

<b>LOCATION:</b>	Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,
<b>PROPOSAL:</b>	Application for approval of reserved matters for the Southern SANG and SANGS link (phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the submission of partial details to comply with conditions 16 (detailed ecological management strategy & management plan), 29 (tree retention and protection plans), 32 (hard and soft landscaping) and 33 (landscape management plan) of planning permission ref: 12/0546 dated 04 April 2014 (as amended) and Schedule 5 Part 2 (Provision of SANG land) of the Section 106 agreement dated 17 April 2014 as varied.
<b>TYPE:</b>	Reserved Matters
<b>APPLICANT:</b>	Secretary Of State For Defence
<b>OFFICER:</b>	Sarita Bishop

## **RECOMMENDATION: GRANT subject to conditions**

### **1.0 SUMMARY**

- 1.1 The proposed provision of the Southern Suitable Alternative Green Space (SANG) and SANG link as mitigation for the potential recreational impacts on the Thames Basin Heaths Special Protection Area (TBHSPA) associated with new housing development is integral to successful housing delivery within Mindenhurst. The proposals are also considered to be in accordance with the Deepcut SPD, the hybrid permission and the Section 106 agreement as varied and are recommended for approval.

### **2.0 SITE DESCRIPTION**

- 2.1 The Princess Royal Barracks site has an overall site area of some 114 hectares. This former military site has permission for a major residential development totalling 1,200 new dwellings, with associated public open space, community facilities, a primary school, retail and commercial uses and access and highway works.
- 2.2 The redevelopment is divided into 6 phases, three non residential (1, 3 and 5) and three delivering housing (2, 4 and 6).
- 2.3 Phase 1 which includes the provision of the spine road (now Mindenhurst Road), the Village Green, pond and play areas, the Green Swathe, the Green Swale and the Central SANG are generally complete except for some outstanding remediation and landscaping works.
- 2.4 Phase 2 comprising Phases 2a and 2b and Phase 4a comprising a total of 363 dwellings are under construction and nearing completion.
- 2.5 Phase 3a (the primary school) is complete and has been handed over to Surrey County Council. Phase 3c (the public house) opened in May 2022.

- 2.6 This application relates to Phases 5a, 5b and 5c with a site area of over 22.8 hectares. The site is irregular in shape and has a significant difference in levels with the highest point in the north east corner of the site being some 33 metres higher than the boundary with the Basingstoke Canal to the south.
- 2.7 There are three distinct character areas within the site. The first area between the gated concrete track leading from Deepcut Bridge Road to the west and the Basingstoke Canal, a Site of Special Scientific Interest, to the south and east, is woodland. The concrete track provides vehicular access from Deepcut Bridge Road to Frimley Lock Cottage and emergency access to Pirbright Camp. This track is informally used by walkers and cyclists for recreation and also to gain access to the Basingstoke Canal at Frimley Lock.
- 2.8 The second area is to the north of the concrete track and to the south and east of residential Phase 2b, currently being completed by Cala Homes, and includes woodland and the former vehicle/fuel depot with associated buildings. This area is separated from the third area by Brunswick Road to the north. It is noted that the proposed SANG extends some 70 metres to the west of the main part of the former vehicle/fuel depot, into adjoining woodland/open grass land. The proposed SANG boundary to the west will adjoin military land associated with Pirbright Camp a large military establishment located within Guildford Borough Council. It is noted that there is a lockable double gate between the Camp and the application boundary for the hybrid permission.
- 2.9 The third area is to the north of Brunswick Road and to the west of the Officers Mess, a building of merit with planning permission to be converted into 33 flats (Phase 6e). This area comprises a number of former military buildings, areas of woodland and part of the former military training facilities (sports field and assault course). Land to the north of Brunswick Road is also designated as a Site of Nature Conservation Importance (SNCI).
- 2.10 The remainder of Phases 3 and 4, Phases 5d, 5e, 5f and 4j and all of Phase 6 have not yet been the subject of reserved matters applications.

### 3.0 RELEVANT HISTORY

- 3.1 12/0546 Hybrid planning application for a major residential led development totalling 1200 new dwellings with associated public open space, community facilities, a primary school, retail and commercial uses, access and highways works. Approved 6 April 2014. The Section 106 agreement for this application was signed on 17 April 2014.

As this was a hybrid application full planning permission was granted for the residential conversion of the Officers Mess building (now Phase 6e), the Sergeants Mess building (now Phase 4g) and the Headquarters of the Director or Logistics building (now Phase 4e) to provide a total of 81 flats. There is no requirement to provide affordable housing for these phases.

The outline element of the application included the approval of means of access and the following matters to be the subject of later reserved matters applications:

- 1,119 new build dwellings of which 35% would be affordable; (Officer note this would equate to an overall provision of 420 dwellings as it would also address the non provision on the converted buildings);
- A 2 form entry Primary School, together with a nursery facility;
- A foodstore;
- Local shops;
- Space for medical facilities to accommodate GPs/dentists;
- A library building with co-located police desk and village visitor centre;

- A public house
- Retention of the Garrison Church of St Barbara as a religious facility with a replacement church hall;
- Provision of 69.12 hectares of public open space comprising;
- 35 hectares of Suitable Alternative Natural Greenspace (SANGs) and 1.07 hectares of link between the Southern and Central SANGs;
- 19.85 hectares of semi natural open space (ANGST);
  - A 2 hectare Village Green;
  - 1.16 hectare Allotments;
  - 2.54 hectares of formal Parkland;
  - Areas of amenity green space within the residential areas;
  - Dedicated play spaces within the residential areas.
- A care home;
- Improved footpaths, cycleways, public transport linkages and highway improvements; and
- A Sustainable Urban Drainage system.

