

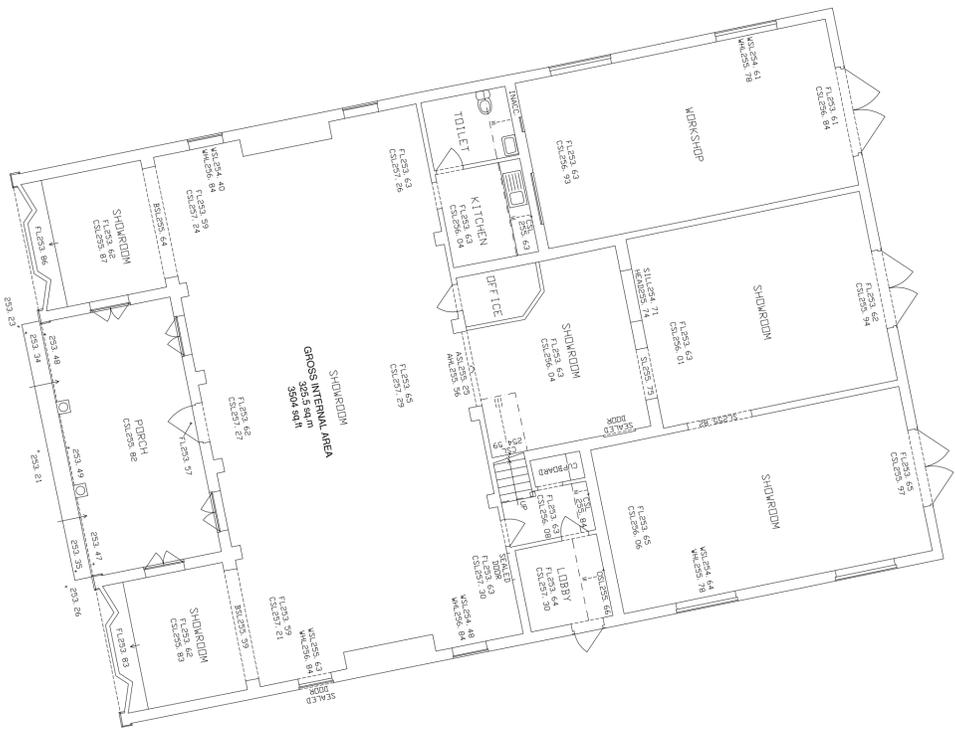


**LEGEND**

	Survey Station		Bench Mark
	Direction of Floorboards		Level Position
	Step Up		Sloping Ceiling
	Banking		Sloping Masonry
	Fence		Gates
	Overhead Power Line		Ground Tree
	Concrete Flag		Iron Railings
	Fault Drainage		Post & Rail
	100mm Pipe		Open Boarded
	1000mm Pipe		Wire Mesh
	Electricity 0/6		Electricity 1/00
	Electricity 1/00		Fresh Water Gas 100mm Pipe
	Electricity U/G		Gas 100mm Pipe
	Boreal Wire		Iron Railings
	Close Boarded		Post & Rail
	Open Boarded		Wire Mesh
	Chestnut Piling		Wire Mesh

**ABBREVIATIONS (Where Applicable)**

AGL	Above Ground Level	MC	Mercury 1C
AV	Air Valve	MH	Manhole
B	Bolt	MK	Marker
BDL	Boilord Telecom IC	MK	Marker
BRW	Brick Ret Wall	NB	No Further Info
CATV	Cable TV	D/H	Diverhead
CE	Cleaning Eye	R	Road
CL	Cover Level	RG	Road Gully
CM	Cable Marker	RNB	Road Name Board
CP	Catch Pit	RSL	Road Sign
CPS	Canopy Slabs	RU	Retaining Wall
CS	Canopy Support	RUP	Rein Water Pipe
D	Door	SA	Soleway
DP	Down Pipe	SC	Stop Cock
ECP	Elec Cable Pit	SP	Sign Post
EJB	Elec Joint Box	SV	Stitch Valve
EP	Electricity Pole	T	Threshold
FL	Floor Level	TL	Telephone Light
FLG	Feeds Into Ground	TP	Telephone Pole
FM	Floor Meter	TPS	Tactile Paving
GM	Gas Meter	U/G	Underground
GSC	Gas Stop Cock	U/G	Underground
GV	Gas Valve	U/G	Underground
H	Hand	U/G	Underground
HD	Hydrant	U/G	Underground
H9	Hydrant	V	Vent Pipe
IC	Inspection Cover	W	Window
IL	Invert Level	WHB	Wash Hand Basin
IP	Invert	WBC	Water Stop Cock
KD	Kerb Ductlet	WM	Water Meter
LP	Lamp Post	WV	Water Valve



**PRELIMINARY  
AND UNCHECKED**

**NOTES**

LEVEL DATUM DS GPS DATUM  
BENCH MARKS USED - N/A

THE ORIGIN AND ORIENTATION OF THE SURVEY GRID IS DRONANCE SURVEY NATIONAL GRID.

