

6b PLAN/2019/0729

WARD: C

**LOCATION:** Chobham Road Bridge, Chobham Road, Woking, Surrey

**PROPOSAL:** Proposed erection of a new pedestrian/cycle bridge and walkway over Basingstoke canal next to Chobham Road Bridge, including re-alignment works linking the existing towpaths over the canal, associated landscaping

**APPLICANT:** Woking Borough Council

**OFFICER:** Brooke Bougnague

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**REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to planning committee because Woking Borough Council is the applicant.

**PROPOSED DEVELOPMENT**

The planning application proposes the construction of a new pedestrian/cycle bridge and walkway over Basingstoke Canal next to Chobham Road Bridge. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle route along Basingstoke Canal. The proposal includes upgrading the existing towpath's ramps and steps to comply with the Disability Discrimination Act. This planning application is similar to planning application PLAN/2017/1226 permitted on 12.04.2018. The proposed amendments include:

- Removal of 2 x 17.5m high columns
- Constructed using a ground bearing gabion retaining wall structure
- Replaces glass balustrade with railings
- Retain existing retaining wall under and immediately adjacent to the existing bridge and only use gabions basket façade to new tow path
- LED lighting strip to handrail

**PLANNING STATUS**

- Urban Area
- Basingstoke Canal Conservation Area
- Adjacent to the Wheatsheaf Conservation Area
- Basingstoke Canal Corridor
- Site of Nature Conservation Importance
- Surface Water Flooding
- Thames Basin Heaths SPA ZoneB (400m-5km)
- Tree preservation Order

**RECOMMENDATION**

Grant planning permission subject to conditions.

**SITE DESCRIPTION**

The application site is located adjacent to Chobham Road Bridge and on the corridor of the Basingstoke Canal. The A3046 Chobham Road runs north – south through the site. Residential properties are sited to the north, east and north east of the site and the

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Town Centre and commercial retail buildings are sited to the south. The site is predominately surrounded by multi storey development.

### **PLANNING HISTORY**

PLAN/2017/1226: Proposed erection of a new pedestrian/cycle bridge and walkway over Basingstoke canal next to Chobham Road Bridge, including re-alignment works linking the existing towpaths over the canal, associated landscaping and 2 x 17.5m high columns. Permitted 12.04.2018

PLAN/2017/1227: Installation of 11 illuminated featured Glass Art panel privacy screening panels along Basingstoke Canal Towpath. Pending consideration

### **CONSULTATIONS**

Basingstoke Canal Authority: *'There is silt build up downstream of the Bridge on the offside is well known to the Kitty crews. Also boats (due to the reduction in width under the bridge) will have to pass closer to the flats on the offside where the bank slipped a couple of years ago, hard edging ought to be installed to mitigate more slippage in the future.'*

*On a non-navigation issue, I have a minor suggestion for enhancement. I would suggest that gas lamp stands that seemed to have survived the scrap iron cull of WW2 should be returned to their former glory, with (electric) lamps on top. When lit up this will significantly enhance the area.'*

Surrey County Highway: No objection

Surrey County Council: No response received

Environment Agency South East: No objection

Surrey Wildlife Trust: No response received

Inland Waterways Association: No response received

Arboricultural Officer: No objection subject to conditions 4 and 6

Fairoaks Airport Limited: No objection

Conservation Consultant: No objection

Scientific Officer: No objection subject to condition 12

Flood Risk and Drainage Team: No objection subject to condition 5

### **REPRESENTATIONS**

None received

### **RELEVANT PLANNING POLICIES**

National Planning Policy Framework (NPPF) (2019):

- Section 9 - Promoting sustainable transport
- Section 12 – Achieving well-designed places

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- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

### Woking Core Strategy (2012):

- CS7 - Biodiversity and nature conservation
- CS9 - Flooding and water management
- CS15 - Sustainable economic development
- CS18 - Transport and accessibility
- CS20 - Heritage & Conservation
- CS21 - Design
- CS22 - Sustainable construction
- CS24 - Woking's landscape and townscape
- CS25 - Presumption in favour of sustainable development

