

LOCATION:	Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,
PROPOSAL:	Reserved matters application pursuant to condition 4, attached to 12/546 as amended by 18/0619 and 18/1002 for the redevelopment of Princess Royal Barracks for 1200 dwellings, for the erection of 21 dwellings (phase 4a) with access, appearance, landscaping, layout and scale being considered and submission of details to comply with conditions 16 (ecological mitigation and management), 26 (electric vehicle charging points), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management plan), 40 (surface water drainage), 43 (foul sewerage disposal), 52 (archaeology) and 55 (ground contamination)
TYPE:	Reserved Matters
APPLICANT:	Trivselhus UK Limited
OFFICER:	Mrs Sarita Bishop

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

1.1 This proposal relates to Phase 4a within the Mindenhurst development. This is a reserved matters application for 21 dwellings. The application also includes details to comply with a number of conditions imposed on the hybrid permission 12/0546, as amended, as detailed below:

- 16 (ecological mitigation and management),
- 26 (electric vehicle charging points),
- 29 (tree retention and protection),
- 32 (hard and soft landscaping),
- 33 (landscape management plan),
- 40 (surface water drainage),
- 43 (foul sewerage disposal),
- 52 (archaeology) and
- 55 (ground contamination)

1.2 Although this proposal is for less than 50 dwellings it was considered appropriate to submit this scheme for consideration by Design South East (DSe), given the overall importance of the Mindenhurst development and to ensure that the objectives of the Deepcut vision are achieved. They concluded that this proposal has a number of good qualities, particularly the contemporary approach to the proposed homes and their interior layouts. However, they raised concerns about the lack of connectivity which, in their view, would be fatal to the scheme. On the basis that this could be resolved and subject to some improvements to site layout, open space, materials and detailing, they were satisfied that a high-quality scheme could result. Amended plans were subsequently received which included links to the wider Mindenhurst development with revisions to the site layout, use of materials and landscaping. Subject to appropriate conditions concerning the pedestrian links the proposal is considered to be acceptable.

2.0 SITE DESCRIPTION

- 2.1 The application site is roughly triangular in shape and has an area of some 0.75 hectares. It has been cleared ready for development. There are no landscape features within the site, as this area was formerly occupied by a sport pavilion and tennis courts associated with the Princess Royal Barracks. There is a difference in levels across the site with the northern boundary being about 2.5 metres higher than the southern boundary and the eastern boundary being about a metre higher than the western boundary.
- 2.2 The site adjoins the Green Swale area to the west which incorporates strategic pedestrian/cycle links, landscaping and a drainage channel, with St Barbara's Garrison Church, a Grade II listed building set in landscaped grounds, beyond. The Village Green and the site for the proposed public house (The Frog) lie to the south with Mindenhurst Road to the north and east. This relationship to public open space and Mindenhurst Road results in the site appearing as an "island" in the emerging streetscene. There is an existing vehicular access on Mindenhurst Road. The completed primary school and nursery lie to the north east of the site.

3.0 RELEVANT HISTORY

- 3.1 12/0546 Hybrid planning application for a major residential-led development totalling 1,200 new dwellings. Approved.
- 3.2 12/0546/1 NMA Application to allow for the approved roundabout access at Deepcut Bridge Road; Blackdown Road and Newfoundland Road and the spine road to be re-aligned. Approved.
- 3.3 12/0546/2 NMA application to allow for the insertion of the word 'residential' into conditions 2 and 3. Approved.
- 3.4 12/0546/3 NMA application to allow for a change to the wording of condition 35 –code for sustainable homes –reducing level from 5 to 4. Approved.
- 3.5 12/0546/4 NMA application to allow for a change in wording of conditions 35, 48, and 50. Condition changes to 35 and 48 agreed as these were minor changes not affecting code compliance (35) or the requirements of the s106 pertaining to library provision (48). The proposed change to wording of condition 50 which would double the size of the church hall was not considered to be non-material and this element was refused.
- 3.6 15/1062 Reserved Matters for Infrastructure (Spine Road), Central SANGS, and Village Green. Approved.
- 3.7 17/0774 Section 73 application for a Minor material amendment to reserved matters permission 15/1062. Approved.
- 3.8 17/0871 Reserved Matters for Phase 2B –erection of 215 dwellings on the Brunswick Wood character area. Approved. A MMA application reference 19/0411 for altered access arrangements to plots on the eastern parcel has been approved.
- 3.9 17/1141 Reserved Matters for Phase 3A –erection of primary and nursery school. Approved. Amended by two NMA's (one to revise materials and the other to remove an additional 6 trees).
- 3.10 18/0619 Application under s.73 to vary condition 51 of 12/0546 to allow pub and site to increase from 220m² to 1000m² and 0.12 and 0.4ha. Approved.

- 3.11 18/1002 Application under s.73 to vary condition 50 of 12/0546 to allow the church hall to increase from 125m² to 250m². Approved.
- 3.12 18/1027 Reserved matters for 127 dwellings on Phase 2a. Approved. (Bovis Homes)
- 3.13 19/2331/
DTC Submission of details to comply with condition 55 (contaminated land) in respect of Phase 4a. Under consideration.
- 3.14 19/0440 Reserved matters application for the erection of a public house. Approved.
- 3.15 19/0735/
RRM Amended Phase 1 reserved matters application to replace permission 15/1062 as amended by 17/0774. This is under consideration.
- 3.16 20/0383 Application to vary the wording of condition 3 of 12/0546 as amended to remove the requirement for Design Codes to be submitted. Approved.
- 3.17 There have also been four deeds of variation to the s.106 agreement. The first of these dealt with changes to the sequencing of the SANGS delivery and the second allowed for the spine road and northern access roundabout to be delivered at the same time and amended the triggers for the delivery of school and nursery. The 3rd linked 18/0619 back to 12/0546, while the 4th linked 18/1002 back to 12/0546 such the s106 requirements were carried forward.

