

LOCATION: GARAGE BLOCK NORTH OF 27 TO 32, EVERGREEN ROAD, FRIMLEY, CAMBERLEY, GU16 8PU

PROPOSAL: Erection of a three storey building comprising 6 x 1 bed affordable flats, with associated parking amenity space, cycle and bin storage, following demolition of existing garages and replacement of one garage for cycle/bin storage and replacement boundary walls. (Additional plans recv'd 06/11/2017). (Amended plan and additional plans recv'd 10/11/2017).

TYPE: Full Planning Application

APPLICANT: Mr J Ali
Accent Housing

OFFICER: Emma Pearman

This application would normally be determined under the Council's Scheme of Delegation, however it is being reported to the Planning Applications Committee at the request of Cllr Edward Hawkins.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application site is an area comprising 15 garages and hardstanding, within the settlement area of Frimley. The proposal, similar to others in the borough, is to demolish the existing garages and erect affordable housing, in this case a three storey building comprising 6 x 1-bed affordable units, with associated parking, amenity areas, bin and cycle storage.
- 1.2 The proposal is considered acceptable, though this is subject a SAMM payment, and an update will be reported to the meeting in this regard. Concern has been raised, as with similar applications for the replacement of garages with affordable housing in the borough, about the impact on parking. Six spaces will be provided which is in line with the County Highway's Parking Standards, and a parking survey has also been provided which suggests that the parking is not at maximum capacity on surrounding roads. County Highways have not objected and it is not considered that it would cause any significant amenity issues in terms of parking. It is therefore considered that permission should be granted, subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site is located on the north-western corner of Evergreen Road within the settlement area of Camberley and Frimley. The site comprises a row of 14 garages and hardstanding, with one single garage on the southern side. The site is bordered by residential properties to all sides although there is a strip of land with mature trees to the northern side with the gardens of properties in Old Pasture Road beyond. There are brick walls and fences on the boundaries of the site with the rear of the garages forming the northern boundary. Surrounding properties in Evergreen Road mostly comprise semi-detached or terraced two storey properties, although adjacent to the site is a large, three-storey block of flats. The site lies within the Post War Council Estates Housing Character Area, as set out in the Western Urban Area Character SPD.

3.0 RELEVANT PLANNING HISTORY

- 3.1 There is no planning history for this particular site. The garages were constructed in the 1960s along with the surrounding flats and houses in Evergreen Road. There have been other similar applications for conversion of garages to affordable housing, as follows:
- 3.2 16/0877 – Garages, Greenlands Road, Camberley – Erection of a pair of semi-detached, three bedroom dwellinghouses with associated parking and access following demolition of existing garages.
Granted 24/07/2017
- 3.3 17/0163 – Garage Block South, Wood Road, Camberley - Erection of one 3 bedroom, two storey affordable dwelling with associated parking and garden area, following demolition of existing garages.
Refused 30/6/2017
- 3.4 *17/0718 – Garage Block East, Wood Road, Camberley - Erection of 2 x two bedroom affordable houses and 2 x three bedroom affordable houses, with associated parking and garden areas, following demolition of existing garages.
Granted 25/10/2017*
- 3.5 *17/0719 – Garages at Windsor Court Road, Chobham – Erection of 2 No. semi-detached 2 storey, three bedroom houses, 2 No. semi-detached one bedroom bungalows, and single storey extension to provide 1 No. one bedroom ground floor flat with associated car parking and landscaping, following the demolition of existing garages.
Granted 22/11/2017*

