

LOCATION: ASHWOOD HOUSE, 16-22 PEMBROKE BROADWAY,
CAMBERLEY, GU15 3XD

PROPOSAL: Conversion of the existing second and third floor levels and erection of a two storey roof extension to provide 116 residential apartments (comprising 12 no. studios, 48 no. 1 bed and 56 no. 2 bed) together with the retention of first floor car parking deck (100 spaces including 3 disabled bays), creation of communal amenity space (730 sq. m.) at first floor deck level, provision of associated cycle parking and refuse storage, landscaping, removal of redundant car park ramp and other associated works.
(Additional Information - Rec'd 13/09/2017.)

TYPE: Full Planning Application

APPLICANT: C/O Agent
Surrey Heath Borough Council

OFFICER: Jonathan Partington

This application needs to be read in conjunction with Pembroke House (17/0670) reported elsewhere on this agenda.

RECOMMENDATION: GRANT subject to a legal agreement and conditions

1.0 SUMMARY

- 1.1 Ashwood House lies within Camberley Town Centre opposite the rail station, on the northern side of Pembroke Broadway and on the southern side of Princess Way. The existing four storey building includes part vacant retail on the ground floor, a car park on the first floor and vacant office floors above. Vehicular access to the car park is via the bridges from the adjacent Main Square multi-storey. The proposal is for conversion of the existing second and third floor levels and erection of a two storey roof extension to provide 116 residential apartments (comprising 12 no. studios, 48 no. 1 bed and 56 no. 2 bed). The car parking deck (for 100 spaces including 3 disabled bays) will be retained with the creation of communal amenity space (730 m²) and landscaping. In addition, the proposal will include the removal of the redundant car park exit ramp, relocation of existing Pembroke Broadway bus stops and Princess Way canopy in order to facilitate wider public realm improvements include the pedestrian route via the adjacent alleyway.
- 1.2 The redevelopment of Ashwood House has been identified in the Council's Area Action Plan and the principle of residential development in a highly sustainable location is supported. This application has been subject to extensive pre-application discussions including design review, with the Panel's conclusions relied upon in Section 7 of this report. The design response is of an appropriate scale and density for this location, recognising the importance of the site to act as a town centre gateway building. The layout and amenity space comply with adopted design guidance and the parking and highway arrangements are supported by the County Highways Authority, subject to a S278 agreement. The conceptual public realm improvements are welcomed but funding for this would be secured outside the planning process via a Development Agreement with the Council's development partner.

- 1.3 There is a need for smaller households and the housing mix is policy compliant. No affordable housing is proposed on site with alternative off-site provision at the Pembroke House development (17/0670), reported elsewhere on this agenda. The application has been supported by a viability report, which has been subject to independent review. The proposal would be CIL liable. Subject, therefore, to conditions and a legal agreement to secure the affordable housing and SAMM payments the application is recommended for approval. In the event that 17/0670 is refused then in the officer's opinion this would have a direct effect on supporting this proposal.