4.0 THE PROPOSAL

- 4.1 This application seeks detailed planning permission for 21 dwellings on part of the Mindenhurst development known as Phase 4a, at a proposed density of 32 dwellings per hectare. This wider site has a hybrid approval for its redevelopment and this application seeks to gain approval for the detailed design and layout of the third residential phase of development to come forward.
- 4.2 In general terms the scheme proposes a combination of detached and terraced dwellings with two and three floors of accommodation. The housing mix comprises 8 three bedroom, 10 four bedroom and 3 five bedroom dwellings. The scheme has been amended to address the issues raised by Design South East as set out above.
- 4.3 The three terraces provide the three bedroom dwellings and a feature four bedroom at one end. They front onto Mindenhurst Road. The remaining dwellings are detached and located adjacent to the pedestrian links to the north, south and west. The larger of the detached dwellings are sited at the northern and southern ends of the site.
- 4.4 The proposed houses are bespoke designs created specifically for Mindenhurst and comply with the Nationally Described Space Standards. Five house types are proposed with a variation in ridge height ranging from 8.6 metres up to 9.9 metres. They have rectangular footprints and pitched roofs. The corner plots have been designed with dual frontages with projecting windows and/or upper level balconies. A predominant design feature is the use of strong gable forms fronting onto the public realm in key locations. Plot 1 has a recessed second floor balcony in its rear elevation with a “Juliet” style balcony in the side elevation overlooking the Green Swale area. Plots 2 and 3 have recessed second floor balconies in their rear elevations. The remaining plots have first floor “Juliet” style balconies. These are provided in the front elevations for plots 16 and 4-7, 10-13 and 18-21 inclusive and in the side elevations of plots 8, 9, 14, 15 and 17. They take the form of small scale bay style projections with solid sides.
- 4.5 All the dwellings have small front gardens. The size of private rear amenity space proposed within the development ranges from a minimum of 55m² for the 3 bedroom dwellings up to 155 m² for the five bedroom dwellings. Proposed back to back separation distances are in excess of 20 metres. As a result of the level changes within the site, step free access to each

home is to be provided to the rear to link the parking spaces/garages/car barns to the rear or side access doors. This results in steps being provided to a number of front doors (plots 1-5 inc, 7-13 inc and 15-17 inc).

- 4.6 The proposed materials for the buildings include red brick, dark timber style cladding, dark grey slate style concrete tiles, dark grey windows and matching rainwater goods and grey timber style cladding. The proposed surfacing materials include block paving and setts in silver grey, tarmac, charcoal grey or buff coloured paving flags and buff resin bound/self binding gravel.
- 4.7 As the development has been designed to be outward looking with active frontages, a feature landscaped area is provided within the site opposite the vehicular access from Mindenhurst Road.
- 4.8 The soft landscape strategy for the site includes native boundary hedging for the properties in the vicinity of the Village Green, shrub and perennial planting along the boundaries with Mindenhurst Road and specimen trees and shrubs in the public realm. Each rear garden is to be provided with one fruit tree of choice. Options include Fig, Apple, Quince, Damson, Pear, Plum and Black Mulberry. Sedum roofs are proposed for the car barns and garages.
- 4.9 The boundary treatments for the development include 1.8 metre high timber close boarded fencing with concrete posts and timber gravel boards, 1 metre and 1.8 metre high brick walls and metal railings (0.55 metres minimum). Furthermore, hedgehog holes will be provided to all walls and fences to allow free movement for these mammals.
- 4.10 The existing vehicular access onto Mindenhurst Road is proposed to serve the development. Car parking is provided to the rear of the dwellings in designated spaces and garages/car barns. The proposed car barns are shown to be semi open timber clad with sedum roofs. The proposed single garages are to be completed in brick with sedum roofs. Each property has two spaces with one on road visitor parking space also being provided. Each property is to have its own dedicated electric vehicle charging facilities. Provision has been made in the rear gardens for secure cycle parking, although no specific detail is provided. New public pedestrian links are proposed to connect the site to the adjacent footpath/cycleway networks which provide access to the wider development to the north and south with individual footpaths proposed for plots 15-21 inclusive to the west and south. Provision for bin storage is made within the rear gardens with bins being collected from designated points at the rear of the properties.
- 4.11 The application is supported by the following documents:
- Planning Statement
 - Archaeology submission
 - Landscape Maintenance and Management Plan
 - Design and Access Statement including Sustainable Drainage Solutions
 - Ground Contamination and Remediation Method statement

5.0 CONSULTATION RESPONSES

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|-----|--------------------------------|---|
| 5.1 | Environmental Health | No objection subject to Scientific Officer response |
| 5.2 | Scientific Officer | No objection subject to condition |
| 5.3 | SCC Transportation Development | No objection subject to condition, attached as Annex A. |
| 5.4 | Natural England | No objection subject to SANG mitigation |

5.5	Surrey Wildlife Trust	No objection subject to condition
5.6	SCC Lead Local Flood Authority	No views received
5.7	Drainage Officer	No views received
5.8	Thames Water	No objection in terms of foul or surface water drainage
5.9	Environment Agency	No comments to be provided as this is a reserved matters application
5.10	Joint Waste Solutions	No objection
5.11	Urban Design Consultant	No objection subject to condition
5.12	Planning Policy and Conservation	No views received
5.13	SCC Archaeology	No objection
5.14	Arboricultural Officer	No views received

6.0 REPRESENTATION

6.1 At the time of the preparation of this report no representations have been received in respect of this proposal.

7.0 PLANNING CONSIDERATION

7.1 Policy background

7.1.1 The planning policy considerations have not materially changed since the granting of the hybrid approval in 2014 and there has been no change, as is relevant to the determination of this application, in the National Planning Policy Framework (NPPF) or the suite of documents forming the Council's Development Plan. The Council has, however, adopted a Residential Design Guide 2017 (RDG). In light of this the principal consideration in the determination of this application is conformity with the hybrid permission and the specific requirements of Policy CP4 of the Core Strategy and Development Management Policies 2012 and the Deepcut SPD with regards to the following main topic headings:

- The principle of the development and the quantum proposed;
- Proposed Layout (Design Principles, Design Solution, Connectivity, Density)
- Scale and Appearance (including heights and land levels, built form and materials);
- Heritage;
- Tree retention and landscaping;
- Amenity considerations
- Housing Mix and Affordable Housing;
- Parking, highways, movement and access;
- Ecological considerations;
- Land contamination, flooding and drainage; and,
- Other matters (including sustainability, archaeology, CIL)

7.2 The principle of development and the quantum proposed

7.2.1 The principle of residential development on this site was established by the hybrid planning permission. This approval, as subsequently amended, includes plans and documents to guide the scale, massing and density of each phase/character area to ensure that the overall development makes the best and most efficient use of land. Approved plans

relating to indicative scale and density and definition of character areas are of particular relevance to the current proposal. The principle and quantum of development are therefore considered to be acceptable subject to the consideration of the following matters.