### Development Management Policies DPD (2016):

- DM2 - Trees and Landscaping
- DM4 - Development in the Vicinity of Basingstoke Canal
- DM8 - Land contamination and hazards
- DM20 - Heritage Assets and Their Settings

### Supplementary Planning Documents (SPDs):

- Woking Design (2015)
- Outlook, Amenity, Privacy and Daylight (2008)

## **PLANNING ISSUES**

### Principle of Development:

1. The NPPF (2019) and Policy CS18 of the Woking Core Strategy (2012) promote sustainable transport systems. Policy CS18 of the Woking Core Strategy (2012) supports *'proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities'*. The application site is located within Woking Town Centre, Policy CS1 of the Woking Core Strategy (2012) states *'the Council will work with partners to continue to improve public transport and cycle facilities in the centre'*.
2. The proposal is part of the Woking Integrated Transport Plan for the Town Centre which aims to *'significantly enhance traffic flow in the area and make it safer for pedestrians and cyclists, whilst stimulating economic growth in Woking Town Centre'*.
3. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle route along Basingstoke Canal and enhance access for wheelchairs.
4. The principle of the erection of a new pedestrian/cycle bridge and walkway over Basingstoke Canal is considered acceptable subject to further material planning considerations, specific development plan policies and national planning policy and guidance as discussed below.

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### Impact on Character of the Conservation Area

5. The application site is located in the Basingstoke Canal Conservation Area and Basingstoke Canal Corridor and adjacent to the Wheatsheaf Conservation Area.
6. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that, in considering applications within Conservation Areas, Local Planning Authorities shall pay "*special attention...to the desirability of preserving or enhancing the character or appearance of that area*". This is reflected in Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and Section 16 of the National Planning Policy Framework (2019). Policy CS20 advises that new development must respect and enhance the character and appearance of the area in which it is proposed.
7. The NPPF, Policy CS20 of the Woking Core Strategy and Policy DM20 of DM Policies DPD (2016) seek to ensure that development should preserve or enhance the character of Conservation Areas.
8. The planning application proposes the construction of a new pedestrian/cycle bridge and walkway over Basingstoke Canal next to Chobham Road Bridge. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle access along Basingstoke Canal. The proposal includes upgrading the existing towpath's ramps and steps to comply with the Disability Discrimination Act.
9. The proposed pedestrian/cycle bridge would span the width of the Basingstoke Canal and be sited to the west side of Chobham Road Bridge. The height of the bridge would be the same height as Chobham Road Bridge. Details of the proposed materials have been submitted with the planning application and are the same as the materials agreed under the materials condition for planning application PLAN/2017/1226. The proposal would be constructed from steel and supported by gabions and the existing retaining wall. The proposed bridge, ramps and towpaths would be finished in buff to grey aggregate surface to match the existing towpath and would be enclosed with stainless steel railings and an LED lit handrail. A condition (condition 3) is recommended to ensure the proposal is built in accordance with submitted materials and condition 7 is recommended to secure details of proposed lighting.
10. The existing towpath on the north side of the canal that adjoins Chobham Bridge is accessed via steps and a steep ramp that does not comply with the Disability Discrimination Act. The proposed bridge would adjoin the existing towpath. To increase accessibility the steps would be removed and the gradient of the ramp altered to create a 1:14 gradient. The length of the ramp would be increased to facilitate the decreased gradient. The altered gradient would increase accessibility for wheelchair users. The proposed ramp would be constructed from the existing retaining wall and gabions to reflect the design of the Bedser Bridge sited along the Basingstoke Canal. The proposed plans indicate the ramp would be 3m wide and have 1.4m high railings and 0.9m handrail.
11. The south side of the proposed bridge would be linked to a new 'U' shaped looped 2.3m wide walkway at a gradient of 1:13. The walkway orientated towards the east would be sited on gabions with the walkway orientated towards the west sited on gabions and concrete built into the bank of the Basingstoke Canal and would lead under Chobham Bridge linking to an existing towpath on the south side of Basingstoke Canal to the west of Chobham Road Bridge. The walkway would have stainless steel railings with a buff to grey aggregate surface deck. It is considered

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the proposed bridge and towpath would preserve the character of the Conservation Area.

