

LOCATION:	50 Windsor Road, Chobham, Woking, Surrey, GU24 8LD,
PROPOSAL:	Demolition of existing building and erection of a new club building and 9 dwellings, access roads, car parking and landscaping
TYPE:	Full Planning Application
APPLICANT:	Cleanslate Limited
OFFICER:	Mrs Sarita Bishop

This amended submission would normally be determined under the Council's Scheme of Delegation. However, it is being reported to the Planning Applications Committee at the request of Cllr. Wheeler. The original submission for 10 dwellings constituted a major development and so would have automatically been reported to Planning Applications Committee.

RECOMMENDATION: GRANT, subject to conditions and legal agreement

1.0 SUMMARY

- 1.1 The principle of a mixed-use development in this location is supported. The proposed club building will provide a valuable community facility in a smaller but more energy efficient and attractive building than the existing building which is considered to be an improvement in character terms. It is acknowledged that the proposal will result in the loss of existing hedging and provide less than the required amenity space for plots 2 and 8. However, in considering the planning balance of the scheme as a whole in terms of the efficient re-use of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site, in addition to the proposed replacement boundary planting and the provision of a new bus shelter; the temporary loss of hedging and reduced amount of amenity space are considered to be acceptable.
- 1.2 The proposed access and car parking arrangements are considered to be acceptable subject to the imposition of appropriate conditions to include servicing hours for the club; the provision of car and cycle parking for the development; the provision of enhanced bus shelter facilities; the submission and implementation of a car park management plan; and, the imposition of a condition tying car parking provision to serve plot 1. Subject to these controls the proposed development would not cause any significant parking problems.
- 1.3 Subject to the completion of a section 106 undertaking in relation to the SAMM payment the proposal is, on balance, acceptable in line with the relevant policies. It is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 This semi-circular island site, of some 0.27 hectares is located within the Green Belt settlement area of Chobham. It is to the east of Windsor Road and the west of a slip road which provides access to properties to the east, which have postal addresses, but no main frontages, on to Windsor Road (42a-56 evens inc) and Fowlers Mead (9 and

10). Whilst there are no restrictions on parking on the slip road, the carriageway is narrow.

2.2 The site comprises a part single part two storey building of some 889 square metres in area (750m² for the social club, 139 m² for the flat), surrounded by car parking providing 33 spaces. It also includes part of the public highway (Windsor Road). The building, comprises a mix of styles from its original construction in the 1960's with domed and flat roofs and use of materials including concrete panels, brown pebble-dash and brick. The site has a high hedge along the western boundary, which is partly within the public highway, around the southern end and also along part of the eastern boundary. The hedging on Windsor Road does not appear to have had any meaningful maintenance for some time.

2.3 The character of the surrounding area is mixed in terms of use and built form. Chobham Rugby Club and the Chobham Detachment of the Surrey Air Cadet Force lie to the east of the site. Retail shops with residential above are located to the west. The remainder of the surrounding area is residential comprising a mix of building types of varying size and architectural era including two storey detached and semi-detached dwellings and former offices which have been converted into seven flats (75-77 Windsor Road). It is also noted that a number of houses to the west and north west of the site on Windsor Road have replaced landscaped front gardens (in part and completely) with hardsurfacing to be used as car parking. No. 56 Windsor Road located to the north east and 44 Windsor Road located to the south east of the site are Grade II listed dwellings. Nos. 1-10 Fowlers Mead lie to the north east of the site. They generally comprise pairs of two storey semi detached dwellings built post war.

3.0 RELEVANT HISTORY

3.1 There has been a clubhouse on this site since the 1920's. There have been a number of planning permissions for the extension of the club on this site, primarily in the 1960's. The most relevant applications to the current proposal is set out below with the most relevant applications set out below:

3.2 17/0366 Erection of a terrace of 4 three bedroom houses and 4 four bedroom detached dwellings, all with accommodation over three floors with integral single garages, driveways, garden areas and landscaping following demolition of existing club and flat. *Withdrawn March 2018.*

3.3 17/0367 Erection of a part single-storey, part two-storey building to provide a social club on the ground floor and two flats above (1 x one bedroom and 1 x two bedroom), with associated parking and landscaping, following partial demolition of the existing club and flat. *Approved August 2017.*

The building, (17.7 metres in depth and 16.2 metres wide with a total floor area of some 330 square metres, of which 240 square metres of the floor area was for the replacement social club) was approved at the southern end of the site on existing car parking spaces with the northern half of the site being retained for future residential development. The approved height of the building was 6.4m reducing to 3.8 metres for the single storey element. A total of 16 car parking spaces were approved and located to the north of the building, bar two which were to be provided to the south. A small garden for occupiers of the first floor flats and a smoking area were approved to the south of the building with a 2 metre high sound proof barrier erected behind the retained boundary hedge and the access to the

southern parking spaces. The levels of the site were approved to be lowered by 0.4 metres.

Due to changes in legislation as a result of the pandemic, this permission is extant.

3.4 20/0546/DTC Details to comply with conditions 8 (construction transport management plan) and 10 (hard and soft landscaping) pursuant to 17/0367. Under consideration.

3.5 Whilst not on the application site, the following application is considered to be relevant to the current proposal:

18/0991 Erection of a part two, part three storey building comprising an attached 3 bedroom house and 8 flats (6 x two bedroom and 2 x 3 bedroom) with access from Windsor Road, parking, landscaping and bin/cycle storage following demolition of existing shops and flats at 79-81 Windsor Road. *Approved March 2019.*

This site is located some 85 metres to the north of the application site. The approved building is generally located at the back of the footway and has the appearance of a staggered terrace. The building has a width of some 27 metres, a maximum depth of some 17 metres and a maximum ridge height of some 9.6 metres.

4.0 THE PROPOSAL

4.1 As originally submitted the proposal was for the demolition of the existing building and erection of a new club building and 10 dwellings, access roads, car parking and landscaping. Due to concerns raised about the level of development, the built form and layout, the scheme has been amended so that 9 dwellings and a smaller club house building are now proposed. Building heights were also reduced across the scheme, the external staircase was deleted and additional landscaping including fruit trees in the rear gardens are now proposed.

