

LOCATION:	Frimhurst Farm, Deepcut Bridge Road, Deepcut, Camberley, Surrey, GU16 6RF,
PROPOSAL:	Erection of a residential development of 65 dwellings along with associated estate roads and accesses onto Deepcut Bridge Road, car parking, bin stores and external landscaping following the demolition of all existing buildings.
TYPE:	Full Planning Application
APPLICANT:	Mr Tom Smailes
OFFICER:	Duncan Carty

This application has been referred to the Planning Applications Committee because it is major development (a development of 10 dwellings or over).

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

1.0 SUMMARY

- 1.1 This planning application relates to a residential development of a site located in the defined countryside (beyond the Green Belt) at the edge of Deepcut. The site is currently predominantly occupied by commercial premises and is located between the main Farnborough to London Waterloo rail line and the Basingstoke Canal with an access onto Deepcut Bridge Road.
- 1.2 The current proposal includes the provision of 65 dwellings, with a new access road onto Deepcut Bridge Road, parking and landscaping. The dwellings would include 6 one bed, 22 two bed, 19 three bed and 18 four/five bed houses. The proposal would provide 26 affordable housing, 40% of the overall provision. The dwellings would be two storey in height and include three dwellings, to the Deepcut Bridge Road frontage.
- 1.3 The site has been the subject to pre-application discussions and has been negotiated during the course of this application. This has included input from the Council's Urban Design Consultant. The application proposal is considered to be acceptable in terms of its impact on local character, heritage and trees, residential amenity, highway safety and parking capacity, ecology, flood risk/drainage and archaeology. The proposal is CIL liable. Subject to the completion of a legal agreement to secure affordable housing (including First Homes) and a contribution towards SAMM measures, the application proposal is considered to be acceptable. The application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located in the Countryside (beyond the Green Belt) south of Deepcut and east of Frimley Green. The site lies between Basingstoke Canal, to the north, and the deep cutting of the Farnborough to London Waterloo main rail line to the south. The site is

currently predominantly occupied by commercial premises (see planning history below) with woodland to its northern part (closest to the canal) and some open space to the west. There is further woodland around the site, and south of the rail line, which restricts views into the site. The site slopes gently from its south east to north west corners.

- 2.2 The existing access to the site lies to the south east corner of the site, onto Deepcut Bridge Road, just north of the narrow traffic lighted bridge site over the rail line. The site lies within Flood Zone 1 (low risk). Frimhurst Farm Cottages, a locally listed building, lies to the north west corner of the site, fronting onto the canal but accessing through the existing industrial estate.

3.0 RELEVANT HISTORY

The application site has an extensive planning history of which the most recent and relevant is:

- 3.1 09/0843 Formation of a driveway and access onto Deepcut Bridge Road for Frimhurst Farm Cottages.
This proposal provided a separate 300 metre long access just north of the industrial estate, and south of the woodland, and provided a separate access for this residential property. This was refused in June 2010 on countryside impact grounds. The subsequent appeal was dismissed in March 2011.
- 3.2 16/0526 Continued use of existing industrial centre (Use Classes, B1, B2 and B8) and movement between these uses (retrospective).
Granted in November 2016.
- 3.3 16/0528 Certificate of Existing Lawful Use as storage and distribution (Class B8).
Split Decision - Granted in relation to areas E2, E3, E4A and E4B and refused in relation to area E1B.

4.0 THE PROPOSAL

- 4.1 The current proposal relates to a residential development of 65 dwellings including 6 one bed, 22 two bed, 19 three bed and 18 four/five bed houses. The dwellings would be two storey in height. The proposed buildings would be traditional in design with a general maximum ridge height of about 8.5 metres. The dwellings include a mix of detached, semi-detached and terraced houses, along with four maisonettes (end of terrace). The proposal would provide affordable housing including a proportion of First Homes.

- 4.2 The proposed market dwellings are as follows:

No of bedrooms	Housing type	Number
Two	Semi-detached houses	7
	Terraced houses	2
Three	Detached houses	7
	Semi-detached houses	4
	Terraced houses	2
Four	Detached houses	13
Five	Detached houses	4
Total		39

The proposed affordable housing dwellings are as follows:

No of bedrooms	Housing type	Number
One	Maisonettes	6
Two	Terraced houses	15
Three	Semi-detached houses	4
	Terraced houses	1
Total		26

The affordable housing would be split between 7 No First Homes, 6 No. intermediate and 13 No. affordable rent properties.

4.3 Access to the proposed dwellings would be predominantly from a new access road, to be located further north than the existing access on the outside of a bend in the road. Three dwellings fronting onto Deepcut Bridge Road (Plots 1 – 3) would be provided with a accesses onto this road, with the most southerly (Plot 1) providing an adopted turning head within the access. The main access road is a spine road through the development with three separate lanes provided to the north side of the development, all positioned at right angles to this main spine road. Access to Frimhurst Farm Cottages would be provided through this development, off one of these lanes.

4.4 Open space would be provided to the south east part of the site (between Plots 4-11 and 12-17) with a play space provided in this location. A much larger, more informal area to the northern edge of the proposed housing is also to be provided with a trim trail, providing a pedestrian access into the middle of the development (between Plots 51-54 and 55-57) providing a natural link to this open space. Soft landscaping would be provided through the development including hedging to some boundaries and street (and other) trees.

4.5 The current proposal would provide an overall provision of 175 parking spaces (including 37 garage spaces) for 65 dwellings. Electric charging points are being provided on the basis of one space per dwelling. In addition, 5 visitor spaces are to be provided. The level of parking is as follows:

No of bedrooms	Parking ratio	Parking guidance
1	1	1
2	1.9	1
3	2.4	2
4/5	2.9	2

4.6 The traditional design of the proposed dwellings is reflected in the traditional materials which include brick and tile hanging, wood framing and render infills, red/grey tiles and contrasting brick for detailing. The features include projecting gables (with timber framing or tile hanging panels), window sills and hoods, raised brick quoins, string courses, bay windows and porches.

