

**LOCATION:** VICTORIA COURT, 407-409 LONDON ROAD AND 9-13A VICTORIA AVENUE, CAMBERLEY, GU15 3HL

**PROPOSAL:** Erection of two buildings with one up to five stories (with further roof space and basement accommodation) and one up to four stories (with further roof space accommodation), to comprise 45 x one bed units, 37 x two bed units and 2 x three bed units with part ground floor commercial users and associated parking, landscaping and access. All following demolition of the 5 storey, 2 storey and single storey existing buildings across the site (Additional information rec'd 03/06/2019). (Amended document rec'd 20.06.2019). (Amended plans and additional information rec'd 10/10/2019.)

**TYPE:** Full Planning Application

**APPLICANT:** Dartford Warbler Ltd

**OFFICER:** Mr N Praise

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

#### 1.0 SUMMARY

- 1.1 Permission is sought for a total of 84 flats comprising the erection of two buildings with one up to five stories (with further roof space and basement accommodation) and one up to four stories (with further roof space accommodation). There would be 45 x one bed units, 37 x two bed units and 2 x three bed units with part ground floor commercial users (commercial / community uses) and associated parking, landscaping and access. This would be following demolition of the 5 storey, 2 storey and single storey existing buildings across the site.
- 1.2 The principle of residential development in this sustainable location is supported given its location and the demonstrated need for residential accommodation of this type. This application has been subject to extensive discussions between officers and the applicants and has also been the subject of detailed consideration by the Council's own Urban Design Consultant and two Design Review Panels. The design, scale, density, layout and spacing is considered to be appropriate for this location, particularly recognising the importance of the site as one of the main entrances to the town centre from the west of the town. The amenity of surrounding neighbours and future occupiers are considered acceptable and the parking and highway arrangements are also considered acceptable.
- 1.3 This proposal would support the regeneration of this part and the wider London Road also providing a more coherent, safer and more pleasant street environment while contributing toward the wider regeneration aspirations along the London Road frontage. Therefore and subject to a SAMM payments, the application is recommended for approval.

## 2.0 SITE DESCRIPTION

- 2.1 This 0.3 hectare site is located to the southern side of London Road at the prominent corner with Victoria Avenue and the A30 / London Road. The A30 is one of the major east / west routes through the borough when travelling by foot or by vehicle. The application site also shares boundaries with Victoria Avenue to the west of the application site and Sullivan Road to the south of the application site. These roads comprises a mix of commercial and residential uses.
- 2.2 To the northern most of the application site lies Victoria Court, a vacant, flat roof 5 storey residential block of buff brick and render construction with retail and professional service uses on the ground floor. To the immediate south of Victoria Court there are garages and parking areas and to the far south of the application site a collection of commercial buildings known as 13 and 13a Victoria Avenue which comprise light industrial uses with fencing and other ad hoc signage. Between Victoria Court and 13 and 13a Victoria Avenue are two semi-detached dwellings (9 and 11 Victoria Avenue) one of white painted brick and the other of red brick, both have tiled roofs. The remainder of the site comprises parking and circulation areas are primarily laid to hardstanding with sporadic landscaping to the boundaries.
- 2.3 The proposal is directly opposite (to the north across the A30) the Royal Military Academy Sandhurst. To the east of the application site lies a 5 storey office building (403 London Road) of glazing and red brick construction and the Sullivan Road surface car parks. To the south Sullivan Road and residential dwellings of Dashwood Close featuring redbrick and tile sit beyond. Further south along Victoria Avenue red brick gable fronted dwellings exist along the east side of Victoria Avenue and lighter render gable fronted properties feature more prominently to the west side of Victoria Avenue. Directly to the west of the application site primarily commercial and some residential properties exist along Victoria Avenue and these buildings vary much more in materials and design.
- 2.4 The existing red line site is loosely rectangular in shape and measures approximately 36m wide and approximately 88m deep. The land is generally level from east to west but does drop to the south. Victoria Court is a five storey building to a maximum height of approximately 14.1m. It also measures a footprint of approximately 24.5m deep and 24.1m wide. Nos. 9 and 11 Victoria Avenue, as a semi-detached pair of two storey dwellings, extend to a maximum height of approximately 8.2m, 8.4m in depth and 11.1m in width. The remaining structures are single storey measuring up to 4m in height. Surrounding building heights vary from the two storey domestic scale to the south, no 1 Dashwood Close measuring approximately 9.1m to the ridge and west, 411 – 413 London Road reaching approximately 9.4m to the ridge. Finally 403 London Road to the east measures an approximate average height of 14.3m in height but also reaching 17.6m at its highest points.
- 2.5 Currently vehicular access is achieved from several points off Victoria Avenue into the west side of the site and there is also a vehicular access point from Sullivan Road to the south of the site. The site has good public transport accessibility, being near a number of bus stops including one directly in front of it on the London Road, it is also within walking distance of Camberley Railway Station (1 mile by road / pavement). In addition, the various retail and leisure uses found within Camberley Town Centre are all within walking distance of the site.

### 3.0 RELEVANT PLANNING HISTORY

- 3.1 SU/89/1005 Erection of a fifth floor extension to create a six storey building with associated garages and parking spaces - approved 09/11/89 – not implemented
- 3.2 SU/00/0808 - At the Kings Arms Public House site only (407 London Road) - Erection of three detached buildings incorporating a total of 22 two-bedroom flats. *Refused 15/02/2001 as this proposal was considered to be:*
- *Detrimental to the character and appearance of the area,*
  - *The development would result in a loss of privacy and have an overbearing effect on the occupiers of Nos. 9 & 11 Victoria Avenue,*
  - *The development provided inappropriate amenity space, and*
  - *Inadequate car parking*
- 3.3 SU/02/0620 Change of use from bank to, 2 (no) two bedroom flats – approved 09/08/2002 – not implemented

#### 3.4 Relevant application history

The application has been subject to detailed pre-application feedback both with planning officers and the Design Review Panel (DRP) with the first DRP taking place on the 31<sup>st</sup> July 2018. Subsequent to this and after further discussions and revisions, the scheme was considered at a second DRP on the 17<sup>th</sup> July 2019. The current scheme before the LPA is a product of the Urban Design Consultant's and planning officer's advice as well as the comments as received from the DRP. Where relevant the report below will draw on the comments and conclusions of the DRP.