2.0 SITE DESCRIPTION

- 2.1 Ashwood House lies on the northern side of Pembroke Broadway, located within the designated town centre and an identified opportunity area and an area for public realm improvement. Pembroke Broadway is the main gateway from the south of the town when arriving by train or by vehicle, with Ashwood House directly opposite Camberley Railway Station. Pembroke Broadway operates as a functional route for vehicles with many of the town centre buildings turning their backs to the road. It is also a main bus route with bus stops in front of Ashwood House.
- 2.2 Built in 1980, Ashwood House comprises ground floor commercial floor space of approximately 3,500m² with the upper floors totalling approximately 5,000m². This brick built building is flat roofed and 4 storey (excluding the plant and lift shaft) with a predominant height of approximately 15.5 m (Pembroke Broadway elevation, excluding the plant and lift shaft). The adjacent 4 storey Main Square Car Park appears lower than Ashwood House being setback from the highway and on lower land. Travel Lodge, a modern 3-5 storey flat roofed building is located close by on the southern side of Pembroke Broadway; and, beyond this to the west is the recently built 5 storey flat roofed Pembroke House care home. To the east, on the northern side of Pembroke Broadway the immediate commercial buildings have 3 storey heights. Pembroke Broadway gradually rises in gradient when approaching from the west.
- 2.3 To the east the train station/Accent office use is mainly a 3 storey building and the Kings Court office building currently under redevelopment will be 5 storeys. Further to the east and into Portesbury Road the buildings lower to 2 storey heights as the land use becomes predominantly residential. Commercial buildings on the northern side of Princess Way are 2-3 storeys. There are changes in gradient along Princess Way with ramped access up to the retail units of Ashwood House. The wider town centre contains a mix of storeys and building heights, but generally 2-4 storeys.
- 2.4 There is a pedestrian link between the through to Princess Way between Ashwood House and the multi-storey car park. The northern elevation of Ashwood House fronts onto Princess Way. The ground floor of the building was principally occupied by BHS until this company went into liquidation in 2016 and this retail space (Class A1) has remained vacant since. Until 2017 the Post Office occupied part of the remaining ground floor and only CEX and Halfords remain. The upper floors comprise a first floor car parking deck, accessed via the adjacent multi-storey car park, and above the car park two floors of vacant office space with the pedestrian entrance lobby at the southwest corner of the building. A service access road is also located at the eastern end of the building.

- 2.5 The overall application site comprises 0.66 hectares and includes Ashwood House, the service yard, pedestrian alleyway to Princess Way, and part of Pembroke Broadway from the service yard entrance in the east to the exit road from the Main Square Car Park in the west. Ashwood House is owned by the Council with the highway verge under Surrey County Council's ownership.

5.0 RELEVANT HISTORY

- 3.1 SU/80/0552 Full planning permission for Ashwood House, granted July 1980.

4.0 THE PROPOSAL

- 4.1 The proposal is for full planning permission for conversion of the existing second and third floor levels and erection of a two storey roof extension to provide 116 residential apartments (comprising 12 no. studios, 48 no. 1 bed and 56 no. 2 bed) together with the retention of first floor car parking deck (100 spaces including 3 disabled bays), creation of communal amenity space (730 m²) at first floor deck level, provision of associated cycle parking and refuse storage, landscaping, removal of redundant car park ramp and other associated works.
- 4.2 The two storey addition to the building would be glazed and flat roofed extending the entire footprint of the existing building. This addition would have recessed balconies. The height of this addition would be approximately 6.8 m and the resultant height of the building would be approximately 22.3 m (Pembroke Broadway elevation measured). The existing access core at the eastern end of the building would be re-clad. The existing building's brickwork would be retained with louvres and feature caps running horizontally along the brickwork and curtain wall facades and projecting feature window frames replacing existing windows. The ground floor façade treatment at Pembroke Broadway would be opened up for shopfront windows. Vertical bronze coloured panels are proposed to be installed within the existing openings at the first floor deck level to screen the visual presence of the car park from street level.
- 4.3 In order to facilitate the development at upper levels the ground floor of the building would need to be reconfigured (i.e. the former BHS store) and this would include ground floor cycle and bin storage and a larger entrance lobby for the residential units. This entrance lobby would be in the same location as the existing Pembroke Broadway entrance at the south-west corner of the building. As a result there would be a net reduction of 270 m² of Class A1 floor space.
- 4.3 Vehicular access for residents to the first floor car parking deck would be via the existing multi-storey car park route to the west. There would be 24 hour access, controlled by the use of an automatic gated system at the bridges between Main Square Car Park and Ashwood House. The service yard from Pembroke Broadway would be retained for the ground floor retail units. Pedestrian access to the flats would be via the main south-west corner entrance lobby that fronts Pembroke Broadway. The submitted plans show the opening up of the Pembroke Broadway retail façade, to potentially create new shopfronts and smaller retail units to replace the former BHS store, but this is indicative only.

