be parked
- 11) No part of the development shall be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
 - (a) The secure parking of bicycles within the development site,
 - (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower

- (c) Facilities within the development site for cyclists to store cyclist equipment,
 - (d) Providing safe routes for pedestrians / cyclists to travel between A331 and the development site,
 - (e) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 12) Prior to the first occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the approved Framework Travel Plan document. And then the approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2023.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2023.

Highway Informatives

- 1) The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
- 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 developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 4) The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
- 5) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 6) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 7) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
- 8) The applicant is expected to ensure the safe operation of all construction traffic 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. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
- 9) The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel

patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.

- 10) When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
- 11) Public highway status can only be removed from land, which forms part of the publicly maintained highway, by a legal procedure called Stopping Up. When highway rights are extinguished, control of the land reverts to the freeholder of the sub-soil. The Department for Transport has authority to undertake Stopping Up Orders using the provision of Section 247 of the Town and Country Planning Act 1990.

The design review meeting

Reference number	2046/180723
Date	18 th July 2023
Meeting location	Surrey Heath Borough Council Offices, Surrey Heath House, Knoll Rd, Camberley, GU15 3HD
Panel members attending	Keith Williams (chair), architecture and urban design Chris Schulte, architecture and public realm John Pegg, landscape architecture and urban design Kevin Radford, architecture and urban design
Panel manager	Lizzie Atherton, Design South East
Presenting team	Des O'Dwyer, Michael Sparks Associates Carola Enrich, Townshends
Other attendees	Victoria Fairhall, Anglesea Capital Phil Brown, Savills Navil Rahman, Surrey Heath Borough Council Melissa Turney, Surrey Heath Borough Council
Site visit	A site visit was conducted by the panel prior to the review.
Scope of the review	As an independent design review panel/forum the scope of this review was not restricted.
Panel interests	Panel members did not indicate any conflicts of interest.
Confidentiality	This report is confidential as the scheme is not yet the subject of a detailed planning application. Full details of our confidentiality policy can be found at the end of this report.

The proposal

Name	Watchmoor Park
Site location	Watchmoor Park, Riverside Way, Camberley, GU 15 3YL
Site details	3.7ha site located to the east of the A331 and accessed via Riverside Way. The site is part of Watchmoor Park, an established business park

situated towards the south of the York Town industrial area. The area comprises of seven commercially used buildings ranging from two to three storeys in height.

The site falls within a Flood Zone 2, whilst west of the site adjacent to the access from the A331, the site falls within a Flood Zone 3.

Proposal	Proposal to demolish the existing buildings and redevelop the site for flexible industrial and logistics uses within use Classes E(g)(iii), B2 and B8 with ancillary offices and outdoor sport along with ancillary changing room/café together with surface car parking, access, landscaping, and associated works.
Planning stage	Pre-application. Intention to submit full application in summer 2023.
Local planning authority	Surrey Heath Borough Council
Planning context	The site is predominately located within a designated Core Employment Area in the Surrey Heath adopted Policies Map. The western areas outside of the developable area are designated as 'Countryside beyond the Green Belt'.
Planning history	None of relevance
Planning authority perspective	The proposed principle of the development and general layout, scale and form of development is considered acceptable. The Local Planning Authority (LPA) is keen to seek the panel's advice on the treatment of the buildings and quality of the materials and landscaping which have not been seen in sufficient detail aside from indicative drawings. The LPA would also like the panel's advice on the acceptability of the padel courts and café.

Summary

We welcome the ambition to redevelop Watchmoor Business Park to create a viable place which meets the developing demands of industry. We support the principle of the development. However, justification in sustainability terms should also be sought by the local authority and the greatest effort made to reduce embodied carbon impact by embedding circular economy principles into the design strategy.

The landscape, designed in the 1980's and now matured, is a key asset to the site, framing a formal view from the road. However, the view has not been adequately used as a device to drive the design and shape the architectural approach.

Key recommendations

1. Describe how the proposal fits into the settlement identity and the wider movement and green infrastructure networks.
2. Resolve the southern portion of the site (in particular units 7-10 and associated parking, access and landscape design) and reconfigure the site layout to improve the public realm and connections and networks for people and nature.
3. Produce views of the proposal from the A331 and consider the landscape and architectural approach as a complete composition, recognising the vision and strategic intent of the original design.
4. Work to minimise the embodied carbon impact of the proposals and justify the scheme in sustainability terms.
5. Review and further justify the inclusion of and location for the padel courts and café.
6. Refine the architecture of Unit 11 to further articulate the building and break down its perceived scale; explore relocating the entrance and office accommodation to front onto Riverside Way.

Detailed comments and recommendations

1. Design strategy

- 1.1. When Watchmoor business park was originally built it represented a strategic shift in industry practices and a change in office working. A similar change is currently underway as Watchmoor's identity continues to evolve to accommodate and attract flexible mid-tech, industrial and logistics uses. We applaud the ambition to not only revitalise the site for industry but also to enhance its physical environment and amenities for the benefit of its working population and visitors to the site. However, the team must carefully manage the potential conflicts that could arise from combining community and industrial uses.
- 1.2. Beyond the red line, the team should better analyse the site's relationship with Camberley, the M3 corridor, the two local train stations (Camberly and Blackwater), and the substantial adjacent open spaces of Crabtree Woods and Hawley Meadows Country Park. Connecting into wider pedestrian, cycle, and ecological networks will be important to demonstrate how this development can enhance and strengthen connections for both people and nature.
- 1.3. Potential tenants could be involved in the life science industry, including for the proposed largest 'flagship' unit, number 11. Rather than submitting a detailed application for the whole site, it could be that an outline or hybrid planning application might maximise the opportunity to attract high-profile tenants who will want to design and specify buildings to meet their specific needs and corporate identities. Subject to detailed market testing, this approach to obtaining consent for development could increase the pool of possible tenants attracted to the site.
- 1.4. Enhancing the collective 'community' nature of Watchmoor could also make it a more attractive place to work, sharing similar benefits to modern urban office developments and co-working facilities. Shared facilities within the site present opportunities for tenants to build a sense of community and enhance the opportunity to build a complementary cluster of complementary industries on the site. The team could consider incorporating shared and enhanced arrival and cycle facilities, allowing individual unit lobbies to be more generous while increasing sociability and interaction between tenants. A collective approach could also be applied to energy and water management. Exploring, for example, an ambient loop for the site, could reduce overall carbon emissions, make better use of the layout and characteristics of the site, and help some companies meet their Environmental, Social, Governance (ESG) objectives, which will be increasingly important for attracting certain types of tenant in future.

- 1.5. Whilst we support the inclusion of communal spaces for health and wellbeing, the padel courts and the café will be challenging to design sensitively when considering views from the road, as the courts divide the buildings from the landscape and encroach into the landscape qualities of the lake, and may have an impact on aquatic ecology. We are unconvinced by their recreational function, and how attractive the café will be, given its proximity to a busy road. If this approach is pursued, the team should be clearer about the benefits of this location for the courts and café and how they connect with the wider pedestrian network and enhance health and wellbeing, as well as better justifying their impact on the pond and its ecology.
- 1.6. We feel that this aspect of the proposal presents an overdevelopment, with tight layouts and awkward servicing arrangements, and with the padel courts and café shoehorned in on an inadequately sized plot. The current approach impacts negatively on some of the most visually and environmentally sensitive areas of the site. In reconsidering the southern half of the site we recommend remodelling adjacent units and consider that omitting units 7 and/or 10 might give more flexibility to enable a successful place by providing adequate space for each of the functions proposed.

2. Sustainable design

- 2.1. Work is required to justify the demolition of the buildings in sustainability terms and approach to minimising embodied carbon by exploring how materials can be reused within the new proposals in the first instance, and recycled where this is not possible.
- 2.2. The emerging approach to sustainable design and renewable energy was not discussed in further detail at this review. Our guidance is that at a subsequent design review and at planning application stage the proposal must produce a clear strategy that details how the development will minimise embodied, operational, and transport-related carbon emissions, and optimise the use of renewable energy to align with the Government's emerging zero carbon policy. This strategy should be tied to measurable targets and detailed modelling work informed by respected calculation methods. The strategy should also address water use, biodiversity net gain, and waste reduction in construction and operation through circular economic principles.

3. Landscape, Public Realm, Ecology and Biodiversity Net Gain

- 3.1. The landscape design conceived in the 1980s is now mature and due a rethink at various scales. We endorse the ambition to retain the mature central avenue of London Plane trees whilst developing and evolving the landscape to create a more naturalistic and wilder setting to enhance biodiversity and potentially reduce ongoing maintenance and carbon footprint.

- 3.2. A strategy regarding views from the main road into the park is required. The landscape of the lakes in the west of the site is mature and provides a characterful and well-kept frontage to the road. However, a cohesive analysis of the composition of the view from the road and the experience of entering the park from the west is lacking. The proposed view beyond the lakes will be expressed from north to south as carpark, the flank wall of unit 11, Riverside Way, and the padel courts foregrounding the backs of Units 1-3. This is not a cohesive approach and fails to recognise the vision and ambition of the original scheme when viewed from the A331.
 - 3.3. There may be opportunity to make more of the aquatic ecology on site, by addressing the siltation issues in the lakes and focusing on improving the biodiversity and ecology of the lakes. Rather than the padel courts, greater enjoyment of the lakes could perhaps be achieved through subtler interventions such as the board walks and creating a sculptured and interesting edge. All of this might help to achieve minimum policy gains for greening and biodiversity.
 - 3.4. The precedent landscape images suggest the highest aspirations regarding landscape quality. However, this has not been followed through into the design of buildings and other structures. The boardwalks express a more ambitious landscape identity, but we believe there is further opportunity to strengthen the landscape identity of the park by streamlining the number of proposed elements. Taken together the boardwalks, green gym, café, and courts add too many elements and overcomplicate what should be a simple and legible landscape.
 - 3.5. The team should test that the proposed new trees have enough space to grow and reach full maturity particularly along the eastern edge alongside units 4-6.
- 4. Site layout and connectivity**
- 4.1. The southern arrangement of the site appears convoluted and requires reconfiguring to optimise the public realm and enhance connections with Sainsburys to the south and other retail amenity, as well as the public connection to Crabtree Woods Park. The connections beyond the site to the local supermarket and cafes will be popular and should be made attractive and easy to use.
 - 4.2. The buildings on either side of Riverside Way are not offset the same distance from the road. A more symmetrical arrangement (in terms of offset distance) could be explored by aligning the entrance of Building 11 with the entrance to the southern part of the site.

- 4.3. While we understand the existing physical constraints, we are unconvinced by the layout of proposed units 7-10, located in the southern portion of the site. The proposed layout of the units appears to be a result of constraints and appear to be placed to use up leftover space rather than to contribute to a cohesive and logical layout of the estate. Unit 7 is flawed as it does not relate to the existing movement network, landscape or uses immediately adjacent to the site. Reconfiguring or removing this unit could help to maximise the connections and legibility of Watchmoor Park whilst avoiding the proliferation of 'leftover' spaces which are vulnerable to litter and antisocial behaviour and detrimental to the development in general.
 - 4.4. If unit 7 is reconfigured, there may be opportunity to explore whether the padel courts and café could be relocated to the south-west corner of the site in a part of the site where the environment and conflicts between uses can be better managed. The café could overlook and activate the Sainsbury/Crabtree Woods access path whilst being more protected from the main road than the proposed location.
 - 4.5. The padel court arrangement and the padel court car park create poor quality spaces between units 1-3 and the courts. People should not have to walk across the car park to access the courts or to navigate north-south across the parklands.
 - 4.6. The team should review the access arrangements for each unit to avoid over-complicated routes. The disabled parking is located far from the main entrance and this should be addressed to create an inclusive environment that works for all users. Additionally, the team felt that the scale of roads accessing car parking areas could be reduced to c.4.8m instead of the 7m proposed which could provide more space for suitable planting adjacent to and integral with the proposed buildings.
 - 4.7. Further work is needed to improve the environment quality for non-vehicular traffic and ensure the pedestrian and cycle network is safe and generous. The footpath alongside Riverside Way is narrow and the presence of large trucks/ lorries will increase due to the changed use profile proposed, further compromising its qualities as a 'boulevard'. Although the team described cycle facilities relating to individual units, there is no improvement to the cycle infrastructure within the street network proposed - this is a clear missed opportunity to affect a shift toward active modes of travel to the site.
- 5. Architecture**
- 5.1. The architecture and landscape should be treated symbiotically. We were not presented with updated CGI's including the naturalistic landscape design therefore it was challenging to comment on the success of the architectural approach without the landscape in place to foreground the buildings.

- 5.2. We endorse the ambition to add architectural interest where possible and articulate the exterior of what will be very large buildings – for example by including vertical panelling to break up the long elevations of unit 11. Unit 11 requires further refinement to articulate the base of the building and ensure that it relates to people at a human scale, and, potentially, the eaves/roofline. The main entrance and office accommodation if moved to Riverside Way may contribute to this. We are not convinced that the 1930s aesthetic is appropriate in this context and encourage the team to explore different approaches informed by sustainable materials, responding to the climate crisis and the characteristics of the proposed reworked parklands in the 21st century.
- 5.3. The frontages to both the lakes and Riverside Way are key. Unit 11 is proposed to front onto the northern lake, while units 2-3 will back onto the lake despite there being a public route proposed between the buildings and courts. A consistent approach is required. The team could explore the further activation of Riverside Way by relocating the entrance and office component of unit 11 to its Riverside Way frontage. The western elevations onto the lake could then be addressed with greenery and climbers to soften the transition between the landscape and buildings.
- 5.4. We do not take issue with the heights of the buildings.
- 6. Materials and detailing**
- 6.1. The approach to materials and detailing was not discussed in great detail at this review. Paragraph 135 of the National Planning Policy Framework (2021) states: *'Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).'*
- 6.2. In order to be consistent with this national policy, the applicant team and local authority should note Design South East's general guidance on material quality and detail. At planning application stage, the quality of the detailing should be demonstrated through large scale drawings at 1:20 and 1:5 of key elements of the building/landscape and should be accompanied by actual material samples which should be secured by condition as part of any planning approval.

This report is a synthesis of the panel's discussion during the review and does not relate to any discussions that may have taken place outside of this design review meeting. A draft report is reviewed by all panel members and the Chair ahead of issuing the final version, to ensure key points and the Panel's overarching recommendations are accurately reported.

