

LOCATION:	Queen Anne House, Bridge Road, Bagshot, Surrey, GU19 5AT,
PROPOSAL:	Change of use from Office (Class B1c) to residential (Class C3) comprising 5 no. flats (1x 3 Bed, 2x 2 Bed and 2x 1 Bed) and erection of 4 no. dwellings (1x 4 Bed, 2x 2 Bed and 1x 1 Bed) including pedestrian accesses off Bridge Road with associated parking, landscaping and cycle and refuse storage.
TYPE:	Full Planning Application
APPLICANT:	Ms N Currie & Mr R Aird
OFFICER:	Miss Patricia Terceiro

This application would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee at the request of Councillor Valerie White on the grounds of overdevelopment, parking and highway issues.

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 Queen Anne House is a Grade II Listed Building located within the settlement of Bagshot, adjacent to Station Road to the north and Bridge Road to the west. This building is currently used as offices and lies within a generous corner plot with significant level changes. The proposal comprises the change of use from Office (Class B1c) to residential (Class C3) comprising 5 no. flats (1x 3 Bed, 2x 2 Bed and 2x 1 Bed) and erection of 4 no. dwellings (1x 4 Bed, 2x 2 Bed and 1x 1 Bed) including pedestrian accesses off Bridge Road with associated parking, landscaping and cycle and refuse storage.
- 1.2 The principle of development would be considered acceptable. The application has demonstrated that the loss of office space would not be harmful to the local economy and, in addition, the provision of nine residential units would contribute to the housing provision within the Borough. The proposal is considered to respect the heritage status of the site and relate well with the character of the area. The development would also be considered acceptable in terms of residential impact, highway safety and Impact on Thames Basin Heaths SPA. The proposal is recommended for approval, subject to planning conditions.

2.0 SITE DESCRIPTION

- 2.1 Queen Anne House is a Grade II Listed Building located within the settlement of Bagshot, adjacent to Station Road to the north and Bridge Road to the west. The three storey brick building dates the 18th century and would have been built as a house, but by 1982, it was converted from a restaurant to offices, which remains its current use. The building has been extended overtime with these developments being undertaken in matching materials.
- 2.2 The application plot, which is irregular and large, contains two areas of lawn on each side of the building and is laid to hardstanding on its central and eastern areas. The hardstanding is used for parking purposes. There are level changes on site and the land slopes up towards the east.

- 2.3 The surrounding development is mixed in character and comprises offices, residential, service station and retail/restaurant units further to the south, on approach to the village centre.

3.0 RELEVANT HISTORY

- 3.1 19/0452 Erection of detached two storey building with roof accommodation to provide 6 no. flats with associated parking, landscaping, cycle storage and refuse storage compound. Application withdrawn, 2019.
- [Officer comment: the application was due to be presented at the planning committee meeting held on 12 September 2019, however it was withdrawn before that meeting. The proposal was recommended for refusal, as its siting, scale, massing and crown roof would have been harmful to the visual amenities of the area and resulted in a quantum of built form harmful to the setting of the listed building. Additionally, the applicant failed to demonstrate that trees and vegetation would remain viable as a result of the development; and, due to SPA grounds. However, the County Highways Authority did not object to this proposal and there was deemed to be no conflict with residential amenities].*
- 3.2 20/0593/LLB Listed Building Consent for the conversion of Queen Anne House from office (Class B1c) to residential (Class C3) comprising 5 no. flats (1x 3 Bed, 2x 2 Bed and 2x 1 Bed) with associated alterations comprising removal of existing signage and a/c units, new windows, flues and extraction outlets. Pending consideration and reported elsewhere in this agenda, 2020.