- 4.4 The communal amenity space would comprise hard and soft landscaping with trees and planters located over existing column positions, and seating areas. The applicant proposes a combination of wooden screens and planting to ensure privacy and screening from the surrounding car parks. The communal amenity space would be accessed via all three of the internal stair cores, with direct pathways from the residential accommodation. In addition, private balconies totalling 27 m² are proposed for four flats (units 82, 83, 110,111) on the fourth and top/fifth floors fronting Pembroke Broadway.
- 4.5 The proposal seeks to facilitate the public realm improvements in the town centre, including the pedestrian link between the train station and shopping centre. In order to achieve this, the application proposes the relocation of the existing Pembroke Broadway bus stops, to be secured via a Section 278 agreement, and the removal of the first floor exit ramp to open up the passageway between Pembroke Broadway and Princess Way. The submission also shows the removal of the existing Princess Way canopy. However, only indicative details are provided on a new canopy, public realm improvements and shopfronts as these details would be subject to a separate submission to tie in with the wider town centre public realm improvements.
- 4.6 The following documents have been submitted in support of the application of which relevant extracts will be referred to in Section 7 of this report:
- Planning Statement (including a Statement of Community Involvement),
 - Design and Access Statement (DAS);
 - Transport Statement and Travel Plan plus a Delivery and Service Management Plan, Construction Method Statement and Section 278 Scope of Works;
 - Air Quality Assessment; Phase 1 Environmental Site Assessment; Acoustic Planning Report;
 - Daylight, Sunlight and Overshadowing Assessment;
 - Drainage Assessment;
 - Energy Strategy and, Utilities Assessment; and,
 - Financial Viability Report (FVR).

5.0 CONSULTATION RESPONSES

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| 5.1 | Surrey County Highway Authority | No objection subject to conditions and a s278 agreement and Traffic Regulation Orders to secure highway works. |
| 5.2 | Council's Housing Service Manager | To be fully policy compliant Pembroke House and this site combined would require 40% affordable housing provision, or 56 units. On this basis 25 social rented flats at Pembroke House and 31 shared ownership flats at this site would be accepted. |
| 5.3 | Surrey Police (Crime Prevention) | Recommends Secured by Design accreditation. |
| 5.4 | Lead Local Flood Authority | As the impermeable area and existing drainage is being retained no comments or requirements to make. |

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| 5.5 | Council's Viability Consultant | See section 7.8 of this report. |
| 5.6 | Council's Environmental Health Officer | No objections in respect of air quality, contamination and noise. Conditions are recommended in respect of contamination and noise. |

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no letters of representation have been received.

7.0 PLANNING CONSIDERATION

- 7.1 Policies CP1, CP2, CP3, CP5, CP6, CP10, CP11, CP12, CP14B, DM9, DM11, DM12 of the adopted Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) and saved policy NRM6 of the South East Plan 2009 apply. In addition, regard must be had to the Camberley Town Centre Area Action Plan (AAP) 2014 and supplementary advice in the Thames Basin Heaths Special Protection Area Supplementary Planning Document 2012 (TBHSPD); the Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS); the Surrey Heath Residential Design Guide SPD 2017 (RDG); and, the Interim Procedure Guidance Note for Affordable Housing 2012. Regard must also be had to government guidance in the NPPF and the associated Planning Practice Guidance (PPG).
- 7.2 In addition, this application has been subject to design review and a Design Review Panel (DRP) was held as part of the pre-application process on the 13 October 2016. Relevant references will be made to the conclusions from this Panel. The following issues need to be considered in determination of this application:
- Principle of the development;
 - Impact on the appearance and character of the townscape;
 - Landscaping and the public realm;
 - Highways, parking and access;
 - Layout and amenity;
 - Housing mix and type;
 - Infrastructure and Thames Basin Heath SPA;
 - Other matters (including crime, drainage, contamination and energy performance).

7.3 Principle of the development

- 7.3.1 Policies CP1, CP3 and CP10 of the CSDMP all identify residential development within the town centre as key to meeting the Borough's housing needs. Surrey Heath is currently underperforming on its housing supply and so, in principle, delivery of housing at a highly sustainable town centre location, such as this, that is within walking distance of the train station and bus links is supported.