The report does not minute the proceedings but aims to provide a summary of the panel's recommendations and guidance.

Confidentiality

If the scheme was not the subject of a planning application when it came to the panel, this report is offered in confidence to those who attended the review meeting. There is no objection to the report being shared within the recipients' organisations provided that the content of the report is treated in the strictest confidence. Neither the content of the report, nor the report itself can be shared with anyone outside the recipients' organisations. Design South East reserves the right to make the content of this report known should the views contained in this report be made public in whole or in part (either accurately or inaccurately). Unless previously agreed, pre-application reports will be made publicly available if the scheme becomes the subject of a planning application or public inquiry. Design South East also reserves the right to make this report available to another design review panel should the scheme go before them. If you do not require this report to be kept confidential, please inform us.

If the scheme is the subject of a planning application the report will be made publicly available, and we expect the local authority to include it in the case documents.

Role of design review

This is the report of a design review panel, forum or workshop. Design review is endorsed by the National Planning Policy Framework and the opinions and recommendations of properly conducted, independent design review panels should be given weight in planning decisions including appeals. The panel does not take planning decisions. Its role is advisory. The panel's advice is only one of a number of considerations that local planning authorities have to take into account in making their decisions.

The role of design review is to provide independent expert advice to both the applicant and the local planning authority. We will try to make sure that the panel are informed about the views of local residents and businesses to inform their understanding of the context of the proposal. However, design review is a separate process to community engagement and consultation.

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URBAN DESIGN CONSULTATION RESPONSE

23/1100/FFU

Watchmoore Park, Watchmoor Road, Camberley

Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g)(iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters reserved) for the erection of up to 19,000 sqm of flexible industrial and logistics floorspace within Use Classes E(g)(iii), B2, and B8 following demolition of existing buildings on land at Watchmoor Park

RECOMMENDATIONS

Policy background

- National Design Guide (2019)
- Surrey Heath Western Urban Area Character SPD
- DM9

The National Design Guide (2019) emphasises the importance of any development to integrate well with existing built and green context in terms of scale, character, height, massing, materials, and landscaping. It also highlights the duty to seek to retain existing natural elements and vegetation to the highest extent from a sustainability and character point of view.

The application site is situated within the Parkland Commercial Character Area, an area of good architectural quality which is subject to adopted design guidelines, the Surrey Heath Western Urban Area Character (WUAC) SPD. Parkland commercial estates are typical for the Blackwater Valley corridor and are found in York Town and Frimley. Their distinctiveness derives from spaciouly arranged buildings, set in extensive, parklike formally landscaped open spaces.

The design guidelines by Western Urban Area Character SPD can be summarized as:

- Situated in the Parkland Commercial Character Area, part of Mixed and Commercial Character Area WUAC SPD
- Characterised by extensive formally landscaped open space, spaciouly set buildings in parklike settings with specimen trees
- Pavements and green verges aligning roads/streets creating generous green frontages
- Next to a biodiversity opportunity area
- 2-4 storey building heights acceptable in principle, subject to high quality design
- Articulated buildings with large footprints and distinct, steep rooflines. distinct entrances
- Large landscaped parking areas
- Vegetation a key element, strong, formal landscaping incorporated; layered with low level vegetation and higher specimen trees

Proposed development

The application seeks to replace existing vacant office buildings of small to medium scale with new industrial and logistics units of up to 29,500 sqm (GIA) in total within Use Classes E(g)(iii), B2 and B8, with surface car parking, landscaping, and associated works within an existing commercial estate, situated to the east of the A331. The application areas currently entail seven office buildings with ground level car parking, accesses, and landscaping. The area is accessed from Riverside Way, which runs through the site from the A331 through to Watchmoor Road, providing access to the existing office buildings.

The hybrid application seeks full permission for the redevelopment of the area North of Riverside Way, including the demolition of the existing two office buildings and the development of a new, large scale industrial building of two storey height. The new building would have a floorspace of 10,358sqm with warehouse/manufacturing space and first floor offices. The offices will front onto Riverside Way. Vehicle access will be from the western roundabout on Riverside Way. Access for commercial vehicles HGV will be via the eastern roundabout on Riverside Way with a new, small gatehouse introduced. The service yard will be on the northern side of the building, with 9 dock-levellers provided. The existing access from Riverside Way would be removed and the pavement reinstated in front of the building.

The existing avenue of London Plane trees along the northern side of Riverside Way, which is an important feature, will be retained, apart from the removal of two trees to enable the closing of the central access as mentioned above. A further tree will also be removed within the area. The proposal introduces compensatory and additional landscaping, including vertical greening as advised by the Council.

Existing context

The built context has a corporate, medium-large scale character. Immediately to the north of the site is Camberley Sewage Treatment Works (STW) and industrial units off Watchmoor Road. To the north is the new Stihl HQ, a large manufacturing and distribution centre currently under construction. Outside the boundary to the east are three existing office buildings which share the access from Riverside Way.

Sustainable design

The ambition to minimise the carbon footprint in the construction phase and in-use through modular construction, incorporating sustainable passive designs and efficient/renewable onsite power generation are supported from an urban design point of view. The scheme demonstrates flexibility in terms of operational spaces and yards to meet the needs of a variety of occupiers over time. The proposal offers external amenity space for staff in line with the Council's initial pre-application advice. The project has been revised to comply with the Council's requirement to retain important existing natural features intact such as the natural lake area, in line with previous urban design advice, omitting previously proposed development along the lake shores. This is particularly important in the light of the strong increase in footprint, scale and massing that the development represents, which retains almost no open landscape setting within the red line to offset the built form.

Proposed scale, footprint, massing and built form

The proposed development represents a substantial increase in terms of scale, footprint, massing and built form compared to the existing two individual units. The development is set in a commercial/industrial built context and the development proposes efficient use of land.

The revised building design including the relocation of offices to the front elevation is positive, as it animates the street scene and increases direct and perceived safety. The position of the building very close to the street scene, combined with the extensive footprint which spans almost the entire width of the site, does not retain the spacious openness which is part of the local distinctiveness and which the adopted design guidelines SPD seeks to safeguard. The proposed building will be very prominent in the street scene given its position close to the street scene and because of the large scale.

Building design, elevational design, materiality and colour scheme

The proposed building design includes a glass fronted double height core office entrance at the south-west corner of the unit in Riverside Way. The glazed element, which turns the corner, will provide outlook over the adjacent lake area for the benefit of staff. The glazing will sit behind brise soleil under a canopy of timber soffit. Sustainably sourced natural timber or a proven, durable high quality engineered timber product would be considered acceptable in principle. The long term maintenance aspect and durability of natural timber should however be considered. The warehouse elevations component of the building has a commercial character with anthracite composite panels, green trapezoidal wall profiles, light, and dark grey wall cladding with an element of translucent polycarbonate cladding panels. Photovoltaic panels and rooflights will be integrated in the roof structure.

Although there are no objections to the proposed external materials in principle, the colour palette is considered to be too dark and is not in keeping with the established appearance of the character area as clearly demonstrated in the 3D illustrations, appearance, p. 33, Design and Access Statement. The detailed elevational design would also benefit from further articulation and refinement. The proposed wall cladding facing the street scene will be a combination of vertical, profiled metal cladding in green, anthracite (charcoal) and silver in combination with an open jointed, treated hardwood timber rainscreen cladding. All aluminium curtain walling, window frames, feature canopies, curtain wall spandrels and metal columns are proposed to be anthracite (off black/charcoal). The proposed anthracite and dark green fail to integrate with the existing built character in the area. It also creates a jarring effect to the profiled metal roof, proposed in light grey, as illustrations demonstrates. Fully detailed schedule of all external materials as well as samples should be provided to the LPA to address this important matter, which has to be approved in writing prior to the commencement of construction. A much lighter, more neutral, elegant, and well-coordinated colour palette is required, including whites, light greys, and silver. The management aspect of natural timber must be seriously considered. Therefore, an alternative to timber can be proposed. The scheme must demonstrate high quality design, materiality and detailing in keeping with the context, adding new qualities. This is particularly important as the scale of the development is increasing considerably, impacting the character and appearance of the built environment long term.

Outline planning consent element of the application

Outline planning consent is sought for the area South of Riverside Way with all matters reserved for consideration at the reserved matters stage (access, layout, scale and landscaping). The application seeks to agree parameters for 19,000 sqm of floorspace and a maximum building height of 19 metres. The indicative layout plan illustrates new employment floorspace within use classes Use Classes E(g)(iii), B2, and B8 in accordance with the maximum parameters. A maximum floorspace per

unit must be identified as part of this application, to not exceed the scale of Unit 1, 10,358 sqm. Location for vehicle access as well as street sections showing how pedestrian and cycle paths will service phase 2 will also be regulated in this outland consent as well as extent of structural landscaping. The design approach in the forthcoming design process must integrate well with the existing built context in terms of overall character, materiality, colour scheme and landscaping. Connectivity for pedestrians and cyclists within this phase and to adjoining neighbourhoods is a priority. Robust tree planting in the street scene is imperative from a sustainability aspect, to improve legibility and way finding as well as enhancing the visual character of the area. External staff break out areas for staff should be integrated. Roads should have pavement and verges. Formal landscaping is required around buildings and through the road networks.

M. Gustafsson MSc MA
Urban Design Consultant
29th November 2023

URBAN DESIGN CONSULTATION RESPONSE 2 (TWO) - ADDENDUM

23/1100/FFU

Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g)(iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters reserved) for the erection of up to 19,000 sqm of flexible industrial and logistics floorspace within Use Classes E(g)(iii), B2, and B8 following demolition of existing buildings on land at Watchmoor Park.

Watchmoor Park, Watchmoor Road Camberley Surrey

Recommendations

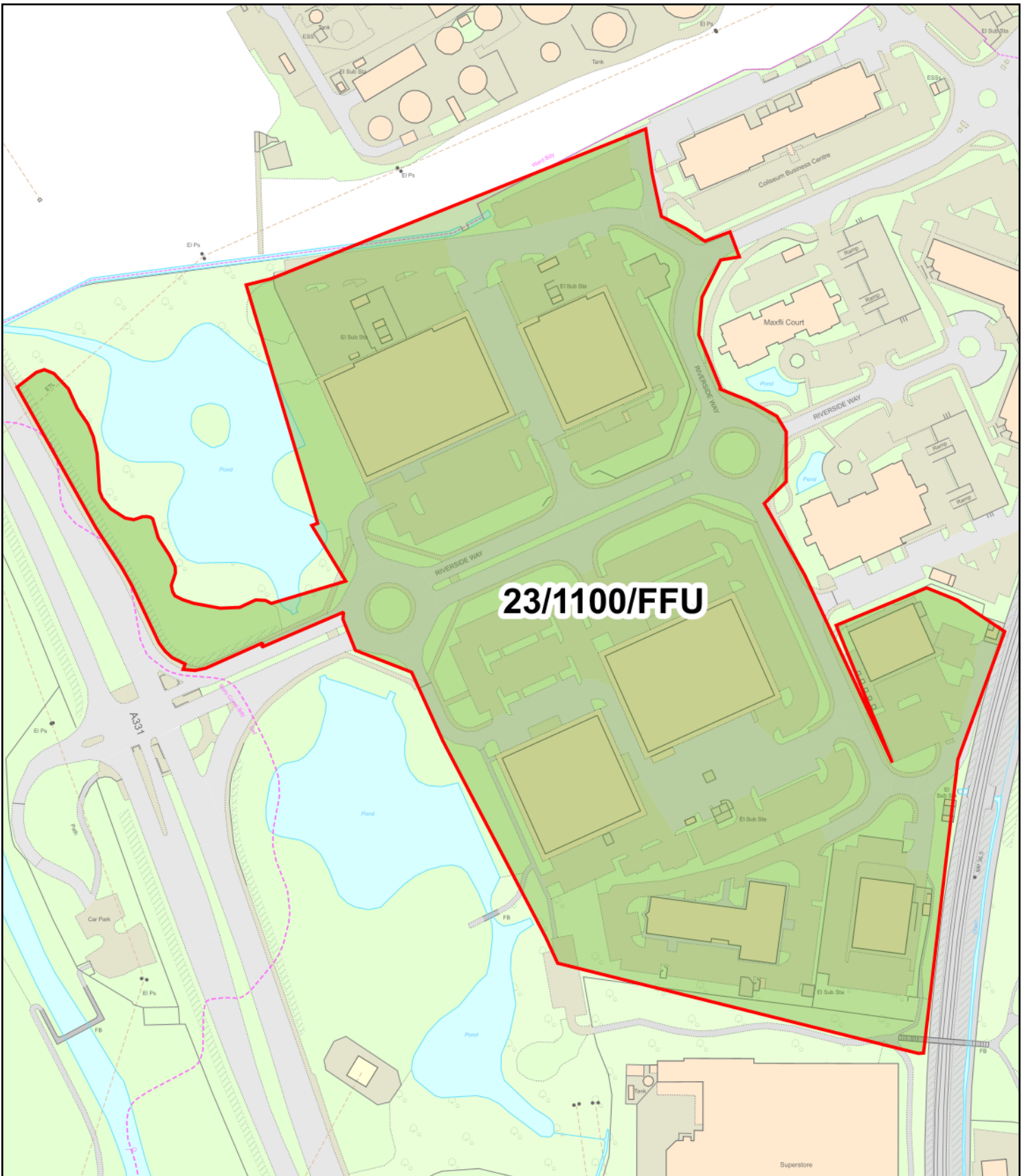
This additional consultation response should be read in conjunction with the initial consultation response dated 29th of November 2023.

The application site is situated in the Western Urban Area Character Area of Surrey Heath, which is covered by the design guidelines of the WUAC SPD (2012). The National Design Guide (2021) as well as DM9, which both underlines the importance of the existing built context, are also applicable.

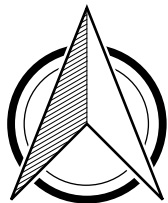
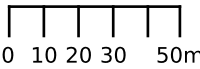

High quality design is inseparable from sustainable development. During the consultation in November 2023 the applicant was advised that the proposed colour scheme and design details of the elevational design required revisions. Given the considerable increase in scale and massing for the proposed development, a neutral colour scheme which is fully aligned with the design ethos and integrates well with the character of the existing context is imperative.