4.7 Each dwelling would have its own private amenity (rear garden) which are generally between 10 and 15 metres in depth. Further consideration of amenity provision is provided at paragraph 7.4.3. The proposal would provide dwelling sizes which exceed the minimum national space standards. The proposal would include energy sustainability measures, including a fabric first approach.

4.8 This planning application has been supported by:

- Planning Statement;
- Design and Access Statement;
- Landscape and Visual Impact Assessment;
- Transport Statement;
- Preliminary Ecological Assessment with Biodiversity Gain Assessment and Bat Emergence and Reptile Survey;
- Flood Risk Statement and Drainage Design Strategy;
- Noise Survey Note;
- Energy and Sustainability Statement;
- Arboricultural Implications Report;
- Heritage Statement;
- Utilities Assessment;
- Statement of Community Involvement; and
- Phase 1 Land Contamination Report.

5.0 CONSULTATION RESPONSES

5.1	County Highway Authority	No objections, subject to conditions [<i>See Annex A for a copy of their comments</i>].
5.2	Highways England	No objections, subject to conditions.
5.3	Archaeology Officer	No objections, subject to a condition.
5.4	Conservation Consultant	No objections with no material effect on heritage assets.
5.4	Local Lead Flood Authority	A response to amended details has been received and clarification is being sought on these comments with the applicant [see paragraph 7.6.2].
5.4	Council's Arboricultural Officer	No objections subject to conditions.
5.5	Surrey Wildlife Trust	No objections subject to conditions.
5.6	Environmental Health	No objections, subject to the imposition of a condition to mitigate noise from rail line.
5.7	Scientific Officer	No objections.
5.8	Basingstoke Canal Society	Mitigation required towards damage/erosion to the canal towpath and bank from increased use [<i>Officer comment: It is not considered that the level of activity expected from this development on the towpath would justify funding this mitigation. See paragraph 7.5.7</i>].
5.9	Farnborough Airport	No objections.
5.10	Network Rail	No objections.
5.11	Urban Design Consultant	No objections [<i>See Annex B for a copy of her comments</i>].
5.12	Joint Waste Solutions	No objections – provide details of bin requirements/costs for the development.

6.0 REPRESENTATIONS

- 6.1 There were 22 number of notification letters originally sent to neighbouring properties on 17 August 2021, and publicised in the local press on 25 August 2021, and re-notified on 4 March 2022 and 9 May 2022, and 1 letter of support and 12 representations received raising an objection, including an objection from the Mytchett, Frimley Green and Mytchett Society, have been received raising the following objections:

Principle [See section 7.2]

- No more houses required in Deepcut/unnecessary development
- Loss of businesses
- Area is over populated

Character [See section 7.3]

- Lack of open space
- Previous new access roads refused due to impact on rural landscape and character

Highway safety and traffic generation [See section 7.5]

- Increased highway safety risk from development and access/number of accesses
- Increased parking in the area
- Increased traffic at traffic bottleneck (rail bridge)
- Inadequate visitor parking provision
- Accommodation for electric charging vehicles required
- Impact of reduced/closed access arrangements to application site for access opposite
- Improvements/contributions towards improvements to bridge over rail line required

Other matters

- Pollution risk to canal [See section 7.6]
- Sewer outlet (currently over canal) needs to be replaced [See section 7.6]
- Impact on ecology (outside industrial estate) [See section 7.8]
- Impact on wildlife (badgers, bats, deer, reptiles, raptors, birds, fish, waterfowl) [See section 7.8]
- Impact on climate change due to use of gas boilers [See paragraph 7.9.1]
- Local road needs resurfacing [Officer comment: This is a County matter and would not be a reason to refuse this application]
- Inadequate pre-application community engagement and neighbour notification [Officer comment: There are no statutory requirements for such engagement]
- Loss of childminders from dwelling to site frontage (to be removed) [Officer comment: *This would not be a reason to refuse this application*]
- Impact on community and infrastructure cannot support proposal due to insufficient services (GP, dentist, convenience stores – non-existent in Deepcut – schools and hospital) [Officer comment: *This would not be a reason to refuse this application*]

- 6.2 One support subject to:

- Existing tree cover/density being maintained [see section 7.3]

7.0 PLANNING CONSIDERATION

- 7.1 The application is considered against the relevant policies, which are Policies CP1, CP2, CP5, CP6, CP9, CP11, CP14, DM9, DM10, DM11, DM13, DM16 and DM17 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); Policy NRM6 of the South East Plan 2009 (as saved) (SEP); and the National Planning Policy Framework (NPPF); as well as advice within the Surrey Heath Residential Design Guide 2017 (RDG); Thames Basin Heaths Special Protection Area Avoidance Strategy SPD

2019 (AAS); the Planning Practice Guidance (PPG); the Written Ministerial Statement 24.05.21 (WMS); the Council's First Homes Policy Guidance Note 2021 (FHP); and the National Design Guide. The main issues to be addressed in the consideration of this application are:

- Principle for the development;
- Impact on character and trees;
- Impact on residential amenity;
- Impact on sustainability, highways safety and parking capacity;
- Impact on flood risk and drainage;
- Impact on the Thames Basin Heaths Special Protection Area
- Impact on ecology;
- Impact on affordable housing provision and housing mix; and
- Other matters.

7.2 Principle for the development

7.2.1 Policy CP1 of the CSDMP indicates that new development will be expected to come forward largely through the redevelopment of previously developed land in the western part of the Borough and development in the countryside will not be permitted where it results in the coalescence of settlements. As indicated above, the site lies in the countryside south of the settlement of Deepcut and east of Frimley Green. It is considered that the development is previously developed land in the western part of the Borough and would not lead to a coalescence of settlements.

7.2.2 Policy DM13 of the CSDMP indicates that the loss of employment sites (outside of Core Employment Areas) may be permitted where 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. The existing commercial centre relates to a number of businesses which are due to relocate (on the outcome of this application) and comprise poor quality units which are not necessarily required and their loss, relating to 21 jobs, would not have any significant impact on the provision of employment land within the Borough.