7.3 Proposed layout and design principles

7.3.1 Paragraph 124 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 127 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.

7.3.2 Policy CP2 of the CSDMP 2012 states that new development should be ensure that all land is used efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density, and that trees and vegetation worthy of retention should be protected. Policy DM17 states that development which affects a heritage asset should first establish and take into account its individual significance, and seek to promote the conservation of the Asset and its setting.

7.3.3 The site is located within the Village Green Character Area as defined by the Indicative Character Area Plan approved by the hybrid permission. The general design principles for the proposed development for the Village Green are set out in pages 39-41 of the Deepcut SPD. The SPD summarises these as follows:

- A mix use area that will provide the community heart for the village
- A variety of development intensities will be expected in this area;
- The protection of the Minden Ridge Vista and Church Spire views will be paramount
- Existing mature trees and hedges should be retained and incorporated into the amenity green space network
- Encourage connections to sustainable public transport routes along Deepcut Bridge Road and Brunswick Road

In commenting on the specifics of the Village Green the SPD also advises that a mix of uses is expected to front onto the Green with residential and small scale retail and community activities being encouraged.

7.3.4 The site layout has been modified to address the concerns raised by DSe and officers. It now benefits from a distinct layout with a clear back and front arrangement and a strong degree of integration of built elements, soft/hard landscaping and boundary treatment. The scheme provides a strong urban frontage with distinct rhythm along Mindenhurst Road, a staggered approach towards the Village Green, a calm green boundary along the Green Swale area and a well-defined edge to the north

Design Solution

7.3.5 This application was considered by DSe. Their main objection to the proposal related to the lack of connectivity and the impacts that this had on the site layout which are addressed below. They also made recommendations concerning the location and orientation of development in privacy/overlooking terms and in relation to the public house car park and the Village Green; improving the design of the garages by reconsidering their bulk and forms; and, introducing green roofs for the parking barns; reducing the number of trees in the feature landscaped area within the site; and, consider the use of materials by using brick detailing that reflects local character more consistently and without imitating the materials used in St Barbara's Garrison Church. The applicant has provided amended plans which address these concerns in terms of site layout, including the introduction of

footpaths to the north, south and west, replacing traditional pitched roofed garages with flat green roofed garages, the use of sedum roofs for the car barns and refining the landscaping scheme and materials palette.

- 7.3.6 The Urban Design Consultant advises that the scheme is considered to create a strong sense of place which relates well to the surrounding context. The use of low brick walls with integrated piers and well-designed ironwork along Mindenhurst Road gives the development an appropriate sense of enclosure which is beneficial to the street scene that is being created. The introduction of bespoke house types create a unique character with the feature end terraces at the site entrance which address both the Mindenhurst Road and new housing streetscenes creating a distinct gateway effect into the development. The location of a feature landscaped area within the site opposite the access from Mindenhurst Road provides an important focal point within the development and also affords views from Mindenhurst Road. Additional hedge planting provides a sheltered corner and separates the communal garden from the shared street.
- 7.3.7 The proposed development consists of a combination of terraced and detached buildings, all arranged along the perimeter of this prominent site. The Urban Design Consultant advises that this has the advantage of providing active frontages along all three boundaries which animates the street scene, maximises passive surveillance and contributes to a safe and secure neighbourhood. The approach is clear and distinctive with a short main access point from Mindenhurst Road, which leads to an informal green inner yard with private gardens on both sides of a shared street space. Prominent, 2.5 storey bookend buildings create a strong sense of arrival, and provide contrast to the main, two storey terraces along Mindenhurst Road. The proposed building height, mainly 2 storeys, with a step-up to 2.5 storeys in key locations is considered suitable for the site and its context. Buildings are highest at the northern end of the site to maintain key views at the southern end. Specific corner buildings provide active dual frontage also on secondary corner plots with active overlooking of, for example, the public footpath north of the Public House car park. The layout and the scale present the development well from key approaches such as the Village Green, where large, distinct villas mark the southern corner, and at the northern end, where three detached buildings create a feathered edge in views from Mindenhurst Road. The slight modification of the position of buildings Nos. 15, 16 and 17 accommodates a better overall layout with larger, more usable, private gardens.

Connectivity

- 7.3.8 As originally proposed there were no pedestrian connections to the north, south or west of the site. DSe advised that the main issue for this scheme was the relationship between access, connectivity and the layout of the new homes proposed. In their view, the absence of these pedestrian connections meant that the site layout and access arrangements were unworkable. This lack of connectivity and permeability was not supported by DSe nor by the local planning authority. The County Highway Authority also raised concerns about the lack of pedestrian connectivity. Following further discussions with Skanska, the DIO's development partner, the applicant was able to amend the site layout to include public pedestrian footpaths to the west and south and private pedestrian access paths to the north, south and west.
- 7.3.9 It is currently envisaged that, in due course, the Green Swale area would be adopted by the Council as public open space and infrastructure. Given the potential issues maintaining what would be private pedestrian footpaths to individual houses the applicant has proposed that the footpath to each house would be maintained by a Management Company (established by the applicant) to maintain these paths and the central area to the heart of the scheme – roads, footpaths, general and feature landscaped areas etc.