### 4.0 THE PROPOSAL

- 4.1 Permission is sought for the erection of two buildings with one up to five stories (with further roof space and basement accommodation) and one up to four stories (with further roof space accommodation), to comprise 45 x one bed units, 37 x two bed units and 2 x three bed units with part ground floor commercial users (commercial / community uses) and associated parking, landscaping and access. This would be following demolition of the 5 storey, 2 storey and single storey existing buildings across the site.
- 4.2 The two buildings would therefore provide 84 residential units and 152 sqm of ground floor flexible floor space, which could be Class B1 (Offices) and / or Class D1 / D2 commercial floor space. The proposed buildings would be contemporary in design with materials to include contrasting bricks which respond to the local brick vernacular (to be agreed via condition). The proposed northern building is L shaped and would front London Road and Victoria Avenue at the corner junction of these roads, reaching a maximum apex height of 21.75m (approximately 16m at the eaves). As the northern building heads south it reduces in scale to approximately 20.25m at the roof apex (approximately 12m at the eaves). The southern building is squarer in form fronting Victoria Court and Sullivan Road.

At its northerly side, the southern building reaches 4 stories in height to a maximum of 17.5m (approximately 12m at the eaves) reducing to approximately 9.75m at its most southerly point. Three dimensional artist impressions and street scene elevations have also been provided with the submission to illustrate how the building would appear.

- 4.3 External balconies or private terrace areas are proposed as well as communal landscaped garden areas which will include seating areas, children's play space and planting. The northern building would have a maximum width of approx. 33.1m and maximum depth of approx. 48m. The southern building would have a maximum width of approx. 24.6m and maximum depth of approx. 23.5m. In addition bin stores will be incorporated within the main building.
- 4.4 The principal vehicular access is proposed from west of the site onto Victoria Avenue. This access and egress would sit at the lowest level (lower ground floor) and would lead from the highway to a part underground carpark for 69 vehicles to include 4 disabled spaces and 16 electric vehicle charging points. Five further 'surface' parking spaces are provided to the south west and southern sides of the site with one of these spaces designated for car club parking (total 74 parking spaces). Secure cycle parking for 102 bicycles is also provided on the ground floor.
- 4.5 Following the demolition of the existing buildings, there would be a reduction of approximately 75 sqm of retail floor space, 75 sqm of financial / professional floor space. The light industry to the rear would also result in a reduction of approximately 140sqm of floor space. The gross / net losses of commercial floor space is discussed in more detail below at paragraph 7.2.
- 4.6 The following documents have been submitted in support of the application of which relevant extracts will be referred to in section 7 of this report:
  - Air Quality Assessment & Demolition Report
  - Design & Access Statement
  - Energy Statement
  - Viability Appraisal
  - Landscape Statement
  - Noise Impact Assessment
  - Planning & Heritage Statement
  - Contaminated Land Report
  - Statement Of Community Involvement
  - Transport & Parking Assessment
  - Travel Plan
  - Utility & Drainage Statement
  - Extended Phase 1 Habitat Survey

- Drainage Report

## 5.0 CONSULTATION RESPONSES

5.1	Environmental Health Officer (EHO)	No objections subject to condition
5.2	Surrey County Council Highway Authority (CHA)	No objections, in respect to parking provision, access or servicing, subject to conditions and informatives <i>[See Paragraph 7.5 below, for a copy of the comments see Annex A ]</i>
5.3	Surrey Heath's Viability Consultant	Comments <i>[See Paragraph 7.8]</i>
5.4	Surrey Heath's Arboricultural Officer	No objections
5.5	Surrey Wildlife Trust	No objections subject to condition
5.6	Surrey County Council Archaeology Officer	No objections
5.7	Thames Water	No objections subject to conditions to agree foul water and surface water details and informatives.
5.8	Surrey County Council Lead Local Flood Authority (LLFA)	No objections subject to conditions and informatives.
5.9	Surrey Heath's Scientific Officer:	No objections subject to condition
5.10	Surrey Police (Crime Prevention)	Recommends Secured by Design accreditation. To be included as an informative.
5.11	Surrey Heath's Urban Design Consultant (UDC)	No objections subject to conditions
5.12	Surrey Heath's Conservation Advisor	No objections
5.13	Surrey Heath's Housing Services Manager	No objections

## 6.0 REPRESENTATION

- 6.1 At the time of preparation of this report, 5 representations of objection and 1 letter of support has been received. The letters of objection raise the following concerns:
- Negative impact upon the safe flow of traffic *[Officer comment: see paragraph 7.5 below]*
  - Height is out of keeping with the surrounding properties *[Officer comment: see paragraph 7.3 below]*
  - Proposal does not respect the established character of the area *[Officer comment: see paragraph 7.3 below]*
  - Loss of Privacy *[Officer comment: see paragraph 7.4 below]*

- Overbearing to neighbours [*Officer comment: see paragraph 7.4 below*]
- Noise and disturbance [*Officer comment: The Environmental Health Officer raises no objections to the proposal and any future potential noise or disturbance is controlled under other Environmental Health Legislation*]
- Negative impact upon the heritage assets at the Royal Military Academy Sandhurst [*Officer comment: see paragraph 7.3 below*]
- Loss of view [*Officer comment: not a material planning consideration*]

## **7.0 PLANNING CONSIDERATIONS**

7.1.1 The application site sits within the settlement area of Camberley and as such the application proposed is therefore considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), and in this case the relevant policies are CP1, CP2, CP3, CP5, CP6, CP8, CP10, CP11, CP14, DM7, DM8, DM9, DM10, DM11, DM13 and DM17. It will also be considered against the Western Urban Area Character SPD 2012 (WUAC), the Residential Design Guide Supplementary Planning Document (RDG) SPD 2017, and the National Planning Policy Framework (NPPF), the associated Planning Practice Guidance (PPG) and the National Design Guide (NDG). The Infrastructure Delivery Supplementary Planning Document (2014), Thames Basin Heaths SPA Avoidance Strategy (2019) and saved Policy NRM6 of the South East Plan are also material considerations in this application. Finally regard is also given to the Interim Procedure Guidance Note for Affordable Housing 2012.

7.1.2 The main planning issues, therefore, in the determination of this application are:

- The principle of the development;
- Impact on the appearance and character of the townscape;
- The impact on amenities of neighbouring properties and future occupiers;
- The impact on highway safety, capacity and parking;
- The impact on local infrastructure;
- The impact on Thames Basin Heaths SPA;
- Affordable housing and housing mix, and:
- Other matters

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

7.2.1 The application site is identified in the Council's own Strategic Land Availability Assessment 2017 (SLAA) as suitable for development. The SLAA identifies parcels of land and assesses their suitability, availability and viability for residential, economic and other uses to meet Surrey Heath's needs over a 15 year period. The application site is recognised as being a sustainable location, and the SLAA notes the site is considered to be suitable for development, being situated in a location where the principle of such

development is acceptable and where there are no other notable constraints that would inhibit the delivery of the site for residential uses with some other commercial, leisure, community uses.