7.2.3 The Council's Five Year Housing Land Supply Paper 2021-2026 (1 April 2021) indicates that there is currently about a 7.2 year supply of housing available within the Borough. This includes the development under this proposal and, as a part of this supply, this proposal is supported in principle.

7.2.4 It is considered that the proposal is considered to be acceptable on these grounds complying with Policies CP1, CP2 and DM13 of the CSDMP in this regard subject to the assessment below.

7.3 Impact on character, trees and heritage

7.3.1 Policy DM9 of the CSDMP indicates that indicates that development will be acceptable where it respects and enhances the local character of the environment and protects trees and vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate.

Development context

7.3.2 The current proposal was envisaged as a village development form, because it is separated from other nearby residential development either principally by the Basingstoke Canal to the north and the rail line to the south, as well as there being limited development beyond. This impression of separation is accentuated by existing woodland particularly to the north part of the site (which is to be largely retained) and on the south side of the rail line. This woodland limits views into the site and the principal views into the site are from gaps in the vegetation on Deepcut Bridge Road. The proposal is therefore seen as a stand-alone development with a central denser core in the centre

providing traditionally styled dwellings, with lower density also providing traditional designs but with more variety of built form to the west and east flanks. The Council's Urban Design Consultant supports the proposal indicating that the redevelopment is considered to enhance the character and intensify the use of the site.

Layout and connectivity

- 7.3.3 Principle 6.2 of the RDG indicates that developments should create a hierarchy of streets based on street character and form. The layout has a spacious, organic pattern with a curved principal (spine) road with houses principally orientated to face onto this road to provide active frontages. Open spaces and groups of retained trees, as well as new trees, adds to the rural character of the development. A green heart to the development would be provided which accentuates the rural character of this development and provides a green link to the woodland to the north. As indicated above, the proposal introduces a series of lanes which access, at right angles, off the spine road. These lanes are narrower and provide access to a limited number of dwellings, which do not front onto the spine road. This breaks up the built form, provides a hierarchy of streets, and also adds interest to the development. The Council's Urban Design Consultant indicates that site layout benefits from a coherent layout which creates variety and legibility through the site.
- 7.3.4 The proposal includes on-plot parking (drive/garages) as well as parking courts and a proportion of on-street spaces. The parking areas and spaces are successfully spread through the development, with the parking courts not clearly visible from the main access road. The proposed access is in a similar location to the refused proposal 09/0843 but, different to that proposal which had a 300 metre length in the countryside immediately south of the woodland, the access has a length of 70 metres, before diverting south into the development site. The measures to improve connectivity, such as cycle/footway provision and footway crossing are set out in section 7.5 below.
- 7.3.5 Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without compromising the local character of an area, the environment or the appearance of an area.
- 7.3.6 The current proposal provides an overall density of 14 dwellings per hectare but in terms of the developable area, it provides a density of 27 dwellings per hectare which is considered to be an acceptable density, in principle, balancing the best use of land in this location with the wider character impacts. The development would also provide benefits by improving the visual appearance of the site, noting the utilitarian appearance of the buildings on the site and that the current industrial use is a non-conforming (but lawful) use in this location.

Design and scale

- 7.3.7 Principle 7.8 of the RDG requires development to provide architectural detailing to create attractive buildings that positively contribute to the character and quality of an area. The central core of the development is more traditional in form taking the Surrey vernacular of brickwork with tile hanging to the first floor element. Two storeyed development prevails to reflect the rural character. This provides an architectural theme to this part of the site and includes smaller dwellings in a series of semi-detached and short terrace groups. The Council's Urban Design Consultant indicates that the traditional design cue provides detailing commonly found in village settings.
- 7.3.8 There are three dwellings proposed to the road frontage onto Deepcut Bridge Road would replace, in effect, the existing dwellings on this frontage. Further from this central core, traditional design is proposed but in a more generalised approach with different materials (such as render, brick, tile hanging and wood framing), brick, and styles with details (such

as porches, projecting gables/gablets, quoins, bays, window heads and sills) introduced to provide a mix of built form to add interest to this development. These dwellings are generally a mix of predominantly detached dwellings, but also semi-detached and terraced houses. The general height of these two storey dwellings is about 8.5 metres to the ridge, which is a typical height for a traditional roofscape.

Heritage

- 7.3.9 Policy DM17 indicates 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. In determining proposals affecting Heritage Assets to their setting, regard will be had to whether the Asset is a Designated Heritage Asset or a Local Heritage Asset in determining whether the impact of any proposed development is acceptable.
- 7.3.10 The site lies close to the Basingstoke Canal, a Conservation Area, and Frimhurst Farm Cottages, a locally listed building. However, the development would be a minimum of about 60 metres from the Canal and about 40 metres from the curtilage of Frimhurst Farm Cottages. This level of separation, the woodland in between and the design and scale of the proposed development would result in a more limited impact on these heritage assets. The Council's Conservation Consultant has raised no objections to the proposal.