7.3.10 The applicant has outlined the following benefits of this approach:

- Public right of way over the green space outside the site boundary and over the individual house footpaths can be achieved without any ownership issues
- A consistent level of maintenance can be achieved by the Management Co. rather than leaving to individual house owners – some owners may neglect the maintenance obligations
- The Management Co. would ensure that the footpaths remain safe and that they are not restricted for access i.e. the erection of fences etc.
- The Management Co. would take ownership of the individual house footpaths, thus removing any conveyancing legal complications on sale
- Skanska will support this option

The Council's Greenspaces team are satisfied with this approach which is proposed to be secured by way of condition

7.3.11 From an urban design point of view the use of a single access point for motor vehicles from Mindenhurst Road is fully supported. The main pedestrian and cycle path allocated along the Green Swale area on the western side of the development supports the strategic green infrastructure of the Mindenhurst development, one of the key qualities of the new settlement. The principle of active frontages is supported by the proposed pedestrian access points which link into the pedestrian/cycleway which traverses the Green Swale area. The pedestrian link towards St. Barbara's Church at the northern most corner reflects the desire line to Mindenhurst Road and is supported.

Density

7.3.12 The approved density for this site is between 25-35 dwellings per hectare. The proposed development has a density of 32 dwellings per hectare. This is within the stated parameters and is acceptable.

7.4 Scale and Appearance

Heights and land levels

7.4.1 It is recognised that the heights of the proposed dwellings are not in accordance with the height limits set out in the SPD nor the approved indicative scale plan of between of 8.1 metres and 8.5 metres for two storey dwellings and up to 2.5 storeys in height and 8.5 metres in height for detached and semi-detached dwellings. In supporting the design of the development DSe made no specific comment on the height of the buildings. The Urban Design Consultant is supportive of the proposed buildings heights as set out above and for sustainability/living environment reasons as set out below.

7.4.2 The applicant has advised that one of the reasons for the proposed increase in height arises as a result of its aim to bring Scandinavian methods and quality of prefabricated construction to the proposed development and also to minimise noise transfer between floors through the use of additional suspended ceilings. It is also noted that the proposal incorporates generous ceiling heights to provide a higher quality living environment and a feeling of light and space within each house. This ceiling height is strongly supported by the Urban Design Consultant as it provides spacious living conditions with better light levels and an improved indoor climate.

7.4.3 The tallest dwellings within the scheme, plots 1-3 inclusive, are located at the north end of the site. They have a ridge height of some 9.9 metres. However, it is noted that, given the site levels established by the existing pavements, these houses are proposed to have finished floor levels between 0.45 metres to 0.6 metres lower than existing pavement level. As such they would sit appropriately within the landscape and be of a comparable height to the taller buildings approved within the Cala and Bovis phases.

- 7.4.4 The terraces have the lowest ridge heights within the scheme (some 8.7 metres for the three bedroom dwellings and 8.9 metres for the four bedroom dwellings). Whilst each terrace has a consistent finished floor level, due to the reducing site level from north to south established by the existing pavement on Mindenhurst Road the terraces will be at pavement level or between 0.15 metres to 0.45 metres below.
- 7.4.5 The detached houses to the west of the site have a ridge height of some 8.6 metres. Due to the changes in site level established by the adjacent Green Swale area these properties have proposed finished floor levels which decrease from 91.3 for the northern most dwelling decreasing to 90.7 for the southernmost dwellings. This stepped progression is considered to be an appropriate solution to address the change in level.
- 7.4.6 The detached houses at the south end of the site have a ridge height of just under 9.2 metres. Whilst consistent floor levels are proposed for these dwellings they are marginally higher (0.15 metres) than existing ground levels being proposed for these dwellings. This is not considered to be material in planning terms.
- 7.4.7 Given the island nature of the site the development creates its own character, and whilst acknowledging the increase in building height and having regard to the existing and proposed site levels, the development is cohesive and of an appropriate scale for this location. However, it is considered appropriate to impose conditions relating to site levels to ensure appropriate building relationships are secured and also to remove permitted development rights for alterations to the roof to ensure that any future alterations are appropriate in visual amenity terms and do not comprise the design ethos for the houses.

Built form

- 7.4.8 The proposed houses are bespoke designs created specifically for the Mindenhurst development. They have a contemporary, understated design approach which is supported by both DSe and the Council's Urban Design Consultant.
- 7.4.9 The Urban Design Consultant advises that the dwellings have well-proportioned and simple built form, traditional steeply pitched roofs, distinct gable features, calm and uniform brick facades with timber cladding on the upper storeys, minimalistic fenestration with a strong vertical emphasis and large door openings is successful as a modern interpretation of the local vernacular Surrey building tradition which are considered to make a positive and significant contribution to the emerging streetscene. Furthermore, stepped rooflines, gable elements of different scale and split facades (brick/wood) provide a distinctive character and assist in breaking up the massing as does the use of brick patterns in strategic locations. Bespoke design features such as large bay windows and chimneys provide additional interest. Given the bespoke nature of the development it is considered appropriate to remove permitted development rights for extensions, alterations and outbuildings to ensure that any future changes provide an appropriate design solution. Small scale car barns and garages with green roofs add to the informal character of the central area. The layout and integration of these small scale built structures together with the multi-layered landscaping strongly contribute to integrate the rear car parking spaces in a successful way.

Materials

- 7.4.10 The select palette of building materials and the generally earthy, warm colour scheme demonstrate the applicant's commitment to high-quality architectural design. The proposed use of an orangey-red brick, black composite wood like cladding and charcoal roof tiles are considered appropriate in this location.
- 7.4.11 However, the use of grey composite wood-like cladding for the protruding frame for the brick gables and walls as appropriate for plots 1-5 inc 11 and 12 and 15017 inc) requires careful consideration. Whilst the vertical split of wood/brickwork which characterizes the other house types forms an integral part of the architectural composition, and firmly

grounded in the local building tradition, the grey frame effect could appear rather artificial and subtract from the crisp, contemporary architectural quality of the scheme. As such, as part of any condition submission on materials it is important for the applicant to erect sample panels of the proposed cladding and matching brickwork to ensure that an appropriate visual appearance is secured. This would give the opportunity, if necessary, for the consideration of alternative materials such as bespoke high quality engineered wood or a smooth render.