A meeting was consequently held with the applicant and their design team on December the 14th. It is considered that the required changes in colour scheme/materiality and the amendment to the feature canopy design on the front elevation as per that discussion can be covered by condition.

M. Gustafsson MSc MA
Urban Design Consultant
18th of January 2024



23/1100/FFU

Title	23/1100/FFU		
Application Number	23/1100/FFU		 
Address	Watchmoor Park Watchmoor Road		
Proposal	Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g) (iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters)		
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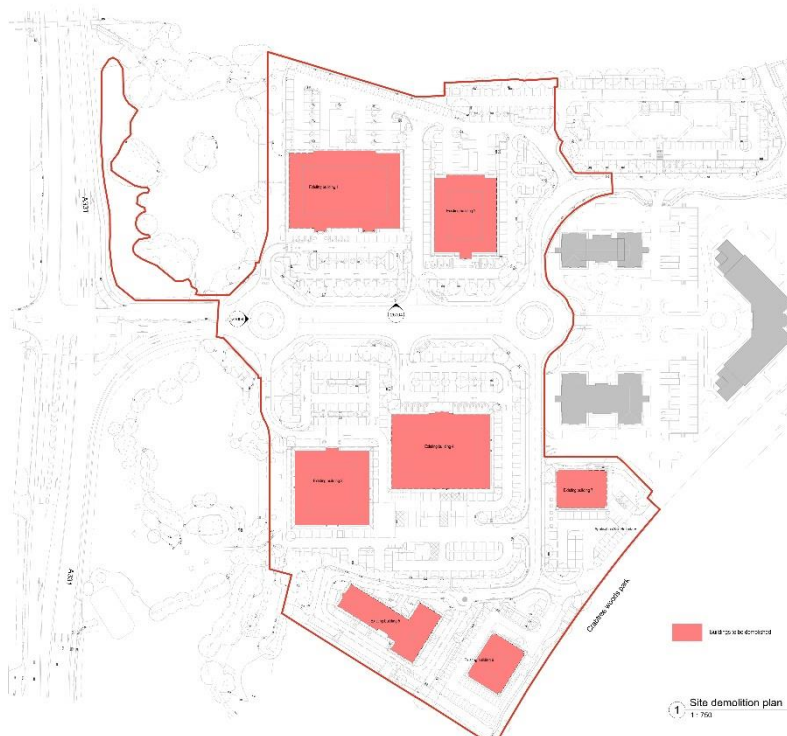
23/1100/FFU Watchmoor Park Watchmoor Road Camberley Surrey

Plans & Photos

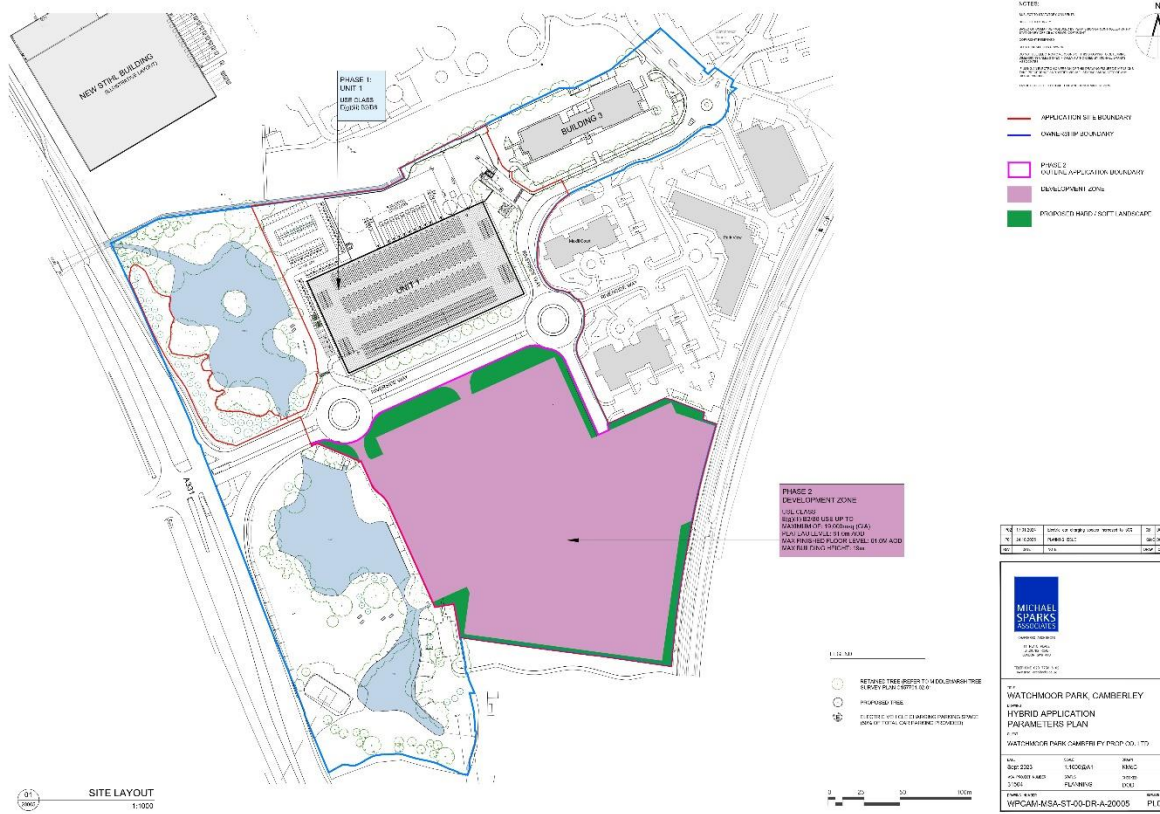
Location Plan



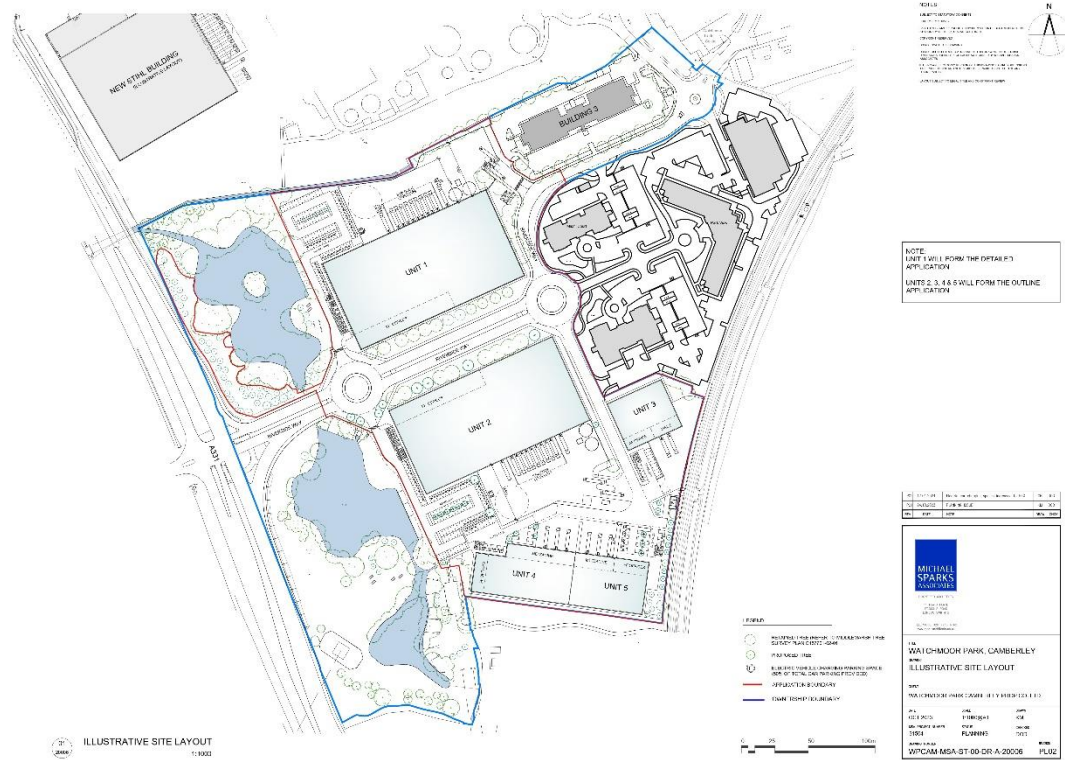
Demolition Plan



Parameters Plan



Indicative Site Layout



Unit 1 Layout, Plans and Elevations

Site floor

- SF01: Terrace
- SF02: Mass finished treated concrete. Reinforce & Easy parking
- SF03: Block paving 230x100mm with chamfered edges (20A. See Parking Treatment)
- SF04: Large format paving with chamfered edges (20A) Treatment
- SF05: Green Area

To be read in conjunction with landscape architects hard + soft landscape drawings

PLANNING

Application Site Boundary

Outline of existing elevations and proposed finish elevations provided by UK Survey project reference: 07/14 0046 - 10/16/2014
 Planning Application Reference: 10/16/2014
 Planning Application Reference: 10/16/2014

MICHAEL SPARKS ARCHITECTS
 CONSULTING ARCHITECTS
 100 WALTHAM PARK, CAMBERLEY, SURREY, GU24 0JH
 TEL: 01276 333333
 WWW.MICHAELSPARKS.CO.UK

100 Waltham Park, Camberley
 External Finishes Plan
 Client: Waltham Park, Camberley Prop. Co. Limited
 Date: 08/17/2014
 Project: 100 WALTHAM PARK
 100 WALTHAM PARK 01: 00: 04: A: 2002 PLO1

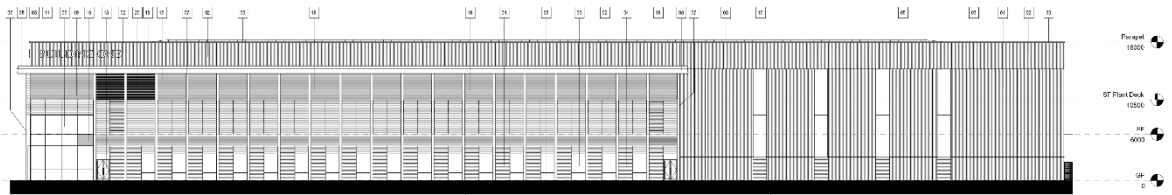
Site Materials

- SP-01: Aerial Single Self-Storey service with handrail
- SP-02: Galvanneal steel bollards dia. 75mm, height 1500mm, colour: yellow RAL 1013
- SP-03: Wheel guard with high profile bollard
- SP-04: Electric car charging device
- SP-05: Barren Cable Operator
- SP-06: 3.0m high wall lamp - IP68 rated, made 180° up to be installed in concrete BS1722:11 Colour Black
- SP-07: Iron through clip