Landscaping and trees

- 7.3.11 Principle 6.2 of the RDG requires residential developments to use trees, vegetation, gardens and open spaces to create a strong, soft green character to streets. The proposal will lead to the loss of some trees but the general level of tree cover is to be retained with landscaping provided to enhance and soften the development including the provision of street trees along the spine road. The Council's Arboricultural Officer has indicated that the layout of the attenuation basin at the site entrance will lead to a loss of a significant number of trees important as a collective and the replacement planting (trees) will take a long time to achieve the same environmental and visual benefits that they would have provided but the replacement planting will go a long way to securing a long term tree coverage of the area subject to suitable planting and landscape details (being provided by condition) and raises no objections to the proposal.
- 7.3.12 The site lies in the defined countryside and so it is considered prudent to remove permitted development rights for house extensions to protect the countryside character of the wider area. As such, the proposal is considered to be acceptable in character, heritage and tree grounds complying with Policies CP2, DM9 and DM17 of the CSDMP and the NPPF, as well as advice in the RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses. Principle 6.4 of the RDG indicates that housing development should seek to achieve the highest density possible without adversely impacting on the amenity of neighbours and residents.
- 7.4.2 The proposed development is set some distance from any nearby residential property. The nearest dwelling, Frimhurst Farm Cottage, is set 55 metres from the nearest residential property (Plot 42). This level of separation along with the proposed scale of this dwelling and its orientation, would limit further any material impact. The relationship of the dwellings within the development and levels of separation between dwellings are acceptable, complying with the RDG.
- 7.4.3 The proposal would provide dwelling sizes which exceed the minimum national space standards. The garden sizes would comply with Principles 8.4 and 8.6 of the RDG (i.e. a minimum of 3 metre depth for one bed units, 55-65 sqm for two/three bed houses and 70-85 sqm for four/five bed houses) and would provide a development which would therefore provide sufficient garden space for each plot. In addition, the proposal provides a large amount of open space, including the retained woodland and play spaces, around

the development for the use of future occupiers. The Council's Arboricultural Officer has indicated that the level of shade along the southern boundary (from trees on railway land) will be significant for future residents. However, it is not considered that this would be so significant to warrant the refusal of this application.

- 7.4.4 Within the development, there are a number of first floor flank and some rear windows which would be located close to boundaries with adjacent or nearby residential properties and therefore it is considered prudent to limit these windows to be fitted (and retained) with obscure glazing, with high level openings only, to limit overlooking.
- 7.4.5 The application site is close to a main rail line, in the deep cutting immediately south of the site. An acoustic fence is to be provided to the south boundary and measures to mitigate noise from within each dwelling are to be provided by condition. In this regard, the Senior Environmental Health Officer raises no objections on these grounds.
- 7.4.6 It is considered prudent to remove permitted development rights to protected residential amenities due to the close proximity of residential properties to each other and the size of the gardens. As such, the proposal is acceptable on residential amenity terms, for existing local residents and future residents of this development, and complies with Policy DM9 of the CSDMP and the RDG.

7.5 Impact on sustainability, highway safety and parking capacity

- 7.5.1 Policy DM11 of the CSDMP requires 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 and mitigate such impacts to acceptable levels can be implemented. All development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Development will be expected to protect existing footways, cycleways and bridleways.
- 7.5.2 Policy CP11 of the CSDMP requires development to comply with parking standards. The SCC parking guidance require a maximum of 2 parking spaces per three and four bedroom dwelling and 1 parking space per 1 or 2 bedroom dwelling. Visitor parking is encouraged where appropriate (e.g. to serve flats). A minimum of 1 fast charge socket is required and proposed to be provided per dwelling (by condition). A minimum of one cycle parking space per three and four bedroom dwelling and 1 cycle parking space per 1 or 2 bedroom dwelling needs to be provided.
- 7.5.3 The current proposal would provide an overall provision of 175 parking spaces (including 37 garage spaces all provided within their respective house plots) for 65 dwellings. The level of parking for the size of dwelling (i.e. number of bedrooms) either equals or slightly exceeds the parking guidance (See paragraph 4.5 above). In addition, 5 visitor spaces are to be provided. The parking guidance encourages the provision of visitor spaces, particularly for flatted development, without providing any minimum requirements. Noting that the site is deemed to be sustainable, it is considered that the overall level of parking is sufficient for the development. The County Highway Authority has raised no objections to this level of overall parking provision, subject to condition(s).
- 7.5.4 The provided Traffic Assessment indicates that the existing use had a total of 791 (two-way) trips including 66 in the morning peak and 59 in the evening peak. This compares with a total of 292 (two-way) trips for the proposed use including 40 in the morning peak and 34 in the evening peak. This indicates a sizable reduction in traffic generation at the site for the proposal when compared with the commercial use of the site.
- 7.5.5 The existing access is poorly located, close to the south east corner of the site close to the rail bridge and with poor levels of site visibility. This was an issue noting the level of traffic generation, particularly larger commercial vehicles. The proposal includes the main access being moved further north away from the rail bridge and on the outside of a bend in the road to improve visibility from such an access point. Secondary accesses are

provided for the frontage properties (Plots 1-3) with an adopted turning head provided for Plot 1 where the existing access is provided. This access has been informally used as a turning head (for southbound traffic which has to turn back because of weight/width restrictions on the bridge). This turning head has been requested by the County Highway Authority and will be formalised through a Section 278 agreement with that Authority and can be provided by condition. The provision of the principal site access at a greater distance from the traffic lighted rail bridge, and on the outside of the bend in the road, will improve highway safety.

- 7.5.6 The County Highway Authority has advised that the access arrangements are considered to be acceptable, with measures to improve accessibility by foot and cycle into the site and along Deepcut Bridge Road up to Lake Road, along with a footway crossing to link with existing facilities at this junction, provided by Section 278 agreement and condition. These measures include footways into the site and along the site frontage, a new shared cycle foot way on the eastern side of Deepcut Bridge Road and a new informal pedestrian crossing with pedestrian refuge across Deepcut Bridge Road. These arrangements are considered to improve the sustainability of the site, improving links to the wider area include community and bus facilities at the Mindenhurst development. The County Highway Authority considers the site, noting its proximity to the facilities at Mindenhurst, to be in a sustainable location. Whilst outside the nearby settlements, it is considered that the site is in a fairly sustainable location with measures to improve pedestrian/cycle activity and provision of electric charging point, the development has sufficient transport sustainability credentials.
- 7.5.7 The proposal would be located close to the Basingstoke Canal but would lie some distance from local centres. The towpath would provide a footpath link to Frimley Green, but this would be set, including part of the route along Guildford Road, over 1.3 kilometres from this centre. The use of the canal towpath by future occupiers is therefore expected to be relatively low and, noting the comments of the Basingstoke Canal Society, it is not considered appropriate to require any, or contributions towards, improvements from this development to the towpath.
- 7.5.8 As such, the proposal is considered to be acceptable on sustainability, highway safety and parking capacity grounds complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