4.2 The current proposal has two elements. First, the demolition of the existing club building and the erection of a replacement building of some 255 square metres including a basement store of some 48 square metres at the southern end of the site. The building has maximum dimensions of 13.7 metres by 9.7 metres with a ridge height of 8.7 metres. It is proposed be finished in brick with tile hanging and a tiled pitched roof. It has feature clocks in both the north and south elevations. The building would provide a club lounge/ bar with male and disabled WC facilities at ground floor level with club room, meeting room and female and disabled WC facilities above. A new car park with access from Fowlers Mead is to be provided with 14 spaces, 13 of which are to serve the club including one for disabled use. A new pedestrian access is to be provided from the car park onto Windsor Road. Bin and bike stores are proposed to on the east side of the building. A two metre high acoustic fence is proposed extending along the common boundary with Fowlers Mead from the car park in a southerly direction to the junction with Windsor Road which will be screened by hedging. The proposed hours of opening for the club are:

- 11am to 11pm Sunday to Thursday
- 11am to midnight Friday and Saturday

- 4.3 The proposed houses are divided into two areas. Seven houses are proposed to front/side onto Windsor Road. They comprise a terrace of four dwellings (1 x two bedroom and 3 x three bedroom), a pair of three bedroom semi-detached houses and a detached four bedroom house, all located to the north of the proposed club building. The terrace was originally proposed as 1 two bedroom, 1 x three bedroom and two x 4 bedroom but was amended to comply with the space standard. Two detached four bedroom houses were originally proposed to be provided on the eastern side of the site, side onto to Fowlers Mead. However, this has been amended to 1 x four bedroom house and 1 x three bedroom house to comply with space standard. They are to be sited on either side of the new access to the parking area which serves plots 2, 3, 4 as well as 8 and 9. Each property will have a private rear garden which indicatively will include a fruit tree. The houses are all two storey in height, varying between 7.9 metres and 8 metres in height. The design approach is traditional with the use of pitched and gable roofs, tile hanging to the first floor, feature gable details, inset dormer windows with pitched roofs and bay windows. Plot 1 (the two bedroom house) is to be retained by the club to provide an income stream.
- 4.4 There is no vehicular access from the site onto Windsor Road. The proposal seeks to modify the two existing access points located on the north and east boundaries off the slip road. The northern one is to provide access to plot 7 and its assigned parking spaces. The eastern access is to provide access to the new parking area which serves plots 2, 3, 4, 8 and 9. Two new access points are also proposed. The one to the northern boundary is to serve the assigned parking spaces for plots 5 and 6. The additional access on the eastern boundary is to serve the new parking area for the club which includes one parking space for plot 1. With the exception of plot 1, all the dwellings have two assigned spaces. This includes integral or attached car ports for plots 2, 3, 4, 8 and 9. Plots 2, 3, 4, 5 and 6 will have direct pedestrian access onto Windsor Road with Plot 1 sharing the pedestrian access from the club car park. A new bus shelter is also to be provided on the Windsor Road frontage as part of the development.
- 4.5 The existing hedge on the Windsor Road frontage will be replaced with new hedging along the boundary with Windsor Road with replacement/additional hedging along the eastern boundary. New landscaping is also proposed within the club car park, within the central parking court and rear gardens. A reduction in site level is also proposed.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--------------------------------|--|
| 5.1 | County Highway Authority | No objection subject to conditions. Their response is attached as Annex A. |
| 5.2 | Chobham Parish Council | Objects to the revised scheme on the grounds of inadequate car and cycle parking provision and layout; highway safety issues; overdevelopment of the site; adverse impact on visual and residential amenity; and, the loss of the hedge in relation to air pollution with replacement hedges appearing to be of less volume and depth. If permission were to granted the Parish recommends conditions in the interests of visual amenity and highway safety. |
| 5.3 | Arboricultural Officer | No objection. Comments that the trees within the site are poor quality. He regrets the loss of hedgerow and recommends a landscaping condition. |
| 5.4 | Environmental Health | No objection, subject to a condition securing the acoustic fence. |
| 5.5 | SCC Lead Local Flood Authority | No objection to the revised scheme subject to conditions |

- | | | |
|-----|-----------------------|---|
| 5.6 | Conservation Officer | No objection. |
| 5.7 | Joint Waste Solutions | Provides information on the bin requirements and collection advice |
| 5.8 | Thames Water | No objection to the original scheme in terms of waste water, sewage treatment or surface water. Information is provided concerning development in proximity to sewers. No further comments have been received on the revised scheme |
| 5.9 | Drainage Officer | No views received |

6.0 REPRESENTATIONS

- 6.1 A total of 13 objections, including one from the Chobham Society, were received in respect of the original scheme raising the following summarised concerns:

Highway issues [Please see section 7.6 below]

- Reduction in car parking spaces for the club; 13 spaces for the club seems inadequate;
- Turning circles unrealistically tight;
- Inadequate car parking provision;
- Concern about potential for on street parking;
- No parking for tradespeople/visitors;
- Fowlers Mead unsuitable for parking;
- On street parking may impede safe access to the rugby club;
- Prefer removal of individual pedestrian access points as this would encourage parking on and deliveries from Windsor Road;
- The parking spaces are too small and squashed;
- Due to new pedestrian access points, parking restrictions should be imposed on Windsor Road;
- Truck deliveries to the club will be difficult based on the submitted swept path analysis and if vehicles parked on Fowlers Wells;
- A permanent no parking zone along Fowlers Wells in the vicinity of the development should be considered;

- Potential for one way traffic movements only on Fowlers Wells;
- Electric charging facilities should be provided to all dwellings;
- Insufficient information on access and turning for delivery trucks and refuse vehicles to the rear;
- Off street parking provision should be made during the construction process;
- Access to club is on the narrow slip road with little room for two cars to pass, no pavement and no rooms for delivery vehicles to back out;
- Relocation of access is unsuitable;

Character, street scene and landscape issues [Please see section 7.4 below]