REV	DATE	PREV	REVISION DETAILS

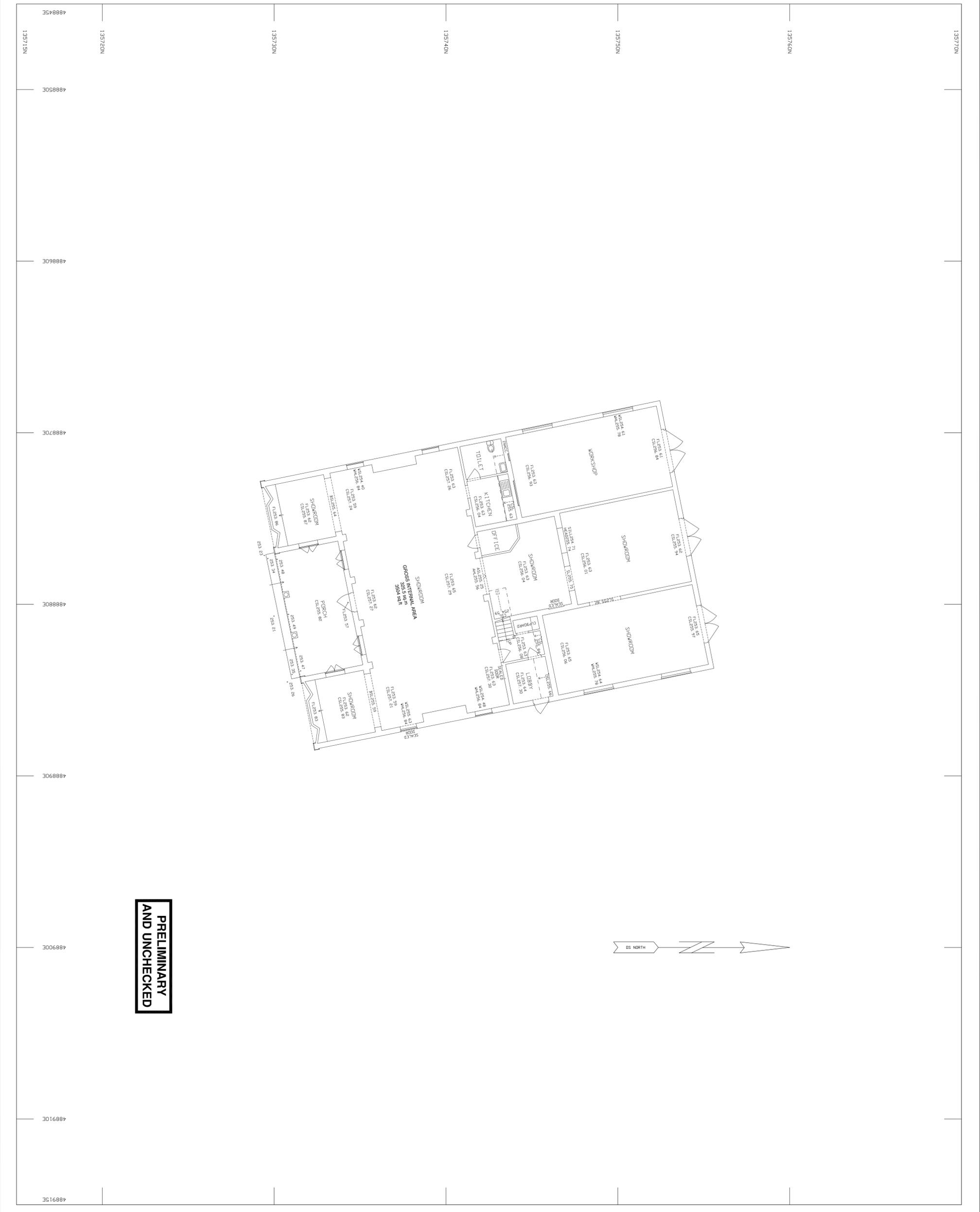
**JOB TITLE**

**85 LONDON ROAD  
HINDHEAD  
SURREY**

**DRAWING TITLE**

**GROUND FLOOR PLAN**

BREAKING I OF 1	AUTOCAD DRAWING FILE NAME
CLIENT JOB NO.	HINDHEAD-GROUND.DWG
SCALE 1/100	REVISION SUFFIX
SHEET SIZE SEP 2014	SURVEYOR DRAWN CHECKED
41-941-3594mm	MTGS MTGS PKK



LEGEND

	Survey Station		Bench Mark
	Direction of Floorboards		Level Position
	Step Up		Sloping Ceiling
	Sloping Masonry		Fence
	Gates		Tree
	Girth		Height Spread
	Telecom D/M		Fresh Water (100mm Pipe)
	Electricity (100mm Pipe)		Change in Ceiling Height
	Electricity (40mm Pipe)		Central Heating

FENCE TYPES

BR	Barbed Wire	IR	Iron Railings
CB	Close Boarded	LL	Larch Lapp
CI	Corrugated Iron	PR	Post and Rail
CL	Chain Link	PK	Post and Kieve
CPG	Chestnut Paving	DB	Open Boarded
INT	Interwoven	WM	Wire Mesh

ABBREVIATIONS (Where Applicable)

AGL	Above Ground Level	MC	Mercury IC
AV	Air Valve	MH	Manhole
BOL	Bollard	MKR	Marker
BT	British Telecom IC	MR	Metal Railings
BRW	Brick Wall	NB	Notice Board
BRWV	Brick Ret Wall	NFI	No Further Info.
CATV	Cable TV	OVH	Overhead
CE	Cleaning Eye	R	From Records
CL	Cover Level	RS	Road Sign
CM	Cable Marker	RNB	Road Name Board
CP	Catch Pit	RSJ	Rollled Steel Joist
CPS	Conc. Paving Slabs	RW	Retaining Wall
CS	Canopy Support	RWP	Rain Water Pipe
D	Down Pipe	SA	Soakaway
ECP	Elec. Cable Pit	SC	Stop Cock
EJB	Elec. Junction Box	SP	Sign Post
EP	Electricity Pole	SV	Sluice Valve
FB	Fiber Band	T	Trunking
FH	Fire Hydrant	TL	Threshold Level
FIG	Feeds into Ground	TLT	Traffic Light
FL	Floor Level	TP	Telephone Pole
G	Gully	TPS	Tactile Paving
GMC	Gas Meter	U	Underground
GSC	Gas Stop Cock	UTL	Unable To Lift
GV	Gas Valve	V	Vent
H	Highway Light	VP	Vent Pipe
HD	Heating Duct	W	Window
Hyd	Hydrant	WHB	Wash Hand Basin
IC	Inspection Cover	WSC	Water Stop Cock
IL	Invert Level	WM	Water Meter
KB	Kerb Bucket	WV	Water Valve
LP	Lamp Post		

BUILDING

AHL	Arch Head Level	FCSL	False Ceiling
ASL	Arch Springer Level	SFFL	Soffit Level
BSL	Beam Soffit Level	LL	Landing Level
CSL	Ceiling Soffit Level	RL	Roof Level
CSL	Ceiling Soffit Level	WASL	Window Arch
CSL	Change in Height of Ceiling	WML	Window Level
CSL	Ceiling Soffit Level	WML	Window Arch
DHL	Door Head Level	WSL	Window Sill Level
DHL	Door Head Level	WHL	Window Head Level

NOTES  
LEVEL DATUM DS GPS DATUM  
BENCH MARKS USED - N/A

THE ORIGIN AND ORIENTATION OF THE SURVEY GRID IS ORDNANCE SURVEY NATIONAL GRID.