- 7.2.2 The application site does not lie within a designated primary or secondary shopping frontage and therefore the existing (to be lost) A1 Retail and A2 Professional / Financial uses on the ground floor of Victoria Court are considered to be more appropriately sited within primary or secondary shopping frontages of the Town Centre itself which has floor space vacancies to accommodate these displaced uses. These units have also been vacant for some time and accordingly no objections are raised on these grounds.
- 7.2.3 In respect of the existing business (B1) floor space, flexible B1 (office) / D1 / D2 commercial floor space is proposed on the ground floor of the northern buildings and this is of a similar floor space to that which is to be removed as part of the current proposal. Therefore no significant employment floor space will be lost. The current B1 uses are also light industrial and given light industrial uses are better suited to industrial / business parks, rather than within close proximity to residential areas, no objections are therefore raised on these grounds.
- 7.2.4 Turning to the residential housing as proposed, the NPPF seeks to direct development to previously developed land (PDL). This is also the aim of Policy CP1 which states that new development will largely come forward through redevelopment of previously developed land and states that Camberley has scope for residential development across the area. This application site is in a sustainable area with access to bus stops, stations and the Town Centre. It is also noted that a significant portion of the site is already within residential uses.
- 7.2.5 The delivery of housing at a sustainable location, such as this, that is within walking distance of the town centre, train station and bus links is supported. The proposal would make a positive contribution to the housing objectives based on current and future demographic trends. The loss of the existing uses is justified and the proposed uses are compliant with planning policy. Principle 6.4 of the Residential Design Guide Supplementary Planning Document (RDG) SPD 2017 also sets out that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents or compromising local character, the environment or the appearance of an area (which will be considered below). Therefore and given the reasoning as set out above, the principle of the development is considered acceptable, by the officer, in this location subject to the detailed consideration and balanced assessment of the issues as set out below.

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

- 7.3.1 Good design is set out in the National Design Guide (NDG) as development which has context which enhances its surroundings, has an identity which is attractive and distinctive, its built form should be coherent, functional, healthy, sustainable and accessible while efficient and resilient for the long term. The NDG also supports high quality landscaping with safe, social and inclusive public / communal areas. Mixes of uses that support everyday activities, including places to live, work and play are also encouraged.
- 7.3.2 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 goes on to state that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area. Conversely, where the design of a development accords with clear expectations in

plan policies, design should not be used by the decision-maker as a valid reason to object to development.

- 7.3.3 Policy CP2 (iv) of the CSDMP is reflective of the NPPF and states that development should ensure that all land is used efficiently in the context of its surroundings. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density.
- 7.3.4 The Western Urban Area Character SPD 2012 (WUAC) identifies the site as lying wholly within the A30 Commercial Corridor. The WUAC acknowledges that existing properties strongly front the A30 with minimal setback and spacing between buildings. The site is also recognised as a high visibility location making a contribution toward the 'Gateway to Camberley Town Centre'. The WUAC identifies negative features within the A30 corridor as including; poor quality design 20th Century buildings and vacant or derelict sites which are in poor condition.
- 7.3.5 Guiding Principles CC1 of the WUAC state that new development should pay particular regard to facilitating the enhancement of the London Road street scene as the principal gateway to Camberley Town Centre. The provision of very high quality architectural design with good articulation, careful proportioning and fine detailing which strongly addresses the London Road will be expected. Contemporary architectural design will be welcomed where it is of high quality to a maximum of 5 stories with scale and massing to be proportionate to surroundings. Continuing a mix of uses is also expected. Guiding Principle CC3 also seeks to ensure pitched roofs should be broken down and contemporary roof solutions are suggested.
- 7.3.6 To the immediate south of the site the A30 commercial corridor ends and as such on both sides of Victoria Avenue (moving south of the site) and including Dashwood Close the WUAC identifies this area as a Historic Route. Within Historic Routes, Guiding Principle VS1 states that new development should pay particular regard to the need to reflect historic architectural detailing and scale and massing in all development with high quality architectural detailing of publicly visible elevations. Buildings should contain traditional elements such as the use of gables, varied roof heights and a decorative mix of materials with pitched roofs encouraged. Buildings should also strongly address the road frontage reflecting local materials.
- 7.3.7 The proposals were subject to scrutiny by the Design South East Panel (DRP) at pre-application stage, and many of their suggestions have been incorporated into the scheme, as follows:

<b>DRP recommendations</b>	<b>How they have been incorporated</b>
Gables across the development picking up the rhythm and grain of the existing suburban character, in a contemporary way.	Rhythm of roof gables have been broken down to offer more 'hierarchy' to the elevations. Additional gables have been introduced to respond to the local character but with a contemporary theme.
Reducing the mass and perceived bulk and use the 5 storey as the datum for the eaves.	The highest eaves line (on the corner of London Road and Victoria Avenue) has been reduced to a 5 storey height with accommodation above that subsumed

	into a receding roof
Materials, articulation and detailing needs to be simplified to respond to local character and improve integration of the scheme within the surrounding area. Use of local brick is supported as this is a strong feature of the surrounding context.	The palette of brick types used on the elevations has been simplified and colour and finish will respect existing local character. The 3 types of bricks used will break down each elevation into 'blocks', defined by each gable-end in the roofscape. A simplified vertical banding in the brickwork with recessed sections adds detail and articulation.
A more sympathetic approach to the entrances would soften the edges, make the ground floor more active, improve legibility.	To provide a clear focal residential entrance point, the front door has been moved to the north-west corner, on the most prominent point on the site. The commercial entrances are also now clearly separated from the residential entrance. All pedestrian and vehicular entrances have been developed to offer more clarity and definition for residents and visitors. This includes the raising of the ground floor ceiling height, changes in materials and recessing of the main entrances.
The height of the planting will negatively impact the potential for natural lighting of the building which will make it dark and unwelcoming.	The height of landscaping has been reduced and landscaping is used more sparingly, landscape proposals have also been revised to soften the building around the residential entrance on the north west corner and the southern block