- Hedge on Windsor Road should be maintained as would soften row of houses and provide air and noise pollution barrier;
- Condition should be imposed to ensure that company is set up to maintain the hedge;
- Density of housing too high;
- Hedge opposite 56 Fowlers Mead is owned and maintained by 56 Windsor Road which appears to be torn down by the development despite assurances from the developer to the contrary;
- Loss of hedging to make way for houses to be built is disrespectful and inconsiderate to neighbours;
- The houses are placed too near to the road;
- Radical change to the street scene and is an overdevelopment of the site;
- Buildings are proposed directly on the site boundary;
- Roof heights loom large in the street scene and the roof ridge line is abnormally high dominating surrounding buildings and access spaces;
- When looking at the elevations site level information is inconsistent, building at the lower level should be adhered to as promised by the developers;

- Mass of built form;
- Lack of space around the buildings resulting in a terracing effect;
- Roof heights will allow accommodation in the roof;
- Concern about development taking place at the existing site level in terms of both built form and the club car park;
- Planting of semi mature hedging in combination with reduction in site level could well make a great improvement to the proposed street scene;
- Roof heights should be reduced;
- Club should be single storey;
- New hedging will contribute to a much better scheme overall;
- If pattern in housing were to match opposite side of Windsor Road with 6 houses, this would improve spacing with additional housing being provided elsewhere on the site;
- Overall reduction in building mass may allow the adjustment to the siting and orientation of the club building;
- The linked houses have a huge detrimental impact on the street scheme and looks like an office block;
- Concern about the external staircase;
- A house should be in the location proposed for the club;

Impact on residents [Please see section 7.5 below]

- Noise associated with smokers using the external areas of the club;
- Potential for noise nuisance from the club to existing and proposed occupiers, notwithstanding acoustic fence and use of air conditioning;
- Soundproof fencing should be required;
- Loss of privacy to 46 Windsor Road;
- Proximity to existing dwellings;
- No provision for bins or external storage;

- Car lights shining into the windows of 46 Windsor Road;
- No sound barriers or natural screening provided around the club;
- Potential for noise, pollution and disruption from smoking area in relation to Fowlers Wells Farm, a Grade II dwelling;
- Waste recycling area is in direct line to the Grade II dwelling;
- Potential for noise from air conditioning units;

Other matters

- A number of letters of support are from the (club) Committee and its members, directors of the developers and are not resident in the surrounding vicinity;
- Must demonstrate permission from Surrey County Council for access to their land;
- It is clear that the land is being sold by the Chobham Club to make as much money as possible and they do not care about local residents because of the poor state of the existing hedge that bounds Windsor Road;

6.2 A total of 48 representations have been received in support of the proposal raising the following summarised reasons:

- Will give the new building it needs so that it can carry on being the social hub of the community;
- Provide much needed housing in the area;
- Existing building is very old, in poor condition with no insulation;
- The building needs to be improved to modern standards;
- Existing building not attractive to look at;
- Chobham Club supports all generations and is a vital link between age groups;
- Given other local amenities have been lost the redevelopment of the club to retain its amenities is vitally important to the village;
- Design implements and keeps much needed greenery to the street side and off street parking in contrast to the opposite side;
- The new proposals are more in keeping with the village than the approved scheme;

- The overall development is sympathetic to the local environment;
- The new development will offer many improvements towards noise reduction, safety for individuals and better monitoring of the premises

6.3 In respect of the amended scheme 4 additional letters of objection/representation were received, which raise the following summarised issues:

- Added noise and pollution;
- Little regard for the street scene and surrounding area;
- Overdevelopment of the site;
- Little thoughts for local residents;
- Unsuitable access to club;
- No regard for present resident's access;
- Traffic problems for deliveries by large vehicles;
- Proximity to Fowlers Well Farm;
- Impact on hedge bounding Windsor Road;
- Orientation of houses onto Windsor Road leading to on road parking on Windsor Road;
- A single pedestrian access should be proposed for the Windsor Road houses;
- Current volume of development seems excessive given Chobham has limited capacity to accommodate any new development;
- Proposal not in keeping with appropriate Green Belt uses as development does beyond limited infilling to wholly infill the site;
- If permitted, permitted development rights should be removed and the hedges protected from removal by future residents;
- Acceptability of the parking and turning arrangements;

- Acoustic fence should be extended to protect houses on west side of Windsor Road;
- Where hedges not retained, replanting with mature hedges should be a planning condition;
- Query on site levels.

7.0 PLANNING CONSIDERATIONS

7.1 The application site is located in Chobham, a settlement area 'washed over' by the Green Belt as defined by the Surrey Heath Core Strategy & Development Management Policies 2012 (CSDMP). As such Policies CP1 (The Spatial Strategy), CP2 (Sustainable Development and Design), CP3 (Scale and Distribution of Housing), CP5 (Affordable Housing), CP6 (Dwelling Size and Type), CP11 (Movement), CP12 (Infrastructure Delivery and Implementation), CP14A and 14B (Biodiversity and Nature Conservation), DM2 (Development within Chobham), DM7 (Facilitating Zero Carbon Development), DM9 (Design Principles), DM10 (Development and Flood Risk), DM11 (Traffic Management and Highway Safety), DM14 (Community and Cultural Facilities) and DM17 (Heritage) are relevant to the consideration of the current proposal. The Council's Supplementary Planning Documents in relation to the Residential Design Guide (RDG) September 2017, Infrastructure Delivery July 2014 and the Thames Basin Heaths Special Protection Area (TBHSPA) Avoidance Strategy 2019, the Vehicular and Cycle Parking Guidance January 2018 published by Surrey County Council, the National Planning Policy Framework/Practice Guidance and saved Policy NRM6 of the South East Plan are also relevant to the consideration of the submitted proposal.