7.6 Impact on flood risk and drainage

- 7.6.1 Policy DM10 of the CSDMP indicates that development within flood risk zones 2 and 3, or on sites of 1 hectare or more, will not be supported unless it can be demonstrated that, through a Flood Risk Assessment, that the proposal would, where practicable, reduce risk both to and from the development or at least be risk neutral and, where risks are identified flood resilient and resistant design and appropriate mitigation and adaptation can be implemented so that the level of risk is reduced to acceptable levels, and that the form of development is compatible with the level of risk. Development will be expected to reduce the volume and rate of surface water run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at an appropriate level to the scale and type of development.
- 7.6.2 The application site lies in a Zone 1 (low risk) flood area. The proposal includes a drainage scheme with storm and foul sewers under the main access road, permeable paving for the parking courts and drives, and infiltration basins to the north of the dwellings. Comments from the Local Lead Flood Authority (LLFA) have been received and clarification on these comments is being sought with the applicant. Discussions are currently ongoing and an update will be provided.
- 7.6.3 Subject to the further comments of the LLFA, no objections are raised on drainage and flood risk grounds with the proposal complying with Policy DM10 of the CSDMP and the NPPF.

7.7 Impact on the Thames Basin Heaths Special Protection Area

- 7.7.1 Policy CP14 of the CSDMP indicates that development will only be granted where the Council is satisfied that the proposal will not give rise to a likely significant adverse effect upon the integrity of the Thames Basin Heath Special Protection Area (SPA). All new (net) residential development within 5 kilometres of the SPA is considered to give rise to the possibility of likely significant effect. Policy NRM6 of the SEP reflects these requirements. Proposals will be required to provide appropriate measures in accordance with the AAP. This includes contributions towards SAMM measures. SANG requirements are provided through CIL.
- 7.7.2 The applicant has confirmed that a SAMM contribution of £49,064.26 would be provided through a legal agreement. Subject to the receipt of a completed legal agreement, no objections are raised on SPA grounds with the proposal complying with Policy CP14 of the CSDMP, Policy NRM6 of the SEP, the NPPF and advice in the AAP.

7.8 Impact on ecology

- 7.8.1 Policy CP14 of the CSDMP requires development to conserve and enhance biodiversity with new opportunities for habitat creation and protection will be explored in particular on biodiversity opportunity areas. Development that results in harm to or loss of features of interest for biodiversity will not be permitted. Paragraph 174 of the NPPF indicates that planning decisions, and therefore development, should contribute to and enhance the natural environment by minimising impacts on, and providing net gains for, biodiversity. The need for biodiversity net gains are also set out in the Environment Act 2021; but this need would need to be supported by secondary legislation.
- 7.8.2 The industrial use of the site may limit biodiversity but the site includes woodland and is located in a defined countryside location. In addition, the Basingstoke Canal is a designated as a Site of Special Scientific Interest (SSSI). The provided ecology report concludes that the woodland had been used by bats for commuting and foraging with on-site buildings having a low roosting suitability. There was no presence of badgers or other protected species. The proposal would include biodiversity enhancements at the site including hedgerow provision, street (and other) trees, grassland and scrub provision. These demonstrate a biodiversity habitat improvement of 3.3%, and hedgerow habitat by 4,520%, at the site. Given that the level of biodiversity net gain is not policy currently, these net gains are considered to be acceptable. Construction environmental and lighting plans would also be required by condition.
- 7.8.3 As such, it is considered that the proposal is acceptable in ecological terms with the proposal complying with Policy CP14 and the NPPF.

7.9 Impact on affordable housing provision and housing mix

- 7.9.1 Policy CP5 of the CSDMP requires the provision of 40% of the proposed housing to be affordable. This is normally split between socially rented and intermediate (shared ownership). The definition of affordable housing, as set out in Annex 2 of the NPPF, has widened the options for affordable housing. The more recent Written Ministerial Statement, and the Council's First Homes Policy Guidance, requires 25% of the overall provision to be provided as First Homes, which is a form of discounted market sale housing.
- 7.9.2 The WMS indicates that there is a requirement that a minimum proportion of 25% of the overall affordable housing provision should include First Homes. First Homes must be sold at a minimum discount of 30% below their full market value, with the owner/occupier fulfilling eligibility criteria, and the discount provided in perpetuity. For the current proposal, there would be a need for 7 First Homes, 13 rented and 6 intermediate units to meet the FHP and this level of provision, which amounts to 26 in total, is proposed. These would need to be secured by a legal agreement.

- 7.9.3 Policy CP6 of the CSDMP requires the provision of a range of housing sizes across the Borough. The proposal would provide 9% one bedroom, 34% two bedroom, 31% three bedroom and 26% four bedroom (plus) units. It is considered that the proposal provides a range of housing with different sizes and, noting its location, would provide an acceptable mix of housing.
- 7.9.4 Subject to the completion of a legal agreement to secure the required affordable housing, no objections are raised on these grounds, with the proposal complying with Policies CP5 and CP6 of the CSDMP; the WMS and the NPPF.