#### Design approach, scale, height and layout

- 7.3.8 Principles 6.2, 7.1 and 7.4 of the RDG advise that new residential development should create visually rich and interesting streets creating a sense of excitement and drama for people using them. Proposals should also respond to the setbacks, building lines, spacing and heights of existing buildings. Principle 7.3 sets out that the Council will expect building heights to help enclose the street without overwhelming it. Higher buildings will be more acceptable in tight urban locations such as this application site.
- 7.3.9 Given its position as set out above, it is pertinent for the design of the proposal to respond to the different edge conditions, which include a busy main road to the north and the domesticity of the streets to the south. The proposed scheme is presented in the form of two blocks, a larger L-shaped building along the London Road to the north, a five storey residential development with a further level of accommodation subsumed into a receding roof. This building height of five storeys at eaves (with further accommodation in the roof) follows DRP comments and also complies with Guiding Principle CC1 of the WUAC. The building sits at a highly visible corner along the London Road at the Victoria Avenue junction. The DRP noted this corner location is very important as it frames the 'gateway' to the town centre and forms a valuable landmark. If designed appropriately, as a corner building which marks the natural end to a row of buildings, it is considered that a proposal can be of greater height within a streetscape. In this case the apexes of the roof while taller by 6 m to the ridge do not

overwhelm the street scene by reason of the lower eaves diminishing apex design and corner location of this proposal. Furthermore as the building turns the corner of the junction it scales down along Victoria Avenue reducing to 3 stories (with a further roof space level) at the southern end of the site (approximately 0.7m taller than number 1 Dashwood Close). The DRP also felt the transition from the London Road to the domesticity of Dashwood Close and the Victoria Avenue dwellings to the south was appropriate.

- 7.3.10 The Urban Design Consultant (UDC) considers the proposed building has been positioned to respect and reinforce the established building line of both London Road and Victoria Avenue, to create an improved frontage to all four of its public facing elevations. This design approach is also characterized by prominent gable features and modest “building” spans long both London Road and Victoria Avenue / Sullivan Road. The UDC notes that the proposal introduces a contemporary interpretation of historic references in accordance with the Western Urban Character Area SPD, RDG and the DRP’s advice, this includes typical features such as pitched ‘language’ to the roof forms which nod to the historic rooflines of Camberley. In addition, she states the use of external building material has been considered and the predominance of traditional ‘Surrey vernacular’ red brickwork of different tones on both historic and recent buildings and the variation of roof materials, including clay tiles and slate, has influenced the design. This was also supported by the DRP.
- 7.3.11 The WUAC recommends principal frontages to strongly address London Road. The proposed scheme provides an assertive building design and height appropriate for the prominent gateway location as it also turns the corner of Victoria Avenue. The spacing between buildings is along the London Road is also reflective of the established character. The building is well articulated with changes in materials to add interest and relief on the London Road, Victoria Court and Sullivan Road car park facing elevations. The UDC supports the proposal on these grounds.
- 7.3.12 The scheme has undergone substantial redesign with regards to scale, building height, massing, roofscape, materiality and detailing following feedback from the DRP, the UDC and planning officers. The proposed building has been designed to adapt to the level changes with the larger scale of the London Road stepping down to the more domestic scale of the southern side of the site and beyond. The UDC welcomes the angular roofscape along London Road as well as Victoria Avenue which she notes picks up the rhythm and grain of the existing suburban character, whilst the asymmetric roof gables create new interest and makes the design more dynamic. This was also highlighted as an important feature by the DRP. The UDC highlights the stronger element of verticality including the visual break between the buildings in combination with a simplified application of high quality building materials which has also resulted in a well-balanced, yet bespoke, architectural design, as a response to this large scale urban site with its diverse setting. In this case given the identified ‘gateway’ location to Camberley Town Centre, the DRP, UDC and officers consider it is important to provide a prominent landmark building at this ‘gateway’ location rather than a building which just politely blends in. From an urban design point of view the proposed building is considered to provide a positive contribution to the townscape, responding well to and enriching the diverse built character along not just London Road but also as it reduces in scale to the rear environs of Victoria Avenue, Sullivan Road and Dashwood Close which is appropriate as this marks the end of the A30 Commercial Corridor and the beginning of the historic route. This is also similar and compliments the existing relationship between the ‘Viridium’ (Former Duke of York) development and the properties on the far eastern side of Sullivan Road.

- 7.3.13 It is concluded that the height along the London Road frontage and the gradual reduction in height along Victoria Avenue to Sullivan Road demonstrates a logical hierarchy and appropriate scale which responds well to the existing built context. The upper storey has been recessed, which considerably reduces the scale, bulk and massing of the building. It is considered that the proposed scheme is of high quality design and appropriate for the existing built context in terms of scale, height and layout.

#### Design, form and detailing

- 7.3.14 The north of the application site is a well trafficked entrance to the town centre from the east / west and it is fundamental that any design response responds to this character and exhibits high quality architecture in this first impressions 'gateway' location. The design should be carefully considered to create a rational, coherent whole with a visually pleasing balance of proportions. The use of high quality materials is also an added important element in creating an architecturally pleasing development.
- 7.3.15 Traditional brickwork is proposed in a palette of three brick types (to be controlled by condition) which the UDC states have been applied in a simple but elegant manner to create a textured approach. The variation in materials is supported as it adds interest and variation to the building frontages from both views near and far and also contributes to a stronger sense of place and history of Camberley which was also supported by the DRP. White glazed brickwork is also used around the entrances and around the lower level of the blocks, the UDC considers that this provides contrast and relief, it is also welcoming, bright and also practical in terms of maintenance.
- 7.3.16 This choice in materials and detailing is considered appropriate to avoid an over dominant or incongruous relationship with the surrounding area. Although the proposed building is contemporary in design, paragraph 127 of the NPPF states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, this should not prevent or discourage appropriate innovation or change. As set out above the proposal takes its design cues from existing buildings and historical references but adds a contemporary twist. The building is generous in width and height, however, instead of reading as an unrelieved block, the contrast in materials and detailed design provides relief to the eye and adds interest and variation when viewed from the streetscape. This, in the officer's opinion, amounts to high quality contemporary design which responds to its setting and makes a positive statement within this main thoroughfare / gateway location. Given the significant importance of the materials and detailing to the success of this scheme, planning conditions should be imposed to ensure that the proposed external materials and detailed design is appropriate.

#### Landscaping

- 7.3.17 The development is enhanced with modest landscaping to the Victoria Road and London Road corner with more comprehensive landscaping to the Sullivan Road / Victoria Avenue junction and within the communal area. RDG Principle 6.11 states that boundary treatments will need to be provided in residential environments to clearly define the boundaries of public and private space. Additionally all boundary treatments in residential developments will be expected to be high quality and reflect the character of the development and the surrounding context. Landscaping is to be agreed through condition, the site plan shows a soft interface between the building and the surrounding area to the south of the site and a harder edge to the north. This is reflective of the existing character of the area and also accords with the comments from the DRP. Therefore subject to the landscaping condition, no objections are raised on these grounds.