4.0 THE PROPOSAL

- 4.1 The proposal is for the erection of a three storey building comprising 6 x 1 bed affordable flats, with associated parking amenity space, cycle and bin storage, following demolition of existing garages, and replacement of one garage for cycle/bin storage and replacement boundary walls. The building would be 15m approx. in width and a maximum of 11m in depth. It would have an eaves height of 7.8m and ridge height of 10.6m with a pitched roof. There would be two 1-bedroom flats on each floor. Two of the flats would have balconies and there would also be a shared amenity space on the ground floor.
- 4.2 There would be a large bin store constructed for the existing at 21-32 Evergreen Road, on the western boundary of the site. This would be 7.7m in width and 5.1m in depth with a flat roof of 2.3m in height approx.. There would be another bin and bike store constructed in place of the single garage on the southern side of the site. This would be 5.8m in depth and 3.7m in width, with a flat roof of 2.7m in height. There would be six parking spaces, accessed via the existing access to the site. There would be replacement brick walls on the boundaries following demolition of the garages.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority No objection, subject to conditions.
- 5.2 Head of Environmental Services No objection.
- 5.3 Housing Services Manager Supports the provision of affordable housing and notes that there are 157 single person and couple households on the Council's Housing Register and as such there is an identified need for this type of affordable housing.
- 5.4 Council's Arboricultural Consultant No objection, subject to condition.
- 5.5 Surrey Wildlife Trust No objection, subject to condition.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 7 letters of objection have been received and one comment. The issues raised are as follows:

Character and trees [see section 7.4]

- May cause damage to existing trees
- Tree T5 has a larger diameter than the report suggests [*Officer comment: Applicant's Arboriculturalist has responded to this but it is still acceptable in terms of intrusion into root protection area*]
- Not clear how much Tree G1 will be pruned as it provides screening and visual amenity along with T1 and T2 [*Officer comment: Applicant's Arboriculturalist has stated that pruning is already required due to branches damaging garages, and the amenity impact is judged to be small. Trees are not protected and can be pruned in any case without permission.*]
- Too large a building on a small plot.
- Bin store should be made of brick.
- Metal roof of bin store will add to reflected light.

Amenity [see section 7.5]

- Will impact on privacy to dwellings in Hawthorn Road
- Will affect sunlight to properties in Hawthorn Road
- Boundary walls are insufficient height
- Bin store is too close to 33 Evergreen Road and rubbish gets blown about
- Bin store could become a magnet for anti-social behaviour and neighbour's son has autism and is sensitive to loud noises and voices
- Overshadowing of gardens in Old Pasture Road
- Will cause additional noise and air pollution.

Highways/Parking [see section 7.6]

- Will add more traffic to area on already congested roads, cars from the garages will park on the roads
- Parking is particularly problematic during school pick up and drop off times
- Where would visitors park
- Children's playground nearby and cars parked block safe crossing
- Evergreen Road already hugely overdeveloped with Heather Mead and Heathercot Yard
- Evenings and weekends particularly there are parking issues and there is no parking for the existing flats

- It is difficult for people to walk down the pavements as it is given the parking on pavements and will cause safety issues with children playing.

Ecology [see section 7.7]

- Ecological appraisal does not consider foxes *[Officer comment: It only needs to consider the impact on protected species and foxes are not protected]*
- Ecological report did not investigate rear of garages or internal area
- Construction work should be undertaken outside bird breeding season *[Officer comment: An informative can be added]*
- No details of lighting and would object to further street lights/lighting may affect bats.

Other

- Lack of information/consultation provided by Accent, some properties not notified *[Officer comment: Noted but there is no requirement for the applicant to consult prior to submitting an application.]*
- Will impact quality of life during construction and property value *[Officer comment: Not planning considerations.]*
- Should have consulted more widely on proposals and Heathercot Yard proposals *[Officer comment: Normally only adjoining properties are consulted which is in line with Government Guidance. For this application this was widened to include 18 properties close to the site, however the Local Planning Authority has to be consistent in dealing with applications and a line has to be drawn.]*
- No party wall agreement to rear of neighbouring property *[Officer comment: This is a private issue not a planning consideration.]*
- No access will be given to rear of neighbouring property *[Officer comment: This is a private issue not a planning consideration.]*
- Concerned about maintenance of trees *[Officer comment: This is a private issue not a planning consideration.]*
- Further affordable flats should be in Deepcut *[Officer comment: Proposals are determined on their own merits and housing is required in all areas of the borough.]*
- Will hamper ability to maintain hedges and trees *[Officer comment: This is a private issue not a planning considerations.]*

7.0 PLANNING CONSIDERATION

- 7.1 The application proposed is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012, and in this

case the relevant policies are CP1, CP2, CP5, CP6, CP11, CP12, CP14A, CP14B, DM9 and DM11. It will also be considered against the Guiding Principles of the Post War Council Estates as set out in the Western Urban Area Character SPD, the Surrey Heath Residential Design Guide 2017 (RDG) and the National Planning Policy Framework (NPPF).