12. The proposed development includes the provision of a bin store sited within the car park of The Lightbox. The proposed bin store would be approximately 2m wide and 4m deep with a height of approximately 1.8m. The bin store would be finished in timber boarding. It is considered the proposed bin store would preserve the character of the Conservation Area.
13. The Council's Conservation Consultant has been consulted and raised no objection to the proposal.
14. Overall the proposal is considered to preserve the character and appearance of the Basingstoke Canal Conservation Area and setting of the Wheatsheaf Conservation Area. The application is considered to accord with Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and Section 16 of the National Planning Policy Framework (2019) (NPPF).

### Impact on Neighbours:

15. The proposed pedestrian and cycle bridge would be sited to the west of Chobham Bridge and maintain the same height as the existing bridge. The proposed bridge would be sited closer to the flatted development at Kingswood Court than the existing bridge but still maintain a 20m separation distance. It is considered that the proposed bridge would not result in a significant loss of privacy or overbearing or overlooking impact to neighbouring properties.
16. The proposed new towpath sited to south of the canal and west of Chobham Bridge Road would be built into the bank of the Basingstoke Canal. An approximate 10m separation would be retained to the flatted development at Century Court to the south of the Basingstoke Canal and Bridge House, Chobham Road to the north of the Basingstoke Canal. The existing towpath is sited at a lower ground level than Century Court and approximately the same height as Bridge House, Chobham Road. Due to the open nature of Bridge House, Chobham Road there are existing views towards the windows in the south elevation of Bridge House, Chobham Road. It is considered the extended towpath to the east of Chobham Road Bridge would not result in a significant loss of privacy or overbearing or overlooking impact.
17. The proposed new towpath to the west of Chobham Bridge Road on the south side of the Basingstoke Canal would be sited adjacent to the north of The Lightbox. Due to the commercial use of The Lightbox it is considered there would be no impact on the amenities of The Lightbox.
18. The planning application proposes to upgrade the existing towpath to the north of the Basingstoke Canal that runs parallel to the flatted development at Kingswood Court. There are windows serving habitable rooms in the south elevation of Kingswood Court, including ground floor windows orientated towards Basingstoke Canal. The existing towpath is sited on lower ground level approximately 4m from the flats at Kingswood Court. There is an approximate 0.89m boundary wall and natural boundary treatment providing a buffer between Kingswood Court and the existing towpath. Due to the relationship between Kingswood Court and the existing towpath there are existing views into the flats at Kingswood Court. The proposed upgraded towpath be sited approximately 3.5m from Kingswood Court and would have an altered gradient to comply with the Disability Discrimination Act. The height of a section of the existing towpath would be increased this facilitate the

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proposed 1.14 gradient. The increase in height of the upgraded towpath would provide views into the flats and Kingswood Court, it is considered these views would not be any worse than the existing situation. It is considered the upgraded towpath would not result in a significant overlooking or loss of privacy over and above the existing situation.

19. Due to the position of the bin store it is considered that there would not be an impact on residential properties.
20. Overall the proposed development is considered to have an acceptable impact on neighbours in terms of loss of light, overlooking and overbearing impacts.