## Heritage

- 7.3.18 Whilst the site does not fall within a conservation area, and none of the buildings on site are either statutorily or locally-listed, the site is considered to fall within the context of one heritage asset – the Gates and Gate Piers to the Royal Military Academy on London Road – located opposite the site. The Council’s Conservation Advisor, in her no objection response, notes there are a number of buildings of varying designs and similar heights to the proposal along London Road with some of these existing buildings nearer the listed gates and piers than the current proposal. Additionally, the proposal replaces a 5 storey flat roof building of poor condition and design. Furthermore, the London Road provides a long and consistent break between the Academy grounds and the town of Camberley. The A30 provides a strong functional and physical separation between the Academy and the town. As a result, the buildings on the south side of London Road have a limited relationship to the gates or the Academy beyond. The significance of the south side is that it marks the start or frontage of the town. On this basis it is concluded that the proposal would contribute appropriately to the existing well established streetscape and have no adverse impact upon the existing heritage assets either nearby or within the wider streetscape.

## Summary

- 7.3.19 The proposal replaces an existing unattractive flat roof five storey building in poor condition and wider utilitarian industrial buildings with associated fencing and signage across the existing site. These buildings have a fragmented and inconsistent character across the site and the proposal seeks to respond to its context in a contemporary idiom while regenerating this site in an appropriate way adding some interest back to this well trafficked gateway into Camberley. Furthermore and given the strategic location, the proposed scheme could also play an important role in vitalising the larger townscape and in the longer-term perspective would contribute to a more coherent, sustainable and attractive town centre. The applicant has addressed DRP concerns and the UDC supports the proposal. It is therefore considered that the proposed development complies with the design requirements of the NPPF, NDG, the CSDMP and the Principles of the RDG SPD and WUAC SPD.

## **7.4 Impact on amenities of neighbouring properties and future occupiers**

- 7.4.1 Paragraph 127 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. Principles 8.1 and 8.3 of the RDG state that, developments which have a significant adverse effect on the privacy of neighbouring properties will be resisted and developments should also not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access. Proposals should also not result in neighbouring dwellings suffering from any adverse overbearing impacts.
- 7.4.2 No. 1 Dashwood Close is sited to the south (rear) across Sullivan Road. The dwelling house itself is sited approximately 15.5m from the closest elements of the proposal and is orientated due south of the proposal. The closest elements of the proposal would measure approximately 9.75m to the eaves, with the roof above this pitching away from this neighbour. Given the separation and orientation, no objections are raised in respect to any loss of light or overbearing impacts. In respect to impacts upon privacy, there are no primary facing windows which directly face onto 1 Dashwood Close’s rear garden with all primary outlooks facing east and west from the southern block. Any facing windows will be either above 1.7m of the finished floor level or will be feature a vertical angled fin design to ensure there is no direct overlooking of the gardens of Dashwood

Close. A condition is proposed to agree the position and details of the angled fins. Subject to this condition, no objections are raised.

- 7.4.3 No. 2 Dashwood Close is also sited to the south (rear) across Sullivan Road. The dwelling house itself is sited further away at approximately 18m from the closest elements of the proposal and is also orientated due south of the proposal. Given the relatively similar siting and distance, further away, the same conclusions as drawn for number 1 Dashwood Close are also drawn for number 2 Dashwood Close.
- 7.4.4 Numbers 4B, 4C, 6 and 8 Victoria Avenue are well separated with the pinch point approximately 24.1m in distance. Given this separation to this, no objections are raised in respect to amenity enjoyed at these buildings.
- 7.4.5 Number 4A Victoria Avenue is in office use and sits approximately 16.25m from the proposal. The closest elements of the proposal would be the southern section of the northern block reaching a total approximate height of 20.25m. Given the separation distance across Victoria Avenue, no objections are raised in respect to any loss of privacy to the occupants of 4A Victoria Avenue. Furthermore, given the westerly orientation (reducing any possible shadowing to the early morning period) and distance between the 4A Victoria Avenue and the closest elements of the proposal, it is also not considered to result in any adverse overshadowing or overbearing impacts to the occupiers of 4A Victoria Avenue.
- 7.4.6 403 – 407 London Road is an office block the significant majority of windows at this block are separated from the proposal by approximately 20m. On this basis the proposal is not considered to result in any adverse loss of privacy, overshadowing or overbearing impacts to the occupiers of this office block.
- 7.4.7 Nos 2, 2A and 2B Victoria Avenue and 411, 411A and 411B London Road are both sited approximately 13m from the proposal and already face onto the 5 storey building Victoria Court which has a number of existing facing residential windows onto these properties. The proposed building will be approximately 7m taller to the apex of the roof (2m to the eaves), and facing windows are at a similar height to existing. The existing pattern of overlooking is therefore already established and given the separation across Victoria Avenue, it is considered that the existing level of privacy enjoyed at these neighbouring dwellings would not be adversely changed from existing levels. The amount of separation, existing layout and westerly orientation of these neighbours also leads the officer to conclude that no significant or adverse overshadowing or overbearing impacts, when compared to existing levels will occur either when viewed from 2, 2A and 2B Victoria Avenue and 411, 411A and 411B London Road .
- 7.4.8 Any remaining neighbouring buildings in Victoria Avenue, London Road, Sullivan Road Dashwood Close or Lister Place are well separated or screened from the proposal and as such, no objections are raised in respect to any adverse loss of privacy, overbearing impacts or loss of light to these other residential properties.
- 7.4.9 Principle 7.6 of the RDG advises that as a minimum, the Council will expect new housing development to comply with the national internal space standards. The overall floor space provision for each of the proposed flats would meet these minimum space standards. Principle 8.2 of the RDG advises that all habitable rooms in new residential development should maintain at least one main window with an adequate outlook to external spaces. It is considered that sufficient outlook would be provided for future occupiers of all the proposed units.

- 7.4.10 Principle 8.5 of the RDG advises that developments should provide outdoor amenity space for each unit. In flatted developments, communal open space will be expected. The UDC in her no objection response states that *'a large, coherent landscaped garden of approximately 710sqm has been created in a sheltered position between the two blocks in a thoughtful and creative design which provides several seating areas, an equipped play area as well as hard landscaped areas in the centre of the courtyard, surrounded by a green space'*. No objections are raised on these grounds.
- 7.4.11 Principle 8.6 of the RDG advises that all flats above ground floor should be provided with balconies and ground floor flats should have access to private amenity space. The scheme also provides private amenity space for each unit in the form of balconies and private terraces. The scheme meets the recommendations.