Condition 12 on this permission, as varied, secured the provision of the SANGS comprising the Central SANG, the Southern SANG and the SANGS link in accordance with the provisions of the phasing scheme required under condition 2. Condition 13 secured the submission of a detailed SANG Management Plan. Schedule 5 Part 2 of the Section 106 agreement, secured details of the Central and Southern SANGS and their maintenance and management. Schedule 5 Part 3 also secured the provision of a SANGS Hut for the purpose of aiding the interpretation and enjoyment of the SANGS land. This hut was proposed to be located within the Southern SANG.

It is noted that as the Ministry of Defence did not promote an east/west route into Pirbright Camp to the east as part of the hybrid application, this permission did not propose or provide for any traffic movements coming from or into the development from Pirbright Camp.

On 8 March 2016 the original section 106 agreement was varied to bring forward the delivery of the Central SANG to include the SANG hut before the Southern SANG due to unforeseen delays in the Ministry of Defence vacating the site (the first variation).

On 12 May 2017 a second deed of variation to the original section 106 agreement as subsequently amended was signed to amend various definitions including in relation to the Central SANGs, the combined NEAP/LEAP, the Southern SANGs, the Sports Hub, the Travel Plan Monitoring Fee, the Travel Plan and the Village Green. Various provisions relating to education, open space, highways, sustainable travel, community facilities and the public house were also agreed.

3.2 19/0735/RRM

Amended Phase 1 reserved matters application to replace permission 15/1062 (as amended by 17/0774) pursuant to hybrid permission 12/0546 (as amended by 18/0861) for the internal access, layout, scale, appearance and landscaping pursuant to condition 4 of the central SANG, Village Green, Spine Road, landscaping, Green Swathe, Southern SUDS and for the partial discharge of Conditions 16 (ecological management strategy), 21 (LAPS and LEAPS), 23 (visibility zones), 28 (cycle parking), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management), 40 (surface water drainage),

41 (wetland features) and 43 (foul sewerage). This was approved at the Planning Applications committee in March 2021 and is awaiting the completion of a section 106 agreement relating to the provision of the surface water drainage system and its future maintenance. This application established the principle of two attenuation basins within the Southern SANGS as part of the drainage strategy.

- 3.3 20/0327/DTC Submission of details, in part, to comply with condition 55 (contaminated land) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019) in respect of Phases 3b (formal park), 4d (Parcel F ) and Phase 5 (Bellew ANGST, Sports Hub, North Alma ANGST, Care home, Allotments, North Dettingen ANGST, Loop Road and Brunswick Road and Roadsides). Approved.
- 3.4 20/0414/DTC Submission of details to comply with condition 53 (heritage recording of 41 Squadron Lines Buildings prior to demolition) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019). Approved.
- 3.5 21/0353/DTC Submission of details, in part, to comply with condition 52 (programme of archaeological evaluation) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019) in respect of Phases 3b, 5a, 5b, 5c, 5d, 5e, 5f, 5h, 5j and 5k. Approved.
- 3.6 21/1003/MPO Application to vary the section 106 agreement, as varied, in respect of hybrid permission 12/0546, as amended by 18/0619 and 18/1002 to amend the delivery or occupation or payment triggers for the completion of the Village Green and combined NEAP/LEAP, the provision of the Sports Hub, the Formal Park, the Allotments, the Basingstoke Canal Towpath contribution, shared pedestrian/cycle infrastructure, various highway works, bus infrastructure; to amend the clauses to Junction 3 M3 to allow for a payment of a contribution in lieu of works; to amend the highway layout at the junction of Frimley Green Road with Wharf Road and Guildford Road to provide a roundabout scheme, the phased provision of the Southern SANG, update clauses on Central SANGs, amend the mortgagee clauses, option to extend the management company for the SANGs to all non residential land areas, amend the Bellew Road Closure Contribution clause and consequential amendments to the definitions, clauses and plans. Approved. This agreement included the following detailed provisions in relation to the Southern SANG and SANG link
- the area of Central SANG, Southern SANG and SANGS link was amended from having a total area of 35 hectares to a minimum area of 35 hectares;
  - the SANGs link was incorporated into the overall SANG area to be provided within the SANG rather than as standalone figure;
  - the total area for the Southern SANG was amended from an area of 22 hectares to a minimum area of 21.75 hectares;
  - the provision of the Southern SANG within Phase 5a by the occupation of the 499<sup>th</sup> dwelling, within Phase 5c by the 749<sup>th</sup> dwelling and Phase 5b by the 999<sup>th</sup> dwelling
  - the provision of the SANG link by the occupation of the 749<sup>th</sup> dwelling