7.2 The main issues to be considered are:

- Principle of the development;
- Impact on character;
- Residential amenity;
- Highways, parking and access;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths SPA;
- Ecology.

7.3 Principle of the development

7.3.1 Policy CP1 states that new development will largely come forward through redevelopment of previously developed land in the western part of the borough and states that Frimley is a sustainable location but with limited potential for housing growth. The NPPF seeks to deliver a wide choice of high quality homes and to significantly boost the supply of housing, and at present Surrey Heath does not have a five year housing land supply (3.95 years' worth is the current estimate). Policy CP5 seeks a target of 35% affordable housing and the Council is not currently meeting this target and Policy CP6 seeks a mix of dwelling sizes.

7.3.2 This proposal would contribute six 1-bedroom dwellings to the supply, and there is a clear need for affordable housing of this size in the borough as outlined by the Housing Services Manager and as such no objection is raised to the housing mix. The site is in a sustainable location in the settlement area and would comprise the redevelopment of land in the western part of the borough, in line with Policy CP1. As such, there is no objection to the principle of the redevelopment of this site for housing.

7.4 Character of the area

7.4.1 Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 58 goes on to say that planning decisions should aim to ensure that developments respond to local character and history, reflect the identity of local surroundings and materials, and are visually attractive as a result of good architecture. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density, and that high quality hard and soft landscaping should be provided. Policy CP2 requires development to respect and enhance the character and quality of the area.

- 7.4.2 The Guiding Principles of the Post War Council Estates state that red brick materials and designs that reflect the simple post-war architecture should be continued, the provision of space to retain mature trees and vegetation, and development should reflect original ridgeline heights and building lines. Principle 6.6 of the RDG states that new residential development should respond to the size, shape and rhythm of surrounding plots, Principle 6.7 states that parking should be softened by landscaping, Principle 7.4 that new residential development should reflect the spacing, heights and building footprints of existing buildings. Principle 6.9 states that car parking courts should be enclosed with landscaping and not be dominant in the street scene.
- 7.4.3 The proposed building has been designed to reflect the neighbouring flats at 27-32 Evergreen Road, and would have the same eaves and ridge height, and gabled ended roof. Red brick materials would be used to reflect the character of the area with some timber cladding. The eastern (front) elevation of the building would be in line with the front of these adjacent flats also. While most of Evergreen Road comprises semi-detached and terraced dwellings, given the existing flats which the development would reflect, it is not considered that the proposal would be harmful in character terms, and the garages to be removed do not contribute positively to the character of the area. The building is not considered to be too large for the plot and there is sufficient space between the proposal and neighbouring buildings so as not to appear cramped, and for amenity space. It is considered that the car parking area could provide a small amount of soft landscaping to enhance its appearance and this can be requested by condition with the full landscaping scheme.
- 7.4.4 Principle 9.2 of the RDG states that new residential development shall be provided with space for storage of cycles and bins in a manner that functions well and does not compromise the visual amenities of the building and street scene. The proposed bin store to serve the existing flats at 21-32 would be part brick and part timber with a metal roof and would be set back in the corner of the car park and as such is not considered to be significantly harmful in character terms given the location. The applicant states that it has been located here in order to be easily accessible for collection. The new flats would be served by a bin store which will replace the single garage on the southern side of the site. As such its location would be out of sight from the street scene and it is not considered to appear harmful in character terms, taking into account the appearance of the existing garage.
- 7.4.5 There are a number of mature trees in the area outside the site to the north, between the boundary of the site and the rear of the gardens in Old Pasture Road. A tree report has been provided by the applicant which has been reviewed by the Arboricultural Officer, who has not objected, subject to condition. No trees are proposed to be removed as a result of the development but some will have to be pruned. It is not considered that this would cause any harm to the visual amenities of the area. Concern has been raised about the impact on trees but given the advice of the Council's Arboricultural Officer it is not considered that there would be any significant impact on the surrounding trees other than some pruning.