## **7.5 Impact on highway safety, capacity and parking**

### Parking and sustainable credentials

- 7.5.1 A dedicated car park is provided at lower ground floor level offering 69 spaces, this car park will be served by a new access onto Victoria Avenue. Further surface parking spaces comprising 5 spaces with new vehicular access onto either Victoria Avenue or Sullivan Road are also proposed. Within the lower ground floor, 4 spaces have been allocated for disabled users. The development is also promoting a car club space which will be accessed from Sullivan Road. Electrical Charging Points will also be provided with 20% of spaces fitted with fast charge sockets and a further 20% provided with a power supply to provide additional fast charge sockets. Secure cycle parking for 102 cycles is also proposed.
- 7.5.2 The car parking will be allocated as follows: 73 spaces for residential uses and 1 space for the commercial use. The development will also provide 102 cycle parking spaces (96 residential and 6 commercial). The proposal provides residential car parking spaces at a ratio of 0.87 spaces per dwelling. The Surrey County Council 'Vehicular and Cycle Parking Guidance' (January 2018) states that the recommended provision is for 1 space per unit. Whilst it is accepted that the car parking provision is under the guidance by 0.13 spaces per dwelling, the applicant states that the application site sits in a sustainable location within walking distance of public transport and local services. The applicant opines that there is a likelihood that not all occupants would have cars. In evidence to support this, the applicant's Transport Statement (TS) highlights recent data from the National Travel Survey (NTS), which confirms that walking is the most important mode of transport for journeys at a local level with data from the NTS (2018) confirming that 80% of trips over distances of up to one mile (1600m), were undertaken on foot. The NTS also confirms the average cycling trip was 3.0 miles (4,830 metres).
- 7.5.3 It is noted and accepted that the ability to easily walk and cycle to facilities such as education, healthcare, shopping, leisure, jobs and public transport interchanges (such as bus stops and the railway station) affect the travel patterns generated by and the sustainability of development sites. In this case the town centre including the shops, leisure provision, bus stops and the railway station are all within a one mile walk. This weighs in favour of a reduced provision of parking as does the provision of secure cycle parking and a car club (see below) with both provided on site and to be controlled via planning conditions. The County Highway Authority (CHA) has raised no objections to the parking provision (see Annex A), commenting that the development is located in an accessible location close to bus stops and within walking distance of the town centre of Camberley.

7.5.4 The CHA have confirmed that they would accept a parking minimum parking standard of 0.75 spaces per dwelling, this would result in a provision of 63 spaces based on a development with 84 dwellings. In this case the applicant has provided over this minimum with an extra 10 spaces. The CHA also note that there is a public car park a short distance from the site and the development will provide a car club space which will be accessible for residents of the development. The car club is envisaged to be operated by a company, which specialises in the provision of car club services. Typically this would be a pay-as-you-go car hire scheme accessed through an online booking system or over the phone. Members each have a smartcard to access vehicles (no need for keys). At the end of bookings the car is returned back into its designated bay. Insurance is included, and members can book a car for a minimum of 30 mins upwards, only paying for the hire time. It is envisaged that the car club would be available to new and existing residents in the area. The TS states that data from the Carplus Annual Survey in England and Wales found that each car club car typically replaces 5 private cars, as residents convert from owning a first or sometimes a second car.

#### Access, movements and servicing

7.5.5 Using the recognised assessment methodology for the transport impacts of new development, TRICS (Trip Rate Information Computer System) data, the TS states that there would likely be on average thirty one vehicle trips from the proposal during the peak hours 8am - 9 am (6 in and 25 out) and thirty two during the 5pm - 6pm peak hours (21 in 11 out). The County Highway Authority raise no objections in respect to the uplift in anticipated vehicle movements.

7.5.6 The development will provide a pedestrian access onto A30 London Road for both the apartment blocks and the commercial area. There will also be access to the residential element of the scheme from Victoria Avenue and Sullivan Road. As set out above, the proposed vehicular car park to the development will be located in the lower ground with ingress and egress onto Victoria Avenue. The applicant has confirmed that on refuse collection day, the bin store will be located to Sullivan Road and the refuse collection lorry will pull up to a collection point by the bin store. The bins will be placed on the kerbside shortly before collection and subsequently returned to stores by the management company / building service department.

7.5.7 The CHA raise no objections subject to conditions and given the reasoning as set out above. It is concluded that the proposal would not conflict with the aims of Policy DM11 of the CSDMP or the NPPF in this regard.

### **7.6 Impact on local infrastructure**

7.6.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on 16 July 2014. As the CIL Charging Schedule came into effect on 01 December 2014, an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential developments involving one or more new dwellings through new build. The development is CIL liable with the liability estimated as £1,017,180.00 CIL is a land charge that is payable at commencement of works. An informative advising of this will be added.

### **7.7 Impact on Thames Basin Heaths SPA**

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. All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA. The Thames Basin Heaths Special

Protection Area Avoidance Strategy SPD 2019 states that no new residential development is permitted within 400m of the SPA. The application site is not within 400m of the SPA but is within 5k and as such new development is required to either provide SANG on site or provided that sufficient SANG is available elsewhere and can be allocated to the development, a financial contribution towards SANG can be accepted, which is now collected as part of CIL. There is currently sufficient SANG available and The financial contribution towards this would therefore be secured via CIL.

- 7.7.2 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance a payment of £32,309.55. is needed. In order to comply with Policy CP14B and Policy NRM6 and the Thames Basin Heaths SPD, this would have to be paid by the applicant before full planning permission can be granted. This is to be secured in a Section 106 agreement between the applicant and the Council.
- 7.7.3 Ordinarily, as a result of SANG capacity becoming increasingly limited in the Borough, planning applications for small scale residential development would only be valid for one year following the grant of planning permission. However, given this is a large scale application, it is considered appropriate to apply a 3 year implementation period in this case.