4.0 THE PROPOSAL

- 4.1 Full planning permission is sought for the change of use from Office (Class B1c) to residential (Class C3) comprising 5 no. flats (1x 3 Bed, 2x 2 Bed and 2x 1 Bed) and erection of 4 no. dwellings (1x 4 Bed, 2x 2 Bed and 1x 1 Bed) including pedestrian accesses off Bridge Road with associated parking, landscaping and cycle and refuse storage.
- 4.2 The building currently on site, Queen Anne House, would be converted into 5 no flats (units 1-5): two 2-bed flats on the ground floor, two 1-bed flats on the first floor and one 3-bed flat on the second floor. The external alterations associated with this conversion would be minor in nature and comprise infilling four ground floor rear facing windows and replacing by one ground floor window and removing rear canopy. The external signage and A/C units would also be removed. The flats would be served by 9 no parking spaces sited to the rear of the building and their amenity area would be located to the north of the building. A bike store would be provided near the building's north elevation.
- 4.3 Unit 6 is a 4-bed two storey townhouse style detached dwelling with roof accommodation. It would measure 7.4m in width, 10.1m in depth, 6.1m in height to the eaves and 9.4m in maximum height. This unit would face Bridge Road to the south and have a wraparound garden. It would be served by two parking spaces sited on the northern corner of its plot.
- 4.4 Units 7 and 8 would form a two storey chalet style pair of 2-bed semi-detached properties that would face towards Station Road. Overall, the building would measure 11.4m in width, 11.6m in depth, 3.9m in height to the eaves and 7.4m in ridge height. Each dwelling would have a private garden and their parking spaces would be located in the central area of the site.
- 4.5 Unit 9 would be a 1-bed detached bungalow, which would be oriented into the application site with its rear boundary adjacent to Station Road. The building would measure 11.9m in width, 5.7m in depth, 2.8m in height to the eaves and 4.8m in maximum height. The parking space for this unit would be on the plot's frontage.

- 4.6 The existing vehicular access off Bridge Road would be retained as such and a refuse store facility would be sited near the site's southern boundary. According to the current parking standards, the proposal would require 11 no spaces to be provided. The site plan shows that a total of 16 no spaces would be proposed across the site to ensure that sufficient parking is provided for the larger units and two parking spaces are provided for visitors.
- 4.7 This application seeks to overcome the officer's objections to application ref 19/0452, which comprised the erection of a detached two storey building with roof accommodation of a significant scale, massing and large expanse of crown roof. This current application now comprises the provision of smaller scale residential units and, in addition, it also aims to convert Queen Anne House into flats.

5.0 CONSULTATION RESPONSES

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| 5.1 | Surrey County Highway Authority | No objections, subject to planning conditions (see Annex A) |
| 5.2 | Windlesham Parish Council | Notes that 9 dwellings may be an overdevelopment of the site. |
| 5.3 | Conservation Officer | No objections, subject to planning conditions |
| 5.4 | Environmental Health | No objections, subject to planning conditions |

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report two representations have been received which raise the following issues:
- Matters relating to land ownership [*Officer comment: the applicant has signed Certificate B of the application form, indicating that they have served notice on Surrey County Council*];
 - The proposed number of dwellings is too high to be accommodated within the site [*Officer comment: see section 7.4*];
 - Queen Anne house is a historic building and this development would be out of keeping with the character of the plot [*Officer comment: see section 7.4*];
 - The proposal would result in vegetation being removed and it is not clear what landscape would be provided [*Officer comment: see section 7.4*];
 - Bins should not be collected from Station Road [*Officer comment: see section 7.6*];
 - The proposal should not include the provision of dropped kerb onto units 7, 8 and 9 [*Officer comment: see sections 7.4 and 7.6*];
 - There should be no changes to the double yellow lines along Station Road [*Officer comment: this is not a part of this proposal*];
 - The proposal should comprise adequate parking during construction [*Officer comment: see section 7.6*].

7.0 PLANNING CONSIDERATION

- 7.1 The application site is located in a mixed use area within a defined settlement, as set out in the Proposals Map of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP). In this case, consideration is given to Policies CP1, CP2, CP3, CP6, CP12, CP14B, DM9, DM11, DM13 and DM17 of the CSDMP. The Residential Design Guide (RDG) SPD 2017 also constitutes a material planning consideration.
- 7.2 The main issues to be considered within this application are:
- Principle of development;
 - Impact on character and appearance of the surrounding area, including trees and heritage assets;
 - Residential amenity;
 - Transport and highways considerations;
 - Impact on flooding;

- Impact on infrastructure; and,
- Impact on the Thames Basin Heaths SPA.