7.3.2 The AAP identifies Pembroke Broadway (North), including the application site, as an Opportunity Area within the town centre with Policy TC17 listing the following 6 objectives for this area:

1. The extension and enhancement of the retail frontage along Princess Way;
2. Housing, offices, and/or other appropriate town centre uses on the site of Ashwood House;
3. The improvement or replacement of the Main Square Multi Storey Car Park;
4. Improved facilities for bus users including improved surface links to the rail station;
5. An improved pedestrian link between Pembroke Broadway and Princess Way;
6. Environmental improvements of Pembroke Broadway and Princess Way.

Paragraph 9.25 which supports this policy specifically considers Ashwood House stating that it is possible that any redevelopment of this building will include residential development on upper floors. Thus, the principle of residential development at this site is acceptable, consistent with adopted policy. The DRP was of the opinion that adaption and reusing the building, which is structurally sound, would be a more sustainable approach than demolition. The DRP also supported the principle of adding additional storeys to the building.

7.4 Impact on the appearance and character of the townscape

7.4.1 Policy DM9 (ii) of the CSDMP requires new development to respect and enhance its setting paying particular regard to scale, materials, massing, bulk and density. The RDG provides further generic guidance on how this might be achieved with Policy TC11 of the AAP specific to the town centre. Where appropriate, Policy TC11 requires new development to respect local context by adhering to continuity of building line, adjacent building heights, and use of materials; and, lists six criteria for new development, summarised below:

- (i) Consider the use of contemporary materials;
- (ii) Include a level of architectural detail that gives the building visual interest for views both near and far;
- (iii) Make a positive contribution to the public realm;
- (iv) Accommodate the delivery of new civic spaces and improved movement corridors as identified in the Public Realm Strategy;
- (v) Where appropriate, use soft landscape features to soften the impact of the built environment;
- (vi) The density of residential development to be appropriate to a sustainable town centre location.

7.4.2 Section 2 of this report explains the existing townscape of Pembroke Broadway which has buildings up to 5 storey including Travel Lodge and Pembroke House. The PRS states that: *'The scale of Pembroke Broadway enables greater massing and taller buildings to be considered. Any proposals for buildings taller than the existing maximum heights should be of highest quality and provide a gateway entrance.'* The DRP shared this view concluding that the addition of two storeys was not an excessively high building for this location, it was appropriate for a site so close to the railway station to experience a degree of residential

densification and this addition would have a clear identify of its own rather than being seen as subservient. In relation to the building line the addition mimics the original building with no setback to the west; an approach described by the DRP as a cleaner and more elegant design and one which would provide opportunity for more accommodation. The proposal would therefore respect local context in accordance with Policy TC11 and be of an appropriate density in line with criterion (vi). The density (176 units per hectare), setback and scale would also adhere to guiding principles 6.4, 7.1 and 7.2 - 7.4 of the RDG, respectively.

- 7.4.3 The applicant's DAS explains that the apparent scale and mass of the building would be reduced by the lightweight design of the addition with glazed and gloss/reflective façade treatment blending into the sky. The DRP considered the combination of a contemporary glass box contrasting with the existing brickwork of the original building to be a good design solution on the proviso that the materials used to achieve this are not cheap. It is therefore recommended that a materials condition could address this. The existing brickwork would also be cleaned and where necessary repaired.
- 7.4.4 Furthermore, the applicant states that the development would include additional design features to further break down the building's massing including louvres on the second and third floors and slender feature caps running horizontally along the brickwork and curtain wall facades and projecting feature window frames replacing existing windows. Recessed balconies and façade setbacks for Juliette balconies would be introduced to add visual interest and to create a rhythm. Vertical bronze coloured panels are proposed to be installed within the existing openings at the first floor deck level to screen the visual presence of the car park from street level and brick bays on the ground floor of the Pembroke Broadway elevation would be removed with the façade opened up by the use of glazing with the aim of generating greater retail presence and activity. Artist impressions have been provided with the submission to illustrate how the building would appear.
- 7.4.5 The DRP described the existing building as unfashionable but of its time but with a certain dignity and consistency. For the reasons explained above, in the officer's opinion the overall effect of contemporary materials and architectural detailing would result in a building that would not only retain the dignity and consistency of the original building but also bring it into the 21st century, acting as a catalyst for the redevelopment of the rest of the town centre. The building would positively stand out from near and far, particularly when viewed from Pembroke Broadway where the impact would be most pronounced. It would provide a high quality gateway entrance. As such it would comply with the PRS, AAP Policy TC11 (i) and (ii) plus guiding principles 7.8 and 7.9 of the RDG.