7.4.6 The proposal is therefore considered to be acceptable in terms of its impact on character and in line with the relevant policies in this regard.

7.5 Residential amenity

7.5.1 Paragraph 17 of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form. Principle 8.1 of the RDG states that new development should be provided with a degree of privacy and respect that of neighbouring properties, Principle 8.2 states that all habitable rooms should maintain one main window with adequate outlook, Principle 8.3 states that good quality daylight and sunlight should be provided, and Principle 8.6 states that flatted developments will be expected to provide outdoor amenity space for each unit.

7.5.2 The nearest dwellings to the site are the flats at 27-32 Evergreen Road. The front and rear building line would be in line with this building at the nearest part however, and where it extends further to the front and rear of the building at the northern end, it would not be close enough to cause any significant overbearing or overshadowing issues. The only windows on the southern side elevation would all be obscure glazed. The balconies on the eastern front elevation would have views of the front of these dwellings only which is already visible to the street.

7.5.3 No. 33 Evergreen Road is adjacent to the eastern boundary of the site. The front elevation of the flats would face the side of this property, however the bin store and the garage of this neighbour would prevent any significant views of the rear garden. The nearest elevation of the building with bedroom windows would be 17m from the side boundary of this neighbour and over 20m from the most used garden area behind the neighbour's garage, and 22m from the building itself. The balconies would be over 25m from the side elevation of the neighbouring property. Given this separation distance, it is not considered that any significant overlooking impacts would result, nor any significant overbearing or overshadowing issues. The proposed bin store for the existing flats is proposed on the boundary of this property, with a 1.8m brick wall behind. Given its height and the position of the neighbour's garage it is not considered that any significant overbearing or overshadowing issues would result.

7.5.4 Concern has been raised about the bin store in terms its location, of rubbish being strewn about and anti-social behaviour. It is not considered that a bin store is likely to attract anti-social behaviour and it would be overlooked by the existing and proposed flats providing surveillance. The bins would be contained within the building and as such it is less likely that animals can enter and that rubbish can be strewn about than with bins that are not within a building, as is the current situation where bins are left within the garage court. It has been placed in this location so that it is easily accessed for collection and it is noted that there is no other suitable location on the site. The applicant has confirmed that it will have a concrete floor and part brick, part timber walls with a solid timber door to avoid vermin issues and Accent will carry out cleaning of the building on a regular basis. It is not considered

likely to cause significant amenity issues and it is noted that bins could be left in this area in any case without the store being there, and this would not require permission and may lead to worse odour and rubbish issues. As such no objection is raised in this regard. It is not considered that its metal roof is likely to cause any significant light reflection issues as has been suggested and a condition is imposed for materials to be agreed prior to commencement.

- 7.5.5 The building would be 10m approx. from the western boundary with the rear gardens of properties on Hawthorn Road. The rear elevations of these properties are a further 16m approx. from the rear boundary. There will be windows on the rear (western) elevation of the building facing the rear of these properties, however this is very similar to the existing situation with the flats at 27-32 Evergreen Road and the properties in Hawthorn Road to the rear. Given the separation distance of over 25m it is not considered that there would be any significant overlooking issues. It is also noted that there are some evergreen trees on this boundary which assist with screening. The garage wall on the rear boundary of number 9 will be replaced with a 2.3m wall as set out on the site plan.
- 7.5.6 The properties in Old Pasture Road are well over 30m from the boundary of the site with a strip of land with mature trees in between. All the windows on the northern elevation are proposed to be obscure glazed. Given the separation distance and intervening trees it is not considered that any significant overbearing, overshadowing or overlooking issues would result. Concern has been raised about the 2.3m and 1.8m wall on the northern boundary to replace the garages not being high enough. The existing garages are 2.7m in height approx. so the wall would not be significantly lower, and 2.3m is particularly high already for a wall in a residential area. The wall would form the boundary of the land to the rear and not a garden boundary in any case and it is not considered given its height that there is any need for it to be raised. The 1.8m wall would be the same as that existing. Concern has been raised about noise and air pollution, however, it is not considered that six flats would cause any significant effects in this regard.
- 7.5.7 The primary living areas of the new flats would have sufficient access to daylight and sunlight, and all would be dual aspect. Two upper floor flats would have balconies which comply with Principle 8.6 in terms of their size. The two ground floor flats would also have private rear gardens which also comply with Principle 8.6 in terms of their size and layout. The remaining two flats have not been provided with balconies due to potential conflict with overlooking, however communal, private amenity space would be provided of 62m² approx and as such the amenity space provision is considered to be acceptable.
- 7.5.8 It is therefore considered that the proposal will provide a sufficient standard of amenity for future occupiers, and will not compromise the amenities of any other neighbouring property to an unacceptable degree. It is therefore considered to be in line with the relevant policies in this regard.