7.3 Principle of development

- 7.3.1 Policy CP1 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 seeks sustainable development within the Borough. This Policy states that new development in Bagshot will be achieved primarily through redevelopment of existing sites. Policy DM13 of the CSDMP states that the loss of employment sites outside of Core Employment Areas may be permitted, provided that (i) it would not adversely affect the overall sustainability of employment opportunities of Bagshot, (ii) would not result in the loss of a strategically important sector for regional, national or global competitiveness or (iii) it would not result in the loss of units capable of use by small business or industry, unless it can be demonstrated that there is no longer a need for such units. Policy CP3 sets out the overall housing provision targets for the Borough for the period 2011-2028 and Policy CP6 promotes a range of housing types and tenures.
- 7.3.2 The application site, currently under Office Use (Class B1), is not designated as a Core Employment Area and its approximate 400m² floor space is considered appropriate to accommodate small businesses. The applicant has submitted a Marketing Report prepared by Howlands in support of this application which confirms that the site has been marketed since March 2018 with little or no interest. The marketing strategy included display boards, online advertising and brochures throughout this period for either use as a whole building or sub division for smaller office units. The rent was also reduced to below the normal rent level for the area and the property offered for sale or rent. Further financial incentives were also offered including repairs, full re-decoration and internal flooring.
- 7.3.3 The Marketing Report further notes that there is an oversupply of offices in the area and there is little demand for office space in Bagshot. A listed building is no longer viewed as an attractive space for office users who prefer a purpose-built building, good quality lighting without the associated maintenance and running costs or the need for expensive upgrades which are often incompatible with the building's heritage designation.
- 7.3.4 In light of the above, it is not considered that the proposal would adversely impact the overall sustainability or employment opportunities within Bagshot. The Marketing Report has identified an oversupply of smaller and not purpose-built premises in the area and therefore the loss of Queen Anne House would not lead to an adverse impact. Given the wider availability of other more modern premises, it is not considered the proposal would lead to the loss of any strategically important sector. While it is accepted that the building would be capable of use by small business, it is noted that the marketing strategy undertaken by the applicant generated little interest and the site has been vacant since 2018. It is therefore considered that the loss of this space would not be harmful to the local economy.
- 7.3.5 The loss of Class B1 would further be balanced against the provision of additional housing. The proposal would provide nine additional residential units to contribute to the housing supply within the Borough in a highly sustainable location, within walking distance to the village centre. Furthermore, the Council cannot demonstrate a five year housing supply. As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the character and appearance of the surrounding area, amenity of neighbouring occupiers, highway safety etc. These matters are assessed below.
- 7.3.6 It is therefore considered that the proposal would be acceptable in principle and would be in line with Policies CP1, CP3, CP6 and DM13 of the CSDMP.

7.4 Impact on character of area, including Heritage Assets and trees

- 7.4.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 promotes high quality design. Development should respect and enhance the character of the local environment and be appropriate in scale, materials, massing, bulk and density. Policy CP2 states that new development should use the land efficiently within the context of its surroundings and respect and enhance the quality of the

urban, rural, natural and historic environments. Policy DM17 goes on to say that development which affects any Heritage Asset should first establish and take into account its individual significance, and seek to promote the conservation and enhancement of the Asset and its setting.