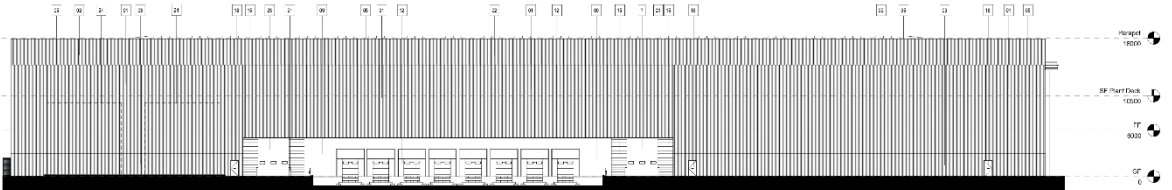
1 UNIT 1 2nd Floor Plant Deck
1:150

2 UNIT 1 GA First Floor
1:150

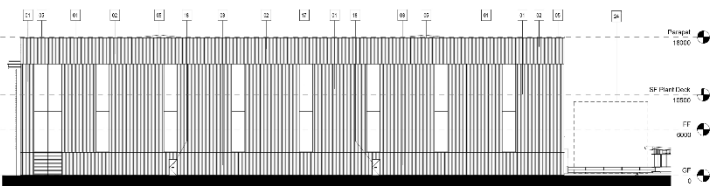
3 UNIT 1 GA Ground Floor
1:150



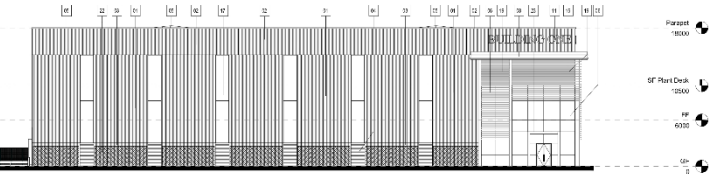
1 GA South Elevation
1:200



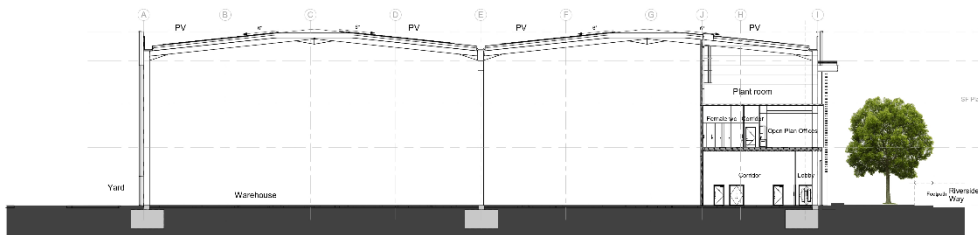
2 GA North Elevation
1:200



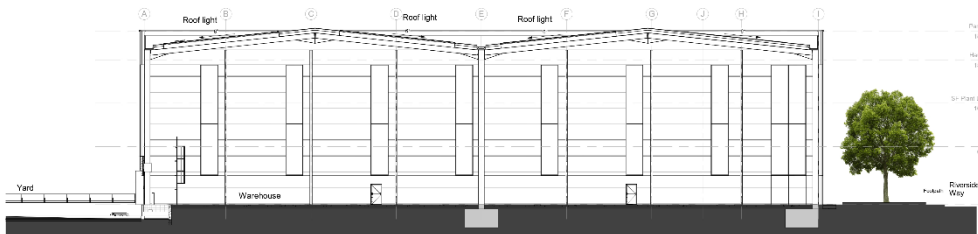
3 GA East Elevation
1:200



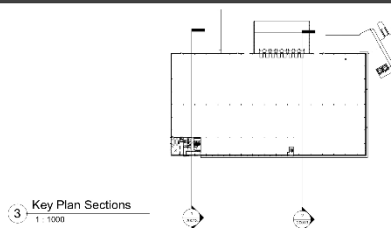
4 GA West Elevation



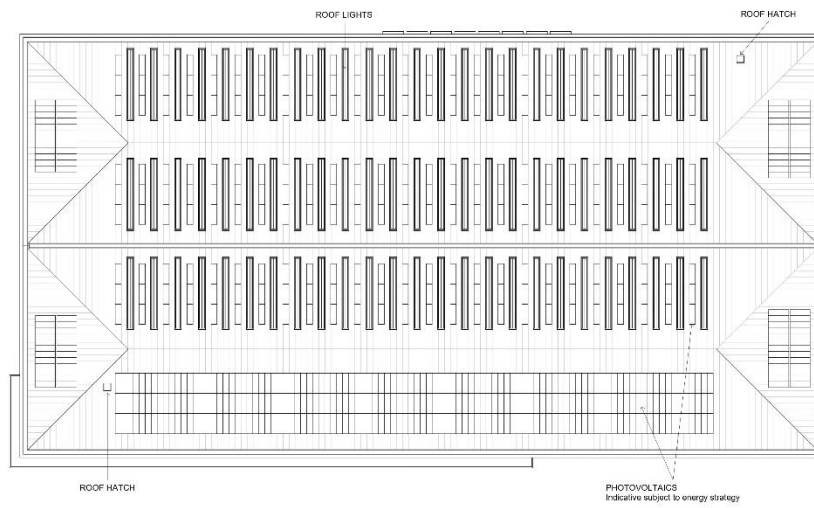
1 Cross Section I
1:150



2 Cross Section II
1:150



3 Key Plan Sections
1:1000



Unit 1 CGI's
Aerial View



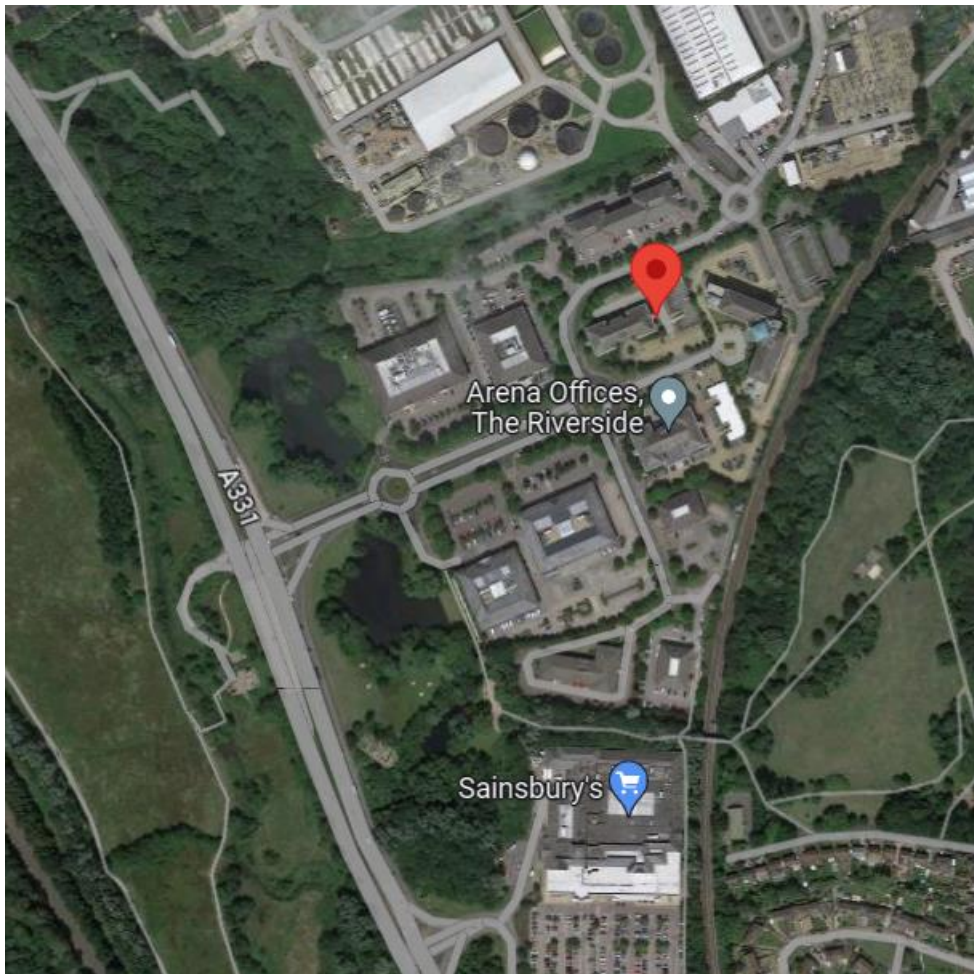
View from A331



Entrance to Unit 1



Aerial View



View from entrance of Riverside Way off A331



View north of Riverside Way (where Unit 1 is proposed)



Existing buildings north of Riverside Way to be demolished.



View towards south of Riverside Way (where outline application is proposed)



Existing buildings south of Riverside Way to be demolished.



Existing buildings south of Riverside Way (to the rear of the buildings) to be demolished.



View looking down Riverside Way from Park View building



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23/1147/PCA

Reg. Date

13 November 2023

Outside Boundary

- LOCATION:** Farnborough Airport, Farnborough Road, Farnborough, Hampshire, GU14 6XA
- PROPOSAL:** Consultation application from Rushmoor Borough Council for a variation of Conditions 2 (aircraft movements) and 6 (aircraft weight), the replacement of conditions 7 (1:10,000 risk contour) and 8 (1:1000,000 risk contour) of planning permission 20/00871/REVPP determined on 22/02/2022, in order to: , a) to increase the maximum number of annual aircraft movements from 50,000 to 70,000 per annum, including an increase in non-weekday movements from 8,900 to 18,900 per annum;; and, , b) to amend the aircraft weight category of 50,000 - 80,000 kg to 55,000 - 80,000 kg and an increase from 1,500 to 2,100 annual aircraft movements including an increase from 270 to 570 annual aircraft movements for non-weekdays, and to , , c) replace Conditions 7 (1:10,000 risk contour) and 8 (1: 100,000 risk contour) with a new condition to produce Public Safety Zone maps on accordance with the Civil Aviation Authority/Department for Transport Requirements.
- TYPE:** Consultation Adjoining Authority
- APPLICANT:** Farnborough Airport
- OFFICER:** Duncan Carty

Rushmoor Borough Council is the determining authority and Surrey Heath is only a consultee. This application is being reported to the Planning Applications Committee because the proposal is a major development (i.e. is a variation of condition proposal for a development of over 1,000 sq.m.).

RECOMMENDATION: RAISE AN OBJECTION

1.0 SUMMARY

- 1.1 This consultation is by Rushmoor Borough Council (RBC) for a proposal at Farnborough Airport. This relates to a variation of condition application proposing to increasing the maximum number of flights (including weekend flights), the size of the threshold for larger aircraft, and revised Public Safety Zone Maps. The proposals are to provide increased capacity for the airport for up to 2040. Rushmoor is expected to report the application (their reference 23/00794/REVPP) to their planning committee in March 2024.
- 1.2 The north east flight path for the airport is over the southern part of the Borough of Surrey Heath (from Mytchett eastwards to Bisley) and concerns are raised on the impact for residents which live under or close to the flightpath for the airport. The impact would be from increased noise and pollution, as well as the wider impacts on climate change and biodiversity. Any economic benefits to Surrey Heath are not considered to outweigh this harm.
- 1.3 For the above reasoning it is recommended that an objection be made to this proposal.

2.0 SITE DESCRIPTION

- 2.1 The application site relates to Farnborough Airport which measures approximately 235 hectares and includes a number of other businesses mostly in the related aircraft business. The airport has a 2.81 kilometre runway and includes taxiways, aircraft stands and car parks as well as commercial buildings and grassland.
- 2.2 The runway is orientated along a south west to north east axis, with 70% of flights incoming from the northeast (against the prevailing winds), from flying in from over Bisley, Deepcut and Mytchett. Incoming flights have a shallower descent (approximately 3 degrees), compared with the ascent, which is much steeper. Typical aircraft flying heights above ground level are under 1,000 feet above Mytchett, between 1,000 and 2,000 feet above Deepcut and between 2,000 and 3,000 feet above Bisley.
- 2.3 The airport predominantly accommodates business flights with a small proportion of leisure flights. The business flights typically include small numbers of passengers per flight (often in single figures) much smaller than other airports where typically individual flights have 100 passengers or more.
- 2.4 The airport site lies approximately a minimum of 1.5 kilometres to the west of the borough boundary of Surrey Heath and about 2.1 kilometres from the nearest residential properties in Grove Farm and Waters Edge in Mytchett. The Public Safety Zones lie outside of Surrey Heath's boundaries.

3.0 RELEVANT HISTORY

- 3.1 01/0663 Consultation application for the details of the runway configuration (required by Condition 18 of 99/00658/OOU).
- 3.2 05/1030 No objections raised in December 2001.
Consultation application for a variation of condition (11 of 99/0658/OOU) to increase weekend and Bank Holiday flights from 2,500 to 5,000 per annum
- An objection was raised in November 2005 on the impact on local residents from noise and disturbance to local residents and that ambiguity in the proposed condition wording could lead to a greater number of flight movements.
- 3.3 09/0451 Consultation application for a variation of condition (8 of APP/P1750/A/06/2024640) to increase the total number of aircraft movements from 28,000 to a maximum of 50,000 per annum including an increase in the number of aircraft movements permitted at weekends and Bank Holidays from 5,000 to 8,900 per annum
- An objection was raised in July 2009 on the impact on local residents from noise and emissions, as well as traffic, and that independent evidence was not available to justify the increase in flights.

- 3.4 23/0994/PCA Consultation application for an EIA scoping opinion for variation of conditions for permission 20/00871/REVPP concerning the increase in flight numbers, hours and quantum of heavier aircraft flights at the airport

Concerns were raised on the grounds of:

- Potential impact and scoping for impacts on existing (and projected) residential and other sensitive properties, SSSI/SPA/SAC sites, ancient woodlands and open bodies of water;
- Potential impact of aircraft emissions on air quality;
- Proposed methodology for environmental noise and air quality may not capture the level of impacts; and
- Little support (funding) for affected properties.

4.0 THE PROPOSAL

4.1 This application is a consultation from Rushmoor Borough Council for a proposal concerning Farnborough Airport. Rushmoor is therefore the determining authority.

4.2 The current airport operations are limited in the following ways:

- Restrictions on the operating hours between 07:00 and 22:00 hours from Mondays to Fridays and 08:00 to 20:00 hours on weekends and public holidays;
- Prohibition on activities including scheduled passenger and “inclusive tour” charter services; bulk freight services; flight training and recreational flying; and,
- Limitation on the weight of aircraft (80,000 tonnes) which can use the airport.

Under this proposal, these restrictions are to remain in place. This does not affect emergency aircraft movements which can use the airport under such circumstances and airshow, military or diplomatic activity which are not restricted. There were around 34,000 aircraft movements during 2022, excluding any unrestricted aircraft activity.

4.3 The current restrictions on the total number of aircraft movements is limited to 50,000 per annum. For the year 2022, there were about 34,000 aircraft movements at the airport. The current proposal would increase the maximum number of annual aircraft movements from 50,000 to 70,000 per annum, including an increase in non-weekday movements from 8,900 to 18,900 per annum.

4.4 The current heavier aircraft weight category is based around a band of aircraft weight from 50,000 to 80,000 tonnes. The current proposal is to increase the minimum weight for such aircraft from 50,000 to 55,000 tonnes, with no increase in the maximum weight of 80,000 tonnes. In addition, the proposal seeks to increase the number of such aircraft movements from 1,500 to 2,100 per annum.

4.5 Current conditions also prohibit any flying if the 1:10,000 risk contour (i.e. set at 500 metres from the landing threshold) extends to areas where people live, work or congregate and all flying shall conform to the 1:100,000 risk contour (i.e. set at 1,500 metres from the landing threshold). Since the decision that imposed these conditions was issued, the government has provided a new Department for Transport policy and the proposal seeks to produce Public Safety Zone maps for 1:10,000 and 1:100,000 risk contours, and amend/update these maps when there are further changes to national policy. These public safety zones (i.e. are based upon the risk to an individual from an aircraft accident over a year and lie outside of Surrey Heath’s boundaries. As such, it is not considered that any changes would have any direct impact on the borough.

4.6 The following documents have been submitted to Rushmoor Borough Council in support of this application:

- Environmental Statement
- Planning Statement;
- Need Case;
- Built Heritage Setting Assessment;
- Habitats Regulations Screening Report;
- Transport Assessment;
- Concept of Operations Statement;
- Waste Management Strategy; and
- Statement of Community Involvement.

Relevant extracts from these documents will be referred to in section 7 of this report.

5.0 CONSULTATION RESPONSES

5.1 No external consultees were consulted. The internal consultee notified and their comments are summarised in the table below:

Internal Consultation	Comments Received
Environmental Health	Raise an objection on the impact on residential amenity from increased aircraft noise and potential impact on air quality on the M3 Air Quality Management Area from increased road traffic. (See Annex A for a copy of their response).

6.0 REPRESENTATION

6.1 Letters of notification and site/press notices would be a matter for the determining authority, Rushmoor Borough Council, and therefore no neighbour notification has been undertaken.

7.0 PLANNING CONSIDERATION

7.1 Regard will be had to the NPPF and Policies CP1, CP8, CP11, CP14, DM9 and DM11 of the Surrey Heath Core Strategy Development Management Policies Document 2012 (CSDMP). As Surrey Heath Borough Council is a consultee only and not the determining authority, the primary consideration with this application are the impacts of the proposal on the borough of Surrey Heath, of which the main issues to be considered are:

- Impact on the local economy;
- Impact on residential amenity;
- Impact on other sensitive development;
- Impact on highway and traffic impacts;
- Impact on biodiversity;
- Impact on climate change; and
- Other matters.

7.2 Impact on the local economy

7.2.1 Paragraph 110(f) of the NPPF states that planning policies should (f) recognise the importance of maintaining a national network of general aviation airfields, and their need to change over time, taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy (GAS). The GAS sets out the Government's vision for general aviation and its place in a flourishing, wealth generating and job producing economy. To achieve this vision, the Government seeks to inspire work across four areas; thorough deregulation, meaningful engagement, stimulating employment and supporting infrastructure.