7.2 The main planning issues relevant to this application are considered to be as follows:

- Principle of the development;
- The impact on the character and appearance of the area, including landscape and heritage;
- The impact on the residential amenity of adjoining and future occupiers;
- Highways, parking and access;
- Impact on infrastructure;
- Impact on the Thames Basin Heaths Special Protection Area; and,
- Other matters

7.3 Principle of the development

7.3.1 The NPPF requires planning policies and decisions to ensure that new development makes efficient use of land.

7.3.2 Policy CP1 states that new development will largely come forward in the western part of the Borough, but does direct development towards previously developed land. It states that Chobham has limited capacity to accommodate any new development. Policy DM2 states that development within the settlement of Chobham will be limited to appropriate uses, including extensions, alterations and adaptations of community uses. New opportunities for community uses are also appropriate, giving priority to re-use of existing non-residential buildings, but where re-use is not feasible the replacement of such buildings, when replacement would improve and enhance environmental performance. Policy DM14 states that the Borough Council will seek opportunities to enhance and improve community facilities, and the loss of existing facilities will be resisted unless there is no demand for such facilities.

- 7.3.3 As well as being a traditional social club and pre the pandemic, the club hosted various local groups and activities such as Zumba, brass band practice, theatre players, darts, pool, line dancing, poker and television sporting events such as live football or horse racing on a large screen. The principle of a reduction in floor area was established by the 2017 permission and it is clear that, with a current membership of around 200 members, the size of the proposed building is commensurate with the club's membership. Furthermore, the existing building would require extensive works to bring it up to current standards in terms of energy efficiency.
- 7.3.4 Given the comprehensive nature of the proposal there would be no loss of residential accommodation as a result of this development. The provision of additional family housing on a previously developed site within the settlement area would be appropriate in this location.
- 7.3.5 The site is considered to be in a sustainable location within an established settlement. It is within walking distance of village amenities and is on a bus route. The Council cannot currently demonstrate a 5 year housing land supply. As such it is considered that the site's location weighs in favour of the proposed development. Furthermore, the scheme will contribute to the identified provision for 55 dwellings within Chobham as set out in Policy CP3 of the CSDMP.
- 7.3.6 It is therefore considered that the replacement of the club building with a smaller, more energy efficient building, and provision of family housing in this previously developed location, is in line with the above policies and, as such, no objection is raised to the principle of the development.

7.4 Impact on character and the appearance of the area

- 7.4.1 Paragraph 126 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 130 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 and effective landscaping. Paragraph 134 states that permission should be refused for development that is not well designed, taking into account any local design standards or style guides in plans or supplementary planning documents.
- 7.4.2 Policy CP2 of the CSDMP 2012 states that new development should 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 DM7 encourages energy efficient buildings. 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 and DM7 encourage energy efficient buildings.
- 7.4.3 The RDG also emphasise the need for new development to respect, enhance and have regard to distinctive patterns of development and take opportunities to add to the positive features of the area. Principle 6.5 advises that new residential development should contribute to the provision of balanced communities through the provision of a mix of residential densities, housing forms, sizes and tenures. Principle 6.6 expects new residential development to respond to the size, shape and rhythm of surrounding plot layouts. Principle 6.7 of the RDG SPD advises that parking layouts should be high quality and designed to, inter alia, reflect the strong heathland and sylvan identity of the borough and ensure developments are not functionally and visually dominated by cars. Principle 6.8 further advises that where front of plot parking is proposed, this should be enclosed with soft landscaping and not dominate the appearance of the plot or the street scene with extensive hard surfacing. Principle 7.4 advises that new residential development should reflect the spacing, heights and building footprints of existing buildings. The RDG also sets out standards for new development including guidance on architectural detailing, use of natural light, window design, internal space standards, density and layout.

- 7.4.4 By virtue of its shape and location the existing site is unique in the Windsor Road streetscene and in itself is not typical of the pattern of development seen in the area. It is clear from the planning history above that the building has been developed on a piecemeal basis over many years. This approach has resulted in a built form which lacks visual cohesion and makes little contribution to the character of the area. Its design and use of materials, does not reflect those generally seen in adjoining residential, recreational or commercial buildings. Whilst it is largely hidden from public view from Windsor Road by hedging, the building is visible from Fowlers Mead. It is an unattractive sprawling building that occupies the majority of the site and is surrounded by car parking, neither of which contribute positively to the character of the area.
- 7.4.5 Given the island nature of the site, it is important that where buildings are seen in the round, they make a contribution to the streetscene from which they will be located and viewed. This means that development on this site would necessarily create a new streetscene which would be different but should be compatible with existing development. In this case the proposed social club occupies an important location at the southern end of the site. Together with plot 7 at the northern end of the site, the proposed social club building acts as a visual end stop to the development. Its design follows the two storey character of development typically seen in the area. It has a traditional brick and tile construction and has feature clock faces looking to the north and south. The fenestration has a residential pattern with all elevations making a visual contribution to the Windsor Road and Fowlers Mead streetscenes. It is recognised that, taking into account the reduction in site level, the proposed club building will have a greater presence in the streetscene by virtue of its location and height. However, the club has been designed to fit into the residential streetscenes that characterise the remainder of the scheme and adjoining dwellings in terms of built form and separation distances. It is also considered wholly appropriate that a community building should have a visual presence to the community it serves. The proposed building is a significant visual improvement when compared to both the existing and approved buildings and would successfully integrate into the Windsor Road streetscene.
- 7.4.6 Whilst acknowledging that the overall development footprint is some 20% less than the existing building, the proposed housing would have a fundamentally different impact on the character of the area when compared to the existing club and its car parking. However, different does not necessarily equate to planning harm. There are two discrete areas which comprise the residential areas of the scheme. Plots 1-7 which front onto Windsor Road and Plots 8 and 9 which side onto Fowlers Mead.
- 7.4.7 Plots 1-6 are two storey in character and follow the traditional frontage development which is characteristic of both Windsor Road to the west and Fowlers Mead to the north east. The dwellings have been designed to provide a varied streetscene in terms of roof design, layout and external appearance which is compatible with the more developed character of Windsor Road to the west which includes detached and semi-detached dwellings and flats. Plot 7 has its main frontage facing north. This plot serves to act a visual stop to the northern end of the site. The introduction of windows and dormer and tile detailing and with windows in the west elevation ensures that active frontages are provided to both Windsor Road and Fowlers Wells streetscenes. As with the social club the proposed dwellings would be of a traditional brick and tile construction and would incorporate hipped and gable roofs with dormer style details and front porches all of which bring visual interest to the built form. The building heights would be in accordance with the RDG which seeks ridge heights of 7.5 metres to 8 metres in the more rural areas of the borough. These plots would be seen both in isolation but also as a transition site from the more spacious plots to the south to the more developed residential areas to the north and west. The proposed houses would be compatible with both established and recently completed development on Windsor Road to the north and as such are considered to be acceptable in visual amenity terms.