- 7.4.2 The RDG provides further guidance relating to the design of residential developments. In particular, Principle 6.6 states that new development should respond to the size, shape and rhythm of surrounding plot layouts. Principle 7.1 talks about setbacks in new development should complement the streetscene. Principle 7.4 goes on to say that new residential development should reflect the spacing, heights and building footprints of adjoining buildings. Principle 7.8 supports good quality design and the creation of attractive buildings.
- 7.4.3 Queen Anne House is a large, spacious corner plot and the surrounding plots vary in shape and size. Most of the surrounding dwellings are detached, however there are examples of terraced dwellings and pairs of semis in the vicinity.
- 7.4.4 The proposal would comprise one pair of semis and two detached buildings that would provide an acceptable build line frontage to address both streets. Although it is noted that unit 9 is placed further back from the highway and faces into the application site rather than addressing Station Road, this arrangement allows for the oak tree to be retained. This tree positively contributes to the character of the application site and of Station Road and therefore this arrangement would be considered an acceptable compromise.
- 7.4.5 The proposal would give rise to five plots of different sizes and shapes and it is considered that these would respond well to their varied surrounding context. Internally, there would be an area laid to hardstanding, however this covers the space needed for vehicular parking and access only. The proposed site plan shows that planting would be provided within the site and on its boundaries to soften the built form and it is therefore recommended that a landscape scheme is secured by planning condition. While the proposed refuse store unit would be visible from the road, due to its set back from the site entrance, modest size and surrounding soft landscape, it would be not considered to significantly compromise the visual amenities of the area.
- 7.4.6 Unit 6, a two storey dwelling with roof accommodation, would be sited next to Queen Anne House and provide a continuation of the building line along Bridge Road. The design of this dwelling takes cues from Queen Anne House and, as noted by the Conservation Officer in her consultation response, the design, detailing and proportion of this dwelling would be keeping with the style of the listed building and positively contribute to its curtilage and wider streetscene. The garden between the listed building and unit 6 would allow for space to be retained around Queen Anne House so that the building remains the focus of interest within the streetscene and is not dominated by surrounding development. The properties along Station Road are considered well designed, with good materials, scale and proportion, and would therefore not be harmful to the character of the heritage asset and surrounding area. The properties would retain generous space around themselves and it is therefore considered that the proposed quantum of development can comfortably accommodated within the site.
- 7.4.7 The Conservation Officer advises the conversion of Queen Anne House to flats would be acceptable. The layout of the rooms and flats would generally retain the original room sizes and group them together to form the flats, with little to no harm on the listed building. The position of bathrooms and kitchens makes use existing service points where possible. The windows would be repaired where required and the removal of the portico is welcomed. The external alterations to the building would be minimal in nature and, as such, this element of the proposal would not be considered detrimental to the character of the area.
- 7.4.8 The arboricultural report submitted in support of this application advises that the overall quality and longevity of the amenity contribution provided for by the trees and groups of trees within and adjacent to the site would not be adversely affected as a result of the proposed development. Therefore, a planning condition has been added to this recommendation requiring the works to be undertaken in accordance with this report.

- 7.4.9 In summary, the proposal is considered acceptable in respect of its impact on the character of the area, including the designated heritage asset and trees. The proposed layout is considered acceptable in this form and, in the interests of protecting the setting of the Listed Building, a planning condition has been included removing permitted development rights for householder extensions and outbuildings. Parking for the development is provided within the central area of the site and therefore it is recommended that PD rights are removed for the provision of hardstanding and means of access to the highway. This will secure the frontages to remain soft landscaped. To avoid an internal layout dominated by fences, permitted development rights have been removed for the erection of gates or fences. The Conservation Officer recommends that permitted development rights for the provision of satellite dishes are also removed and the recommended condition also reflects this.
- 7.4.10 As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Policies CP2, DM17 and DM9 of the CSDMP, the RDG and Section 16 of the NPPF.

7.5 Impact on residential amenity

- 7.5.1 Policy DM9 of the CSDMP 2012 states that development should respect the amenities of the adjoining properties and uses. Principles 8.1 and 8.3 of the RDG advise that new residential developments should respect residential amenities of both neighbours and future occupiers in terms of privacy and light loss. Principle 8.2 goes on to say that all habitable rooms in new residential development should be provided with appropriate outlook. Principle 7.6 talks about the internal space standards, whereas Principles 8.4, 8.5 and 8.6 set out the outdoor amenity space.

Neighbouring properties

- 7.5.2 The application site is surrounded by residential properties to the north, east and south. The proposed conversion of Queen Anne House would comprise minimal external alterations to the building itself and there is sufficient separation distance to the neighbouring residential dwellings to avoid overlooking. Unit 9 would be the one closest to the residential properties that adjoin the site's eastern boundary. Given its single storey nature, siting adjacent to the frontage of Solstrand and the north facing orientation of its front elevation, it is not considered that unit 9 would be detrimental to the residential amenities currently enjoyed by these neighbours. The refuse store unit would be placed at approximately 0.8m from the common boundary with Plot 1 to the south. This purpose built space would be enclosed which would be considered to limit offensive smells and, due to its modest size and relationship with the dwelling at Plot 1, it would not be considered to result in overbearing, overshadowing or overlooking impacts on these neighbours.