7.4.12 With regard to the proposed surfacing materials, the shared surfaces are envisaged to deliver a scheme which first and foremost creates a safe, robust and attractive environment for the residents to enjoy and utilize their neighbourhood. Consequently a high quality, detailed design and attractive, durable landscaping materials are required which may be secured by condition.

7.4.13 Subject to the imposition of appropriate conditions which secures the submission of external and surfacing materials no objection is raised to the proposal in this regard.

7.5 Heritage

7.5.1 The application site is located to the east of St Barbara's Garrison Church, a Grade II listed building. It has its main frontage onto Deepcut Bridge Road and as such is currently seen in the context of this streetscene only. The church is constructed in galvanised corrugated iron sheeting with a white painted finish. It was designated for the following reasons:

- It is a good and relatively ambitious example of a prefabricated "tin tabernacle";
- Its survival for over a century is testament to the quality of the product and its fitness for purpose;
- The church is a repository of memorabilia that charts historic events relevant to the Deepcut, Blackdown, Hilsea and other regiments;
- Windows, memorials, art works and other fixtures exhibit considerable quality and interest

To the south of the church there is a small cemetery with a large surfaced car park to the west, accessed from Deepcut Bridge Road.

7.5.2 At its closest point St Barbara's is located some 24 metres to the west/north west of the application site. It is separated from the development by the Green Swale Area with the common boundary with the church benefiting from established trees and hedges. The footpath bridge link which connects the church and car park to the pedestrian/cycle links incorporated into the Green Swale area has been installed but is not yet available for public use.

7.5.3 Plot 1 is the closest property to the church. Given its prominent corner location within the scheme it benefits from active frontages onto both Mindenhurst Road and the Green Swale area. Furthermore, plots 18-21 sited to the south of plot 1 also overlook the cemetery. As a result, there is natural surveillance of the church and its cemetery from the development which brings a visual connectivity between the existing and proposed areas. This connectivity is further enforced by the proposed public footpaths to be provided at the northern end of the site which link into the pedestrian/cycle links within the Green Swale area and the footbridge linking into the church. As a result it is considered that the proposed development would assist in integrating the church into part of the emerging Mindenhurst streetscene.

7.5.4 As originally proposed the development included the use of white cladding as an external facing material to reflect the appearance of the church. However, DSe advised that extensive use of white boarding would detract from the setting of the Grade II listed church which in their view did not need to be copied or imitated. They recommended the use of materials and a design approach which carefully contrasted with the church which would better bring out its qualities. As a consequence the applicant amended the proposed

to grey cladding instead of the white as originally submitted. As discussed above the acceptability of this cladding is to be controlled by way of condition to ensure an appropriate visual appearance results with both the church and the wider streetscene. It is also considered appropriate to removed permitted development rights for alterations to the roof to ensure that an appropriate visual relationship with the listed building is maintained.

7.5.5 The SPD seeks to protect views of the church spire. The applicant has provided photomontages from various points within and outside the development which demonstrate that these views would be safeguarded.

7.5.6 Having regard to the above, the proposed development is not considered to be harmful to the setting of this listed building. As such, the development would be compatible with the objectives of Policy DM17 of the CSDMP and the NPPF.

7.6 Tree retention and landscaping

7.6.1 There are no existing landscape features on this site. As such there is no requirement for tree retention or protection. The proposal is therefore acceptable for the purposes of condition 29.

7.6.2 The application is supported by a detailed soft landscaping plan. The landscaping of a site is an important part of the placemaking and contributes to the overall quality of the development. The proposed scheme has an interesting “eco touch” in tune with the sustainable approach and strongly focusses on placemaking. The proposal incorporates a variety of elements such as green roofs, larger formal street trees, flowering fruit trees in the private rear gardens, distinct multi-stemmed trees in strategic key locations, hedge planting as plot dividers and the use of climbers and spring bulbs, which all contribute to the local distinctiveness. Subject to the submission of details concerning the surfacing materials as detailed above, the proposed landscaping scheme is considered to be appropriate for this development and is acceptable for the purposes of condition 32.

7.6.3 The applicant has also submitted a landscape maintenance and management plan. Given the proximity of the development to the Green Swale area the views of the Greenspaces team have been sought. They raised no objection to this plan subject to clarification on the use of herbicides and timing of activity to prevent conflict between the Council’s and applicants contractors. The applicant is currently considering this. Subject to this clarification the submitted plan is considered to be acceptable for the purposes of condition 33.

7.7 Amenity considerations

7.7.1 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. It is necessary to take into account matters such as overlooking, overshadowing, loss of light and an overbearing or unneighbourly built form. Principle 8.3 of the RDG states that the occupants of new dwellings should be provided with good quality daylight and sun access, and that developments should not result in occupants of neighbouring dwellings suffering from a material loss of daylight and sun access. Principle 8.1 states that new development should have a degree of privacy and should not have a significant adverse effect on the privacy of neighbouring properties. Principle 8.4 sets out the minimum garden space standards.

7.7.2 The Council has a number of planning documents seeking to ensure residential amenity is not compromised. Policy DM9 of the CSDMP 2012 and the Residential Design Guide 2017 are relevant considerations.