- 3.7 22/0375/DTC Submission of details to comply with condition 2 (phasing) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 12/0546/2 dated 12 November 2015, 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019). This proposal would increase the amount of Southern SANG to be delivered as part of Phase 5a by including an area of land along the western site boundary which was proposed to be delivered as part of Phase 5c. This is under consideration.
- 3.8 22/0497/DEM Application to determine if prior approval is required under Class B, Part 11, of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the demolition of Buildings 17A-B-C, 26, 27, 28N, 28S, 109, A, O and P. Under consideration. This relates to the buildings required to be demolished to facilitate the provision of the Southern SANGS and SANGS link
- 3.9 22/0549/DTC Submission of details to comply with condition 61 (construction environmental management plan) attached to planning permission 12/0546 dated 4 April 2014 (as amended by 18/0619 dated 19 July 2019 and 18/1002 dated 14 November 2019 in respect of the Southern SANG and SANGS link (phases 5a, 5b and 5c. Under consideration.

#### 4.0 THE PROPOSAL

- 4.1 This is a reserved matters application for the Southern SANG and SANG link (Phases 5a, 5b and 5c) pursuant to condition 4 (reserved matters, access, layout, scale, appearance and landscaping) and the partial submission of details pursuant to the following conditions (attached to 12/0546 dated 04 April 2014, as amended by 18/0619 and 18/1002):
- Condition 16 (detailed ecological management strategy & management plan);
  - Condition 29 (tree retention and protection plans);
  - Condition 32 (hard and soft landscaping);
  - Condition 33 (landscape management plan); and
- attached to 12/0546 dated 04 April 2014, as amended by 18/0619 and 18/1002. .
- 4.2 A submission is also made under the Town and Country Planning (Modification and Discharge of Planning Obligations) 1992 in respect of Schedule 5 Part 2 of the Section 106 agreement as varied in respect of the provision of SANGS land.
- 4.3 As set out in paragraphs 2.7 to 2.9 above, the site has three distinct character areas. In general terms, the first area is proposed to be retained as woodland with existing pedestrian and cycle links retained and enhanced. The second area is proposed to be a landscaped clearing in a woodland setting, following the decommissioning/demolition of the former fuel depot and associated buildings. The proposal would re-use the alignment of some of the existing roads and will be characterised by amenity/meadow grassland and specimen feature trees crisscrossed by footpaths and combined footpaths/cycleways with a woodland edge. The third area is proposed as retained and new woodland with areas of grassland following the demolition of the remaining former military buildings. This area will also be crisscrossed by footpaths and combined footpaths/cycleways.
- 4.4 In detail and in respect of the first area, the existing concrete track which provides vehicular and pedestrian access to Frimley Lock and Pirbright Camp is to be refurbished/repared and provide the main western pedestrian and cycle access into the Southern SANG and Frimley Lock beyond. At the western end of the track a total of 10 parking bays are to be provided, 5 parallel to the northern edge of the track with the remaining five spaces, of which two are designated disabled bays, and cycle parking located to the south/south east. The existing lockable barrier by the access point onto Deepcut Bridge Road is to be relocated some 119

metres to the east to enable 24 hour access to the parking spaces whilst preventing public vehicular access along the remainder of the track to Frimley Lock and Pirbright Camp. A new section of footpath is proposed from the parking bays on the south/south east of the track to link into the existing informal path shown to be retained within the woodland between the access track and the Basingstoke Canal. Supplementary and replacement tree planting is proposed throughout the area

- 4.5 In respect of the second area, pedestrian links are proposed from the existing residential areas to the north and west (Phase 2b). It is noted that Cala Homes have provided links within its own site in anticipation of linking into the Southern SANG. The area between the concrete track and the residential area is to be provided as a woodland buffer. The area to the west will be converted into a landscaped woodland clearing with a woodland edge to the east. Two combined footpath/cycle routes are proposed one diagonally crossing the proposed landscaped clearing with the other linking to the footpath/cycle routes located to the north of Brunswick Road within the third area. These are to be finished in a Coxwell gravel. Timber marker posts (500mm high) are proposed to define the east boundary with retained Ministry of Defence land. Supplementary and new feature tree planting is also proposed within this area.
- 4.6 In respect of the third area, this provides both Southern SANG land and the Southern SANG link. The existing woodland is shown to be largely retained. 3 metre wide footpaths and cycleways are proposed on the east and west sides of this area, utilising existing routes where possible. The proposed routes will link into proposed Southern SANG to the south of Brunswick Road and the Central SANG to the north. Both routes will also provide pedestrian and cycle links into the future residential phases 6a, 6b and 6d located to the west and provide linking footpaths/cycleways within this part of the Southern SANG to provide an integrated network across this area. A footpath link is also proposed into the Officers Mess site. The existing steps are proposed to be broken out and replaced with new steps on the same alignment. A brick built electricity substation is proposed on the north side of Brunswick Road, adjacent to the common boundary with the Officers Mess. A new 3 metre wide footpath/cycleway is proposed on the south side of Brunswick Road. New tree planting is proposed along the common boundary with these phases to provide a landscape buffer between the SANG/SANG link and the new residential areas interspersed with amenity/meadow grassland. Timber marker posts (500mm high) are proposed to define the east boundary with retained Ministry of Defence land.
- 4.7 The application is supported by Design and Access statement, a supporting statement, an Arboricultural Assessment, an Ecology Mitigation Strategy and Management Plan, an Ecology Survey Report, a Bat Masterplan, a Landscape Management Plan and a Southern SANG and Southern SANG Link Demolition Method Statement.
- 4.8 As originally submitted the application also included details to comply with conditions 40 (surface water drainage), 41 (wetlands) and 43 (foul sewage). This included the submission of a drainage strategy. Whilst the principle of the drainage scheme was acceptable there was insufficient detail submitted for these conditions for them to be approved under this application, the applicant withdrew these conditions from this application to enable the determination of this application and to prepare the detailed information required for a further submission pursuant to these three conditions. It is noted that these conditions are pre commencement of any works starting on this phase of development. The submission also sought approval under condition 13 in relation to the SANG Management Plan. However this was submitted in error and has been subsequently withdrawn as the SANG Management Plan required by this condition was approved in 2016. More detail on the approved Plan is provided at paragraph 7.8.2 below.
- 4.9 The proposal will also serve to be a component part of the new pedestrian/cycle network to facilitate the extension of Footpath 126a through Deepcut to Frimley Lock. The general location of the attenuation basins and other drainage assets remain as shown on application reference 19/0735/RRM. All detailed drainage works/structures will be the subject of a submission under condition 40 of the hybrid permission as amended as set out above.