Future occupiers of the proposed development

- 7.5.3 Queen Anne House contains two flank floor windows that would face unit 6, however this is single storey and would not give rise to overlooking concerns. Unit 6 would contain a side door to its utility room facing towards Queen Anne House. It is therefore not considered that this relationship would give rise to overlooking, overbearing or overshadowing impacts.
- 7.5.4 There are first and second floor rear facing flank windows on Queen Anne House that would accommodate habitable rooms. At its closest point, there would be a separation distance of approximately 27m to the pair of semis (units 7 and 8). This relationship would be considered acceptable in terms of overbearing and overshadowing impacts. Given the angled relationship between both buildings, there would be no windows directly facing each other. Also owing to the distance between Queen Anne House and the primary amenity area for each semi-detached property (about 28m and 33m to units 7 and 8, respectively) the proposed arrangement would not be considered to give rise to overlooking impacts.

- 7.5.5 At its closest point, there would be a separation distance of approximately 30.7m between the pairs of semis and unit 6, which would be considered acceptable in respect of residential amenity. The separation distance between units 9 and 6 would be, at its closest point, about 37.6m. Units 8 and 9 would be positioned about 5.3m apart from each other and unit 8's flank elevation facing unit 9 would be blank. This would be acceptable in terms of overbearing, overlooking and overshadowing.
- 7.5.6 In terms of internal space, it is noted that each residential unit would comply with the recommendations contained on the Nationally Described Space Standards in terms of gross internal area. All habitable rooms would be provided with adequate outlook. The proposed garden spaces for units 6 to 9 would measure between 5.9m and 9.5m in depth. Although the rear garden for unit 6 would be shallow, this plot would benefit from a side garden. The gardens for these units would range in terms of area between approximately 120 and 215m², receive direct sunlight, and be accessible from habitable rooms. As such, it is considered the dwellings would be provided with appropriate private amenity space to comply with the standards set out on the RDG. The flats within Queen Anne House would benefit from a communal amenity area to the north of the building which would measure about 498m², receive direct sunlight, be easily accessible to all residents and benefit from good screening. Although part of this area would be adjacent to the parking spaces consideration is afforded to its overall size. As such, the amenity area for the flats would be considered in line with principle 8.5 of the RDG. Although the flats would not be provided with balconies, weight is afforded to the heritage status of the building and proposal's proximity to the village centre of Bagshot and therefore the proposal would be considered acceptable in this regard.
- 7.5.7 The application site is adjacent to a 24hr petrol station, a major road and near a railway. The Environmental Health Officer was consulted on the proposal and advises that these are significant noise sources that may intrude into the living and amenity spaces of future occupiers. The Officer therefore advises that a Noise Impact Assessment is required to determine if mitigation is necessary and a planning condition has been added to this recommendation requiring the provision of such report.
- 7.5.8 As such, the proposal would not be considered to affect the residential amenities of the neighbouring properties and would be in accordance with Policy DM9 of the CSDMP and the RDG.

7.6 Parking and access

- 7.6.1 Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be supported by the Council, unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented.
- 7.6.2 The proposed development would make use of the existing vehicular access off Bridge Road. Units 7 to 9 would be provided with pedestrian access to Station Road. In line with the current 'Vehicular and Cycle Parking Guidance (2018)', the proposal would require 11 no spaces to be provided for all units. However, the parking standards recommend that "where space permits, it may be appropriate to consider increased provision". A total of 16 no of spaces are proposed across the site and this would ensure sufficient parking provision for the larger units and for visitors.
- 7.6.3 The County Highway Authority was consulted on the proposal and advises that sufficient space would be provided within the site for vehicles turn so they are able to enter and leave in forward gear. Although visibility splays fall slightly short of the standards as recommended within Manual for Streets when exiting the site to the right, due to the location of the signalised junction, the Highway Authority does not consider this slight shortfall would lead to highway safety issues, subject to the planning condition added to this recommendation (see Annex A).

- 7.6.4 Cycle parking would be provided with 1 no space available for each 1-bed and 2-bed unit and 2 no spaces for all larger units. Refuse collection for Units 7-9 would be taken from Station Road, whilst the remaining units would be serviced from Bridge Road with a bin store provided within the site. The site has close links to local bus services, Bagshot train station and Bagshot village centre. The Highway Authority therefore advises that the proposal would not have a material impact on highway safety, subject to the planning conditions added to this recommendation.
- 7.6.5 The site plan submitted with this application shows that the development would be provided with 4 no electric vehicle charging points. The Highway Authority advises that this provision should be of one charging point per residential unit and therefore a planning condition to reflect this has been added to this recommendation.
- 7.6.6 The proposal is therefore in line with Policy DM11 of the CSDMP.