**PRELIMINARY AND UNCHECKED**

REV	DATE	PREV JOB NO.	REVISION DETAILS
<b>GOOLD CONSULTING LTD</b>			
<b>WEY HOUSE</b>			
<b>15 CHURCH STREET</b>			
<b>WEYBRIDGE, SURREY</b>			
<b>KT13 8NA</b>			
JOB TITLE			
<b>85 LONDON ROAD</b>			
<b>HINDHEAD</b>			
<b>SURREY</b>			
DRAWING TITLE			
<b>SITE SURVEY</b>			
DRAWING 1 OF 1		AUTOCAD DRAWING FILE NAME	
CLIENT JOB No.		HINDHEAD-SITE.DWG	
SCALE 1/100		REVISION SUFFIX	
SHEET SIZE A4	DATE	SURVEYOR	DRAWN
A4 210x297mm	SEP 2014	MTGS	PHK

## DESIGN STATEMENT

Relative to CABE Design and Access Guidance

### 1. USE

- 1.1 The optimum development to meet market requirements, in relation to the Council's planning guidelines, has led to a residential scheme comprising a mix of 7 no. one and two bed flats in a three storey building to the frontage to London Road, and 4 no. three storey terraced town houses to the rear of the site.
- 1.2 To minimise the impact of providing the Council's car parking standard, six of the twenty one spaces required have been included within a communal garage under the flats. And the town houses have integral garages. Similarly, cycle and refuse stores are accommodated within the building.

### 2.AMOUNT

- 2.1 The gross internal floor areas have been designed to comply with the Department for Communities and Local Government Technical housing standards.
- 2.2 The gross internal floor areas of the 7 no. flats are as follows:

Ground floor	First Floor	Second Floor
Flat A (1B) 56 sq.m.	Flat C ( 2B) 73 sq.m.	Flat G (2B) 73sq.m.
Flat B (1B ) 56 sq.m.	Flat D ( 1B) 52sq.m.	
	Flat E ( 2B) 72 sq.m.	

- 2.2 The gross internal floor areas of the 4 no. 4p town houses, excluding garages, are as follows:

House 1 (3B) 93 sq.m.
House 2 (3B) 91 sq.m.
House 3 (3B) 93 sq.m.
House 4 (3B) 90 sq.m.

### 3. LAYOUT

- 3.1 The site is generally level in depth with a cross fall to the London Road frontage of 800mm. The width of the site is 27m, depth 61-63 m and height to ridge line of the flats 9m., and to the town houses 9.5m.
- 3.2 To the east of the application site is Barons, a large single storey car showroom, with an extensive car parking area and storage/workshop buildings, which extends to the north of the site.

- 3.3 To the west of the site, is a large newly completed mixed retail and residential development, formally Drummonds, comprising two and three storey houses and flats, and a three storey architects office at no.31 London Road.
- 3.4 An internal estate road is proposed from London Road, serving an internal garage beneath the flats, surface parking and garages to the town houses.
- 3.4 The frontage of the building fronting London Road, whilst maintaining the street line is staggered on plan to reduce the scale and bulk in relation to no.31 London Road. A central entrance has also been introduced to aid the domestic scale.
- 3.5 High level street lighting will be provided to the new estate road, and windows looking onto the estate road and parking areas will aid security surveillance.

#### 4. SCALE

- 4.1 Although maintaining the established three storey frontages to London Road, the ridge height of the flats, despite being on a higher street level, is no higher than no.31 London Road, which in turn will aid the transition to the single storey adjacent car showroom.
- 4.2 In order to minimise scale, the second floor flats are accommodated within the roof structure, and windows of habitable use overlooking the adjoining no.31 London Road, avoided, but where necessary at high level.
- 4.3 The three storey three bed town houses also accommodate integral garages to further reduce the level of surface car parking, and to minimise the scale and bulk, relative to adjoining buildings, bedrooms are accommodated within the roof.
- 4.4 In order to meet potential concerns about overlooking of the rear of no.31 London Road, a lay light has been introduced to the bedroom of Town House no.4, adjacent to the Drummonds development.

#### 5. LANDSCAPING

- 5.1 The access road from London Road, serving the flats and houses will be brick paved, and the surface parking areas brick paved in a contrasting colour
- 5.2 A central soft landscaped area will be provided separating the frontage building from the town houses.
- 5.3 Trees and shrub planting will be provided as indicated on the drawings.
- 5.4 A part 1 metre/2 metre high brick screen wall will be provided to the boundary with no.31 London Road.

## 6. APPEARANCE

6.1 To respect the Haslemere Design Statement ( adopted by Waverley Borough Council 2012) "Design guidelines for Hindhead", and the recommendations of the planners at the Pre-Application stage, a traditional design aesthetic has been selected.

This accords with the following extracts from the Statement:

- *"Designs should respect and be sympathetic to the character and immediate architectural surroundings in terms of pattern, scale, materials and form."*
- *"Any new development along the spur road of the old A3, should be of a high standard and complimentary to the Victorian properties on the north side of the spur"*

6.2 Accordingly the design, form, materials and detailing reminiscent of Victorian and Edwardian architecture has been adopted.

Thus the buildings will be constructed in red facing brick, with red multi clay hanging and roof tiles. Window frames and fascia's will be in upvc, but with traditional mouldings.

Raised ridges with traditional ridge tiles will be provided where flat roofs meet sloping roofs.