- 7.4.8 Plots 8 and 9 are located on the eastern side of the site. The siting of these plots has a more spacious feel as they link into the more open character of dwellings and buildings to the east. They have access onto Fowlers Mead and are sited to enclose the new streetscene whilst also providing access to their own parking spaces and those for plots 2, 3 and 4. Due to the non-residential character of the buildings to the east, the street pattern is more varied than that seen on Windsor Road. Plots 8 and 9 have their main frontages overlooking each other but have side elevations onto Fowlers Mead which incorporate ground and first floor windows and tile hanging details to ensure that these dwellings do not present blank elevations to the public realm. Whilst they comply with the height parameters set out in the SPD, they are considered to be gateway buildings into the development from Fowlers Mead and would not be inappropriate in this location.
- 7.4.9 The existing boundary hedging gives the site a sylvan character which is a benefit to the site and the wider streetscene. However, it is noted that this hedging does not have the benefit of any statutory protection and could be removed at any time (subject to any nesting birds) Furthermore, this hedge has not been the subject of any meaningful management or maintenance for some years. The scheme will result of the loss of the hedging in the short term. However, extensive mature replanting is proposed on the boundaries which may be secured by way of condition. Whilst the Arboricultural Officer regrets the loss of the hedge he does not raise a formal objection to the proposal subject to substantial replanting. It is acknowledged that the loss of the hedging in the short term is a harm arising from the scheme in planning terms. However, when considered in the planning balance of the scheme as a whole in terms of the efficient reuse of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site, in addition to the proposed boundary planting and the provision of a new bus shelter; this temporary loss is considered, on balance, to be acceptable.
- 7.4.10 The existing site is characterised by large areas of unrelieved hardsurfacing which provides car parking for the club. The proposed layout would significantly reduce the level of hardsurfacing with the new parking spaces areas being provided in smaller groups within a parking court interspersed by landscaping (the club) or integral to the dwellings they serve, also with the provision of additional landscaping. The residential parking spaces are to the rear or sides of the dwellings they serve and would be largely screened by buildings, walls/fences or landscaping. Whilst the spaces for the club would be provided in a landscaped setting, it is considered that, from a security perspective, views in and out of these spaces should also be provided. It is considered that the scheme would provide an appropriate balance between security and landscaping. Having regard to the above it is therefore considered that the overall parking layout for the development as a whole would not give rise to an unacceptable prominence of parking in the streetscene.
- 7.4.11 There are two Grade II listed buildings in the vicinity of the site, nos. 56 Windsor Road located to the north east and Fowlers Wells Farm 44 Windsor Road located to the south east of the site. The Conservation Officer has considered the proposals in terms of their impact on the setting of these buildings and raises no objection to the development from a heritage perspective.
- 7.4.12 It is therefore considered that subject to the imposition of appropriate conditions relating to materials and landscaping the proposed development would respect and enhance the character of the area and would be compatible with the objectives of Policies CP2, DM2, DM9, the principles in the RDG and the NPPF.

7.5 Residential amenity of adjoining and future occupiers

- 7.5.1 Paragraph 130 of the NPPF states that planning decisions should ensure a high 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.

Impacts on neighbouring properties

- 7.5.2 The proposed club building would be just under 19 metres from the closest elevation of the nearest dwelling Fowlers Farm 44 Windsor Road with separation distances of over 22 to 27 metres retained to 48 and 42a Windsor Road, respectively. Given these separation distances, and the fact that the building would face the front of these dwellings, it is not considered that there would be any material loss of privacy, nor any overbearing or overshadowing effects.
- 7.5.3 In terms of noise impacts arising from the existing social club, there are no planning restrictions in terms of hours of use nor are there measures in place to address potential noise issues. However, the existing building is subject to licensing controls which limit the hours for licensable activities such as the supply of alcohol, the performance of live music/dance or the playing of recorded music as follows:
- 11am to 11pm Monday to Wednesday
 - 11am to 11.30pm Thursday and Sunday
 - 11am to midnight Friday and Saturday.

The licence also requires, amongst other things, that all doors and windows shall be kept closed, except for access and egress, when music is being played and a noise limiter be installed and operating at levels to be advised and agreed with Environmental Health. It is noted that the Licensing Authority has not had any complaints concerning the existing building since 2012.

- 7.5.4 Before the current pandemic, and in addition to normal club activities, the existing building was hired out to various groups, including a brass band and for classes, events and functions. The proposed building is significantly smaller than the existing one which in itself would limit the nature and size of activities which may take place. Furthermore, the proposed club room on the first floor is to be provided with air conditioning thereby enabling windows to remain shut when potentially noisy activities could take place. The proposed building would also be built to current Building Regulations and could have sound proofing built into its structure. A smoking area is proposed at the southern end of the site. This has been the subject of objection by residents and is also a concern in relation to the tree to be retained. It is therefore considered appropriate to seek further details of the smoking area which may be secured by way of condition.
- 7.5.5 The principle of the use of acoustic fencing on this site was established by the 2017 planning permission. This fence was proposed to both the Windsor Road and Fowlers Mead frontages. The proposed fence is to be located along the Fowlers Mead boundary and screened by hedging. Whilst details of the fence have been provided, Environmental Health has sought further details of the noise environment and appropriate mitigation measures to ensure that an acceptable noise environment is safeguarded for adjoining residents. This may be secured by way of condition. Given the additional sound proofing, the more modern construction of the building and noise control measures, it is considered that the redevelopment of the club is likely to result in an improvement in terms of noise, for existing residents. Furthermore, the club is prepared to accept a condition limiting hours of use as set out in paragraph 4.2 above and it is noted that activities within the club would also be controlled under licensing legislation.

- 7.5.6 In terms of the amenities of residents to the west of the site on Windsor Road, it is considered that given the separation distances retained, the pattern of overlooking proposed and the controls outlined above, no material overlooking or overbearing impacts would result.