### Impact on Trees:

21. Policy DM2 of DM Policies DPD (2016) states the Council will *'require any trees which are to be retained to be adequately protected to avoid damage during construction'* and Policy CS21 of the Woking Core Strategy (2012) requires new development to include the retention of trees and landscape features of amenity value.
22. The planning application has been supported by an Arboricultural report and an onsite meeting has taken place between the Arboricultural Consultant and the Council's Arboricultural Officer. The planning application would result in the loss of five trees on the south side of the Basingstoke Canal to facilitate the proposal. The Council's Arboricultural Officer has been consulted and raised no objection to the loss of these trees due to their poor quality. The trees to be retained would be adequately protected during the construction phase. At the onsite meeting tree protection details and requirements of direct Arboricultural supervision were agreed. Condition **6** is recommended to ensure the proposal is built in accordance with the submitted and agreed Arboricultural information.
23. The site is a designated Site of Nature Conservation Importance. The designation is primarily for the unique diversity of the aquatic and marginal botany. One of the Conservation objectives of the Conservation Management Plan for Basingstoke Canal is to reduce tree shade on the water to around 10% (average). It is considered removal of trees on the south of the canal will assist the Borough in achieving this objective and would not require the trees to be replaced.
24. A Landscaping plan has been submitted with the planning application. The Council's Arboricultural Officer has been consulted and advised a soft landscaping scheme is considered acceptable. Condition **4** is recommended to ensure the proposal is built in accordance with the landscaping plan.

### Flood Risk:

25. The proposed development would be built on and adjacent to the Basingstoke Canal. The application site is at low and medium risk from surface water flooding. The Drainage and Flood Risk Team have been consulted and raised no objection subject to condition 5. Condition **5** is recommended to ensure that details of a scheme for disposing of surface water by means of a sustainable drainage system are submitted prior to commencement to ensure the proposal does not increase surface water flooding in the area.

### Impact on Protected Species:

26. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 – Biodiversity Geological

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Conservation also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected in Policy CS7 of the Woking Core Strategy (2012).

27. Given the location of the application site within a Site of Nature Conservation Importance and adjacent to the Basingstoke Canal the planning application has been supported by a Preliminary Ecological Appraisal, and further assessment report to the Preliminary Ecological Appraisal and Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report.
28. The submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report concluded *'as the proposals will result in a direct loss of suitable bat hibernation features, it is recommended that at least two woodcrete bat boxes be installed on undisturbed trees which will not be impacted by light along the canal in order to provide alternative roosting features for bats. Recommended bat box types include: 2F Schwegler Bat Box (General Purpose), 1FF Schwegler Bat Box With Built-in Wooden Rear Panel, 2FN Schwegler Bat Box, 2F Schwegler Bat Box with Double Front Panel or NHBS Kent Bat Box for installation on trees. These should be sited along linear features such as tree lines adjacent to the canal and in undisturbed areas to increase the likelihood of uptake. Sunny locations should be chosen between 4m and 6m from the ground which will remain unlit at night'*.
29. With regards to trees the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report has also advised that *'wherever possible, mature and veteran trees should be retained intact and protected in line with British Standard Institution (2012)'*. An Arboricultural report has been submitted with the planning application detailing how trees to be retained will be protected during construction (condition 6).
30. The Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report states *'if additional lighting or the introduction of additional amenities is proposed which may affect bats, bat transect surveys will be required to inform these plans. However, if a bat-friendly lighting scheme is designed and implemented, it may negate the need for these additional surveys'*. Surrey Wildlife Trust have advised that any external lighting included within the proposal should with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series". Condition 7 is recommended to secure details of any lighting prior to installation.
31. The submitted Preliminary Ecological Appraisal concluded *'in total 13 different Phase 1 Habitat types were recorded during the site visit. These are all fairly typical of the Basingstoke Canal.....Work should be kept to a minimum on the south west bank of the canal (next to the Lightbox) as Cut-grass (a Surrey rare plant and UK Species) has been recorded there in the past...A precautionary and appropriately timed approach to the site clearance as well as good building practice is recommended to minimise impacts on other fauna including mammals, reptiles, amphibians and birds'*.
32. Surrey Wildlife Trust have been consulted and advised all the recommendations in the submitted Preliminary Ecological Appraisal, Rare Plant Survey Conclusions in the submitted Further Assessment Report and recommendations and Ecological Enhancements in the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report should be implemented

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(condition 8, 9 and 10). The proposal indicates that canal bank work is proposed, Surrey Wildlife Trust have recommended that a Ecological Management Plan is submitted to control the development works (condition 11). Therefore, subject to the recommended conditions, the proposal is considered to comply with Policy CS7 of the Core Strategy and the policies in the NPPF relating to ecology and biodiversity and the guidance in Circular 06/05.