# Planning Statement

in support of a planning application for

**Proposed demolition of existing retail showroom, modification to existing vehicular access and erection of 7 flats and 4 townhouses with associated parking at Coopers, 35 London Road, Hindhead GU26 6AB**

***For Mrs D Heyworth***

Prepared by Cogito Consulting

September 2015

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Steve Thwaites BSc Hons Dip EP MRTPI



## Background

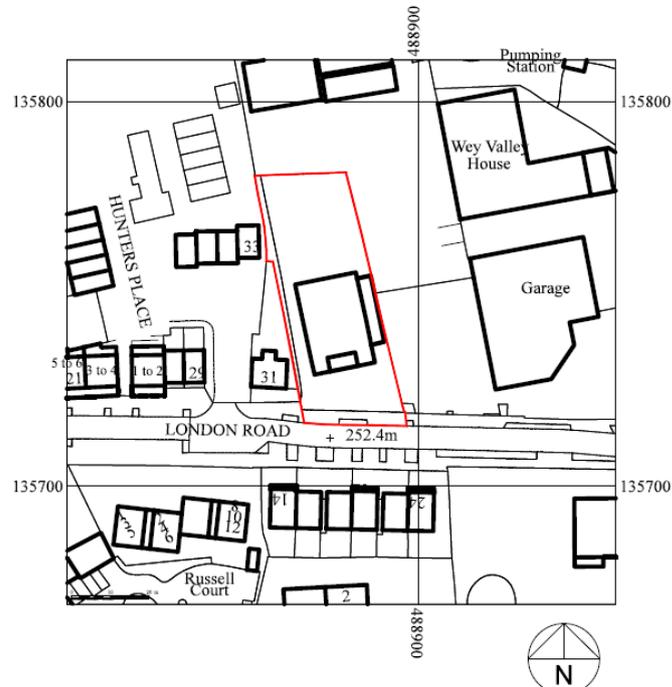
The 2 storey building on the Coopers site is currently in use as a showroom for the sale of second hand furniture and the area to the rear displays garden ornaments.



Showroom building

Garden display area

The site has a frontage on the London Road. Barons BMW adjoins the eastern and northern boundary. An architect's office and the former Drummonds site [now a new housing scheme] adjoin the western boundary and the former petrol filling station opposite has recently been developed as housing.



*Extract from submitted location plan – not to scale – showing adjoining sites*

The site owners are now looking to optimise the use of the site, in the light of neighbouring development.

## The site

The site measures 0.154ha. The land slopes gently down from north to south. It currently accommodates a 2 storey building of indeterminate age. This has a GIA of 428.6sqm – 325.5 sqm on the ground floor and 103.1 sqm on the first floor.

The property is not a listed building; neither does it lie within a Conservation Area or any other special character policy area. See extract from WBC Planning Map below:



The site lies in the heart of the Hindhead Concept Statement area. This Statement was prepared to assist the transitional development of the area, once the A3[T] was diverted into the Hindhead Tunnel and this London Road area effectively became a cul-de-sac with no through traffic.



The former petrol filling station has now been developed into houses



The former Drummonds site [background] is now a high density housing scheme with 2/3 storeys and a retail frontage at ground floor level.

The building next to our site appears to have been refurbished recently.



The Barons BMW site has reconfigured the uses on the site to compensate for the loss of passing trade.

Our site remains undeveloped.

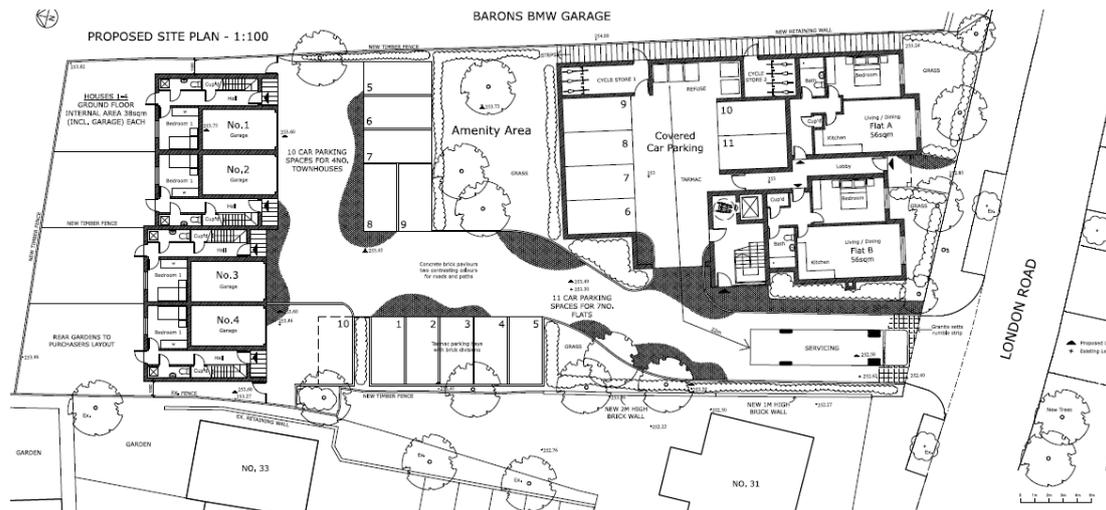
### **Nature of existing use**

As part of the pre-application advice response from Council officers, we were advised to clarify the current lawful use of the site. We have addressed this at Annex 1 – which includes documentary evidence corroborating the long standing use of the premises as an A1 retail showroom with ancillary external display of garden ornaments.

## Proposal

The proposal is to demolish the existing building and to erect a building accommodating 7no. flats and a block of 4no. town houses, together with ancillary parking, storage and amenity space.

This is illustrated in the following extracts from the submitted drawings.



*Proposed site plan and ground floor layout – not to scale – for illustration only*



*Proposed upper floors layout – not to scale – for illustration only*



*Proposed upper floors layout – not to scale – for illustration only*

On the advice of officers the architect has adopted a vernacular architectural style that uses traditional building materials. Further detail on this point is included in the companion Design and Access Statement.

The National Planning Policy Framework [NPPF] sets out the Government's policies for planning.

The NPPF states that development proposals that accord with development plan should be approved without delay [para 14]. It goes on to state:

- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

The Waverley Local Plan predates the 2004 cut-off date referred to at para 214 in the NPPF. This does not mean that the Local Plan is no longer a material consideration in the decision-making process. However it does indicate that the NPPF should take precedence as a material consideration where there is a difference between the local and the national planning policy.

In addition, the above quote makes it clear that the emphasis is on granting permission unless there are **significant** objections which would **demonstrably outweigh** the benefits of the scheme. This indicates that any objections have to meet the high test of both being 'significant' and are capable of being 'demonstrated'.

The NPPF is clear [para.47] about creating a significant boost in the supply of housing land and puts forward a number of mechanisms to increase local supply – especially where the local planning authority is unable to demonstrate a 5 year housing land supply – as is the case in Waverley BC.

Recent statements by the Council [eg "5 Year Housing Supply 1<sup>st</sup> April 2015"] recognise that they do not have a 5 year land supply that complies with the NPPF requirements and the outcome of recent court decisions. There is an acknowledgement that the current position is nearer to 3.7 years land supply.