7.10 Other matters

- 7.10.1 Policy CP2 of the CSDMP indicates that development will be required to provide measures to improve energy efficiencies and sustainability. The energy statement provided to support the application includes measures to include a fabric first approach and designed to take advantage of solar gain (from building orientation and windows) and subject to capacity and roof orientation, solar thermal systems and photovoltaic panels could be provided. It indicates that a fabric first approach to sustainable construction is required with improvements to insulation specification, a reduction in thermal bridging, unwanted air leakage paths and further passive design measures will ensure that energy demand and consequent Carbon Dioxide emissions are minimised. The exact details, and to which units the additional measures are to be provided, have not been provided but the energy statement provided by the applicant confirms an expected reduction of 4.46% reduction in Carbon Dioxide emissions lower than current Building Regulations. It is therefore considered prudent that a scheme is agreed to ensure that these details are provided by condition.
- 7.10.2 Policy DM16 of the CSDMP requires the provision of adequate play space provision for residential developments. This provision should be provided on the site. The proposal includes the provision of a play area, to the east part of the site and a more informal amenity area including trim trail, located to the north of the site, which would meet this requirement, subject to the approval of details.
- 7.10.3 Policy DM17 of the CSDMP indicates that on sites of 0.4 hectares or over, a prior assessment of the potential archaeological significance of the site has to be undertaken. In this case, a desk-based assessment has been provided which indicates that the site has a low archaeological potential. However, the Archaeological Officer has indicated that, due to the previous site history, could be archaeological implications for this development and have requested a programme of archaeological work to be secured by condition.
- 7.10.4 Paragraph 183 of the NPPF indicates that planning decisions should ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from land contamination. Noting the historic site use, it is considered prudent to seek agreement of an approach to any land contamination on this site. It would be prudent to add a condition in this respect, an approach which is supported by the Senior Environmental Health Officer.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

- 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.
- 8.2 Under the Equalities Act 2010 the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this duty.

9.0 CONCLUSION

- 9.1 The proposal is considered to be acceptable in terms of its impact on local character, heritage and trees, residential amenity, highway safety and parking capacity, ecology, flood risk/drainage and archaeology. Subject to the completion of a legal agreement to secure affordable housing (including First Homes) and a contribution towards SAMM measures, the application proposal is considered to be acceptable. The application is recommended for approval.

10.0 RECOMMENDATION

GRANT subject to a legal agreement, to secure affordable housing and a contribution towards SAMM measures, and the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

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

2. The proposed development shall be built in accordance with the following approved plans: 1417/100 Rev C and 1417/100-1 Rev C received on 29 April 2022; HT-Hi-Ep-x3-01, HT-Hi-Ep-x3-02, HT-Hi-01 Rev A, HT-Hi-02 Rev A, HT-Hi-Ep-01, HT-Hi-Ep-02, HT-Ep-Hi-x2-01, HT-Ep-Hi-x2-02, HT-Cr-01 Rev A, HT-Cr-02 Rev A, HT-Ok-01 Rev B, HT-Ok-02 Rev A, HT-Ok-03, HT-Ok-04, HT-Ok-05, HT-Go-01 Rev A, HT-Go-01, HT-Go-02 Rev A, HT-Lo-01 Rev A, HT-Lo-02 Rev A, HT-Lo-03, HT-Lo-04, HT-Cb-01 Rev A, HT-Cb-02 Rev A, HT-Cb-03 Rev A, HT-Ma-01 Rev A, HT-Ma-02 Rev A, HT-Ma-03 Rev A, HT-Ma-04 Rev A, HT-As-01, HT-As-02, HT-La-01 Rev A, HT-La-02 Rev A, HT-Wi-Pe-x2-Wi-01 Rev A, HT-Wi-Pe-x2-Wi-02, HT-We-Pe-x2-Wi-03, HT-Wi-Pe-x2-04 Rev A, HT-Wi-Pe-x3-Ra-01 Rev B, HT-Wi-Pe-x3-Ra-02 Rev A, HT-Wi-Pe-x3-Ra-03 Rev A, HT-Wi-Pe-x3-Ra-04 Rev B, HT-Pe-x2-01 Rev B, HT-Pe-x2-02 Rev B, HT-Pe-x3-01 Rev B, HT-Pe-x3-02 Rev B, HT-Pe-x3-03 Rev A, HT-Pe-x3-04 Rev A, HT-Ra-01 Rev A and HT-Ra-02 Rev A received on 6 May 2022, unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No external facing materials, including brickwork, tile hanging, roof tiles, weather boarding, render and window frames/doors and other detailing (e.g. quoins), 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.

4. Before first occupation of the development hereby approved the first floor window(s) in the flank elevations of the dwellings for Plots 2, 3 (south flank), 5, 6, 7, 8, 20, 23, 25, 32, 33, 36, 37, 38, 40 (north flank), 42 (south flank), 45, 50, 53, 55 (south flank), 58 (south flank) and 65 (south flank) and rear elevation of the dwellings for Plots 39, 44, 46, 47, 54, 57, 60, 61 and 64 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. No additional openings at first floor level shall be created in these elevations as well as the flank elevations of the dwellings for Plots 21, 22, 31, 34, 35, 41, 43, 56, 62 and 63 (all plot numbers as defined on approved drawing 1417/100-1 Rev C) without the prior approval in writing of the Local Planning Authority.

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

5. The parking spaces shown on the approved plan 1417/100 Rev C shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles.

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.

6. The garages hereby permitted shall be retained for such purpose only and shall not be converted into living accommodation without further planning permission from the Local Planning Authority.

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

7. Prior to the first occupation of the development hereby approved, the existing principal vehicular access to the site (providing the new access to Plot 1 as shown on approved drawing) shall be provided with a vehicle turning head in general accordance with Drawing No 21-T054/10 Rev A (as a part of Appendix A6 of the Transport Statement by Icen Projects Ltd dated March 2022 and received on 2 March 2022) and associated adjustments to the traffic signals at the Deepcut rail bridge with details to be submitted to and approved by the Local Planning Authority. Once provided, the turning head shall be kept permanently clear of all obstructions.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. Prior to the occupation of the development hereby approved, the proposed vehicular and pedestrian accesses to Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/06 Rev B (as a part of Appendix A5 of the Transport Statement by Icen Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority. Once provided, the visibility splays shall be kept permanently clear between a height of 0.6 and 2 metres above carriageway level on the adjoining highway.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. Prior to the occupation of the development hereby approved, the proposed footways along the site frontage and an informal pedestrian crossing with a central refuge and tactile paving have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/08 Rev A (as a part of Appendix A5 of the Transport Statement by Iceni Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority. Once provided, the visibility splays shall be kept permanently clear between a height of 0.6 and 2 metres above carriageway level on the adjoining highway.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. Prior to the occupation of the development hereby approved, the proposed shared footway/cycle path on Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No 21-T054/09 Rev A (as a part of Appendix A5 of the Transport Statement by Iceni Projects Ltd dated March 2022 and received on 2 March 2022) with details to be submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport and to comply with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the first occupation of the development hereby approved on site details of cycle and refuse storage area(s) and access(es) thereto are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure visual and residential amenities are not prejudiced and to promote sustainable forms of transport and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