7.5 Landscaping and the public realm

- 7.5.1 The PRS explains the significance of Pembroke Broadway as an important gateway from the south of the town forming the first impression on arrival for those coming to town by train and how vehicular movements currently dominate the street and character of the area. Within this context the transformation of Ashwood House is seen as a key facilitator to unlock the southern part of the town centre, linkages into the town centre including an enhanced pedestrian link to the rail station, and the introduction of a more pedestrian friendly public realm. AAP Policy TC13 specifically addresses the public realm with improvements to its quality to have regard to measures to create a clear identify for the town centre; landscaping to assist in greening the centre; and, an upgrade of existing areas to improve linkages. Objectives 4-6 of AAP Policy TC17, referred to in paragraph 7.3.2 above, explain how this would be achieved.

- 7.5.2 The DRP recognised that the current public realm is car dominated and lacks legibility with poor linkages to the train station and the alleyway to Princess Way. The DRP recommended that the area between Ashwood House and the train station be conceived as a 'station square' and that without such a radical approach the retail units fronting Pembroke Broadway may not work. The DRP welcomed the removal of the outer circular ramp and enlarged lobby to open up the space by the alleyway but recommended a more ambitious approach be taken. This included removal of the ramps connecting the car parks, albeit that it was acknowledged that a development without parking would be difficult to market, and consistent treatment of paving materials. In the alternative, and if the alleyway could not be improved, then taking an arcade through the building should be explored. The DRP also commented that the canopy over the shops along Princess Way is ugly and overbearing. The DRP concluded that the public realm improvements across all this area need to have a coherent language so it is seen as part of one town centre.
- 7.5.3 The applicant's indicative ideas on how Pembroke Broadway might look, illustrated by artist impressions, includes utilising the space created by relocated bus stops with new street trees, benches, signs and display opportunities to help create an activity band near the new shop fronts and display windows. A feature wall / planting, new paving and lighting is shown to enhance the pedestrian link to the mall. Conceptually these proposals are welcomed and would appear to be consistent with the DRP comments and the aims of the PRS. However, securing such improvements is vital as otherwise the opportunity would be lost to genuinely improve the quality of the area. The development's funding contribution to the public realm has therefore been secured via the Development Agreement. Whilst this is outside of the remit of the planning process, under this agreement the Council is contractually obliged to provide these works. These works would be tied in with the overall public realm strategy for the town centre so ensuring a coherent and holistic approach. It is envisaged that public realm works to the area around the application site would not occur until the development works to Ashwood House have been completed, which is expected to take up to 3 years. However, on commencement of construction it is envisaged that the preparatory works to relocate the bus stops and remove the ramp would occur within 9 months.

7.6 Highways, parking and access

- 7.6.1 Policy DM11 of the CSDMP states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted, unless satisfactory mitigation measures can be implemented. In accordance with Policy DM11, all new development will be expected to ensure safe and well-designed layouts in terms of vehicular access and egress and should consider the needs and accessibility of all highway users, including cyclists and pedestrians. Policy TC1 (iv) of the AAP requires new development to be acceptable in terms of the impact of traffic generation and vehicle movements (including service arrangements) on the highway network and be pedestrian friendly.