Section 7 on requiring good design [para 56 onwards] reflects the Government's emphasis on good design which amongst other things "responds to local character and history "[para 58 – point 4]. The analysis and pre-application advice enquiry we have carried out emphasises the care we are taking to complement the surrounding area.

Finally, on decision-making the NPPF exhorts local authorities to be positive in responding to development proposal. Paras 186 and 187 state:

*“186. Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.*

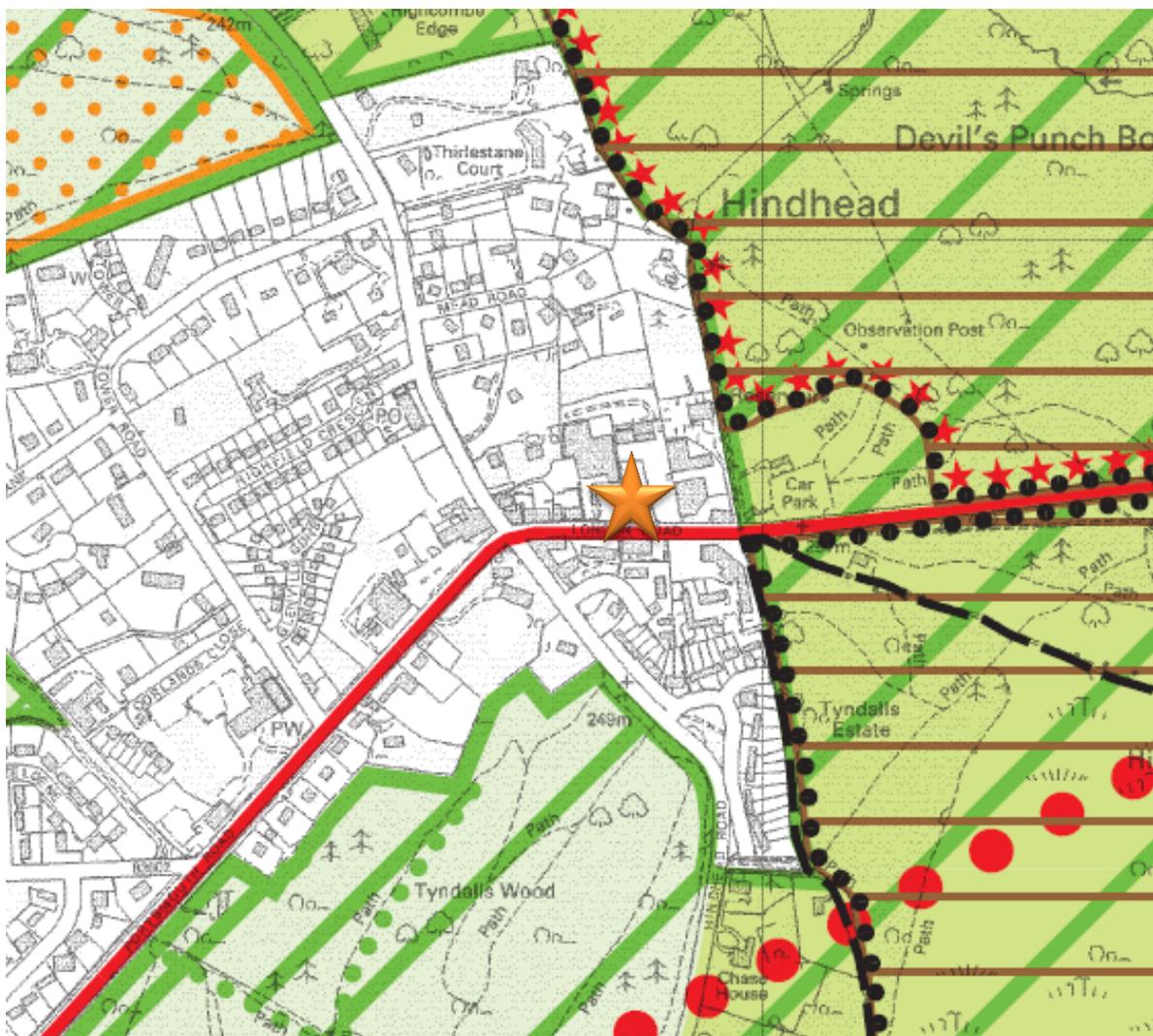
*187. Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.”*

## Local planning policy

The local development plan for the area is still the 2002 Waverley Local Plan. Work has commenced on a Core Strategy for the District. This was submitted to the Secretary of State on the 31<sup>st</sup> January 2013 but was subsequently withdrawn because of concerns regarding several issues including [inter-alia] housing land supply.

So in the meantime, the 2002 Local Plan remains as the local policy.

The proposal site [orange star] lies within the defined settlement boundary for Hindhead, where the principle of development is acceptable. See extract from WBL Local Plan Proposals Map 2002 below:



*Extract from WBC Local Plan 2002 Proposals Map – not to scale*

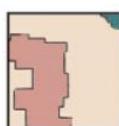
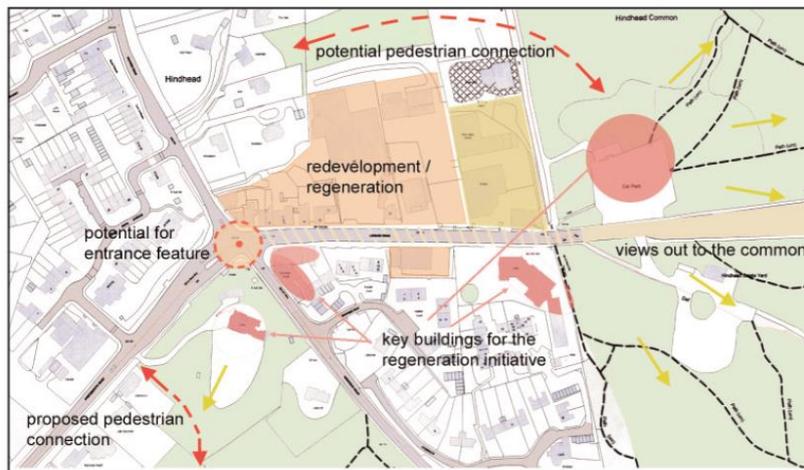
It can also be seen that there are no site specific policies or proposals which impact on the site.