12. Prior to the first occupation of the development hereby approved, a Travel Information Welcome Pack shall be submitted to and approved by the Local Planning Authority. The Travel Information Welcome Pack shall be provided in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's Travel Plan Good Practice Guide for Developers and shall include:

- Details of local bus stops and services and cycle routes and distances to Brookwood, Farnborough North and Frimley rail stations;
- Details of local car club and lift sharing schemes;
- Maps showing local walking and cycling routes and times to local community facilities including schools, shops, health and leisure services; and
- Information to promote the benefits and take-up of active travel.

The approved Travel Information welcome Pack shall than be issued to the first occupier of each dwelling within the approved development upon first occupation.

Reason: To promote sustainable forms of transport and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

13. The dwellings hereby approved shall not be first occupied until each respective dwelling has been provided with a fast charge electric vehicle charging socket (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 to and approved by the Local Planning Authority.

Reason: To promote sustainable forms of transport and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

14. 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) on-site turning for construction vehicles
- (j) hours of construction

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.

15. Notwithstanding the provisions of Class A, Class B, Class C, Class D, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order) no further extensions, roof alterations, outbuildings 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 DM4 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

16. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the local planning authority. The scheme will include investigations and assessment to characterise risks posed and to determine any mitigation measures required to ensure the site cannot be determined as contaminated under the provisions of the Environmental Protection Act 1990 - Part 2a. A verification report substantiating the implementation and completion of agreed mitigation measures will be submitted to and approved in writing by the Council prior to occupation of the development.

The details to be submitted will need to include as appropriate:

- a) A pre-demolition and/or refurbishment asbestos survey in accordance with the Control of Asbestos Regulations 2012 (CAR). The survey will assess any asbestos or asbestos containing materials that are to remain in habitable or communal areas under the provisions of CAR and subject to an asbestos management plan, ensure the building is fit for occupation. The survey will be carried out following vacation of the property by the current tenant and prior to any demolition or refurbishment works being carried out.
- b) Prior to occupation submit a verification report demonstrating the site cannot be deemed contaminated under the provision of The Environmental Protection Act 1990 Part IIA.
- c) Provide documentation where appropriate substantiating the removal and appropriate disposal of asbestos or asbestos containing materials in compliance with Waste management legislation (Statutory Instrument No. 1528, Environmental Protection, England and Wales and The Waste Management Licensing (England and Wales) (Amendment and Related Provisions) (No. 2) Regulations 2005).

Reason: To comply with the National Planning Policy Framework (NPPF paragraphs 178 - 179) 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.

17. No operations shall commence on site in connection with the development hereby approved (including demolition works, tree works, fires, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority and the protective fencing is erected as required by the AMS/TPP.

The AMS and TPP shall include full details of the following:

Timing and phasing of Arboricultural works in relation to the approved development.

Detailed tree felling and pruning specification in accordance with BS3998:2010 Recommendations for Tree Works.

Details of a tree protection scheme in accordance with BS5837:2012: which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site which are shown to be retained on the approved plan and trees which are the subject of any Tree Preservation Order. A specification for protective fencing during both demolition and construction phases and a plan indicating the alignment of the protective fencing. Details to include a specification for ground protection within Root Protection Areas (RPA's).

Details of any construction and demolition works required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the location of any underground services and methods of installation which make provision for protection and the long-term retention of the trees. No services shall be dug or laid into the ground other than in accordance with the approved details.

Detailed levels and cross-sectional diagrams to show the construction of any roads, parking areas and driveways within Root Protection Areas as proposed, where the installation is to be constructed using a no-dig specification, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses and adjacent surfaces.

Details of any changes in ground level, including existing and proposed spot levels required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the arrangements for the implementation, supervision, monitoring and reporting of works required to comply with the arboricultural method statement.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

No development or other operations shall take place except in complete accordance with the approved tree protection scheme and Arboricultural Method Statement.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

18. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased with five years from the completion of the development or from the date of the occupation of the building hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species and shall be planted in the immediate vicinity unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework

19. Prior to first occupation of the development hereby approved, details of both hard and soft landscape works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved within the first planting season (September - April) after completion or first occupation of the development, whichever is sooner and retained thereafter in accordance with the approved details.

Details shall include:

- A. A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- B. Location, type and materials to be used for hard landscaping and boundary treatments including specifications, where applicable for:
 - a) Permeable paving
 - b) Tree pit design
 - c) Underground modular systems
 - d) Sustainable urban drainage integration
 - e) Use within tree Root Protection Areas (RPAs);
- C. a detailed written soft landscape specification detailing the quantity, density, size, species, position and the proposed time or program of planting of all trees, shrubs, plants, hedges and grasses etc. and sufficient specification to ensure successful establishment and survival of new planting, including a landscape management plan and a comprehensive watering program, covering maintenance schedules for a minimum period of 5 years.
- D. Specifications for operations associated with plant establishment and maintenance that are compliant with best practise;

If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

20. After the planting of all new trees on site as illustrated within the as yet agreed Landscape Layout and as specified in the as yet submitted tree planting and maintenance schedule, notice shall be given to the Local Planning Authority Tree Officer to inspect the trees. If it is found that the planting is not in accordance with the aforementioned documents, further works and/or replacement planting will be undertaken with the condition to only be discharged when all planting has been carried out correctly and agreed with Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

21. Where any excavation is proposed to take place either within root protection areas or within tree protection fencing for the removal and or reinstatement of utility services, no activity will commence within these areas until a full Arboricultural Method and monitoring Statement is provided which demonstrates how these activities will be carried out, has been submitted too and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in full accordance with the approved details until completion of the development.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

22. Prior to the commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), an arboricultural monitoring statement, detailing supervision activity and inspections of tree protection measures, by a suitably qualified tree specialist (where arboricultural expertise is required e.g., activity within or near recognised RPA's) shall be submitted to and approved in writing by the Local Planning Authority. The approved arboricultural monitoring statement proposal must be adhered to in full and the development, thereafter, shall be implemented in strict accordance with the approved details. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written and photographic evidence of contemporaneous supervision throughout the construction, detailing all supervision activity and inspections of tree protection and associated activities.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. 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.