7.7 Impact on flooding

- 7.7.1 Policy DM10 states that development proposals should at least be risk neutral. Flood resilient and resistant design, as well as appropriate mitigation and adaptation can be implemented so that the level of flood risk is reduced to acceptable levels.
- 7.7.2 The application site is situated within Flood Zone 1 where residential use is considered to be appropriate. The Design and Access Statement advises that a detailed drainage strategy would be developed following the grant of planning permission and this can be achieved to ensure the requirements of Policy DM10 of the CSDMP are met. A planning condition has been added to this recommendation requiring the provision of this strategy prior to commencing works on site.

7.8 Impact on infrastructure

- 7.8.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development. In the longer term, contributions will be via the Community Infrastructure Levy (CIL) charging schedule, in order to offset the impacts of the development and make it acceptable in planning terms. The Council's Infrastructure Delivery Supplementary Planning Document (2014) sets out the Council's approach to delivering the infrastructure required to support growth.
- 7.8.2 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted on 16 July 2014 and the CIL Charging Schedule came into effect on 1 December 2014. Regulation 123 CIL sets out the list of infrastructure projects that may be funded (either entirely or in part) through CIL. These include, for example, open spaces, community facilities or play areas. It is noted that these projects do not have to be directly related to the proposed development.
- 7.8.3 As the proposed development would involve the provision of nine additional residential units, the development would be CIL liable. The new dwellings would be charged at a rate of £220 per m², which applies to residential development located within the Eastern Charging Zone that does not provide its own SANG.
- 7.8.4 It is therefore considered that the proposal would be in accordance with Policy CP12 of the CSDMP.

7.9 Impact on Thames Basin Heaths SPA

- 7.9.1 Policy CP14B of the CSDMP states that the Council will only permit development where it is satisfied that this will not give rise to likely significant adverse effect upon the integrity of the Special Protection Area (SPA) and Special Areas of Conservation (SAC) sited within the Borough. Furthermore, it states that no new net residential development will be permitted within 400m of the SPA. Proposals for all new net residential development elsewhere in the Borough should provide or contribute towards the provision of SANGs and shall also contribute toward strategic access management and monitoring (SAMM) measures.

- 7.9.2 The Thames Basin Heaths Special Protection Area Avoidance Strategy (TBHSPAAS) SPD (2019) identifies Suitable Alternative Natural Green Space (SANGS) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a financial contribution towards SANGS.
- 7.8.3 The proposed development would lie within the 5km buffer of the Thames Basin Heaths SPA. Provided that sufficient SANG capacity is available in the Borough, it can be allocated to minor development proposals and the financial contribution towards SANG is now collected as a part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development.
- 7.9.4 Following an Executive resolution which came into effect on 1 August 2019, due to the currently limited capacity available for public SANGs in parts of the Borough, applications for development which reduce SANG capacity, as in the case of this application will be valid for one year (rather than three years).
- 7.9.5 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and would depend on the sizes of the units proposed. This proposal is liable for a SAMM payment of £4 819 which has been paid by the applicant.
- 7.9.6 It is therefore considered that the proposal complies with Policy CP14B of the CSDMP and with the Thames Basin Heaths SPD.

7.10 Other matters

- 7.10.1 The Environmental Health Officer advises that the submitted preliminary risk assessment identifies potentially contaminated land requiring further investigation. As such, a planning condition regarding contaminated land has been added to this recommendation.
- 7.10.2 The Design and Access Statement advises that the proposal aims to use low energy lighting inside all apartments and motion sensors would be fitted in communal areas. This would reduce the amount of lighting used and minimise the amount of energy consumed by the proposed building.
- 7.10.3 The applicant has agreed in writing with the pre-commencement conditions.