## **7.8 Affordable housing and housing mix**

- 7.8.1 Policy CP6 of the CSDMP promotes a range of housing types and tenures, encourages market housing and generally expects affordable housing. Policy CP5 seeks a 40% on site affordable housing provision for developments of 15 or more units (net). Policies CP5 and CP6 require viability evidence to be submitted if standards cannot be met. The supporting text to CP5 at paragraph 5.29 states that applicants, who cite non-viability as a reason for not complying with the policy, must support their case with financial evidence. The evidence will be open to public scrutiny and audited by external experts.
- 7.8.2 This development would therefore need to provide 25 affordable units on site. The applicant has submitted a Financial Viability Appraisal prepared by HEDC Limited. The report concludes that the finance costs, development costs and CIL / SAMM liability and the projected sales values would lead to a development which would not be viable to include and subsidise any affordable housing. As indicated above and in these cases, the Council adopts an 'open book' approach to this assessment and the applicant has provided all relevant financial and other information to understand the nature, extent and impact of the constraints upon the viability of the scheme. In the interests of transparency, all the financial information has been posted on the Council's website for public scrutiny and this is in accordance with the Planning Practice Guidance (PPG).
- 7.8.3 The Council's own independent viability consultant has formally reviewed this report to give an objective opinion as to whether the viability figures and position put forward by the applicant are reasonable. In carrying out this type of review, the Council's own independent viability consultant can identify whether, in their opinion, any key revenue assumptions have been under-assessed (e.g. sales value estimates) or any key cost estimates (e.g. build costs, fees, etc.) over-assessed – since both of these effects can reduce the stated viability outcome. This approach is consistent with national guidance.
- 7.8.4 The Council's own independent viability consultant in their conclusion states that having carried out a review of the submitted Financial Viability Assessment report and associated supporting evidence, it is their view, in the main, that the assumptions and

conclusions have been fairly represented and any adjustments they could make to the submission would make a marginal difference to the overall viability of the scheme. It is their view that the scheme as presented is unlikely to show sufficient viability to allow for the provision of affordable housing alongside other the contributions; CIL (Community Infrastructure Levy) and SAMP (Strategic Access Management and Monitoring) liabilities. A copy of the independent review and its conclusions has also been posted on the Council's website. Therefore having regard to the independent review, the officer is satisfied that affordable housing cannot be viably delivered on this site.

- 7.8.5 Policy CP6 (Dwelling Size and Type) confirms that the Council will promote a range of housing types and tenures which reflect the demand for marking housing. Paragraph 5.34 of Policy CP6 states that in Surrey Heath, only 10% of all household spaces are classed as 'small dwellings' compared with 36% across the South East. Furthermore the stock of entry level properties such as flats is 27% in Surrey Heath compared with the national average of 45%. The text also notes that there is an increase in the level of household formation made up principally of smaller households, a trend that is set to continue into the future. In this instance and given this policy position, it is considered appropriate to provide a mix of smaller residential units within the two proposed blocks which would be more beneficial to the Borough's housing need, in this accessible location. Additionally smaller units can offer an entry point in to the housing market that is attainable to a wide range of people. As such, no objections are raised on these grounds.

## **7.9 Other matters**

- 7.9.1 Any development proposal for new residential development attracting New Homes Bonus payments as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) is a local financial consideration which must be taken into account, as far as they are material to an application, in reaching a decision. Whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.
- 7.9.2 The LLFA has considered the proposal and after initially raising concerns, the applicant was given the opportunity to submit additional information. The details are now considered acceptable subject to planning conditions in respect of full details of the surface water drainage scheme to be submitted and approved. Once implemented (and prior to occupation) a verification report by a qualified drainage engineer is also to be submitted and agreed to demonstrate the drainage scheme has been constructed as per the agreed details.
- 7.9.3 Consistent with paragraphs 91 and 127 of the NPPF, Policy DM9 (v) expects design to reduce the potential for crime and fear of crime. Part Q of the Building Regulations also builds upon the aims of the NPPF. The Police recommend that the development seeks to achieve the Secured by Design award and the applicant has engaged with the Design Against Crime Officer and incorporated the Secured by Design recommendations into the design. In the officer's opinion an informative recommending the accreditation would be a proportionate response.
- 7.9.4 The applicant has submitted an energy statement which sets out the final energy strategy for the proposal. The following renewable energy technologies were considered for application and were appraised in terms of technical, physical and financial feasibility, as potential low carbon systems for use on the project. These are: ground source heat pump, air source heat pump, solar water heating, photovoltaics, wind turbines, combined heat and power and biomass. In this case it is proposed to

utilise Combined Heat and Power (CHP) technologies (supplemented with high efficiency gas fired boilers) as this approach has been evaluated as the most appropriate to serve the energy demand profile of the largely domestic site. This will also be supported by further renewable energy production at roof level with a photovoltaic array and It is also proposed to install low energy LED lighting with circa 120 lumens/circuit watt efficacy. The ES concludes that this approach shall ensure optimal energy efficiency and CO2 emission reductions and achieve a 20% reduction in carbon dioxide emissions below the regulation target baseline.

- 7.9.5 The applicant has submitted an extended phase 1 habitat survey and potential bat roost assessment as part of the planning submission. The report notes the site layout and concludes there was no evidence of roosting bats within any of the buildings, and all the buildings were assessed as having negligible potential to support roosting bats. Additionally no nesting birds were found in buildings or vegetation and no other protected habitats or species were recorded. On this basis a number of recommendations to enhance ecology across the site have been made and these can be carried forward as a planning condition.
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## **8.0 WORKING IN A POSITIVE/PROACTIVE MANNER**

- 8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included:
- 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 proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

## **9.0 CONCLUSION**

- 9.1 This proposal would support the regeneration of this part and the wider London Road and provide housing in a sustainable location. The design, scale, density, layout and spacing is considered to be appropriate for this location, particularly recognising the importance of the site to respond to its location as a main 'gateway' entrance to the town centre from the east of the town. The amenity of surrounding neighbours and future occupiers are considered acceptable and the parking and highway arrangements are also considered acceptable. The proposal has the support of the County Highways Authority and has been the subject of independent financial viability review.
- 9.2 The regeneration of the site is an opportunity to invigorate the town centre approach from the west to improve the street scene character and to provide a more coherent, safer and more pleasant street environment. The proposal is therefore recommended for approval subject to conditions and a legal agreement.

## 10.0 RECOMMENDATION

**GRANT subject to completion of a legal agreement to secure SAMM financial contributions of £32,309.55 and the following conditions:**

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. After demolition but before development above slab level takes place, details and samples of the external building, surface and boundary 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.

3. After demolition but before development above slab level takes place, the following details must be approved in writing with the Local Planning Authority. Drawings to a scale not smaller than 1:5 fully showing details of windows, external doors, balcony edges and balustrading, railings, gates and fences are to be submitted for approval with the Local Planning Authority. These drawings must show: materials, decorative/protective finish, cross sections, formation of openings including reveals, heads, sills. Additionally details of brick bonds, brick patterns and articulation of face brickwork shall also be submitted for approval. Once approved, the works must not be executed other than in complete accordance with these approved details

Reason: To ensure that the architectural character of the surrounding area is maintained with regard to Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

4. The proposed development shall be built in accordance with the following approved plans 1803 01 GA-100 P3, 1803 01 GA-101 P3, 1803 01 GA-102 P3, 1803 01 GA-103 P3, 1803 01 GA-104 P3, 1803 01 GA-105 P3, 1803 01 GA-106 P3, 1803 01 GA-107 P3, 1803 01 GA-109 P3, 1803 02 GA-201 P2, 1803 02 GA-202 P2, 1803 02 GA-203 P2, 1803 03 GA-301 P2, and 1803 03 GA-302 P1 (received 10/10/2019) 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. The development shall not be occupied until full details of all hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be also carried out as approved, and implemented prior to first occupation.