7.2.2 Farnborough Airport plays a major role in the local economy generated by the employment it provides and the spin-off benefits to other businesses. Recent developments at the airport relating to the aircraft industries is an indicator of its continued benefits to Rushmoor Borough and the wider area (defined as the Local Impact Area). The Local Impact Area (LIA) includes the boroughs of Rushmoor and Surrey Heath along with Hart District.

7.2.3 The needs case put forward by the airport indicates the benefits for the development from a baseline position of 2019 with projections to 2045, comparing the impact on Rushmoor Borough, the Local Impact Area (LIA) and the South East with and without the proposal. These projected additional benefits for additional Gross Domestic Product (GDP) and jobs are set out below:

	Rushmoor	LIA	South East
GDP			
With	£310m	£330m	£470m
Without	£150m	£160m	£220m
Jobs			
With	1,650	1,900	3,400
Without	450	500	950

It is clear that the proposal would lead to job creation and increases to the GDP which would provide economic benefits to the wider area around Rushmoor Borough, including Surrey Heath (as a part of the LIA). However, the exact benefits to this borough have not been fully estimated.

7.2.4 The proposal would support wider benefits through increased connectivity for business travellers, and this could provide around £130 million in additional GDP and 1,550 jobs in the south east, when compared with £70 million and 1,000 jobs without the proposal. The proposal could also bring benefits of further clustering of related and complementary businesses who would take advantage of the increased activity at the airport. This clustering of businesses is more likely to occur within Rushmoor Borough, around and within the airport, but could provide some potential for business development within Surrey Heath.

7.2.5 In the needs case provided by the applicant, a sequential test has been undertaken to assess the availability and suitability of expanding alternative business flight airport/aerodrome accommodation. The criteria for this assessment including: the scale of the activity; the facilities that the alternative airports and aerodromes offer; alternatives providing better facilities; and, proximity to economic centres. There are a number of such facilities assessed and the most comparable airport was considered to be Biggin Hill, but this was constrained by the length of the runway, which restricts the size of aircraft able to use this facility, with ongoing noise monitoring and abatement at this site.

7.2.6 It is considered that the proposal can demonstrate economic benefits to Surrey Heath, and could support locational employment policies (Policies C1 and CP8 of the CSDMP). However, the methods for analysing these potential benefits have not been provided and so it is difficult to assess the potential benefits for Surrey Heath but it is acknowledged that some benefits would occur but these could be more limited.

7.3 Impact on residential amenity

- 7.3.1 Policy DM9 of the CSDMP states that development will be acceptable where it respects the amenities of neighbouring property and uses. Paragraph 191 of the NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health and living conditions, as well as the potential sensitivity of the site or the wider area to impacts arising from the development.
- 7.3.2 The potential impact from the proposal on residential amenity can be considered in three parts: (i) impact from operations at the airport; (ii) impact from flight movements (take-off and landing approaches) and (iii) other ground level impacts from ground level impacts outside the airport, such as any impact from increased road traffic.
- 7.3.3 Noting the distance of the airport from the borough boundaries, it is not considered that operations at the airport, including aircraft taxiing and other activity at the airport, would have any material impact on the amenity of local residents within Surrey Heath.
- 7.3.4 The impact of traffic on the highway network through Surrey Heath are set out in section 7.5 below. However, the conclusions on traffic increases from the proposal are considered very minor across the borough, except an increase in traffic on the M3 Motorway. It is concluded that there would not be a material adverse impact on residential amenity from road traffic generated by the proposal.
- 7.3.5 The main impact on residential amenity from the proposal is from the impact of the increased flights over Surrey Heath, eastwards from Mytchett to Bisley. The impacts are from pollution including noise and air pollution, and the potential of impact from air pollution from increased traffic on the M3 Motorway.

Impact from noise

- 7.3.6 The Government's Noise Policy Statement for England (NPSE) sets out the broad aim of noise management to separate noise sources from sensitive noise receivers and to minimise noise as far as this is practicable.
- 7.3.7 The noise report, has defined levels of noise impact, taken from the NPSE, using the following criteria:
- Lowest observed adverse effect level (LOAEL) – this is the level above which adverse effect on health and quality of life can be detected [51dB];
 - Significant observed adverse effect level (SOAEL) - this is the level above which significant adverse effects on health and quality of life occur [63dB]; and
 - Unacceptable adverse effect level (UAEL) – noise above this level should be prevented [69dB].

Where any adverse noise effects are predicted, these are identified and if these cannot be avoided, mitigation measures are recommended to ensure that no significant residual effects on health and quality of life arise.

- 7.3.8 The summer period represents the most sensitive impact due to the increased use of outside areas and opening of windows, and the summer period also represents the busiest period for air traffic. Whilst the increase in the number of flights is likely to impact noise, it also has to be taken into consideration that there is an ongoing transition to quieter aircraft. However, controls over the type of aircraft do not appear to be proposed so the replacement of older, noisier aircraft with newer, quieter aircraft cannot be guaranteed.

- 7.3.9 From 11 locations, assessments for existing impacts in 2022, and projected impacts up to 2045 with and without the development (i.e. the current proposal) were made. Two of these locations were within Surrey Heath: Coleford Bridge Road and The Mytchett Centre. Whilst, it is considered that Mytchett is the most affected part of the borough from aircraft traffic, emanating from this airport, a wider assessment of other parts of the borough that are considered to be affected by such aircraft traffic, particularly underneath the flightpath, has not been made.
- 7.3.10 For these two assessed locations, the existing measurement for summer day noise was 53 and 46 dB, respectively, averaged over a 16 hour period, (LAEQ,16hr), and projected to increase by up to 1dB by 2045. This would indicate that these locations were not exposed to noise levels above the significant level (SOAEL) from 2022 to 2045, with one of the sites, Coleford Bridge Road, exposed to noise level above the lowest level (LOAEL). The report concludes that any more significant impacts would be within other locations, principally within Rushmoor Borough. The mitigation proposed would expand upon the existing grant scheme allowing a number of further dwellings, within Rushmoor Borough, to provide acoustic windows and ventilation for affected properties. However, it would not appear that Surrey Heath residents, particularly in Mytchett, could benefit from these provisions.
- 7.3.11 The Council's Environmental Health Team has raised an objection on noise grounds as detailed in full in Annex A and summarised below:
- The proposed increase in flight movement, particularly for larger aircraft, would lead to increased noise events and more residents would be subject to noise levels above "community annoyance level" of 54 dB LAeq, 16 hr.
 - More noise events would occur exceeding LAmax (Level A-weighted Maximum) of 65dB every day. Communities in Mytchett would experience 100-199 such noise events per day during summer months and 50-199 events during weekends, which would be significantly above existing levels.
 - A considerable number of residents and businesses in Mytchett would experience noise above the "community annoyance level".
- 7.3.12 The noise impact modelling includes estimates and adjustments of noise profiles of future aircraft models. The estimates on fleet mix and aircraft specifications carries intrinsic uncertainties. As such, the modelling outputs may not fully and accurately capture the noise impacts on local residents and communities. An objection is therefore raised on these grounds.

Impact from air pollution

- 7.3.13 There is an Air Quality Management Area (AQMA) within Surrey Heath, for part of the length of the M3 Motorway (roughly between Frimley Road and Youlden Drive). The Council's Environmental Health team has advised that the level of increase in traffic generated by the development could have an impact on this AQMA. The assessment provided by the applicant has not adequately assessed the impact of such an increase in traffic on the M3 on the air quality in this location.
- 7.3.14 The air quality impacts associated with additional aircraft movements has been assessed using air quality dispersion modelling and any such impacts have been predicted. The Council's Environmental Health team has advised that this would result in a negligible impact on human health resulting from increased emissions associated with increased flight movements (and size of aircraft).
- 7.3.15 An objection, therefore, is raised on this ground with an inadequate assessment on the impact of the proposal on the AQMA from increased road traffic generated by the development.

7.4 Impact on other sensitive development

- 7.4.1 The impact of the proposal also needs to be assessed against other sensitive development such as schools, hospitals and care homes.
- 7.4.2 Frimley Park Hospital is located approximately 3.7 kilometres from the airport and about 4.1 kilometres north of the east flight path for the airport. Noting these distances and that operations at the hospital are contained within the building, it is not considered that the proposal would have any significant impact on this hospital.
- 7.4.3 The noise report has indicated the potential impact on four care homes – these are all located within Farnborough and it has been indicated that the impact on these premises has been deemed to not be significant. However, it does not appear that any assessment has been made on care homes (or similar) within Surrey Heath, such as Marula Lodge (156 Mytchett Road, Mytchett) that could be affected. The impact on the occupants of such buildings has not been fully considered.
- 7.4.4 The noise report has highlighted that there would be an increased impact on the Ark Nursery School in Mytchett, noting that this impact would only be on weekdays. The report concludes that the proposal would result in an increase in 2dB and that this increase would not be significant. However, as indicated above, there are wider objections raised on the impact from increased aircraft noise on local communities.

7.5 Impact on highway and traffic impacts

- 7.5.1 Paragraph 114 of the NPPF states that any significant impacts from development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree. Policy DM11 of the CSDMP states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.5.2 Farnborough Airport is located close to Farnborough Town Centre and has good bus services. There are good train links from Farnborough Main Station (on the Southampton to London Waterloo line) and Farnborough North station (on the Guildford to Reading line). There is a shuttle bus between the rail stations and the airport at peak travel times. The airport has confirmed in their transport report that the peak of airport operations are at 11am and 4pm on weekdays, which fall outside of the road travel peaks. Noting the average number of passengers (2.6) per flight, it is not considered that the proposal would result in significant increase in road traffic to the local highway network.
- 7.5.3 It would be expected that the majority of any increased traffic generated by the airport would flow between the Motorway Junction 4 and the airport, travelling on the A331 Blackwater Relief Road. It is not considered that there would be a significant traffic impact from this proposal on the wider road network within Surrey Heath.

7.6 Impact on biodiversity

- 7.6.1 Paragraph 180 of the NPPF states that planning decisions should protect and enhance valued sites of biodiversity. Policy CP14 of the CSDMP states that development that results in harm to features of interest for biodiversity; and, in particular, regard will be had to the hierarchy of important sites and habitats within the borough.
- 7.6.2 The biodiversity report provided by the applicant sets out the impact of the proposal on biodiversity from three different effects: these being (i) the direct effect of aircraft noise (especially from breeding bird populations); (ii) the direct effect of air pollution (from aircraft and airport related road transport) on habitats; and (iii) the indirect effects of air pollution proposal on habitats.

Impact from aircraft noise

- 7.6.3 The potential effects from noise are from aircraft flying in and out of the airport and road traffic. Excessive noise levels can cause disturbance which may result in reduced breeding success from reduced foraging, interruption to roosting and increased flight, predation, or exposure of nests, eggs or young to the elements. There is little data concerning the specific effects on the protected species with different species having different tolerances to noise disturbances.
- 7.6.4 However, the applicant has advised that is considered that 55dB (LAEQ) is the noise threshold for road traffic which could have negative effects on birds with 85 dB for irregular activities such as aircraft. The most disturbing activities are likely to be those which involve irregular, infrequent, unpredictable noise events of long duration but that birds can become habituated to particular disturbance by their regular occurrence. The report indicates that aircraft flying heights of 300 metres or more rarely disturb birds and the assessment is against the threshold of 85 dB (LMAX) for loud but discontinuous noise events.
- 7.6.5 The average number of such events per year has been predicted for the proposal with and without the proposal for up to 2045 and the report concludes that any harm to protected birds would be considered to be negligible. It is therefore not considered that the proposal would have a significant impact on biodiversity from increased aircraft noise.

Impact from air pollution

- 7.6.6 The impact for habitats from air pollution are: (i) changing the chemical status of soils; (ii) accelerating or damaging plant growth; (iii) altering vegetation structure and composition; thereby affecting (iv) the quality and availability of nesting, feeding, roosting habitats for species that rely on those habitats.
- 7.6.7 The effects of air pollution have been assessed against the impact of the proposal upon a defined study area in accordance with 2018 guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM). The study area relates to operational impacts on the Zone of Influence (Zoi) for the proposal measured as 10 kilometres from the airport boundary (as far as Chobham) for internationally designated ecological sites and 2 kilometres from the airport boundary (as far as Mytchett) for nationally/locally designated ecological sites.
- 7.6.8 It is noted that the proposal has its greatest impact, for Surrey Heath, from increased flight activity under the flightpath within this Borough (Mytchett to Bisley). Concern is therefore raised about the use of such criteria when the impacts from aircraft emissions would affect areas beyond the 2 kilometre range from the airport boundary i.e. partly beyond the study area.
- 7.6.9 The study area includes the following international sites: (i) Thames Basin Heaths Special Protection Area (SPA) and (ii) Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) fall within the study area.
- 7.6.10 The study area does not include within the list of national/local sites any sites within Surrey Heath. Although the Basingstoke Canal SSSI is indicated, this relates to a part of the Canal SSSI within Rushmoor Borough which is located much closer to the airport boundary – the part of the canal within Surrey Heath is set about 2.3 kilometres from the airport boundary. It is also noted that the study has not included the Water's Edge Site of Nature Conservation Importance (SNCI i.e. a local site) which falls within the 2 kilometre study area.
- 7.6.11 The protected habitats are most vulnerable to sulphurous and nitrogen compounds. However, aviation fuel is low of sulphur and therefore it is the impact from nitrogen compounds (nitrous oxide and nitrogen dioxide) on habitats which has been assessed.

- 7.6.12 The critical levels and loads (levels of exposure and concentrations, respectively) is assessed for nitrogen compounds for the SPA, split into dry heaths and coniferous woodland habitats, and the SAC. The conclusions of the impact on these habitats from the proposal would represent minor increases in nitrogen concentrations of about 1.4 and 0.2% for the elements of the SPA, respectively, and 0.2% for the SAC.
- 7.6.13 It is considered that a full impact on biodiversity has not been provided. The scoping and assessment has not included a number of sensitive ecological sites in Surrey Heath and has been provided on the basis of a linear distance from the application site and not reflecting the areas of greatest impact (i.e. under or close to the runway). An objection is therefore raised on these grounds.