### Urban Open Space:

32. Policy CS17 of the Woking Core Strategy (2012) seeks to protect multi-functional open space and other environmental features including dedicated Urban Open Space across the Borough and canal corridors. This is reflected in Policy DM3 of the DM Policies DPD (2016).
33. Policy DM4 (Development in the Vicinity of Basingstoke Canal) of the DM Policies DPD (2016) seeks to *'conserve the historic and ecological character of the waterway and its setting'* and states *'development on land adjoining the Canal should not be permitted where it would result in un-attenuated surface water or highway drainage into the Canal. Developments which can offer attenuated dry-season flows or wet-season water storage will be supported'*.
34. The application site is a designated Urban Open Space and sited within the Basingstoke Canal Corridor. The proposed works would be sited on and adjacent to the Basingstoke Canal.
35. The planning application has been supported by a Preliminary Ecological Appraisal, and further assessment report to the Preliminary Ecological Appraisal and Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report. It is considered the proposal would not have a detrimental impact upon the landscape quality, ecological value or water quality of the Basingstoke Canal corridors in accordance with Policy CS17 of the Woking Core Strategy (2012) and DM4 of the DM Policies DPD (2016).
36. Condition 5 is to ensure that details of a scheme for disposing of surface water by means of a sustainable drainage system are submitted.
37. The proposed works would alter the appearance in this localised section of the Basingstoke Canal, it is considered the proposed development would preserve the character of the Conservation Area. The proposal development would link up two existing towpaths providing a continuous link for pedestrians and cyclist along the Basingstoke Canal towpath which acts a linear country park, therefore enhancing the enjoyment of the Basingstoke Canal. It is considered the design and finish of the bridge is sympathetic to the character of the area.
38. It is considered there would not be any harm to the Basingstoke Canal Corridor and the function of the Urban Open Space will be enhanced. The proposal would increase the amount of hard surfacing to facilitate the additional towpaths. Subject to this, it is considered there would not be a detrimental impact on the designated Urban Open Space.

### Transportation Impacts:

39. Policy CS1 of the Woking Core Strategy (2012) states *'the Council will work with partners to continue to improve public transport and cycle facilities in the centre'*.
40. Policy CS18 of the Woking Core Strategy (2012) states *'the Council is committed to developing a well integrated community connected by a sustainable transport'*

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*system' this can be achieved by 'supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities'.*

41. The proposal will increase and improve pedestrian and cycle accessibility along Basingstoke Canal and improve connections with the Town centre. It is considered the proposal would comply with Policies CS1 and CS18 of the Woking Core Strategy (2012).
42. The County Highway Authority have been consulted and raised no objection to the proposal.
43. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and accords with policy CS18 of the Woking Core Strategy 2012 and the National Planning Policy Framework (2019).

### Land contamination:

44. Policy DM8 of the DM Policies DPD (2016) relates to land contamination and seeks to remediate or minimise the risks from contamination. The application has been supported by a contaminated land assessment. The Council's Scientific Officer has been consulted and raises no objection subject to a condition 12.

### Community Infrastructure Levy (CIL):

45. The proposal is not liable for Community Infrastructure Levy (CIL).

## **CONCLUSION**

46. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours and would preserve the character and appearance of the Basingstoke Canal Conservation Area and the setting of the Wheatsheaf Conservation Area. The proposal therefore accords with Core Strategy (2012) policies CS7, CS9, CS15, CS18, CS20, CS21, CS22, CS24 and CS25, Supplementary Planning Documents 'Parking Standards' (2006), 'Outlook, Amenity, Privacy and Daylight' (2008) and 'Woking Design' (2015), DM Policies DPD (2016) policies DM2, DM4, DM7, DM8 and DM20 and the NPPF (2019) and is recommended for approval subject to conditions.