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. The southern windows in the southern block elevation facing Dashwood Close shall be completed with vertical angled fins as shown on drawing 1803 02 GA-201 P2, the number and position of which are to be agreed in writing with the Local Planning Authority before first occupation of the development hereby approved,. Once agreed the details shall be implemented in accordance with the agreed detail also before first occupation and retained as such at all times, unless otherwise agreed in writing with the Local Planning Authority.

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

7. Prior to commencement of development a Construction Transport Management Plan shall be submitted and agreed by the Local Planning Authority 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
  - (e) on-site turning for construction vehicles
  - (f) hours of construction
  - (g) measures to control noise during demolition and construction
  - (h) measures to control dust during demolition and construction

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

Reason: In order that the development should not prejudice residential amenity, 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.

8. All window and ventilation specifications are to conform with the noise attenuation properties defined within tables 5.2, 6.1 and 6.2 of the Noise Impact Assessment reference 17984.NIA.01 Rev A by KP Acoustics dated 06/06/19 as submitted with the planning application, unless otherwise agreed in writing with the Local Planning Authority.

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

9. The development hereby approved shall be undertaken in accordance with the 'mitigation, compensation and enhancement' recommendations as set out in paragraph 5 of the submitted 'Extended Phase 1 Habitat Survey and Potential Roost Assessment', author CGO Ecology Ltd, Project Ref: 1134, dated 23rd April 2019. Unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the protection of protected species in accordance with Policy

CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. Prior to occupation, details of external lighting are to be submitted, for approval, to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development. The details shall include the location, number, specification and angle of installation of all lights, and details of light spill. The design of the external lighting shall have regard to the Institution for Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light (GN01: 2011). The submission shall also include details of any lighting supports, posts or columns and must include a plan showing the location of the lights.

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

11. The ground floor flexible commercial / community uses hereby approved shall not be open to the public outside the following times: 07:30 - 23:00 Monday to Saturdays and 08:00 - 22:30 on Sundays and Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

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

12. Notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order) the use of the ground floor commercial / community units hereby permitted shall only be used for Classes B1a or D1 - D2 as defined by the Town and Country Planning (Use Classes Order) 1987 (as amended).

Reason: In order to safeguard the vitality and viability of the town centre and the amenity of adjoining neighbours, to comply with Policies DM9, DM11 and DM12 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the NPPF.

13. No properties shall be occupied until confirmation has been provided that either:

a) All wastewater network upgrades required to accommodate the additional flows from the development have been completed, in consultation with Thames Water; or

b) A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - To ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development and in order to avoid sewer flooding and/or potential pollution incidents.

14. 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 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a greenfield discharge rate of 1.52 litres/sec.

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

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

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

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

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

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

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

16. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include :-

(a) a contaminated land desk study and suggested site assessment methodology;

(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;and

(e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)

(f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

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.

17. No part of the development shall be first occupied / first opened for trading unless and until the proposed main vehicular access to Victoria Avenue has been constructed and provided with, visibility zones in accordance with drawing no.1803 01 GA-100 P3 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.

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.

18. No part of the development shall be first occupied/first opened for trading unless and until the proposed vehicular accesses (between the main site access and Sullivan Road) to Victoria Avenue have been constructed in accordance with the approved plans.

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.

19. No part of the development shall be first occupied/first opened for trading unless and until the proposed vehicular accesses to Sullivan Road have been constructed in accordance with the approved plans.

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.

20. The development hereby approved shall not be first occupied/first opened for trading unless and until the existing accesses to Victoria Avenue have been permanently closed and any kerbs, verge, footway, fully reinstated.

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.

21. The development hereby approved shall not be first occupied/first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for 74 vehicles to be parked including space for the car club vehicle and for vehicles to turn so that they may enter and leave the site in forward

gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.

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.

22. The development hereby approved shall not be first occupied/first opened for trading unless and until 15 of the available parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 15 spaces are to be provided with power supply to provide additional fast charge sockets (feeder pillar or equivalent permitting future connection 230 v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that 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.

23. The development hereby approved shall not be first occupied / first opened for trading unless and until secure and covered parking for 102 bicycles have been provided within the development site in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority

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.

24. Prior to the occupation of the development a Full Travel Plan shall be submitted for the written approval of the Local Planning Authority in general accordance with the Framework Travel Plan dated October 2019 submitted with the application. The approved Full Travel Plan shall then be implemented on 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: 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.

25. Prior to the first occupation of the development hereby approved a car club space shall be provided at the site and be permanently available for residents of the development and members of the public and thereafter the car club space shall be retained and maintained to the satisfaction of the Local Planning Authority.

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.

Informative(s)

1. Building Regs consent req'd DF5
2. Decision Notice to be kept DS1
3. The applicant is advised to seek a Secured by Design accreditation in addition to the requirements under Part Q of the Building Regulations
4. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report.
5. The applicant is advised that under the Control of Pollution Act 1974 construction work which will be audible at the site boundary will be restricted to the following hours: 8am to 6 pm Monday to Friday; 8am to 1pm Saturday; and, not at all on Sundays and Public Holidays. For the avoidance of doubt 'Public Holidays' include New Years Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day and Boxing Day.
6. Advice regarding encroachment DE1
7. Party Walls (etc) Act 1996 DE3
8. CIL Liable CIL1
9. The developer can request information to support the discharge condition foul water / sewerage conditions by visiting the Thames Water website at [www.thameswater.co.uk/preplanning](http://www.thameswater.co.uk/preplanning)
10. There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. Thames Water may need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read the Thames Water guide, 'working near or diverting our pipes' as per the following web link <https://developers.thameswater.co.uk/Developing-a—large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expects the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team and application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)
12. With regard to water supply, this comes within the area covered by the South East Water Company. For information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH
13. 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.

14. 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
15. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice)
16. 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 developer's expense.
17. 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).
18. 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.
19. 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.
20. 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
21. 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.

**In the event that a satisfactory legal agreement has not been completed by 28<sup>th</sup> February 2020, the Executive Head of Regulatory be authorised to REFUSE for the following reasons:**

1. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 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 (Adopted January 2019).