## 5.0 CONSULTATION RESPONSES

5.1	County Highway Authority (CHA)	No objection subject to amendment and conditions. <i>This response is attached as Annex A.</i>
5.2	Greenspaces Team	No views received
5.3	Arboricultural Officer	Further information required.
5.4	Environmental Health	No views received
5.5	Surrey Wildlife Trust (SWT)	No objection.
5.6	Natural England	No objection subject to applicant securing agreement with Surrey Heath Borough Council to secure ownership of the SANG or if a different management company is to take ownership of the site Surrey Heath agrees step in rights. <i>[Officer note: the Section 106 agreement as varied includes provisions for ownership of both SANGS to be transferred to the Council]</i>
5.7	Thames Water	No views received .
5.8	Contaminated Land Officer	Further submissions pursuant to condition 55 will be required.
5.9	Basingstoke Canal Authority	No views received.
5.10	Drainage Officer	Response no longer required as drainage conditions withdrawn from consideration.
5.11	Environment Agency	Insufficient detail to discharge condition 43 in relation foul drainage. No longer relevant as the consideration of this condition has been withdrawn from this application.
5.12	Lead Local Flood Authority	Response no longer required as drainage conditions withdrawn from consideration.
5.13	Urban Design Consultant	Supports the proposals.
5.14	Guildford Borough Council	No views received

## 6.0 REPRESENTATION

- 6.1 A total of 192 individual letters were sent to addresses on Bourne Grove, Brunswick Road, Connolly Close, Deepcut Bridge Road, Deepdene Lane, Heath Lane, Huntspill Drive, Princess Place, Ridges Rise, Spartali Place, Stillman Row, and Thornycroft Avenue. The Mytchett, Deepcut and Frimley Green Society and the Deepcut Neighbourhood Forum were also notified of this application. Four site notices were displayed on site on 31 March 2022 with press notices being put in the Camberley News on 13 April 2022 and the Surrey Advertiser on 15 April 2022.
- 6.2 At the time of the preparation of this report no representations have been received.

## **7.0 PLANNING CONSIDERATION**

- 7.1 The planning policy considerations including the suite of documents forming the Council's Development Plan have not materially changed since the granting of the hybrid approval in 2014. The National Planning Policy Framework (NPPF) 2021 and the County Council's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development November 2021 are also relevant. The Council has adopted a Residential Design Guide 2017 (RDG) which establishes the principles for residential development in the Borough. The principal considerations in the determination of this application are conformity with the hybrid permission and the specific requirements of Policies CP4 (Deepcut), CP11 (Movement), CP14A and 14B (Biodiversity and Nature Conservation and European Sites), DM11 (Traffic Management and Highway Safety) and DM16 (Provision of Open Space and Recreation Facilities) of the Surrey Heath Core Strategy and Development Management Policies 2012 and the Deepcut SPD with regards to the following matters:

- The principle of the development;
- Proposed Layout and design
- Tree retention and landscaping;
- Amenity considerations;
- Highway considerations;
- Ecological considerations; and
- Other matters

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

- 7.2.1 The Deepcut SPD, the hybrid permission and section 106 legal agreement require appropriate infrastructure to support the redevelopment of the Princess Royal Barracks. Policy CP14B states 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 Special Protection Area. The proposed SANG is integral to the overall SANG provision to mitigate the impacts associated with the residential element of the Mindenhurst development. Furthermore Policy DM16 seeks to encourage new and enhanced opportunities for formal and informal recreation including through the provision of new green infrastructure. The proposal is for the provision of additional SANG to support the new housing proposed within the Mindenhurst development. As such the principle of development is acceptable.