7.7 Impact on climate change

- 7.7.1 The assessment on climate change, undertaken by the applicant, beyond the extent of the airport itself, includes the key receptors within the study area which are sensitive to climate-related hazards, identifying the adaptive capacities of sensitive receptors to climate-related hazards and provide a methodology for climate-related hazards.
- 7.7.2 The projections are for increased frequency and magnitude of extreme and unprecedented weather events which would have an impact on flood risk. Whilst the climate change assessment, indicates the impact of climate change on airport operations, a wider assessment of the impacts on the wider environment has not been undertaken.
- 7.7.3 The implications of climate change and the contribution aircraft travel makes to these impacts are acknowledged. The proposal would increase such impacts, and whilst improvements to aircraft design and fuel efficiencies could occur in the future no assurances have been provided to indicate that increases in aircraft movements could result in any reductions in these effect in the short or long term and no limitations on aircraft emissions (seeking, for example, to prohibit older aircraft and replace with newer aircraft) appear to be proposed.
- 7.7.4 Policy CP2 of the CSDMP requires development to contribute to a reduction in the Borough's own carbon dioxide emissions and thus to the targets for reducing such emissions in the South East. In 2019, Surrey Borough Council declared a climate emergency and pledged to be carbon neutral by 2030 across its own estates and operations. The Council's Climate Change Action Plan states that climate change is one of the greatest challenges facing society with the scientific evidence of anthropogenic climate change overwhelming and will have a lasting impact on people and wildlife. The Action Area Plan seeks to achieve a net-zero carbon emission target by 2030 as an organisation and contribute towards the Borough net-zero by 2050; and (ii) to ensure that the Council as an organisation is resilient, and supports resilience, to the impacts of climate change.
- 7.7.5 It is considered that the expansion of the airport operations, especially the increase in flights, as proposed with the flightpath over parts of this Borough, and would impact the Borough, would be inconsistent with the both local and national policy on climate change.

7.8 Other matters

- 7.8.1 It is understood that the level of neighbour notification undertaken by Rushmoor Borough Council has been within their borough boundaries. However, as indicated above the impacts include the flightpaths extending beyond these borough boundaries. Whilst this Council has no jurisdiction concerning the level of neighbour notification undertaken, concerns are raised that local residents in Surrey Heath were not formally notified of this proposal. These concerns have already been raised with RBC and it is understood that similar concerns have been raised by Hart District Council, where the flightpath beyond the south west end of the runway for the airport extends over that district.

8.0 CONCLUSION

- 8.1 It is considered that an objection is raised by Surrey Heath Borough Council because it is considered that it has not been demonstrated that the proposal would not harm residential amenity from noise associated with increased aircraft movements; the impact on air pollution on the AQMA from increased traffic on the Motorway M3; a full biodiversity assessment has been provided; and, the impact on climate change. It has not been demonstrated that any economic benefit for the borough would outweigh this potential harm.

9.0 RECOMMENDATION

RAISE AN OBJECTION for the following reasons:

1. It has not been demonstrated that the proposal would not have an adverse impact on residential amenity from increased aircraft noise patterns from increased aircraft movements under, and close to, the flightpath over this Borough. The assumptions of future aircraft specifications to reduce impacts on noise have not been adequately substantiated or could be adequately controlled failing to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework and guidance within the Noise Policy Statement for England 2010.
2. It has not been demonstrated that the proposal would not have an adverse impact on air pollution on the Motorway M3 Air Quality Management Area (AQMA) from increased traffic movements on the Motorway generated by the proposal ailing to comply with the National Planning Policy Framework.
3. It is not considered that a full biodiversity assessment which takes into consideration the proposed increased aircraft movements on the flightpath over this Borough has been provided failing to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.
4. It has not been demonstrated that the proposal would not have an adverse impact on climate change. It is considered that the proposal is inconsistent with local and national policy failing to comply with Policies CP2 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework and guidance within the Surrey Heath Climate Change Action Plan 2019.
5. It has not been demonstrated that the economic benefits of the proposal to this Borough would clearly outweigh the potential harm raised on noise, air quality in the AQMA, biodiversity and climate change failing to comply with Policies CP2, CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the National Planning Policy Framework and guidance within the Noise Policy Statement for England 2010.

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Air Quality

The proposal to increase flight movement and permit larger aircrafts will lead to air quality impacts to local communities within Surrey Heath. Air quality impacts will not only arise directly from aircraft movements but will also be associated with vehicle traffic transporting passengers to and from the airport and servicing the airport directly.

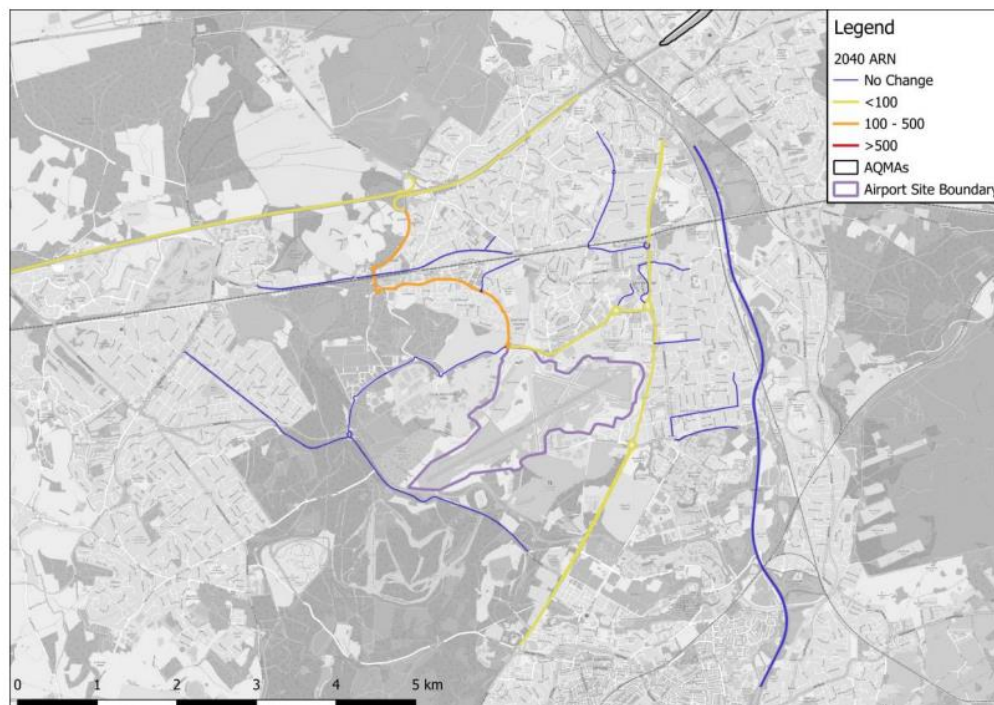
The assessment indicates that although an air quality impact to the local community exists, they are negligible in magnitude. The assessment though fails to adequately assess impacts to Surrey Heaths Air Quality Management area resulting from any additional vehicle movements.

Additional Road Traffic Impacts.

Paragraph 7.5.4 of the environmental Statement states that there are no road links which trigger the scoping criteria for the inclusion within an air quality assessment by themselves. Surrey Heath Borough council disagree with this statement for the following reasons.

Table 7-8 within the environmental statement confirms that Surrey Heath's Air Quality Management Area (AQMA) is located 4km north of the proposed airport. Graphic 7-1 (extracted below) confirms that there will be up to 100 additional traffic movements along the M3 corridor directly as a result of the development.

Graphic 7-1 – Change in total daily traffic flows (shown as AADT)



7.5.4. As can be seen in **Graphic 7-1**, above, there are no road links which trigger the scoping criteria for inclusion within an air quality assessment by themselves. However, impacts arising from changes to traffic flow in combination with changes to emissions from aircraft movements and supporting on-site infrastructure may still occur.

EPUK/IAQM joint guidance Land-Use Planning & Development Control: Planning for Air Quality, sets out the criteria to when a detailed air quality assessment is required to assess any associated air quality impacts. Table 6.2, from the guidance, states that where a development causes a significant change in LDV traffic flows on local roads with relevant receptors this would meet the thresholds to require an Air quality assessment. The relevant threshold is more than 100 AADT within or adjacent to an AQMA.

Surrey Heaths AQMA spans the M3 corridor. In the absence of any specific transport data, it can only be assumed that there is the likelihood that there will be an increase of 100 AADT LDV movements within the AQMA. In accordance with the joint guidance, it would be recommended that a detailed air quality assessment is completed to fully understand the impacts to relevant receptors within Surrey Heath, specifically within the AQMA.

It is recommended that Surrey Heath raise an objection to this proposal on this specific point as it fails to provide sufficient evidence to demonstrate compliance with paragraph 192 of the NPPF.

Air quality impacts associated to additional aircraft movements.

Air quality impacts associated with additional aircraft movements has been assessed using air quality dispersion modelling, and any impacts have been predicted. Within Surrey Heaths Borough Boundary, it has been predicted that there will be negligible impacts to human health resulting from the increased emissions associated with increased flight movements and size of permitted aircraft.

Aircraft Noise

Aircrafts fly over some communities in Surrey Heath Borough at low levels. The proposal to increase flight movement and permit larger aircrafts would lead to increased noise impacts on these communities. Notable adverse effects include more frequent exposure to noise events, more residents would be subject to noise level above 'community annoyance level'. While an extended sound insulation scheme has been proposed, details of the scheme is not available at this stage. Please find below comments regarding the core impacts.

- Noise from aircraft movement is event noise in nature, increasing the number of flights would increase the frequency of noise disturbance experienced by local communities. If permission is granted, areas within Surrey Heath Borough would experience more noise events exceeding L_{Amax} of 65 dB every day. For example, communities in Mytchett would experience 100 – 199 such noise events per day during summer weekdays (Figure 8.2.36 and Figure 8.2.38), and 50 – 199 events during weekends (Figure 8.2.41, Figure 8.2.43, Figure 8.2.45),

which would be a significant increase from existing level. It is also worth highlighting that the aircraft noise below 65 dB is still noticeable, thus wider communities outside these N65 dB contours would experience more frequent noise events.

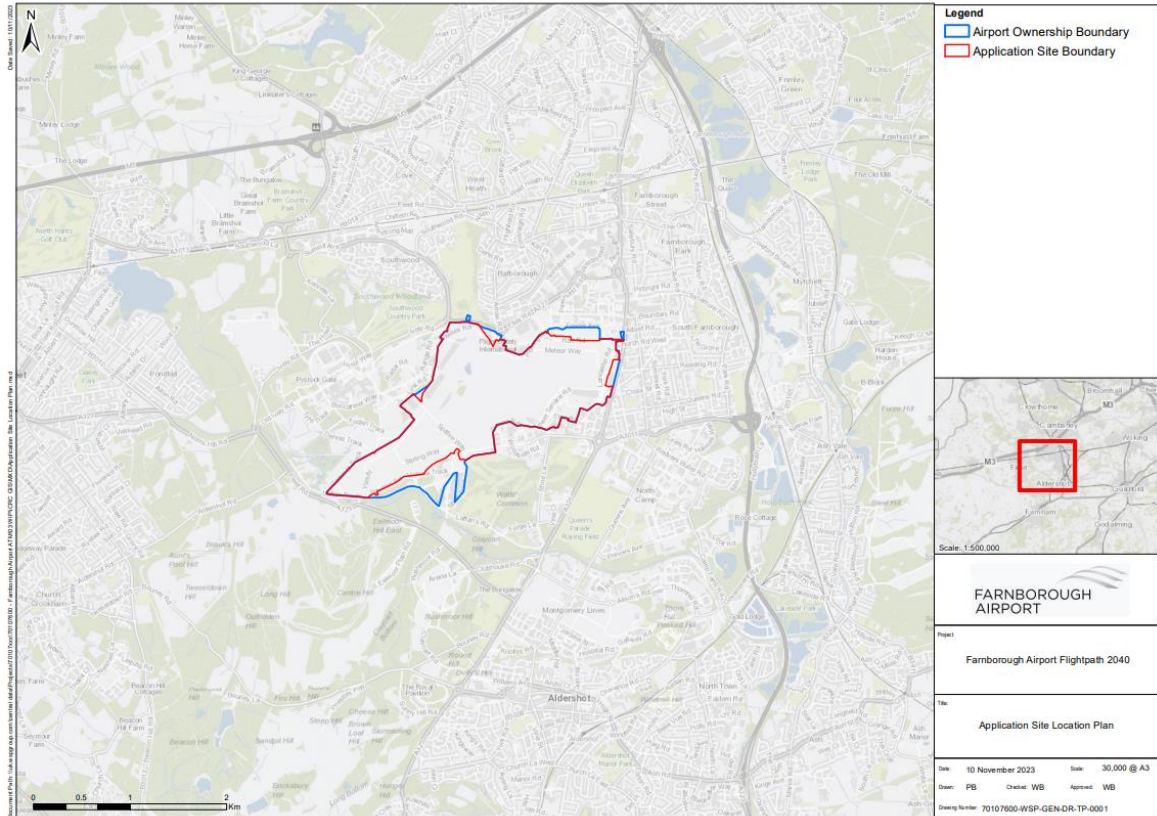
- When assessing aircraft noise, 51 dB LAeq,16 hr has been defined as LOAEL, over which adverse effect becomes observable, and 54 dB LAeq,16hr is identified as the onset of community annoyance. If this permission is granted, a considerable number of residents and business in Mytchett would experience noise level over 54 dB LAeq, who would not be subject to this level of noise otherwise, as shown in Figure 8.2.20, Figure 8.2.22, Figure 8.2.24.
- Modelling outputs also indicate that considerably more sensitive receptors in Mytchett (e.g. dwellings, offices) would be subject to noise level over 55 dB LAeq if permission is granted, as shown in *Air Noise Summer Day Noise 55 dB Contours* Figure 8.2.47, and *Summer Non-Weekday Noise 55 dB Contours* Figure 8.2.48.
- The noise impact modelling includes estimations and adjustments of noise profiles of future aircraft models. The estimate on fleet mix, aircraft specs, etc. carries intrinsic uncertainties. As such the modelling outputs may not fully and accurately capture the noise impacts on local communities.
- To mitigate the noise impacts, an expanded sound insulation scheme will be offered to dwellings which would experience summer day air noise levels over 55dB LAeq, 16hr. It is estimated an additional 900 dwellings would become eligible by 2040. The details of such insulation scheme are not yet available. At this stage it is not clear whether the scheme can effectively compensate households most affected by the increased air noise. Furthermore, such scheme cannot mitigate the air noise experienced by residents in their gardens during summer days.