Impacts on future occupiers

- 7.5.7 With regard to the 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. There will be mutual overlooking between 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. The proposed club building will introduce a different pattern of overlooking from first floor level over the rear gardens. One window serves a landing, whilst the other serves a meeting room. Given that a separation distance in excess of 12 metres is to be retained, the ability to secure the use of obscure glazing in the landing window and the indirect overlooking to the garden areas from the meeting room window, no material loss of privacy would result to future occupiers. They would also benefit from the measures outlined above in relation to the operation of the club.
- 7.5.8 The RDG requires that all new housing meets the National Described Space Standard. As submitted Plots 5, 6, 7 and 8 met this standard. The applicant has provided amended plans for plots 1-4 inc. and 9 which now meet the described space standards. As such no objection is raised to the proposal in this regard.
- 7.5.9 The RDG requires that new housing has appropriate levels of amenity space. The applicant has calculated the amenity space provision for the whole plot as a total figure rather than as private rear garden which is required by the RDG. As submitted the space standard was met for plots 4, 5, 6 7 and 9. The applicant has provided amended plans which increase the rear garden areas for plots 1, 2, 3 and 8. However, there remains a shortfall of 4.3 square metres for plot 2 and 14.6 square metres for plot 8. There is a difference between the applicant and the officer in that the applicant is of the view that all amenity space should be taken into account and on this basis the standard would be met for plot 2. The deficit for plot 8 would remain unchanged. This has a requirement for 85 square metres due to the northern orientation of the garden space.
- 7.5.10 The officer's opinion is that the removal of a further unit from the scheme would improve the spatial relationships within the scheme, including increased garden areas (and additional be beneficial in respect of the wider character). However, the applicant is unwilling to do this and has advised that this would not make the scheme viable, given that Plot 1 is to be given to the club and the remaining housing is enabling development for the replacement club. The scheme therefore falls to be considered as submitted. The gardens for plots 2 and 8 will provide functional private amenity areas for future residents. Given that future occupiers will have the choice on whether they wish to purchase the properties with the amount of private amenity space proposed, and having regard to the overall benefits the scheme will bring, it is considered, on balance, that this shortfall is not so significantly harmful to warrant refusal on this ground.
- 7.5.10 For the above reasoning the proposal is therefore acceptable in terms of its impact on residential amenity, and is in line with Policy DM9, the principles of the RDG and the NPPF in this regard. It is, however, considered necessary and reasonable to removed permitted development rights for extensions and outbuildings to the dwellings given the size of the plots and gardens. This would enable the Planning Authority to retain control in the interests of the character of the area and residential amenities.

7.6 Highways, Parking and Access

- 7.6.1 Paragraph 110 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11

states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 requires all new development to be appropriately located in relation to public transport and comply with the Council's car parking standards.

- 7.6.2 In terms of parking provision for the club, the SCC Vehicular and Cycle Parking Guidance 2018 recommends a maximum of 1 car space per 3 members, or per 20 square metres, or an individual assessment and justification. The proposed floor area for the building of 255 square metres equates to a requirement of 13 spaces. It is considered unlikely that the basement would be used as a social space but this could be restricted by condition. The car park would have 14 spaces, with one of these allocated to the occupiers of Plot 1 and one for disabled use. The applicant has stated that there are around 200 club members, the majority of whom live within walking distance of the club.
- 7.6.3 As set out in its consultation response (see Annex A to this agenda), the County Highway Authority (CHA) notes that the redevelopment of the club will result in a significant reduction in floorspace. The proposal will lead to a reduction in parking spaces on site for the use of the club members from 26 to 13 spaces. The applicant has stated that membership has reduced to approximately 200 members currently, the majority of whom live within walking distance of the building. The CHA acknowledges that there is therefore less requirement for parking than previously. The recommended conditions for improving pedestrian access and bus shelter facilities are required to support sustainable travel and further reduce the need to travel by car. The CHA is therefore satisfied that the reduction in parking provision will not lead to a highway safety issue. Furthermore, the applicant has agreed to accept a condition requiring the submission and implementation of a car park management plan which will include details of how the club will prevent overspill parking and unauthorised parking within the site. It is also considered to impose a condition restricting the use of the club to prevent changes of use which may have a different parking requirement.
- 7.6.4 A new bus shelter is proposed on Windsor Road as part of this development. This is supported by the CHA and the Local Planning Authority. The CHA notes that part of the site is within the ownership of Surrey County Council and as such its requirements relating to stopping up of the highway and purchase of land will need to be complied with before development can take place.
- 7.6.5 It is noted that one of the car parking spaces within the club car park is to serve plot 1. Given that this is a two bedroom unit where two spaces would be preferred and the space is not on land within the residential curtilage of plot 1, it is appropriate to impose a condition tying this space to plot 1 to ensure that adequate car parking provision is made for this plot. On this basis no objection is raised to the parking provision for plot 1.
- 7.6.6 The remaining houses within the development are proposed to have two assigned spaces per property. The CHA raises no objection to this level of car parking provision subject to conditions which include cycle parking and the provision of electric charging facilities. It is noted that a number of the plots would have tandem parking arrangements. The CHA has raised no objection to this arrangement but this is at odds with their proposed condition 3 in Annex A in relation to turning. Clarification has been sought from the CHA on this and an update will be given at the meeting.
- 7.6.7 The proposal will introduce new and modified access points onto Fowlers Mead. The CHA has considered the proposed access arrangements and advised that in assessing the new and modified accesses it accepts that 25 metre visibility splays are in accordance with a design speed of 20pmh based on the surveyed 85th percentile speeds on Fowlers Mead. The CHA therefore raises no objection to these changes subject to the imposition of conditions which secure appropriate visibility splays.

- 7.6.8 The proposed bin storage and servicing for the club is proposed from within the car park which will also be dealt with by the car park management plan referred to above. However, it is considered appropriate to impose a condition relating to servicing hours to safeguard the amenities of adjoining residents. Bin storage for the houses will take place on curtilage with the bins presented on collection day which reflects the typical situation seen in the area. Subject to the imposition of condition referred to above, no objection is raised to the bin storage facilities for the proposed club or houses.
- 7.6.9 Having regard to the above in the officer's opinion the proposal would not conflict with the aims of Policy DM11.