### **7.3 Proposed layout and design**



- 7.3.1 The NPPF 2021 advises that proposals for development should promote social interaction through, amongst other matters, layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. They should create places that are safe and accessible so that crime and disorder and the fear of crime do not undermine the quality of life or community cohesion for example through the use of attractive, well designed, clear and legible pedestrian and cycle routes and high quality public open space which encourage the active and continual use of public areas. The provision of safe and accessible green infrastructure and layouts that encourage walking and cycling will also enable and support healthy lifestyles.
- 7.3.2 The aim of the Deepcut SPD is to create a plentiful and diverse public open space network throughout the village that contributes to the green, spacious character of the settlement which links into the surrounding heathland areas without harming nature conservation interests, whilst mitigating potential adverse impacts on the Thames Basin Heaths SPA. The SPD is clear in that the provision of SANGs will be an important component of the natural and semi natural public open space to be provided to serve the Mindenhurst development. It also confirms that SNCIs will be protected and managed primarily for wildlife interests and recognises the importance of accessibility to the Basingstoke Canal. The SPD also sets a SANG provision of 8 hectares per 1000 population.
- 7.3.3 The majority of the site is beyond the Character Areas defined by the Deepcut SPD. However small parts of the site are within the Minden Ridge and Slopes, Minden Plateau and Brunswick Character Areas. The overarching design principles for the provision of SANGS include spaces being provided in relatively compact and regular shaped blocks and include a variety of habitats.
- 7.3.4 The proposals have three defined landscaped areas. The first area between the concrete track and the Basingstoke Canal retains its woodland character and appearance. The refurbishment/repair of the existing concrete track and improved links to the informal path within the woodland to the north of the Basingstoke Canal meet the objective in the SPD of providing a linear pathway on the northern side of the canal to mirror the towpath on the opposite bank. Improved access to Frimley Lock provides a natural point of entry and exit for walkers and cyclists onto the canal towpath network and will be an important connection point for the village. The main layout changes relate to the provision of the pedestrian and cycle routes through the site. They would link the open and recreational space to both existing residential development within the village but also to the new housing, open space, recreation and community facilities within Mindenhurst. They would be well integrated and of natural character. As such they would support the accessibility and community objectives of the SPD and be acceptable in principle.
- 7.3.5 The second area is proposed as a woodland buffer between the concrete track and the Cala Homes development to the north (Phase 2b). New footpaths are also proposed to link this new residential area into the concrete track. An open clearing with a woodland edge is proposed to the west of the residential area. These areas aim to retain and enhance the characteristics of existing green spaces and make them more accessible to existing and future residents, whilst retaining the significant tree cover which surrounds the perimeter of this part of the site. This area is crisscrossed by footpaths and cycleways which have a pedestrian access into the residential area to the west (Phase 2b), three access points onto the concrete track to the south and three onto Brunswick Road to the north, two of which link into the proposed footpaths/cycleway within the Southern SANG to the north of Brunswick Road and west of the Officers Mess.
- 7.3.6 The area to the north of Brunswick Road and west of the Officers Mess has the greatest

change in land level within the site. This area is proposed as woodland with grassland. There are footpaths/cycle ways linking into the Central SANG to the north and into future residential phase 6a to the west with footpath links also proposed to link into future residential phases 6b and 6d. The existing steps are proposed to be rebuilt.

- 7.3.7 The Southern SANG and SANG link are considered to provide a wide variety of uses including walking, cycling, running, playing, rest and relaxation and opportunities for picnics, outdoor learning and wildlife studies. All together the scheme is considered to provide excellent opportunities for a healthy and positive everyday lifestyle. The existing, generous woodland within the Southern SANG will be retained and carefully adapted to integrate new uses, including selective thinning for woodland trails and footpaths in key locations to ensure longevity of vegetation as well as increased safety and functionality for recreation. Brunswick Road, which leads up to the impressive Officers' Mess building, is a central, tree planted avenue which runs through the area and forms a distinctive landscape feature. The avenue will be upgraded to a 5.5 design carriage way with a 3 m shared footway/cycle way on the southern side and a 2 m verge on the northern side as part of this proposal. The scale and character of this proposal is considered appropriate and motivated by the historic and visual connections to the Officer's Mess building. The scheme also provides a direct connection to Deepcut Bridge Road via the Frimley Lock and new canal steps which will further improve connectivity with the surroundings.
- 7.3.8 In principle the proposed layout is acceptable. Public open and recreational space will be provided to meet the recreational needs of existing and future residents. The proposal will improve accessibility and connectivity within the village which is supported. Having regard to the above commentary, no objection is raised to the proposal on layout and design terms.