- 7.7.3 Given the island nature of the site, the existing reserved matters approvals for the public house and the Green Swale, it is concluded that any further residential development would only take place to the east of the application site. The proposed houses sited adjacent to Mindenhurst Road have a typical frontage relationship to the street. Any future development proposals on land to the east would therefore have to consider any existing development or extant approvals to ensure appropriate building relationships would be provided.
- 7.7.4 With regard to future occupiers within the development the proposed dwellings are considered to relate well to each other in terms of amenity and are not likely to cause any material overbearing or overshadowing issues.
- 7.7.5 The RDG sets out a requirement to provide minimum back to back distances of 20m to ensure no material loss of privacy results. The proposed development exceeds these separation distances. In terms of design and layout the proposed dwellings have first and second floor rear facing windows. This will result in mutual overlooking between the dwellings and rear gardens. However, this pattern of overlooking is not uncommon in a residential environment, and as such is not considered to give rise to a material loss of privacy.
- 7.7.6 The proposed second floor rear balconies will introduce a different pattern of overlooking to the norm. However, given the separation distances retained and as the balconies are recessed within the built form, no material loss of privacy to future residents is considered to result. With the exception of plots 8 and 9 the proposed “Juliet” style balconies overlook the public realm (Mindenhurst Road, the Green Swale Area and the proposed car park for the public house). As these are public spaces there is no objection to these balconies on privacy grounds. The balconies for plots 8 and 9 are proposed in the side elevations which overlook rear gardens, the proposed internal access road and feature landscaped area. Given the solid design of the balcony surround which acts as a screen, no material loss of privacy is considered to result
- 7.7.7 The RDG advises that a separation distance of 15m between rear and side elevations is acceptable to safeguard occupational privacy. The proposed relationship between plots 17 and 18 does not achieve this degree of separation. However, given that there are no first floor windows in the side elevation of plot 18 and the angled siting of plot 17 in relation to plot 18 no material loss of privacy is considered to result such that permission should be refused in this regard.
- 7.7.8 The RDG also set out amenity space standards for dwellings being 55-65 square metres for three bedroom dwellings and 70-85 square metres for dwellings with four bedroom and above. The rear gardens for the proposed houses achieve these minimum sizes and are considered appropriate to meet the recreational needs of future occupiers.

7.8 Housing Mix and Affordable Housing

- 7.8.1 The proposal would deliver 21 private dwellings. There is a policy requirement as set out in the SPD that the unit sizes provided would be in compliance with the general requirements of policy CP6 of the CSDMP 2012. However, as set out below the Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032 (SHMA November 2016) identifies a different housing mix need for the Borough. The primary difference between the two mixes is the 2016 SHMA identifies a need for fewer small units. The table below sets out both mixes:

	CP6 requirement	SHMA 2016	Proposed % of 21
1	10%	6.7%	0
2	40%	28%	0
3	40%	44.3%	38% (8 units)
4+	10%	21%	48% 4 bed and 14% 5 bed (13 units)

- 7.8.2 It is recognised that the proposed mix is balanced towards the provision of 4+ dwellings. It is, however noted, that this is largely due to non-provision of 1 and 2 bedroom units against the policy percentage. These smaller units tend to be the type of units delivered in the office to residential conversions and as such it is considered that this need is currently being met. The proposal would deliver a mix of 3, 4 and 5 bedroom family dwellings. Whilst recognising the variance with policy this mix of housing is not considered to be so materially harmful in planning terms such that permission should be refused on this ground. Furthermore, it is noted that each reserved matters application will be determined on its own merits and as such the housing mix as proposed within this application should not be taken as setting a precedent for other phases of development
- 7.8.3 With regard to the provision of affordable housing, a submission was made in respect of phase 4a seeking to provide no affordable housing on this phase. At the Planning Applications committee held on 7 March 2019 it was resolved that:
- i) the land parcel 4a deliver nil (0%) affordable housing but the decision letter be caveated to make clear this agreement relates solely to parcel 4a as identified on the attached plan, is limited to the delivery of up to 30 units from that parcel; and
 - ii) any future affordable housing submissions proposing less than 35% from any parcel on the site must be supported by a detailed and robust viability statement and be subject to approval by the Planning Applications committee
- 7.8.4 Given this there is no requirement to provide affordable housing within the application site and no objection is raised to the proposal in this regard.

7.9 Parking, highways, movement and access

- 7.9.1 Paragraph 108 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.
- 7.9.2 The traffic impacts associated with the re-development of the Mindenhurst development were considered in full in the assessment and determination of 12/0546. A number of highway improvements have been secured to mitigate the impact of the development on the local and wider highway network as set out in the s106. On site requirements for the development are also set out in a number of planning conditions imposed on this permission. This mitigation cannot be revisited in this application.
- 7.9.3 Given the extant vehicular access point onto Mindenhurst Road the principle of a single vehicular access to serve the development is accepted.
- 7.9.4 The Vehicular and Cycle Parking Guidance January 2018 published by Surrey County Council recommends that two spaces are to be provided for 3 and 4+ bedroom dwellings. The proposal provides two spaces for each dwelling in a combination of surface parking, car barns and garages. One visitor space is also being provided in the centre of the site.
- 7.9.5 The County Highway Authority has confirmed that the proposal provides sufficient parking within the site and adequate turning space which will allow for all vehicles to enter and leave in a forward gear. Tracking has been provided for cars, fire vehicles and waste collection vehicles and this has demonstrated that all vehicle types can navigate the site effectively. Subject to the imposition of conditions relating to access, car parking, a construction management plan, cycle storage, electric charging points, the provision, retention and maintenance of the footpaths (north-west and south) and accessibility of footways, cycleways, roads and carriageways, the County Highway Authority considers that the proposal would not have a material impact on highway safety.

7.9.6 Given the Government's policy on promoting electric vehicles, it is appropriate that the development makes appropriate provision for charging points and electricity infrastructure to enable "at home" charging to take place. The proposal details that each property would have a charging point within its curtilage. This is acceptable for the purposes of condition 26 and as set out above is to be secured by way of condition.

7.9.7 In summary, the proposal is considered acceptable in highway terms and, subject to the conditions set out it is considered no conflict would arise with Policies CP11, DM11 and CP4 of the CSDMP, the Deepcut SPD nor the NPPF.

7.10 Ecological considerations

7.10.1 The existing site has been cleared and is devoid of any viable habitats. The proposal includes details to comply with condition 16. In this regard it is noted that the proposal would change a previously developed site into a housing area interspersed with green spaces in the form of gardens and a feature landscaped area. It is proposed that biodiversity enhancement would take place primarily through the introduction of new trees, shrubs and hedgerows, green roof areas for the garages and car barns. This approach is supported. However, having regard to the views of Surrey Wildlife Trust it is considered that the scheme could provide further enhancements through the introduction of nest boxes for birds and roosting boxes for bats which may be secured by way of condition.