7.6 Highways, Parking and Access

- 7.6.1 Paragraph 32 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can

be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 requires all new development to be appropriately located in relation to public transport and comply with the Council's car parking standards.

- 7.6.2 The proposal would provide six parking spaces which is in line with the County Highway's parking standards, and would use the existing access. As established with similar applications for the removal of housing association owned garages in the borough, the garages are too small for most modern cars and as such are unlikely to store cars. Eleven of the garages are rented out and 4 of these are rented by occupiers further away than Evergreen Road. The County Highway Authority has estimated that if they are used for parking a vehicle (which is unlikely given their size) then guidance shows that 44% garages are used for vehicle storage which would displace 5 cars onto the roads (of which some would be displaced further afield). The County Highway Authority have not raised any highway safety issues.
- 7.6.3 Concern has also been raised about the lack of visitor parking and the lack of parking in Evergreen Road, particularly at evenings, weekends and school pick up times, and the nearby proposal for 10 dwellings at Heathercot Yard. The County Highway Authority have commented that the overnight parking survey covering four roads within the vicinity of the site (Evergreen Road, Heather Mead, Heather Mead Court, Hawthorn Road) established that the parking is within maximum capacity. The parking survey found 132 unrestricted spaces within the area and over two nights an average of 75 (57%) of these spaces were occupied leaving 57 out of 132 spaces free. This was rated as low parking stress by the report. It is noted that the situation is worse at school pick up and drop off times, however, these are for short periods and not all of the cars parked overnight would be present at these times. The County Highway Authority has stated that neither this development nor Heathercot Yard should exacerbate the parking situation at school pick up/drop off times. While the concerns of residents are noted and not disputed, given the above information regarding parking capacity, and advice from the County Highway Authority, it is not considered that the proposal would cause any significant amenity impacts in terms of parking.
- 7.6.4 The County Highway Authority has requested conditions in respect of space being laid out for parking prior to occupation, parking for at least six bikes as proposed, charging sockets for at least two spaces and a Construction Transport Management plan. It is therefore considered that the proposal is acceptable in this regard, subject to conditions.

7.7 Impact on Infrastructure

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

7.7.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. This development would be exempt from CIL given that it is for affordable units as long as the applicant complies with the relevant CIL legislation in this regard. An informative would be added in this regard.

7.8 Impact on the Thames Basin Heaths SPA

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

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

7.8.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and depends on the sizes of the units proposed. This proposal is liable for a SAMM payment of £2208 which has not yet been paid but the applicant has confirmed they intend to pay shortly. An update will be provided to Committee in this regard.

7.8.4 It is therefore considered that the proposal complies with Policy CP14B and Policy NRM6, and the Thames Basin Heaths SPD.

7.9 Ecology

7.9.1 Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising the impacts on biodiversity and providing net gains in biodiversity where possible. Policy CP14A states that the Borough Council will seek to conserve and enhance biodiversity within Surrey Heath and development that results in harm to or loss of features of interest for biodiversity will not be permitted. The applicant has provided an Ecological Appraisal which concludes that the site has limited potential to support bats although the trees to the rear have potential to

support bats and birds. No external lighting is recommended. Surrey Wildlife Trust has not objected, subject to a condition to ensure that the biodiversity enhancements recommended in the report are implemented. The proposal is therefore considered acceptable in this respect.