The site lies in the heart of the Hindhead Concept Statement area. This Statement was prepared to assist the transitional development of the area, once the A3[T] was diverted into the Hindhead Tunnel and this London Road area effectively became a cul-de sac with no through traffic.

The area comprising the site was identified for redevelopment and regeneration. See below:

## Hindhead Together Regeneration of London Road CONCEPT STATEMENT Spring 2008

DIAGRAM OF  
SITE ASSETS



New buildings north of London Road arranged to form a series of linked spaces with shared pedestrian and vehicular access to create a heart to the village. Potential uses include residential, specialist retail, local services and cafe / restaurant. Maximum flexibility to respond to demand

The objectives of this Statement are now being implemented on a site by site basis as the landowners adjust to the new economic and environmental conditions.

Other general policies in the Local Plan which are relevant to this proposal are:

- Policy D4 sets out the criteria relating to design and layout.
- Policies D13 and D14 deal with the Council's approach to Planning Benefits and Infrastructure.

**Policy D4** sets out a list of criteria against which a scheme should be assessed.

The Policy is set out below for convenience:

#### **POLICY D4 – Design and Layout**

**The Council will seek to ensure that development is of a high quality design which integrates well with the site and complements its surroundings. In particular development should:-**

- (a) be appropriate to the site in terms of its scale, height, form and appearance;**
- (b) be of a design and materials which respect the local distinctiveness of the area or which will otherwise make a positive contribution to the appearance of the area;**
- (c) not significantly harm the amenities of occupiers of neighbouring properties by way of overlooking, loss of daylight or sunlight, overbearing appearance or other adverse environmental impacts;**
- (d) pay regard to existing features of the site such as landform, trees, hedges, ponds, water courses and buffer zones, walls or buildings;**
- (e) protect or enhance the appearance of the street scene and of attractive features such as landmark buildings, important vistas and open spaces;**
- (f) incorporate landscape design suitable to the site and character of the area, of a high standard and with adequate space and safeguards for long-term management;**
- (g) provide adequate amenity space around the proposed development; and**
- (h) provide safe access for pedestrians and road users and, where appropriate, servicing facilities and parking for motor vehicles and bicycles.**

**Taking each of these criteria in turn:**

Criteria	Brief description	Comment	Compliant?
<b>a</b>	Appropriate scale / height / form / appearance	This is a mixed use area where the neighbouring properties to the west are three and two and a half storeys in height – as are our proposals. The scheme adopts a vernacular architectural approach and uses traditional materials.	
<b>b</b>	Scheme reflects local distinctiveness or makes a positive contribution?	This is not a Conservation Area or a special quality character area. However the scheme adopts the built form which reflects the locality and replaces an existing building on the site.	
<b>c</b>	Harm to neighbours?	The site is well screened and the scheme has been designed to minimise overlooking and to protect privacy for neighbours. There are reasonable separation distances to each of the site boundaries.	
<b>d</b>	Existing features	There are no natural features on the site. It has a wholly commercial appearance.	
<b>e</b>	Street scene	The scheme replaces an existing older building. The proposed apartment building is being brought forward close to the highway to recreate the ‘street feel’ of the location. The planting of trees and landscaping on the frontage will soften the impact.	
<b>f</b>	Landscaping	A mixture of hard and soft landscaping is to be introduced to enhance the external and internal views of the site.	
<b>g</b>	Amenity space	The townhouses will be provided with private and secure rear gardens. The flats are to be provided with an external amenity area.	
<b>h</b>	Parking, bikes and servicing	The scheme provides car parking to meet WBC guidelines and there is appropriate storage for bins and bikes	

### **Pre-application advice**

In shaping the scheme, we have sought pre-application advice from the Council Officers on the 29<sup>th</sup> August 2014 under reference PA/2014/0726. The officers' written response was dated 8<sup>th</sup> September 2014.

As part of the enquiry we sought advice on 2 schemes which proposed:

1. A mixed use scheme of 10 residential units and a retail convenience store
2. A wholly residential scheme of 13 units

In summary, officers considered that the first scheme would be more compliant with planning policy in that it would retain a retail use on the site and would fit better with the Concept Statement's objective of retaining a mixed use feel to the area. However it was also recognised that the retail use would have its disadvantages. The advice from the local Ward Councillor was that the likely traffic and disturbance generated by a retail use would be unacceptable. [This point was also echoed by our informal consultations with neighbours – see later section]. The officers' advice reflected this 'on-balance' likely preference for a wholly residential scheme. However the residential scheme we had presented was criticised on other grounds for being over-dense.

As a result, we continued our dialogue with officers in order to refine the scheme. Further amendments were made and in an email from officers dated 18 March 2015, we were advised that the revisions appeared to have constructively addressed the earlier objections and the officers would be comfortable to recommend the submission of a formal application.

### **Phase 1 Ecological Study and Bat Study:**

The applicant has commissioned a Phase 1 Ecological study and Bat Emergence Study from qualified ecologists. The report is included in the package of application documents.

### **Special Protection Areas**

The site is located adjoining the **Wealden Heaths Special Protection Area**. The proposal would result in an increase in people (permanently) on the site. For those sites in the Hindhead Concept Statement area which are not able to provide their own suitable alternative natural green spaces (SANGS), a financial contribution needs to be made to the Hindhead avoidance strategy. A copy of the relevant calculator is attached as Annex 2.

### **Planning infrastructure contribution**

The 2014 national threshold of 10 units or 1000sqm has now been challenged by a High Court decision. As such, a contribution to a tariff style infrastructure contribution scheme may be necessary. This will need to be discussed with officers to ascertain which contributions may be required.

### **Technical Space Standards**

The proposed accommodation in the scheme provides the following level of accommodation.

Unit no.	Accommodation	GIA sqm	Standard	Difference
Flat A	1B2P	56	50 + 1.5	+ 4.5
Flat B	1B2P	56	50 + 1.5	+ 4.5
Flat C	2B4P	72	70 + 2	0
Flat D	1B2P	52	50 + 1.5	+0.5
Flat E	2B4P	72	70 + 2	0
Flat F	2B4P	76	70 + 2	+ 4
Flat G	2B4P	73	70 + 2	+ 1
House 1	3B4P	93	90 + 2.5	+0.5
House 2	3B4P	91	90 + 2.5	-1.5
House 3	3B4P	93	90 + 2.5	+0.5
House 4	3B4P	90	90 + 2.5	-2.5
<b>Total</b>		<b>824</b>		

This analysis demonstrates that we meet the technical space standards in full in all but 2 of the units, where the shortfall is marginal.