7.10.2 The wider Mindenhurst development is to provide SANGS land to mitigate the development's impact on the Thames Basin Heath SPA. This is secured through the s106 agreement pursuant to 12/0546 (as amended) as is the SAMM payment

7.10.3 Subject to the condition referred to above it is considered the proposal would be acceptable in biodiversity terms. However, it is considered that further detail is required to fully address the requirements of condition 16. Subject to the imposition of conditions to secure these details and also the additional biodiversity enhancements referred to above the proposal would be compatible with the aims and objectives of Policy CP14 of the CSDMP 2012 and the NPPF.

7.11 Land contamination

7.11.1 Contaminated land is addressed by submissions pursuant to condition 55 on the hybrid permission, as amended. There is a current submission under consideration as set out in the planning history above. This condition application advises that this site is subject to two phases of remediation. The first relates to an enabling phase remediation and the second to construction phase remediation.

7.11.2 The submitted reports advise that Phase 4a (referred to in these reports as Parcel E) has been significantly remediated such as to form a platform for the construction of homes. However, it is noted that this remediation was carried out before the current proposal was assessed by the local planning authority and further clarification of the efficacy of the remediation undertaken in relation to approved site layout and levels will be required. This will be dealt with under the condition application.

7.11.3 The Scientific Officer notes that the use of an engineered capping system comprising a capping layer of 1 metre is proposed to be placed over made ground in garden and landscaped areas. He is satisfied with this approach but notes that future excavations within the garden areas by residents could breach the capping layer and result in potential exposures to residents. Given this he is recommending measures which remove permitted development rights and require the developer to provide information on the capping layer to residents concerning its location, retention and maintenance. It is therefore considered appropriate to impose conditions which remove permitted development rights for any works which may involve excavation, on a precautionary basis, and also to ensure that residents are provided with detailed information about how to maintain their properties.

7.12 Flooding and drainage

- 7.12.1 Wider flooding and foul/surface water drainage matters were considered at outline stage under application 12/0546. The proposal seeks approval of details pursuant to conditions 40 and 43. The surface water management strategy will include measures for the diversion of surface water away from buildings where it will infiltrate through green spaces or be intercepted by drainage elements. These elements will route the surface water through a piped network within the site where it will be attenuated before discharge to the wider surface water management scheme. Two attenuation tanks are proposed and are shown to be sited under the access road to the rear of plots 11-14 inclusive and 15 and 16. It is noted that the streets within the development have been designed to allow self-drainage of surface water adhering to a minimum of 1% fall.
- 7.12.2 The proposed foul water strategy shows a connection into the existing foul water sewer at the entrance into the site from Mindenhurst Road.
- 7.12.3 Thames Water has confirmed that they are satisfied with the details submitted for the purposes of conditions 40 and 43. In the absence of any other contrary comments from drainage consultees, the submitted details are considered to be acceptable for the purpose of condition 40.

7.13 Other matters

Sustainability

- 7.13.1 The sustainable building construction, based on timber framed prefab modules, the high standard of insulation and triple glazing throughout the scheme sets a positive example for the Mindenhurst development as it contributes to low energy consumption, high energy performance and effective noise insulation. The increase in height, due to increased depth of insulation, is therefore permissible. Furthermore, it is noted that the development is subject to the provisions of condition 35 of the hybrid permission, as amended which requires dwellings to achieve at least Code Level 4 of the Code for Sustainable Homes or equivalent.

Archaeology

- 7.13.2 The submission details that there has been widespread substantial ground disturbance within this site. As a result of this the site was deemed to be of low archaeological potential and as such no further archaeological investigation or recording was requested. The County Archaeologist has no archaeological concerns on this site nor any further archaeological requirements. As such the submission is acceptable for the purposes of condition 52.

CIL

- 7.13.3 The proposal is not CIL liable as it benefits from the s106 secured by the hybrid permission granted in 2014. This secured a raft of financial contributions and on/off site infrastructure. The s106 secured on site SANGS for the Mindenhurst development as a whole and is also the mechanism by which SAMM monies are secured. There is no impact on the integrity of the Thames Basin Heaths Special Protection Area as a result.

8.0 POSITIVE/PROACTIVE WORKING

- 8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

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

9.0 CONCLUSION

- 9.1 The proposal is considered to be an appropriate form of development for the next phase of the emerging Mindenhurst streetscene. Subject to conditions, as set out below, it would have an acceptable relationship with adjoining land uses and occupiers including the Grade II listed church, provide an acceptable residential environment for future residents, and be acceptable in relation to the provision of car parking and access/servicing and connectivity terms. The resulting proposal is considered to meet the objectives of the Deepcut SPD, development plan policy and associated supplementary planning documents and the NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

Location and Masterplans

00752D-JTP-MP-01 rev H, 04 rev D, 05 rev F, 06 rev E (this plan is indicative and subject to the provisions of condition 20 below) and 07 rev E

Landscape

D0378_001_R17, 002_R17, 003 R03, 004 R02 and 005 R02

House types and garages/car barns

00752D-JTP-HTA1/2-EL-XX-002 rev A, HTA1-2-EL-XX-001 rev H, HTA1-PL-GA-001 rev E and 002 rev A and HTA2-PL-GA-002 rev A,

00752D-JTP-HTA3-EL-XX-001 rev E and 002 rev A and PL-GA-001 rev E and 002 rev A

00752D-JTP-HTB-EL-XX-01 rev F and 02 rev A and PL-GA-01 rev E and 02 rev A

00752D-JTP-HTC-EL-XX-01 rev F and 02 rev F and PL-GA-01 rev G and 02 rev H

00752D-JTP-HTD1-EL-XX-001 rev F and PL-GA-001 rev E, 002 rev E and 003 rev E

00752D-JTP-HTD2-EL-XX-001 rev E, and PL-GA-001 rev E, 002 rev E and 003 rev E

00752D-JTP-HTE1-EL-XX-001 rev G and 002 rev G and PL-GA-001 ref F and 002 rev F

00752D-JTP- HTE1-EL-XX-003 rev A and 004 rev A, PL-GA-003 rev A and 004 rev A

00752D-JTP-HTE2-EL-XX-001 rev G and 002 rev E and PL-GA-001 rev F and 002 rev G

00752D-JTP-HTE2-PL-GA-001 rev E and 002 rev F

000752-JTP-GT-PL-GA-001 rev B

Drainage plans

1196-01-CIV-SV-DR-D-1001 rev P10 and 1002 rev P10

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

2. All hard and soft landscaping works shall be carried out in accordance with drawing numbers D0378_001_R17 and 002_R17

Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of the development or in accordance with a timetable agreed in writing with the Local Planning Authority.