7.7 Impact on Infrastructure

- 7.7.1 Policy CP12 states that the Borough Council will ensure that sufficient physical, social and community infrastructure is provided to support development and that contributions in the longer term will be through the CIL Charging Schedule. Paragraph 153 of the NPPF states that policies should be used where they can aid infrastructure delivery. The Council's Infrastructure Delivery SPD was adopted in 2014 and sets out the likely infrastructure required to deliver development and the Council's approach to Infrastructure Delivery.
- 7.7.2 The CIL Charging Schedule came into force on 1 December 2014 and details of infrastructure projects that are to be funded through CIL are outlined in the Regulation 123 list, which includes open space, transport projects, pedestrian safety improvements among others. These projects do not have to be related to the development itself. The new dwellings would be CIL liable with the final figure being agreed upon completion of the relevant forms.

7.8 Impact on the Thames Basin Heaths SPA

- 7.8.1 The Thames Basin Heaths SPA was designated in March 2005 and is protected from adverse impact under UK and European Law. Policy NRM6 of the South East Plan 2009 states that new residential development which is likely to have a significant effect on the ecological integrity of the SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Policy CP14B of the 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 Thames Basin Heaths SPA and/or the Thursley, Ash, Pirbright and Chobham Common Special Area of Conservation (SAC).
- 7.8.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA and this site is approximately 750m from the SPA. The Thames Basin Heaths Special Protection Area Avoidance Strategy SPD was adopted in 2012 (updated 2019) to mitigate effects of new residential development on the SPA. It states that no new residential development is permitted within 400m of the SPA. All new development is required to either provide SANG on site (for larger proposals) or for smaller proposals such as this one, provided that sufficient SANG is available and can be allocated to the development, a financial contribution towards SANG provided, which is now collected as part of CIL. There is currently sufficient SANG available and this development would be CIL liable, so a contribution would be payable on commencement of development. Informatives relating to CIL will be imposed on any permission granted. Consistent with the SPD it is also recommended that the permission must be implemented within 1 year.
- 7.8.3 The development would also be liable for a contribution towards SAMM (Strategic Access Monitoring and Maintenance) of the SANG, which is a payment separate from CIL and depends on the sizes of the units proposed. This is to be secured by way of a section 106 undertaking. It is therefore considered that, subject to the completion of this undertaking the proposal complies with Policy CP14B, Policy NRM6 and the Thames Basin Heaths SPD.

7.9 Other matters

- 7.9.1 Policy CP6 states that the Council will promote a range of housing types and tenures, and for market housing suggests that this should be approximately 10% 1-bed units, 40% 2-bed units, 40% 3-bed units and 10% 4+ bed units. This application proposes a mix of 2, 3 and 4 bedroom units and as such no objection is raised on this basis.
- 7.9.2 Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising the impacts on biodiversity and providing net gains in biodiversity where possible. Policy CP14A states that the Borough Council will seek to conserve and enhance biodiversity within Surrey Heath and development that results in harm to or loss of features of interest for biodiversity will not be permitted. It is therefore considered appropriate to impose a condition to secure biodiversity improvements.
- 7.9.3 Policy DM10 expects development to reduce the volume and rate of surface water run off through the incorporation of appropriately designed Sustainable Drainage Systems at a level appropriate to the scale and type of development being proposed.
- 7.9.4 The application is accompanied by a sustainable drainage strategy. The Lead Local Flood Authority are satisfied with the submitted strategy and raise no objection to the proposal on drainage grounds subject to conditions being imposed in to secure a detailed design of the surface water drainage scheme and a verification report.
- 7.9.5 With regard to archaeology no heritage significance or archaeological potential have been identified with the site. The proposal would therefore comply with Policy DM17 of the CSDMP.

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 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.
 - b) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

9.0 CONCLUSION

- 9.1 The principle of a mixed use development in this location is supported. The proposed club building will provide a valuable community facility in a smaller but more energy efficient and attractive building than the existing building which is considered to be an improvement in character terms. It is acknowledged that the proposal will result in the loss of existing hedging and there is a shortfall in the private amenity spaces for plots 2 and 8. However, in considering the planning balance of the scheme as a whole in terms of the efficient reuse of previously developed land; the provision of a new social club building for community use which is more energy efficient; the provision of family housing; a reduction in building footprint and hardsurfacing; the introduction of additional landscaping throughout the site in addition to the proposed replacement boundary planting; and, the provision of a new bus shelter, the proposal is considered, on balance, to be acceptable. The CHA is satisfied with the proposed access and parking arrangements subject to conditions. It is therefore considered that, subject to the resolution of the matters raised above and the completion of a section 106 undertaking in relation to the SAMM payment, the proposal is acceptable and in line with the relevant policies, and permission should be granted.

10.0 RECOMMENDATION

GRANT subject to a legal agreement to secure SAMM monies and subject to the following conditions:

1. The residential element of 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 and to accord with the resolution of the Council's Executive of 16 July 2019 in relation to Suitable Alternative Greenspace Capacity for Surrey Heath.

2. The proposed development shall be built in accordance with the following approved plans: P101 V, P102 V, P110 H, P111 B, P112 E, P113 G, P114 H, P211 J, S101 D and S102 D, 19075-003 and SK01.

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. A strategy for monitoring and reporting on ground conditions and actions to be taken should there be the discovery of contamination will be adopted. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The remediation strategy should detail how the contamination shall be managed and any agreed remediation verified.

Reason: To comply with the National Planning Policy Framework (NPPF paragraphs 183, 184 and 185) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from unacceptable levels of contamination.

4. No soft or hard landscaping works shall take place until full details of both have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out as approved and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development.

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. A Landscape Management Plan, including long term design objectives, management responsibilities/timescales and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development, or any phase

of the development whichever is the sooner, for its permitted use. The Landscape Management Plan shall be carried out as approved.

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 and the National Planning Policy Framework 2021.

6. No foundations or ground floor slabs shall be constructed on site until details of the proposed finished ground floor slab levels of all building(s) 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.