It is recommended that Surrey Heath raise an objection to this proposal on this specific point as it fails to provide sufficient evidence to demonstrate compliance with paragraph 180 and 191, of the NPPF.

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23/1147/PCA – FARNBOROUGH AIRPORT, FARNBOROUGH ROAD, FARNBOROUGH

Location Plan



Aerial photo



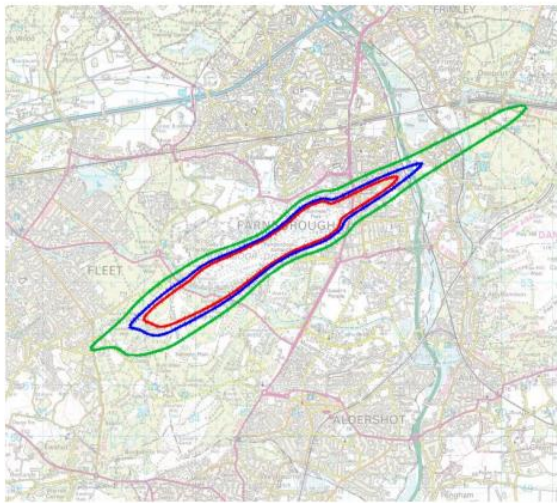
Site layout



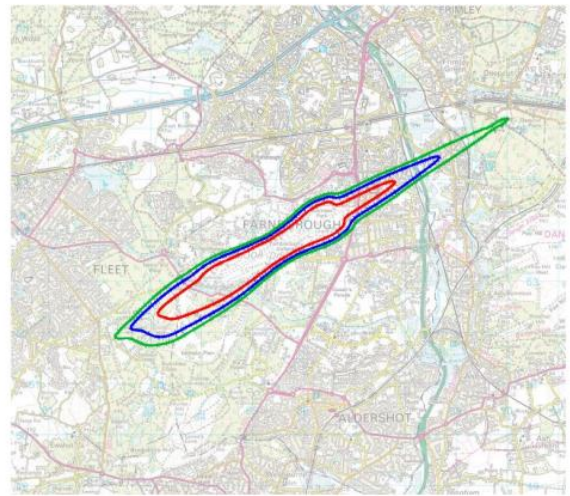
Site photo



Noise contours



Annual day noise contour compared with Indicative budget

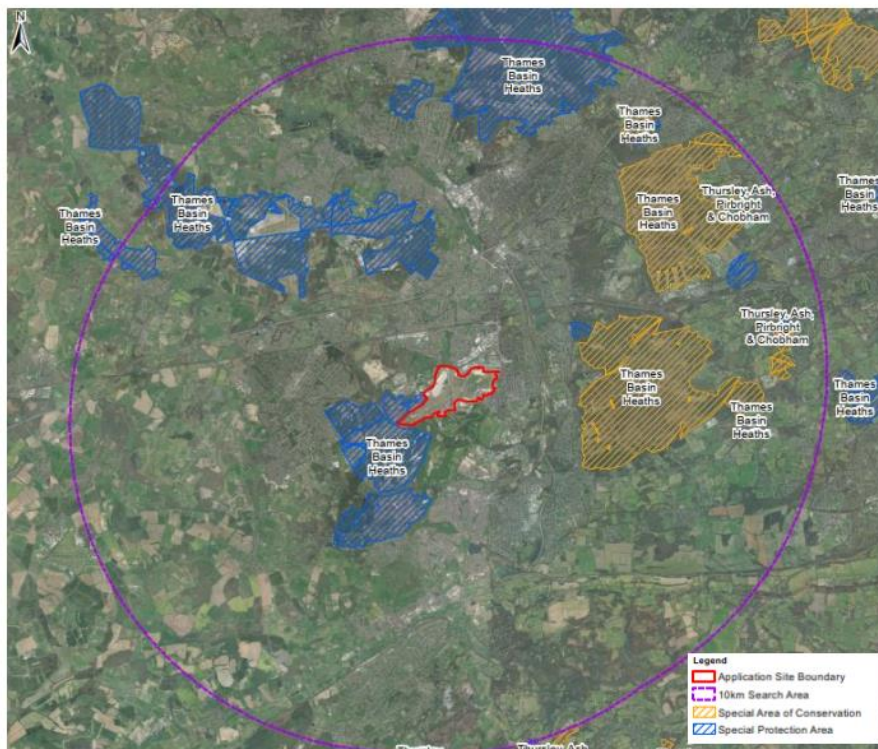


Summer Non-weekday noise contour compared with Indicative budget

LEGEND:

- Annual Day Noise Contours
55 dB L_{Aeq,16h}
- 2040 With Development
 - 2040 Without Development
 - Noise Budget

Biodiversity map



Internationally designated sites within 10km of the site.

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23/1178/FFU

Reg. Date

22 November 2023

Mytchett & Deepcut

LOCATION:	Land To The Rear Of, 19 Crofters Close, Deepcut, Camberley, Surrey
PROPOSAL:	Proposed change of use of former road to residential garden land (C3) and the erection of a close-boarded fence.
TYPE:	Full Planning Application
APPLICANT:	E Pearman
OFFICER:	Julia Taylor

This application would normally be determined under the Council's Scheme of Delegation but is being reported to the Planning Applications Committee because the applicant has been employed by the Council, as a planning officer, within the previous 4 years.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 This planning application is for the extension of the rear garden of the application site into an area of land which used to form part of a military access road but which has become redundant since the construction of the Dettingen Park residential estate in the early 2000s.
- 1.2 The proposal is considered to be an appropriate change of use of the land and would not be harmful to the character of the area, to residential amenities or the Thames Basin Heath Special Protection Area.
- 1.3 The application is therefore recommended for approval subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site comprises a rectangular area of approximately 108 sq. m. and is located immediately north of the existing rear boundary of no. 19 Crofters Close and the wider Dettingen Park estate. This area of land is predominantly concrete and is enclosed by a chain link fence to the northern boundary, gates to the eastern boundary and with residential garden fences to the south and west, respectively.
- 2.2 The site is adjacent to the Princess Royal Barracks redevelopment and is part of an unused road connected to the former Alma Dettingen Barracks. Parts of this disused road have been incorporated into residential gardens and the western and eastern ends used for parking.
- 2.3 No. 19 Crofters Close and the existing rear garden is within the settlement area. The site, the subject of this application, lies in the Countryside beyond the Green Belt and the eastern end of the site is within 400m of the Thames Basin Heaths SPA.

3.0 RELEVANT HISTORY

- 3.1 00/1276 Erection of 342 dwellings with estate roads, footpaths, amenity open space and play areas, a community building, a supermarket with associated infrastructure and landscaping.

Approved in June 2001

- 3.2 12/0546 This application was for the land abutting the application site to the south (Dettingen Estate) of which 19 Crofters Close was one of the dwellings. Hybrid planning application for major residential-led development totalling 1,200 new dwellings.

Approved in April 2014

- 3.3 22/1066/RRM This application was for the redevelopment of the former Princess Royal Barracks site which surrounds the Dettingen Estate. Reserved Matters application pursuant to Condition 4 for the provision of Accessible Natural Greenspace Standard (ANGST) and the allotments (Phases 5e, 5f and 5j) with access, layout, scale, appearance and landscaping being considered and the partial submission of details pursuant to conditions 16 (Ecological Mitigation and Management), 29 (Tree Retention and Protection), 32 (Hard and Soft Landscaping) and 33 (Landscape Management Plan) attached to 12/0546 as amended by 18/0619 and 18/1002 and Schedule 5 Parts 5 (Provision of ANGST Land) and 11 (Provision of Allotments) of the Section 106 agreement dated 17 April 2014 as varied in relation to these phases and also details of the Northern Access Route Road Network including access to Phase 4i (Care Home), Phase 5d (Sports Hub) and Phase 4d (residential parcel).

Approved in September 2023

This application gave consent for development of the land immediately to the north of the application site (phase 4d).

4.0 THE PROPOSAL

- 4.1 The application seeks to change the use of a rectangular area of land measuring approximately 16.4m x 6.6m into an enlarged rear garden area for domestic use for no. 19 Crofters Close. It is also proposed to erect a 1.8m high close boarded fence on the east and north boundaries, of approximately 23m in overall length.
- 4.2 The existing concrete base would be removed and the site would be laid to lawn. Self-seeded conifer trees and other vegetation within the site would also be removed.
- 4.3 In support of the planning application a planning statement and arboricultural report have been submitted. Relevant extracts will be referred to in section 7 of this report.

5.0 CONSULTATION RESPONSES

- 5.1 The following internal consultees were consulted, and their comments are summarised in the table below:

Internal Consultee	Comments received
Arboricultural Officer	No objections raised. Tree protection fencing will not be required, the existing tarmac will have to be taken up as per the AMS and the proposals will bring a positive benefit to the retained trees by increasing both water and oxygen percolation.

Scientific Officer	<p>As a former MoD site, there could be underlying ground contamination issues. Recommend conditions to ensure that the land is suitable for the proposed use, in terms of land contamination.</p> <p>As the garden area would be closer to a planned sports hub, an informative is recommended advising the applicant to consider acoustic fencing.</p>
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6.0 REPRESENTATION

- 6.1 A total of 6 individual letters of notification were sent out on the 22 November 2023 and 4 January 2024. Additionally a site notice was displayed on 10 January 2024. To date, no representations have been received.

7.0 PLANNING CONSIDERATION

- 7.1 This application is considered against advice contained with the National Planning Policy Framework (NPPF) where there is a presumption in favour of sustainable development. Regard will be given to Policies CP1, CP4, CP14A & B, DM4 and DM9, of the adopted Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP).

- 7.2 The main issues to be considered with this application are:
- Principle of the development
 - Impact on the character and appearance of the area
 - Impact on residential amenity
 - Impact on the Thames Basin Heaths Special Protection Area

7.3 Principle of the development

- 7.3.1 Policy DM4 of the CSDMP is relevant as it refers to the replacement, extension or alteration of existing dwellings in the Countryside beyond the Green Belt. This policy supports development that does not have a detrimental impact on rural character through its siting or design. Provided, therefore, that this proposal does not harm the rural character of the area, it can be supported.

7.4 Impact on the character and appearance of the area

- 7.4.1 The proposal would provide the dwelling at 19 Crofters Close with additional garden land changing the use into residential. The existing land was part of a road on a military estate, linking the barracks to Deepcut Bridge Road, however shortly after the development of the Dettingen Estate some 20 years ago, the road was blocked at either end and thereafter became redundant and unsuitable for access. The road has since remained largely intact, other than in areas which have been used by adjacent homeowners for garden extensions. Therefore, whilst in the countryside for policy purposes, it does not contain many of the positive features commonly associated with a countryside designation, such as uneven, open land and layered vegetation.
- 7.4.2 The land falls in the 'sports hub' character area as defined by the Deepcut supplementary planning document (SPD) and forms part of the northern edge of the Dettingen Park estate and the southern edge of phase 4d of the Princess Royal Barracks (PRB) redevelopment. The site is located between two allocated housing sites, and given that it is a small area of the land, the proposed change of use would not conflict with the delivery of development at PRB nor would it have a detrimental impact on the character of the countryside.

- 7.4.3 The land would be enclosed with a close boarded fence, which would be in keeping with existing fences in the area. In light of the surrounding development proposals, the use of such fencing would provide security and privacy and would be acceptable in terms of visual impact.
- 7.4.4 According to the applicant's planning statement the current site is overgrown with piles of mud and self-seeded trees and has attracted fly tipping. In the officer's opinion the removal of the concrete and change of this land to grass would therefore improve the appearance of the site and wider area and be more in keeping with the residential character of the area. Having regard to the site's trees, the submitted Arboricultural Report advises that the 3 trees on site are low quality specimens which would be removed and these currently provide a low amenity value. Two better specimen trees to the north of the site would be retained and the Council's Arboricultural Officer raises no objection, subject to compliance with the AMS, indicating that the removal of the tarmac will bring a positive benefit to the retained trees.
- 7.4.5 The proposal would therefore comply with Policies DM5 and DM9 of the CSDMP.

7.5 Impact of the proposal on neighbour amenity

- 7.5.1 Policy DM9 is relevant as this seeks to protect the amenities of neighbouring properties and uses.
- 7.5.2 It is considered that the use of this land for garden use would not result in adverse overlooking or privacy concerns for the nearest residential properties at no. 20 to the east and no. 18 to the west. The proposed close boarded fence would help to maintain privacy levels. The proposal would also have no adverse residential impact on the PRB redevelopment site to the rear.
- 7.5.3 The proposal would therefore comply with Policy DM9 of the CSDMP.

7.6 Impact the Thames Basin Heaths Special Protection Area

- 7.7.1 Policy CP14 of the CSDMP is relevant. CP14B resists new residential development within 400 metres of the Thames Basin Heaths SPA (TBHSPA). Part of the site is within the 400 metre buffer zone. However, this proposal would not result in a new residential development and so in the officer's opinion would not result in further pressures on the SPA. The proposal therefore complies with the policy.

8.0 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. The proposal is not considered to conflict with this duty.

9.0 CONCLUSION

- 9.1 The proposal to change the use of a section of former military access road to residential garden area and the enclosing of this land with a close boarded fence would have an acceptable impact on the character and appearance of the area and would not adversely impact the amenities of neighbours. It would not harm the integrity of the TBHSPA and would not harm the rural character of the area.

Therefore, the proposal would comply with the relevant policies of the Development Plan and is accordingly recommended for conditional approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

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

- Proposed site plan TQRQM23269130719081
- Location plan TQRQM23269133559067
- Proposed part fence elevation
- Planning Statement Rev A Nov 23
- Arboricultural Report by APArboriculture, dated 23rd October 2023 Ref: APA/AP/2023/139/B

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 fence hereby approved shall be constructed in materials as set out in the materials section of the submitted application form, and in accordance with the approved plans.

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 works hereby approved shall be undertaken in full accordance with the AIA and AMS produced by AP Arboriculture. Hard surfacing within the RPA of G2 must be carried out using hand tools only and under strict arboricultural site supervision. Erection of the boundary fence must also be supervised by the retained arboriculturist.