### **Statement of community involvement**

As part of the preparation for this scheme we have carried out consultations with:

- The LPA – which also helpfully included the local Ward Cllr
- Neighbour at no.31
- Neighbour – Barons BMW

This process is set out in more detail in the accompanying document - Statement of Community Involvement.

## **Land Quality Assessment**

This report concludes that:

“Given the nature of the historical surrounding land use and therefore the potential for significant contamination to be present at the Site, it is recommended that a proportionate programme of site investigation and monitoring works be undertaken in order to establish the presence or absence of contamination and to enable a quantitative assessment of the associated environmental risks.”

This matter can be controlled through the imposition of suitable planning conditions.

## **Loss of existing retail use**

The current retail use on the site is relatively low key and has probably been accepted by local residents because of its long standing nature. However this use clearly does not make effective use of brownfield land. Current government policy is very much to encourage the more efficient use of brownfield land for housing purposes.

The outcome from the pre-application advice consultation clearly indicated that there would likely be political opposition to a new retail use on the site because of the traffic generation and potential on Street parking. This concern was clearly echoed by the 2 neighbours and is described in more detail in the statement on community involvement.

Accompanying this application is a report from Wadham and Isherwood – long established commercial agents in the area – which addresses the likely potential for any retail use in this area. It draws upon recent experience on lettings in the area. This report concludes:

### **CONCLUSION**

We attach some photographs of the subject property, the immediate surroundings and the Street scene where parking is available. We note the lack of available parking spaces in close proximity to the subject property with evidence of pavement parking apparent and yet little pedestrian activity to justify a continuing use of the site for retail purposes.

We strongly believe that the site is far better suited to it's new environment as residential accommodation due to lack of both vehicular and pedestrian traffic.

We are established Surveyors in Surrey and specialise in marketing retail premises. Our database of retail requirements shows little interest being expressed in Hindhead from either multiple or local retailers. There are a number of empty retail premises existing in London Road and these are so we would suggest as a result of lack of demand for the reasons already expressed.

## **Transport assessment**

A transport assessment has been commissioned from independent consultants into the proposals. This concludes:

6.1.2 The conclusions of the report are as follows:

- (i) The site is located in a predominantly residential area and has moderate access to public transport;
- (ii) The net impact of the proposed scheme would be 1 less two-way vehicle movement during the AM peak hour, no change during the PM peak hour and 10 fewer two-way vehicle trips over the course of the day. Therefore the existing and proposed uses are considered to be relatively comparable in terms of peak hour vehicle trips and the condition of highway safety and capacity local to the site would be unchanged;
- (iii) It is considered that on-site car and bicycle parking provision accords with standards;
- (iv) Servicing arrangements enable vehicles to egress the site in a forward gear, with smaller deliveries able to turning within the site; and
- (v) The change of use has been demonstrated to accord well with the objectives of the NPPF.

## Conclusion

1. The site is located within the Settlement Area.
2. This is a sustainable location within a village settlement.
3. The proposed use for residential development accords with national and local planning policy.
4. The delivery of new housing within sustainable locations on previously developed land is a national priority.
5. The proposed design and schedule of materials takes its cues from the immediate locality.
6. The site is not located within a Conservation Area or a special character area.
7. The applicant has ensured that, as far as possible, the scheme meets the Council's standards and other requirements.
8. The scheme has positively responded to pre-application advice received from officers.

Cogito Consulting  
September 2015

## Annex 1- Previous history of the application site

In our pre-application advice response the only relevant planning history that was revealed was an application [WA/1984/1577] for an erection of an extension to provide storage that was approved on 7/12/84. The officer also stated that the planning history does not clearly indicate the lawful use of the site. So we were asked to clarify the position as part of the submission.

The ground floor premises are currently occupied by a second hand furniture showroom with ancillary external display of garden ornaments and 'bric-a-brac'. The first floor comprises a 3 bedroom flat.

The principal ground floor use would normally fall within the A1 retail use class. In order to conclude that this is the actual lawful use, we would have to demonstrate that the premises have been in constant uninterrupted use for the last 10 years as a retail use.

We are confident that this use would be known locally by long standing residents [and Councillors!] because of the high profile visible location on the former A3 trunk road. However we are also providing some documentary evidence as appendices to this annex.

This includes:

- 3 invoices / accounts from 2003 from furniture suppliers which indicates the stock that was being bought to be sold from the property; and
- A collection of 4 photos which whilst not individually dated – they clearly show the furniture use and visitors. The age of the images can be estimated to be the 1970's and 1980's – judging by the cars, lorries and fashions.

We trust that this information will provide satisfactory corroboration about the long standing use [ie 12 + years at least] of the premises as an A1 retail showroom.

Appendix A to Annex 1 – 2003 invoice

**WETTONE MATTHEWS**

Westbrooke House, 76 High Street, Alton, Hampshire, GU34 1EN  
Telephone: 01420 89102 Facsimile: 01420 85991

Cooper Bros  
The Golden Hind  
35 London Road  
HINDHEAD  
Surrey  
GU26 6AB

REF: PKS/1231

Statement of Account to 03/06/2003

Date	Reference	Type	Original Value	Paid	Outstanding
28/11/2002	17524	Invoice	2,067.99	2,067.98	0.01 Very OverDue
01/05/2003	18028	Invoice	1,997.50		1,997.50
				<b>Total Due</b>	<b>£1,997.51</b>

*PAID 6/6/2003  
CHQ 100160*

✕ **REMITTANCE ADVICE**

Please detach and return with your payment

Cooper Bros

Acc. No. 1231

CHEQUE  
HEREWITH

Amount: £1,997.51





Appendix D to Annex 1 – pre-2001 photographs



## Annex 2- Hindhead Avoidance Strategy – Calculator

Waverley Borough Council  
 Council Offices  
 The Bury  
 Godalming  
 Surrey  
 GU7 1HR