7. 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. 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.

8. No surface materials for the roads, car parking areas, driveways or footpaths will be used on the site until a plan showing the location of their use, together samples and their details have been submitted to and approved in writing by the Local Planning Authority. Once approved only the agreed surfacing materials shall be used in the construction of the development.

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

9. Before the first occupation of the club building the refuse storage area for the proposed club shall be provided in accordance with the approved plans and thereafter retained.

Reason: To ensure visual and residential amenities are not prejudiced and to meet the functional needs of the development and to accord with Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework 2021.

10. The development hereby permitted shall not be occupied until details of external lighting for the parking areas are submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the club building or the residential dwellings to which they relate.

The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

11. Notwithstanding any information submitted with the application the club building and environs shall not be occupied until a plan indicating the position, design and material of a permanent noise barrier to be erected or other such noise mitigation measures as may be agreed to safeguard an acceptable noise environment for adjoining residents have been submitted and approved in writing by the Local Planning Authority. The noise barrier or approved measures shall be implemented before the occupation of the club building hereby permitted and shall be permanently retained thereafter by the landowner.

Reason: To protect the occupants of the proposed development and the amenities of the locality from noise disturbance and to accord with Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

12. The carports hereby permitted shall be retained for such purpose only and shall not be converted into living or storage accommodation without the prior consent in writing of the Local Planning Authority.

Reason: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. Notwithstanding the provisions of Schedule 2 Part 1 Classes A, B, C, D, E 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, roof alterations, outbuildings or means of enclosure 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, to ensure that appropriate amenity space is provided to serve the residents needs and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

14. Before first occupation of the development hereby approved the first floor landing window in the north elevation of the club building shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times.

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

15. The club building hereby permitted shall only be open to the public between the hours of

11am to 11pm Sunday to Thursday
11am to 12 midnight Friday and Saturday

Reason: In the interests of the amenities enjoyed by neighbouring residents and to accord with the objectives of the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

16. Prior to the first occupation of the club building hereby approved a Parking Management Plan shall be submitted and approved in writing by the Local Planning Authority. The Parking Management Plan shall include details of parking control to

prevent overspill, safeguard access for the residents of plot 1 and explore potential measures to restrict unauthorised vehicular access. The approved plan shall be put into operation prior to the first occupation of the building with the parking area being thereafter managed in accordance with the approved plan.

Reason: In the interests of residential amenity and highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

17. The parking space 01-1 as indicated on drawing no. 19101-C101J shall be retained exclusively for the use of the occupants of Plot 1.

Reason: In the interests of residential amenity and to ensure adequate parking provision is retained for the residential dwelling in the interests of highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

18. Prior to the first occupation of the club building, details of the smoking area shall be submitted to the Local Planning Authority for approval. The smoking area shall thereafter be provided and retained for its designated use in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

19. Development above ground level shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF, and Ministerial Statement on SuDS. The required drainage details shall include;

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.6 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspections chambers etc) including details of the proposed highway drain diversion.
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk;
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system;
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

20. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provided the

details of any management company and state the national grid reference of any key drainage elements (surface water attenuations devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDs

21. No part of the development shall be first occupied unless and until the proposed new and modified vehicular accesses to Fowlers Mead have each been constructed and provided with 2.0 x 25 metre visibility splays in accordance with the approved plans (Drawing number 19075-003) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high
22. No part of the development shall be first occupied unless and until 25 metre forward visibility splays have been provided in accordance with the approved plans (Drawing number 19075-SK01) and thereafter the forward visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
23. The development hereby approved shall not be first occupied unless and until space has been laid out within the site relevant to that building in accordance with the approved plans (drawing number P102 T) for vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: Conditions 21, 22 and 23 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

24. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide safe routes for pedestrians to travel along Windsor Road and through to the development site by:
 - widening the footway on the eastern side of Windsor Road at the frontage of the site to 3 metres and providing a link through to the proposed new club building;
 - providing tactile paving at each of the junctions between Windsor Road and Fowlers Road

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

25. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to improve access to the development site by bus through the enhancement of the existing bus stop on Windsor Road to include:
 - the provision of a bus shelter with two half end panels;
 - a 23m bus cage;
 - accessible kerbing, with a kerb height at 140mm for a minimum 9m straight

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

26. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the secure parking of bicycles at each of the proposed dwellings and at the proposed new club building in a secure, robust and covered store or shelter

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

27. The development hereby approved shall not be first occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC32 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 for their designated purpose to the satisfaction of the Local Planning Authority

Reason: To promote sustainable forms of transport in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

28. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm
 - (j) on-site turning for construction vehicles

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

Reason: 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 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 2021.

29. The basement for the club hereby permitted shall only be used as ancillary storage for the club.

Reason: To ensure that adequate car parking provision is maintained for the club to ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework 2021

30. Prior to the first use of the club building, details of the air conditioning unit(s) to be installed to include appearance, location and technical specifications, shall be submitted in writing to the Local Planning Authority for approval. The air conditioning unit(s) shall be installed in accordance with the approved details prior to the first use of

the building and thereafter maintained and retained to the satisfaction of the Local Planning Authority.

Reason: To safeguard the amenities of adjoining residents.

31. The social club building hereby approved shall be only be used as a social club and for no other purpose.

Reason: In the interests of highway safety in accordance with policies DM9, DM11 and CP11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework 2021.

Informative(s)

1. All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.
2. The development hereby permitted is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (as amended).

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

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

3. 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.
4. The applicant's attention is drawn to the Party Walls (etc) Act 1996.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as Lead Local Flood Authority should be contacted to obtain prior written consent. More details are available on the County website
6. If proposed works result in infiltration of surface water to ground within a Source Protection Zone, the Environment Agency will require proof of surface water treatment to achieve water quality standards.

7. With regard to condition 28 above, please be aware that there are weight restrictions on Chobham High Street
8. 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, verge to form a vehicle crossover to install dropped kerbs. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs>
9. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice
10. 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).
11. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
12. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users
13. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage
14. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

15. 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.or.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

for guidance and further information on charging modes and connector types

16. 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