#### **7.4 Tree retention and landscaping**

- 7.4.1 An Arboricultural Assessment has been submitted in support of condition 29. The Arboricultural Officer has sought amendments and further details of a number of matters including the removal of parking spaces away from root protection areas, the design of the Geocell footway for the site, an auditable system of site monitoring wearing course for the paths, details of the construction of the parking areas, and a cross section of the planting pit and support for each tree. The applicant is preparing a revised document and an update will be given to the meeting. Notwithstanding this, given the change in levels within the site and in the absence of detailed information on the works required to remove existing steps in proximity to trees to be retained it is considered appropriate to impose conditions to secure detailed levels information and the detailed design of the steps to ensure satisfactory relationships to both existing and proposed trees are secured.
- 7.4.2 The application is accompanied by a hard and soft landscaping scheme pursuant to condition 32. The site is generally characterised by woodland and the proposed landscaping scheme reflects this sylvan character. The Arboricultural Officer has sought the addition of fruit trees into the proposed species mix as a resource for wildlife and amended planting within the scheme. The proposed tree planting is particularly regimented along the site boundaries to the north of the concrete track. Whilst appropriate along Brunswick Road it is considered that this planting in relation to the site boundaries to the east and west should be more spread out with trees having sufficient space to flourish in the longterm and to give a more organic feel to the open spaces proposed. There are also opportunities for more specimen trees as landscape features which will provide variety to the new landscapes to be created. The applicant is considering these changes and an update will be given to the meeting.

7.4.3 The application is also accompanied by a Landscape Management Plan for the purposes of condition 33. The Arboricultural Officer has requested various changes relating to this document which the applicant is also considering. An update will be given to the meeting.

## **7.5 Amenity considerations**

7.5.1 It is recognised that whilst the development is being implemented there is the potential for noise, disturbance, inconvenience and disruption to local residents and businesses. The hybrid permission is subject to a number of conditions which seek to mitigate these impacts e.g. hours of working, the submission of construction management plan etc. Subject to compliance with these conditions it is not considered that the proposal would give rise to further impacts not previously considered at the hybrid permission stage.

7.5.2 Whilst the existing concrete track is used informally by the general public, there will be increased levels of activity and disturbance arising from the formal public use of the refurbished track, new footpaths and cycleways. However, given the additional landscaping proposed, the generally quiet nature of the recreational use proposed and as the new footpaths and cycleways are located away from existing and proposed residential boundaries, the resultant impacts are not considered to be materially harmful to these residents. In the unlikely event that any potential anti-social behaviour issues arise they will be dealt with under the relevant legislation.

## **7.6 Highway considerations**

7.6.1 The Deepcut SPD advises that existing footpaths will be expected to be made more visible and accessible through improved signage, accessibility improvements and the management of vegetation. All cycle routes will be expected to be safe and suitable and easy to use. Pedestrian and cycle links will be expected to have a largely green rural character, be high quality, visually interesting and attractive, safe, accessible and sensitive to their location.

7.6.2 The CHA has considered the proposals and are generally satisfied with what is being proposed subject to the imposition of appropriate conditions. These are attached as Annex A and reflect the submitted plans. However, the CHA has sought amendments to the scheme including in relation to works to the concrete track and the provision of footpaths/cycleways particularly on key desire lines and it is likely that some or all of these conditions will be amended. The applicant is reviewing these comments and an update will be given to the meeting.

7.6.3 It is noted that some of the proposed highway works, specifically in relation to access to Frimley Lock, are on land within the administrative control of Guildford Borough Council. It is proposed to impose an informative to remind the applicant that unless the works may benefit from permitted development rights, separate permission is required from Guildford Borough Council.

7.6.4 Notwithstanding the matters raised at paragraph 7.7.3 below, the Council has become aware that the secure gate from Pirbright Camp into the Mindenhurst development is currently open every weekday between the hours of 7.30am and 9am and 4.30pm and 6pm to allow military traffic to go into and out of the camp. To be clear the hybrid permission did not propose or make any allowance for any traffic coming into the Princess Royal Barracks site from the east and this matter is being taken up separately with the Garrison Commander and the

Ministry of Defence to resolve this matter. To ensure that all traffic movements within the Mindenhurst development are in full accordance with the hybrid permission, it is proposed to impose a condition requiring a barrier which precludes access from Pirbright Camp into the Mindenhurst development except in an emergency. Please also see the commentary at paragraph 7.7.3 below in relation to the SANG provision.

## **7.7 Ecological considerations**

- 7.7.1 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.
- 7.7.2 The application is supported by an Ecology Mitigation Strategy and Management Plan, an Ecology Survey Report and a Bat Masterplan. The ecology survey confirms the presence of bats and badgers in the area and also that the woodland could also provide a suitable habitat for amphibians, birds reptiles. The submitted reports detail appropriate mitigation and management measures to safeguard protected species and habitats. Surrey Wildlife Trust are satisfied that the submitted reports are acceptable for the purposes of condition 16.
- 7.7.3 Natural England are satisfied with the SANG provision being made. As such the proposal is considered to be acceptable for the purposes of Schedule 5 Part 2 of the Section 106 agreement as varied in respect of the provision of SANGS land. However in their guidance dated August 2021 for the creation of SANG, Natural England make it clear that as one of the main purposes of any SANG is to allow pet owners and their pets to freely roam along the majority of the routes, any site where they might be in danger from traffic should not be considered for SANG. The terms of the hybrid permission are that the only traffic movements coming from the east along Brunswick Road beyond the Southern SANG would be associated with the 33 flats approved within the converted Officers Mess. As the Council has no control over the lockable gate into Pirbright Camp and to ensure that the quiet recreational use of the SANG is not prejudiced by activities not proposed or considered under the terms of the hybrid permission, the condition as set out in paragraph 7.6.3 above requiring a barrier which precludes access from Pirbright Camp into the Mindenhurst development except in an emergency is also supported from a SANG perspective.
- 7.7.4 It is noted that the Ecological Mitigation Strategy and Management Plan discusses the potential impact of the Mindenhurst drainage scheme on the Basingstoke Canal. Appropriate measures to safeguard the water quality will be secured under the condition 40 submission.