**CALCULATOR FOR ASSESSING THE REQUIRED CONTRIBUTION  
 FOR AVOIDANCE OF THE IMPACT OF DEVELOPMENT ON WEALDEN HEATHS SPECIAL  
 PROTECTION AREA (SPA) (Hindhead Appropriate Assessment)**

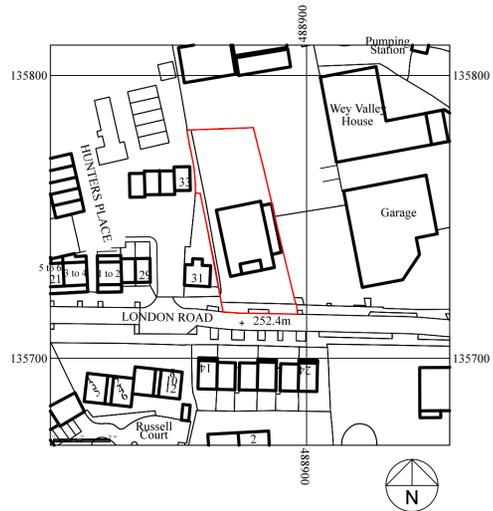
**INPUT:**  
 Please enter the number of units in the white boxes below:

Bedrooms:	1	2	3	4	5+
Number of Dwellings (net):	3	4	4	0	0

**OUTPUT:**

Net Dwellings:	3	4	4	0	0
Bedrooms:	1	2	3	4	5+
Cost per Unit (£):	£738	£992	£1,414	£1,611	£2,101
Cost (£):	£2,214	£3,968	£5,656	£0	£0
<b>SUB TOTAL (£):</b>	<b>£11,838</b>				
<b>TOTAL COST (£):</b>	<b>£11,838</b>				

Version Date: 06/07/2011      Printed Date: 10/07/2015      V.1.0



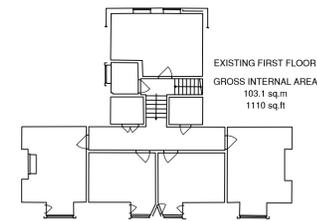
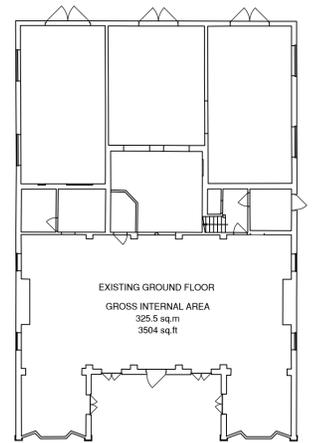
Existing Site Location Plan - 1:1250



Proposed Block Plan - 1:500



Existing Site Plan - 1:200



SURVEYED BY  
**STERLING**  
surveys  
SUITE 3, HEADLEY HOUSE, HEADLEY ROAD, GRAYSHOTT,  
HINDHEAD, SURREY, GU26 6TU.  
TEL: 01428 604911, FAX: 01428 605947.  
Email: [sterling@stg.demon.co.uk](mailto:sterling@stg.demon.co.uk) Internet: [www.sterlingsurveys.co.uk](http://www.sterlingsurveys.co.uk)

**GOOLD CONSULTING**  
ARCHITECTURE AND PLANNING

WEY HOUSE  
15 CHURCH STREET  
WEYBRIDGE  
SURREY KT13 8NA  
Tel: 01932 844882  
Mob: 07802 542050  
Email: [roger@gooldconsulting.com](mailto:roger@gooldconsulting.com)

CLIENT  
Mrs D. Heyworth

PROJECT  
35 London Road, Hindhead, Surrey  
GU26 6AB

DRAWING TITLE  
Existing Site Plan & Proposed Block  
Plan

DRAWING No. SCALE DATE  
852/18A various@A1 MAR 2015

**PLANNING APPLICATION**



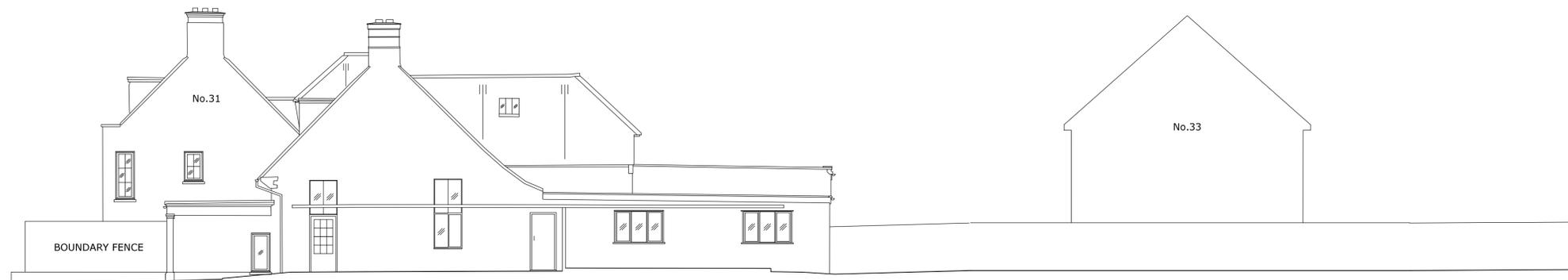
No. 35  
PROPOSED LONDON ROAD STREET ELEVATION



No. 35  
EXISTING LONDON ROAD STREET ELEVATION



EXISTING WEST ELEVATION



EXISTING EAST ELEVATION

SURVEYED BY  
**STERLING**  
surveys

SUITE 3, HEADLEY HOUSE, HEADLEY ROAD, GRAYSHOTT,  
HINDHEAD, SURREY, GU26 6TU.  
TEL: 01428 604911, FAX: 01428 605947,  
Email: [sterling@stg.demon.co.uk](mailto:sterling@stg.demon.co.uk) Internet: [www.sterlingsurveys.co.uk](http://www.sterlingsurveys.co.uk)

**GOOLD CONSULTING**  
ARCHITECTURE AND PLANNING

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Mob: 07802 542050  
Email: [roger@gooldconsulting.com](mailto:roger@gooldconsulting.com)

CLIENT  
Mrs D. Heyworth

PROJECT  
35 London Road, Hindhead, Surrey  
GU26 6AB

DRAWING TITLE  
Existing & Proposed Elevations

DRAWING No. SCALE DATE  
852/19A 1:100@A1 MAR 2015

**PLANNING APPLICATION**