## **BACKGROUND PAPERS**

1. Site visit photographs
2. Consultation responses
3. Representations

## **RECOMMENDATION**

It is recommended that planning permission be granted subject to the following conditions:

1. The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

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Reason: To accord with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans listed below:

12840.8 [OS] 01 Rev F dated July 2017 and received by the Local Planning Authority on 22.07.2019

12840.8 [S] 01 Rev B dated 04.10.2017 and received by the Local Planning Authority on 22.07.2019

12840.8 [S] 02 dated 04.07.2017 and received by the Local Planning Authority on 22.07.2019

12840.8 [PL] 01 Rev F dated 10 June 2017 and received by the Local Planning Authority on 09.08.2019

12840.8 [PL] 02 Rev D dated 10 June 2017 and received by the Local Planning Authority on 09.08.2019

12840.8 [PL] 03 Rev D dated 10 June 2017 and received by the Local Planning Authority on 09.08.2019

12840.8 [PL] 04 Rev D dated 10 June 2017 and received by the Local Planning Authority on 09.08.2019

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The external finishes of the development hereby permitted shall match those specified in Booklet titled 'Schedule of Finish for Landscaping & External Works, Pedestrian & Cycle Bridge Towpath Link at Chobham Road Bridge, Basingstoke Canal, Woking Rev D' dated 06.08.2019 and received by the Local Planning Authority on 09.08.2019 and plan 12840.8[WD] 101 Rev C dated 10.07.2018 and received by the Local Planning Authority on 09.09.2019.

Reason:

In the interests of the character and appearance of the building and the visual amenities of the area.

4. Notwithstanding any details shown on the approved plans listed within condition 02, the development shall be carried out and thereafter retained in accordance with 12840.8 [WD] 04 Rev D dated 10 June 2017 and received by the Local Planning Authority on 09.08.2019 and 12840.8[WD] 101 Rev C dated 10.07.2018 and received by the Local Planning Authority on 09.09.2019 unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next

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planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve and enhance the character and appearance of the locality.

5. ++No development shall commence until details of a scheme for disposing of surface water by means of a sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to the first occupation of the development.

Reason: To ensure that the development achieves a high standard of sustainability.

6. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by APArboriculture ref: APA/AP/2018/088 dated 14.08.2018 and received on 23.07.2019 and email from APArboriculture dated 16.08.2019 including the convening of arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

7. Notwithstanding any details shown on the approved plans listed within condition 02, prior to the installation of any external lighting including floodlighting, details of the lighting (demonstrating compliance with the recommendations of the Bat Conservation Trusts' "Bats and Lighting in the UK – Bats and The Built Environment Series" guidance) shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed and maintained in accordance with the agreed details thereafter.

Reason: In the interests of the natural environmental and conservation of protected species.

8. The development shall take place in accordance with the recommendations in the Preliminary Ecological Appraisal dated July 2017. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

Reason: In the interests of the natural environmental and conservation of protected species.

9. The development shall take place in accordance with the Rare Plant Survey Conclusions in the submitted Further Assessment Report dated September 2017. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

Reason: In the interests of the natural environmental and conservation of protected species.

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10. The development shall take place in accordance with the and recommendations and ecological enhancements in the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report dated March 2018. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

Reason:

In the interests of the natural environmental and conservation of protected species.

11. The development hereby permitted shall not commence until a Nature Conservation Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Nature Conservation Management Plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

The scheme shall include the following elements:

- Details of any habitat enhancements,(specify details eg; including enhancements of the watercourses to increase the habitat suitable to water voles)
- Details of any new habitats created on site, including new ponds, scrapes and other wetland habitats
- Detail extent and type of new planting. NB Planting within 5m of the bank tops of the streams and within all areas outside of the built development, to be of appropriate native species of UK and preferably of local provenance
- Details of treatment of site boundaries and/or buffers around water bodies
- Details of maintenance regimes
- Details of management responsibilities and provision of appropriate funding

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site.

12. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to Local Planning Authority to demonstrate the agreed strategy has been complied with.”

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

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### Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
2. The applicants attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.
3. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-  
08.00 – 18.00 Monday to Friday  
08.00 – 13.00 Saturday  
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).
7. 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).