8.0 CONCLUSION

- 8.1 The proposal for the redevelopment of this site for 6 x 1-bed affordable flats is considered to be acceptable in all regards, subject to conditions and in line with the relevant policies. It is therefore considered that permission can be granted.

9.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:

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

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. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the

Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. 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.

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

- First and Second Floor Plans 2003 received 18.10.17
- South and East Elevations 3001 received 18.10.17
- Location Plan 1001 received 18.10.17
- North and West Elevations 3002 received 18.10.17
- Proposed Bin Store Plans 3004 received 06.11.17
- Amended Proposed Site Plan 2001 Rev E received 10.11.17
- Amended Ground Floor Plan 2002 Rev E received 10.11.17
- Proposed Bin and Bike Store Plans 3006 received 10.11.17

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

4. No external lighting shall be installed on the site, without the details having first been submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development does not harm protected species nor cause adverse impacts on neighbouring amenity, in line with Policies CP14A and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. Prior to commencement of development, full details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should include an indication of all level alterations, hard surfaces, walls, fences, access features, any existing trees and hedges to be retained, together with the new planting to be carried out. All plant material shall conform to BS3936 Part 1: Nursery stock specification for trees and shrubs. Proposed planting should comprise mainly native species of local provenance as set out in paragraphs 6.3.1 and 6.3.3 of the submitted Preliminary Ecological Appraisal dated October 2017. Any trees or plants, which within a period of five years of commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased shall be replaced as soon as practicable with others of similar size and species. The planting shall be carried out after completion of the building programme and prior to first occupation and shall be carried out fully in accordance with the approved details.

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

6. Prior to occupation of the development, bat tubes and bird boxes shall be erected on the site in accordance with paragraphs 6.3.2 and 6.3.3 of the submitted Preliminary Ecological Appraisal dated October 2017. These shall be retained and maintained for their designated purpose in perpetuity or if necessary replaced with similar boxes/tubes.

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

7. Prior to commencement of development, details of the proposed two sheds in the rear gardens shall be submitted to and approved in writing by the Local Planning Authority. The details shall include elevations, floorplans and materials.

Reason: In the interests of protecting character and amenity, in line with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. The development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with the approved plans for 6 vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning area shall be retained and maintained for their designated purpose.

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

9. The development hereby approved shall not be occupied unless and until the secure parking of a minimum of six bicycles within the development site have been provided in accordance with the approved plans, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

10. The development hereby approved shall not be occupied unless and until at least two 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 that has been submitted to and approved in writing by the Local Planning Authority.

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

11. No development shall commence until a Construction Transport Management Plan, to include details of:
 - a) parking for vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) measures to prevent the deposit of materials on the highway

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

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

12. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Report prepared by Alderwood Consulting Limited [Jonathan Fulcher] and dated 11 October 2017. No development shall commence until digital photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of any facilitation tree works and the physical tree and ground protection measures having been implemented and maintained in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

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

13. Before first occupation of the development hereby approved the windows marked obscure glazed on the approved plans under Condition 3 shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times.

Reason: In the interests of the amenities enjoyed by neighbouring residents and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Surrey Heath Residential Design Guide SPD 2017 and the National Planning Policy Framework.

Informative(s)

1. Condition 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. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
2. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
3. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority (0300 200 1003) before any works are carried out on any footway, footpath, carriageway or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131,148,149).
6. 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.
7. The applicant is reminded of the affordable housing declaration on the completed CIL Exemption Claim form. The Planning Authority will notify you in writing as soon as practicable, confirming the amount of exemption granted. Before commencing the development, you must submit a CIL Commencement Notice to the Planning Authority. This must state the date on which the development will commence, and the Planning Authority must receive it on or before that date. Failure to submit the Commencement Notice in time will immediately mean the development is liable for the full levy charge.

8. The applicant is reminded that all species of wild birds and their nests are protected under Section 1 of the Wildlife and Countryside Act 1981 (as amended) and therefore in order to avoid contravention of current legislation, site clearance and demolition works should be timed to avoid the main bird nesting season, which in general runs from March to August. If this is not possible, a check should be carried out prior to works being commenced to ensure there are no active nests present.
9. Building Regs consent req'd DF5
10. Decision Notice to be kept DS1