## **7.8 Other matters**

- 7.8.1 It is recognised that, given the former use of part of the site as a fuel/vehicle depot, there is the potential for contaminated land. This will be dealt with under condition 55 of the hybrid permission as amended. It is acknowledged that in complying with this condition, a further submission under conditions 32 and 33 may be necessary
- 7.8.2 For information the SANG Landscape Management Plan approved pursuant to condition 13 relates to both the Central and Southern SANGs. The objectives of the Plan were, and are,

to achieve the following:

- Provide a suitable alternative natural green space to the Thames Basin Heaths Special Protection Area, in order that local residents are encouraged to use this space for amenity and dog walking from the outset.
- Provide a range of habitat types which appear to be “natural” to the user, which enhance biodiversity.
- Provide a network of “open” routes in addition to “enclosed” routes in order that the user has a variety of options in which they feel safe and comfortable while using the SANG

The Plan identified a variety of landscape types found within the proposed SANGS including broadleaved and mixed woodlands, dry dwarf shrub acid heathland and semi improved acid grassland, water features and visitor access points and footpaths. The Plan sets out the objectives for all these areas and how they would be managed to achieve these objectives, including ongoing monitoring. The responsibility to create and manage the SANGS at their own expense remains with Skanska until they are offered to the Council for adoption in accordance with the process set out in the Section 106 agreement as varied. The Plan also secured the provision of a car park area providing 10 spaces for each SANG. The current proposal is consistent with the approved Plan.

## **8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY**

- 8.1 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. This proposal is not considered to conflict with this duty.
- 8.2 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included the following:-
- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
  - b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
  - c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

## **9.0 CONCLUSION**

- 9.1 The proposed provision of the Southern Suitable Alternative Green Space (SANG) and SANG link as mitigation for the potential recreational impacts on the Thames Basin Heaths Special Protection Area (TBHSPA) associated with new housing development is integral to successful housing delivery within Mindenhurst. The proposals are also considered to be in accordance with the Deepcut SPD, the hybrid permission and the Section 106 agreement as varied and are recommended for approval.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions

1. Notwithstanding any information submitted with the application and before the removal of the existing steps within the site or the commencement of any construction on the new footpaths and/or cycleways details of the existing and finished surface levels for the footpaths and/or cycleways and replacement steps shall be submitted to the Local

Planning Authority for approval. Such details to include an arboricultural methodology for working within root protection areas and associated protection and mitigation. Once approved the footpaths and/or cycleways and replacement steps shall be undertaken in accordance with the approved details and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the finished surface levels of the development are appropriate for the development in visual amenity, to safeguard trees to be retained and in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

2. Unless otherwise agreed by this permission no external lighting shall be installed within the site.

Reason: To ensure that the impact on protected species is minimised in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework

3. With the exception of the proposed links into residential Phases 2b and 6e and notwithstanding any other details provided in the application, prior to the occupation of Phases 6a, 6b and 6d, details of pedestrian and/or cycleways as appropriate for that Phase shall be submitted to the Local Planning Authority for approval. The relevant phase shall not be occupied until the approved pedestrian and/or cycleway relevant to that phase has been provided in full and made available for public use.

Reason: To ensure appropriate links are provided into the Southern SANG and SANG Link for use by future residents as part of the requisite mitigation to offset the impact of new residential development on the Thames Basin Heaths Special Protection Area and to meet the objectives of Policy CP14B of the Surrey Heath Core Strategy and Development Management Policies 2012, the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy supplementary planning document and Policy NRM6 of the South East Plan.

4. Prior to the first use of any part of the Southern SANG and SANG Link hereby approved, details of a lockable barrier including its maintenance and management, to prevent vehicles, with the exception of emergency vehicles, entering Brunswick Road from Pirbright Camp to the east shall be submitted to the Local Planning Authority for approval. The lockable barrier shall thereafter be installed prior to the first use of the Southern SANG and SANG Link and thereafter maintained and retained for its designated purpose.

Reason: To accord with the terms of the hybrid permission 12/0546 as amended in relation to traffic movements and SANG provision and to ensure that the proposed Southern SANG and SANG Link provide the requisite mitigation to offset the impact of new residential development on the Thames Basin Heaths Special Protection Area to meet the objectives of Policy CP14B of the Surrey Heath Core Strategy and Development Management Policies 2012, the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy supplementary planning document and Policy NRM6 of the South East Plan.