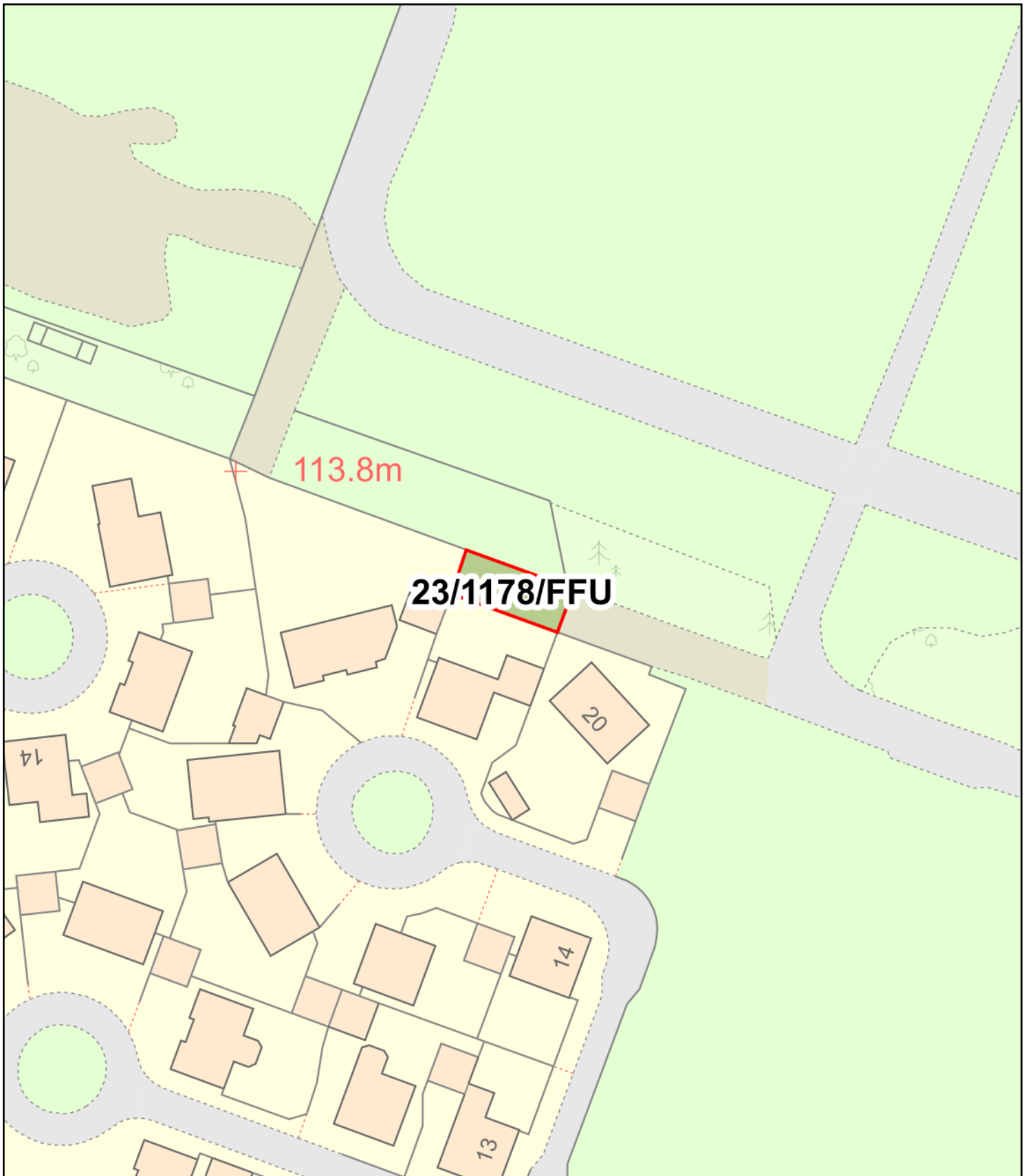
No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such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

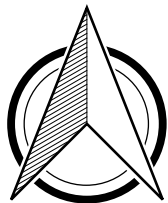

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Informative(s)

1. Access: Where consent is issued it does not grant to the applicant or his agent, the right to carry out work over, or give access to, property, not in their ownership, such access must be with the agreement of the property owner.

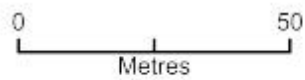
2. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.



Title	23/1178/FFU						
Application Number	23/1178/FFU						
Address	Land To The Rear Of 19 Crofters Close						
Proposal	Proposed change of use of former road to residential garden land (C3) and the erection of a close-boarded fence.						
© Crown copyright and database right. All rights reserved (AC0000812461) 2024		Page 171	0 5 10 15 20 25m				
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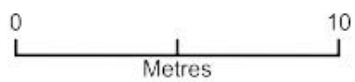
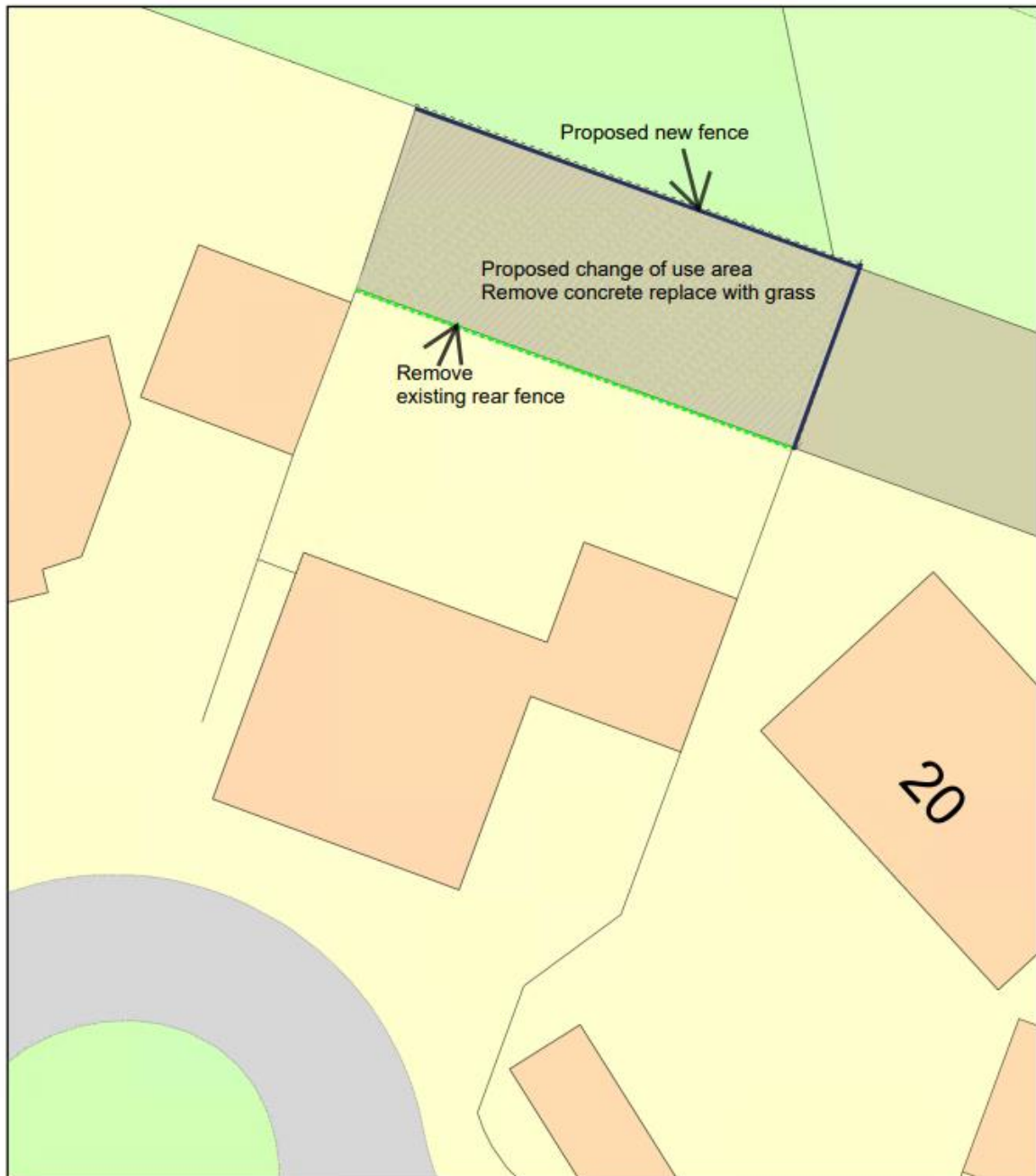
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Location Plan



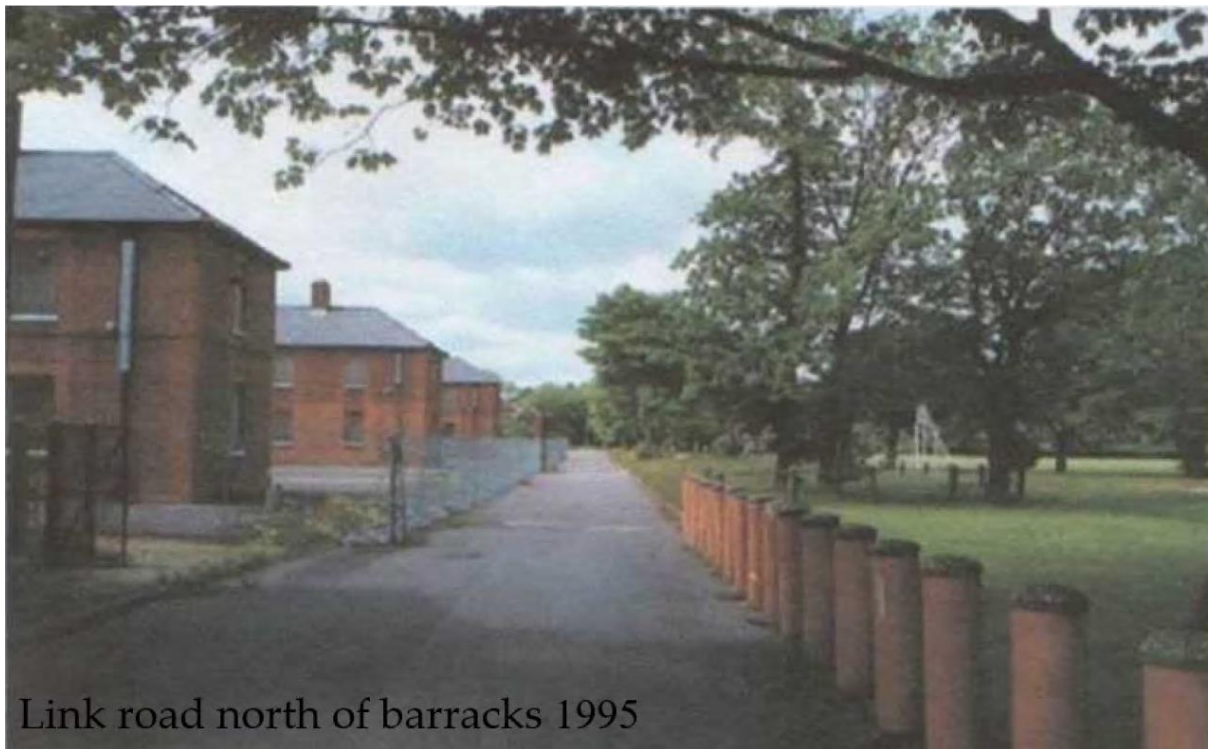
Plan Produced for: 19 Crofters Close

Proposed site plan



Plan Produced for: 19 Crofters Close

Historic photo – road prior to redevelopment of Dettingen Alma barracks into Dettingen Park Estate (1995)



Link road north of barracks 1995

Recent site photo – comparative view



Recent site photo – looking through the site from the east



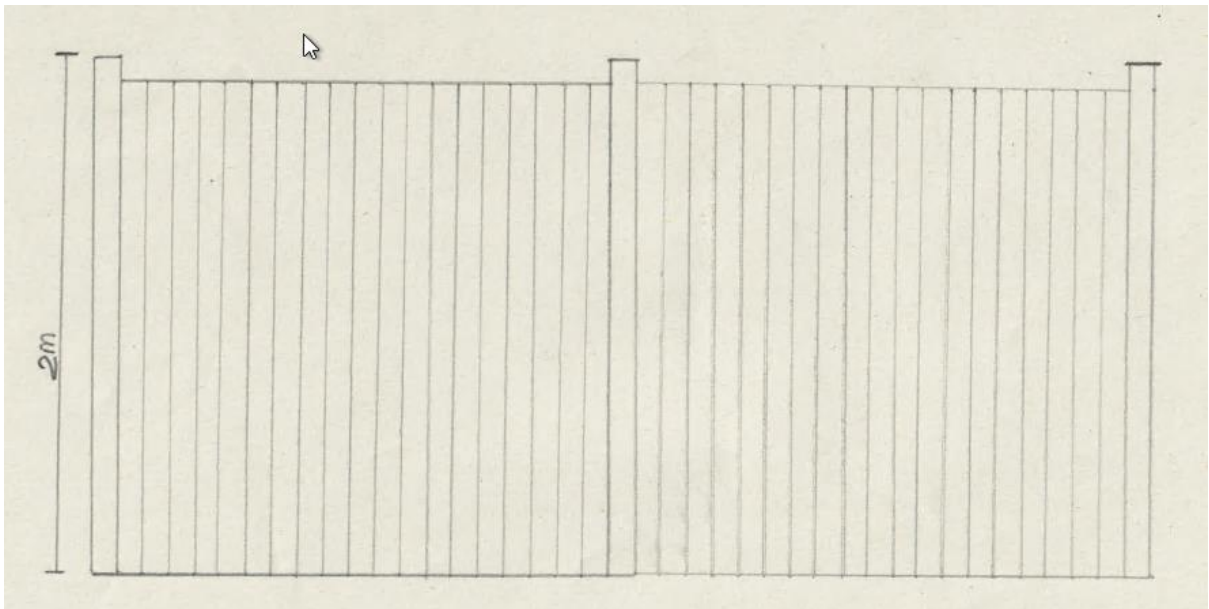
Recent site photo – from the rear showing the existing rear close boarded fence



Recent site photo - from the rear showing adjacent extended gardens



Proposed fence elevations



Recent site photo – showing redevelopment at rear of site