24. The development hereby approved will be undertaken in strict accordance with the Noise Assessment by AAD Acoustic Design dated 26 July 2021 (Ref: 20102/002/js) and received on 8 July 2021 with the recommendations in that document implemented in full.

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

25. The development shall not be occupied until a plan indicating the position, design and material of a permanent noise (acoustic) barrier to be erected close to the south boundary has been submitted and approved in writing by the Local Planning Authority. The noise (acoustic) barrier shall be implemented before the occupation of the development 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

26. Details of the play space and trim trail, as identified on approved Drawing Number 1417/100 Rev C shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided prior to the first occupation of the development and retained in perpetuity.

Reason: In the interests of the amenities of future occupiers and to comply with Policy DM16 of the Surrey Heath Core Strategy and Development Management Policies 2012.

27. Details of external lighting shall be submitted to and approved by the Local Planning Authority. These approved details shall be implemented prior to the first occupation of the approved development.

Reason: In the interests of nature conservation and to protect the occupants of the proposed development from light disturbance and to accord with Policies CP14 and DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

28. Details of energy efficiency measures shall be submitted to and approved by the Local Planning Authority which build upon the Energy and Sustainability Statement provided by AES Sustainability Consultants Ltd dated August 2021 and received on 9 August 2021. These approved details shall be implemented prior to the first occupation of the approved development.

Reason: In the interests of sustainability and to accord with Policy CP2 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

29. The development hereby approved will be undertaken in strict accordance with the Preliminary Ecological Appraisal and Biodiversity Net Gain by Greenspace Ecological Solution (both dated June 2021 and received on 8 July 2021), Bat emergence and Reptile Survey Report by Greenspace Ecological Solution (dated August 2021 and received on 26 August 2021) with the recommendations in those documents implemented in full.

In addition, a reptile method statement shall be submitted to and approved by the Local Planning Authority prior to any clearance works and a method for handling common and soprano pipistrelle bats present in Building B1 [as defined in the Bat emergence and Reptile Survey Report by Greenspace Ecological Solution (dated August 2021 and received on 26 August 2021)] shall be submitted to and approved by the Local Planning Authority prior to the demolition of this building. The development shall be implemented in accordance with these approved details.

Reason: In the interests of nature conservation and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

30. 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.

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

Reason: To ensure the drainage system is constructed to the national Non-Statutory Technical Standards for SuDS.

32. No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: To comply with Policy DM17 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

1. In relation to condition 19 above, it is expected that the landscaping details should include all hard landscaping materials, street furniture and fencing materials. Hedge planting should be provided to the green centre and along the main access road.
2. In relation to condition 7 above, the County Highway Authority would welcome the construction and adoption of the turning head to form part of the publicly maintained highway. The applicant is also advised that, in respect of this condition, a dedicated traffic signal head to be provided to the new traffic exiting the turning head. As a part of the detailed design to provide the adoptable turning head adjacent to the railway bridge, it will need to be determined whether this signal head may be removed or retained with adjustments to its configuration.
3. If it is the applicant's intentions to offer any of the roadworks including in this proposal for adoption as maintainable highways, permission under the Town and County Planning Act should not be construed as approval to the highway engineering details necessary for inclusion within an agreement under Section 38 of the Highways Act 1980 (as amended).

4. The applicant is advised that Section 278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure.
5. When access is required to be "completed", the County Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
6. The applicant is advised that as a part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation to street lights, road, signs, road markings, highway drainage, surface covers, cover trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. The applicant is reminded that it is an offence to allow materials to be carried from the site or deposited on or damage to the highway from uncleaned wheels or badly loaded vehicles. The County Highway Authority will seek, wherever possible to recover any expenses incurred in cleaning, clearing or repairing highway surfaces and prosecutes persistent offenders (under Sections 131, 148 and 149 of the Highway Act 1980 (as amended)).
8. 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 consent of the County Highway Authority. It is not the policy of the County Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
9. The applicant is advised to take note of the comments of Network Rail in relation to constructing close to Network Rail land as set out in their response to this application dated 29 September 2021.

In the event that a satisfactory legal agreement has not been completed by 1 July 2022, the Head of Planning Services be authorised to REFUSE for the following reasons:

1. The Local Planning Authority, following an Appropriate Assessment and in the light of available information, is unable to satisfy itself that the proposal (in combination with other projects) would not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and the relevant Site of Specific Scientific Interest (SSSI). In this respect significant concerns remain with regard to the adverse effect on the integrity of the SPA in that there is likely to be an increase in dog walking, general recreational use and damage to the habitat and the protected species within the protected areas. Accordingly, since the Local Planning Authority is not satisfied that Regulation 62 (of the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations) applies in this case then it must refuse the application in accordance with Regulation 61(5) of the Habitats Regulations and Article 6(3) of Directive 92/43/EE. For the same reason the proposal conflicts with the guidance contained within the National Planning Policy Framework and Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Policy NRM6 of the South East Plan 2009 (as saved) and the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2019.

2. In the absence of a completed legal agreement under Section 106 of the Town and Country Planning Act 1990, the proposal fails to provide an adequate provision for affordable housing. The application is therefore contrary to the aims and objectives of Policy CP5 of the Surrey Heath Core Strategy and Development Management Policies 2012, the National Planning Policy Framework, and advice within the Surrey Heath First Homes Policy Guidance Note 2021 and Written Ministerial Statement (24.05.21).