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, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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.

3. Prior to first occupation of the development hereby approved, details of biodiversity enhancements such as bird boxes and roosting boxes for bats shall be submitted to the Local Planning Authority for approval. These measures shall be erected prior to the first occupation of the dwelling they are related to and thereafter retained and maintained.

Reason: To promote biodiversity in line with the objectives of the National Planning Policy Framework.

4. Prior to the first occupation of any dwelling the feature landscape area as shown in detail on drawing number D0378_002_R17 shall be provided, landscaped and made available for use and thereafter retained and maintained for its designated use.

Reason: To ensure the provision of open space to serve the development in a timely manner.

5. Prior to the first occupation of any dwelling the proposed vehicular access hereby approved linking into Mindenhurst Road shall be constructed in accordance with the approved plans and thereafter shall be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users having regard to Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2019.

6. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials within the site, specifically ensuring that no vehicles or deliveries associated with the development may wait or be parked, loaded or unloaded at any time from Mindenhurst Road
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) measures to prevent the deposit of materials on the highway
 - (f) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm if any implementation of the development takes place after the first opening of the Mindenhurst Primary School or associated Nursery;
 - (g) on-site turning for construction vehicles

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

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

7. No dwelling shall be occupied unless and until the fast charge Electric Vehicle charging point (current minimum requirements -7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with drawing number 00752D-JTP-MP-01 rev H relevant to that dwelling has been provided and made available for use. Once installed it shall be thereafter retained and maintained for its designated purpose to the satisfaction of the Local Planning Authority.

Reason: To promote alternative modes of transport.

8. No dwelling shall be occupied unless and until that dwelling is provided with a metal cycle shed for the secure, covered parking of bicycle within its curtilage in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority. Once approved the shed shall be provided and made available for use prior to first occupation of the dwelling to which it relates. Once provided it shall be thereafter retained and maintained for its designated purpose to the satisfaction of the Local Planning Authority.

Reason: To promote alternative modes of transport.

9. No part of the development shall be occupied unless and until a continuous pedestrian route is provided through the site which connects to the footpaths north-west and south of the site boundary in accordance with drawing number 000752D-JTP-MP-01 rev H. Once constructed such routes shall be permanently retained and maintained to the satisfaction of the Local Planning Authority

Reason: To ensure that the site connects into the wider Mindenhurst development and to safeguard permeability within the site.

10. All proposed footways, cycleways, roads and carriageways within the development shall remain open and accessible to pedestrians and cyclists for permanent use, free of any impediment at all times. Once constructed such routes shall be permanently retained and maintained for public use 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, to promote alternative modes of transport and the permeability of the development.

11. Plots 15-21 inclusive shall not be occupied unless and until the access footpath onto the pedestrian/cycle link as shown on drawing number 000752D-JTP-MP-01 rev H relevant to that plot has been provided and made available/accessible for use. There shall be no enclosure of these footpaths or planting of landscaping without the prior written approval of the Local Planning Authority.

Reason: To ensure that appropriate pedestrian access is provided for plots 15-21 inclusive and the open character of the Green Swale area and Village Green is retained.

12. The landscaping of the site as approved by condition 2 above shall be maintained and managed in accordance with the Landscape Maintenance and Management Plan Stage 3 reference SP0378_02 prepared by Neil Tulley Associates dated February 2020.

Reason: In the interests of the visual amenities of the area and to ensure the development accords with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

13. The archaeology of the site shall be undertaken in accordance with document reference DCB-HYD-XX-XX-CO-GE-1024 prepared by Hydrock dated 16 September 2019.

Reason: In the interests of protecting the historic environment and ensure the development accords with Policies CP4 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut.

14. Notwithstanding any information submitted with the application and before the commencement of any construction,, details of the finished floor and surface levels shall be submitted to the Local Planning Authority for approval. Once approved the development shall be undertaken in accordance with the approved details and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the finished floor and surface levels of the development are appropriate for the development and in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. Notwithstanding the provisions of Schedule 2 Part 1 Classes A, B, D, E and F and Part 2 Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re enacting that Order) no further extensions, outbuildings, excavations, hard surfaces, gates, fences or walls shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of visual amenity and as a precautionary measure in relation to contamination having regard to Policies DM9 and CP4 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

16. Notwithstanding the details shown on drawing number 00752D-JTP-MP-06 rev E no external facing, roofing or surfacing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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

17. No part of the development shall be occupied until a scheme has been submitted to the Local Planning Authority for approval which provides for the following:

- a specification for the proposed public footpaths to the north, south and west of the site and the footpaths that serve plots 15-21 inclusive;
- a maintenance and management plan for the maintenance and management of these footpaths in perpetuity including details of the management company.

Once approved the footpaths shall be provided, maintained and managed in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and to ensure that appropriate pedestrian access is provided to serve individual properties and the wider development.

18. Prior to the occupation of any dwelling a scheme shall be submitted to the Local Planning Authority for approval which provides future residents with the location and details of the engineered capping layer that has been installed in the relevant garden areas and information on maintenance to ensure that the capping layer is not breached or compromised unless otherwise agreed by the Local Planning Authority.

Reason: As a precautionary measure in relation to contamination having regard to Policy CP4 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the objectives of the Deepcut SPD.

Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
3. The applicant is advised that planning permission under the Town and Country Planning Act 1990 as amended should not be construed as approval for the purposes of road adoption by Surrey County Council in its capacity as Highway Authority. It is unlikely that the roads and footpaths within this proposed development would be eligible for adoption due to the geometric layout and lack of suitable service margins. Further details about the post planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.
4. The permission hereby granted shall not be construed as authority to carry out works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works.
5. The applicant is reminded that various conditions imposed on hybrid approval 12/0546 are applicable to the proposed development and further submissions will be required prior to the commencement/occupation of development.