5. Notwithstanding any details submitted with the application the development hereby approved shall not be first brought into use unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Knee rail fencing shall be setback from the parking spaces at a sufficient distance to allow all drivers/passengers space

to leave their vehicle. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

6. The development hereby approved shall not be first brought into use unless and until facilities for the secure parking of bicycles has been provided within the development site in accordance with the approved plans and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

7. The development hereby approved shall not be brought into first use unless and until:

- (a) The existing barrier on Deepcut Bridge Road has been removed;
- (b) The existing path within the site has been pressure washed;

All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

8. Notwithstanding any details submitted with the application, the development hereby approved shall not be brought into first use unless and until the following pedestrian/cyclist facilities have been provided within the site:

- (a) Both sides of the proposed vehicle barrier north of the disabled parking bays shall be provided with a minimum clearance width of 1.5m to allow the freeflow of pedestrian and cyclist movements at all times;

- (b) A scheme of pedestrian and cyclist signage to be in compliance with the Cycle Network Strategy;

- (c) The proposed fencing either side of the Frimley Lock Cycle Path, where the green swathe culvert passes beneath the track, shall be provided with fencing;

- (d) Additional 3m pedestrian/cyclist routes provided on key desire lines;

- (e) Details of the route connecting the site to the Cala Homes parcels;

- (f) A 3m wide route connecting the site to the Officers Mess;

- (g) Placement of cycle barriers, including the provision of reflective banding, on steep sections of the cycle route to slow the speed of cyclists.

All to be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

9. Notwithstanding any details submitted with the application the proposed carriageway works shall be provided with tactile paving, pedestrian/cycle facilities and crossing points, raised tables, lighting and signage in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

10. Wheel washing facilities and measures to keep the highway network clear and clean of any mud or debris to ensure the safety of all highway users shall be provided to the satisfaction of the Local Planning Authority and County Highway Authority upon commencement of development. Once implemented such measures and facilities shall be retained and used whenever necessary or when the said operations are undertaken.

Reason: Conditions 5-10 above are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, having regard to Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

11. The proposed development shall be built in accordance with the following approved plans and documents:

#### Site location plans

DC2-WTM-CX-105-XX-DR-03-0110 PS05 Location plan Southern SANGS  
DC2-WTM-LX-105-XX-DR-04-0002 rev PS02 Southern SANGS Circular Routes  
Location Plan  
DC2-WTM-CX-105-XX-DR-03-0104 PS01 Hybrid Planning Application Boundary

#### Landscape General Arrangement Plans

DC2-WTM-LX-105-XX-DR-04-1011 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1012 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1013 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1014 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1015 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1016 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1017 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1018 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1019 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1020 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1021 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1022 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1023 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1024 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1025 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1026 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1027 rev PS05  
DC2-WTM-LX-105-XX-DR-04-1028 rev PS05

#### Southern SANGS Landscape Planting Schedule

DC2-WTM-LX-105-XX-DR-04-1029 rev PS03

#### Southern SANGS Typical Details

DC2-WTM-LX-105-XX-DR-04-5000 rev PS04 Sheet 1 of 5 (subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5001 rev PS04 Sheet 2 of 5 (subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5002 rev PS04 Sheet 3 of 5  
DC2-WTM-LX-105-XX-DR-04-5003 rev PS04 Sheet 4 of 5 (excluding typical step detail subject to tree and level conditions above)  
DC2-WTM-LX-105-XX-DR-04-5004 rev PS03 Sheet 5 of 5

#### Brick Substation Outline Design Southern SANGS



DC2-WTM-LX-105-XX-DR-04-0301 PS01

#### Highway plans

Deepcut Bridge Road to Frimley Lock Cycle/Footway

DC1-ODM-CX-118-XX-DR-03-0001 rev C03 (exclude note concerning gate to be retained)

Deepcut Bridge Road to Frimley Lock Cycle/Footway Entrance

DC1-ODM-CX-118-XX-DR-03-0002 rev C11

Deepcut Bridge Road to Frimley Lock Construction Details

DC1-ODM-CX-118-XX-DR-03-0005 rev C02 (subject to tree and level conditions above)

Deepcut Bridge Road to Frimley Lock Concrete Bay Repair Details

DC1-ODM-CX-118-XX-DR-03-0006 rev C01

General Arrangement Plan Brunswick Road East

DC1-WTM-CH-215-XX-DR-03-0111 PS02

Traffic Signs and Road Markings Brunswick Road East

DC2-WTM-CH-215-XX-DR-03-1201 TA01

Kerbing and Footways Brunswick Road East

DC2-WTM-CH-215-XX-DR-03-1101 TA01

Pavement Brunswick Road East

DC2-WTM-CH-215-XX-DR-03-0701 TA01

#### Documents

DC2-WTM-LX-105-XX-SH-04-0001-PS02 Southern SANGS Landscape Materials Schedule

DC2-SWT-EC-000-XX-PL-04-0006-PS13 Ecology Mitigation Strategy and Management Plan (Phases 5a, 5b and 5c only)

DC2-SWT-EC-215/105-XX-RP-04-3861 PS09 Ecology Report Southern Suitable Alternative Greenspace (SANG) and Brunswick Road Phase 5a, 5b and 5c

DC2-SWT-EC-000-00-RP-04-3861-D03 Bat Masterplan

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

#### **Informative(s)**

1. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
2. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly

loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

3. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway
  4. The applicant is reminded that where the proposed works are on land within the administrative control of Guildford Borough Council, and which do not fall within permitted development separate permission will be required from Guildford Borough Council
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