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

9.0 CONCLUSION

- 9.1 The proposal would be considered acceptable in principle. It is considered that it would not result in an adverse impact on the character and appearance of the surrounding area (including trees and heritage assets), nor on the residential amenities, or highway safety. Therefore, the proposal would comply with Policies CP1, CP3, CP6, CP12, CP14B, DM9, DM13, DM11 and DM17 of the CSDMP, the RDG SPD, and the Thames Basin Heaths SPD. The application is therefore recommended for conditional approval.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

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

2. The proposed development shall be built in accordance with the following approved plans, unless the prior written approval has been obtained from the Local Planning Authority.
 - Drawing no 8908 104A - Queen House and unit 6 floor plans, received 15 October 2020
 - Drawing no 8908 105A - Proposed Floor plans (units 7, 8 and 9), received 15 October 2020
 - Drawing no 8908 109A - units 6 to 9, proposed elevations, received 15 October 2020
 - Drawing no 8908 103 - Queen House proposed ground floor plan, received 8 July 2020
 - Drawing no 8908 106 - proposed Queen Anne House elevations, received 8 July 2020
 - Drawing no 908 107 - proposed Queen Anne House elevations, received 8 July 2020
 - Drawing no 8908 100B - site plan, received 15 October 2020

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

3. No external facing 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. This shall include bricks, tiles, materials for infill and repair to Queen Anne House, conservation rooflights, windows and doors. Once approved, the development shall be carried out using only the agreed materials.

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

4. No development shall commence until a landscape scheme to include hard and soft landscaping details has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

5. Prior to commencement of works, a Method of Works and Materials Specification to include details of the works proposed to windows and doors to Queen Anne House shall be submitted to and agreed in writing with the Local Planning Authority. The approved details shall be implemented in full.

Reason: in the interests of protecting the Heritage Asset and to accord with Policy DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. Notwithstanding the provisions of Schedule 2 Part 1 Class A, Class B, Class C, Class E, Class F, Class H of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) and of Part 2 Class A and Class B no further extensions, roof alterations, outbuildings, laying of hardstanding, microwave antennas, fences or means of access to the highway shall be erected or undertaken without the prior approval in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control over the enlargement, improvement or other alterations to the development in the interests of visual and residential amenity and to accord with Policies DM17 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2012.

7. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Report and Tree Protection Plan (Arbtech TPP 01) prepared by ArbTech received 08 July 2020. No development shall commence until digital photographs have been provided by the retained Consultant and forwarded to and approved by the Council's Arboricultural Officer. This should record all aspects of any facilitation tree works and the physical tree and ground protection measures having been implemented and maintained in accordance with the Arboricultural Report. The tree protection measures shall be retained until completion of all works hereby permitted.

Reason: To preserve and enhance the visual amenities of the heritage asset and locality in accordance with Policies DM17 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No foundations or ground floor slabs shall be constructed on site until details of the proposed finished ground floor slab levels of units 6 to 9 and the finished ground levels of the site including roads, private drives, etc. in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) have been submitted to and approved by the Local Planning Authority in writing. Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. The visibility splay in the leading traffic direction (right) from the existing access should be kept clear by regularly maintaining the trees/vegetation along the frontage of the site onto Bridge Road.

Reason: in order that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with Drawing no 8908 100B - site plan, received 15 October 2020 for the parking of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: in order that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

11. The development hereby approved shall not be first occupied unless and until facilities for the secure, lit and covered parking of bicycles within the development site, have been provided in accordance with Drawing no 8908 100B - site plan, received 15 October 2020 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 does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

12. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors;
 - (b) loading and unloading of plant and materials;
 - (c) storage of plant and materials;
 - (d) measures to prevent the deposit of materials on the highway;
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: in order that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

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

Reason: in order that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

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

1. Site Characterisation: An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site,

whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, pets, service lines and pipes, adjoining land, groundwaters and surface waters;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried

out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the National Planning Policy Framework.

15. Prior to commencement of works on site a noise impact assessment addressing the compliance with internal and external amenity standards under BS 8233:14 shall be submitted to and approved by the Local Planning Authority. Any mitigation measures identified within the assessment shall be implemented prior to first occupation.

Reason: To protect the residential amenities of the development's future occupiers in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
 - a) 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)
 - b) 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.
 - c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

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

Informative(s)

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant's attention is drawn to the Party Walls (etc) Act 1996.
3. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
4. The development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

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

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

5. The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Please see the Officer's Report for further details.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
7. 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.
8. 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).
9. 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.