- 7.6.2 Section 4 of this report summarises the access arrangements with new residents provided with a parking pass to enable them to access the barrier controlled car park. The access to the residential car park via the Main Square multi-storey car park would utilise the existing arrangement and so in this respect there would be no conflict with users of this multi-storey i.e. via the bridge ramps with entry across the northern ramp and exist across the southern bridge ramp. Drivers would then leave the residential car park through the exit barrier of the residential car park, down the spiral ramp of the Main Square car park, exiting through the Main Square car park barriers, again using their car parking pass, onto Pembroke Broadway. The demolition of the existing down ramp from the former office car park and overhanging the alleyway would not prejudice these arrangements.
- 7.6.3 The TA states that there would likely be 32 and 36 vehicle trips from the proposed residential apartments in the 8am - 9 am and 5pm - 6pm peak hours respectively. In comparison with the existing office use there would be a reversal in flows of traffic with vehicle arrivals greater at the evening peak. However, overall there would be a net two-way reduction in vehicular trips (- 22 and -3; am and pm peak hours, respectively) and so this proposal would have no material impact on the highway network.
- 7.6.4 The existing servicing arrangements would remain unchanged from the present arrangements using a dedicated service yard, albeit that the existing bellmouth access to the yard would be improved to a crossover to provide greater accessibility for pedestrian movement along the footway. However, servicing (refuse and deliveries) for the residential flats would take place from the Pembroke Broadway frontage and in order to facilitate this there would need to be changes to the kerbside with a dedicated loading bay created; and, bus stops moved (stops A and B moved further east with bus stop C moving west of the pedestrian crossing). To secure this a Traffic Regulation Order (TRO) and Section 278 Legal Agreement will be required. Whilst the TRO and S278 processes fall outside the remit of the Planning Authority it is necessary to impose a condition that no flats are occupied until the residential servicing is completed. A Servicing and Delivery Management Plan has also been submitted which provides greater details of the proposed arrangements. It is proposed, for example, that the loading bay has a sign stating '*No stopping at any time*' and '*Except Mon-Fri 10am-4pm, 7pm-7am, loading max 20 mins*'.
- 7.6.5 Consideration has been given to the potential disruption that could be caused to highway users and pedestrians during construction. However, the applicant has submitted a Construction Management Plan (CMP) which has the support of the CHA. In brief this states that the nature of the site will allow all loading / unloading and construction vehicle parking to take either on-site, via Main Square Car Park, or on Pembroke Broadway by reducing the eastbound carriageway to single lane working. A two phase approach is proposed with Phase 1 being the demolition of the exit ramp requiring the alleyway, part of Pembroke Broadway, the puffin crossing on Pembroke Broadway and the adjacent bus stand to be closed. Phase 2, for the construction of the flats, will require the relocation of all three bus stops on Pembroke Broadway and the footway along the Pembroke Broadway frontage of the site to be closed. The bus stops would be temporarily relocated in front of the multi-storey car park (for a period of 3 years during the build). The applicant has provided plans as to how this would be achieved without prejudicing the free flow of traffic along Pembroke Broadway or vehicles using the multi-storey. This would necessitate the removal of a number of trees but their removal has the support of the Tree Officer. Signage is also proposed during these phases to provide alternative routes for pedestrians including pedestrian access from Albert Road. The principle of this has been agreed with County, and subject to a final CMP to be conditioned, the delivery of this would also be secured via the S278.

- 7.6.6 County's parking guidance recommends a maximum of one car parking space per residential unit in town centre areas, including 1 and 2 bed apartments. The proposed 100 parking spaces equates to a provision of 86% of the recommended guidelines. However, given the site's highly sustainable location, where the likelihood is that not all occupants would have cars, the proposed parking provision is considered to be acceptable. Given the town centre location, visitor parking is not necessary. The development's cycle store would provide space for 116 cycles, i.e. one space per unit, which accords with County's guidelines and is also acceptable. However, the TA does state that residents of those apartments without a car parking space will be able to obtain a car parking pass, at one per apartment, to enable them to park in the Main Square public car park itself.
- 7.6.7 As such this proposal would not prejudice highway safety or the free flow of traffic and would accord with Policy DM11 of the CSDMP and AAP Policy TC1 (iv).

7.7 Layout and amenity

- 7.7.1 Principles 6.7 -6.9 of the RDG sets out design criteria for car parking. This guidance, inter alia, states that development should not be functionally and visually dominated by cars; identifies that on-plot parking should generally be provided to the rear or side of buildings; and, parking courts should be designed with active frontages, be multi-purpose and incorporate high quality hard and soft landscaping. The applicant has taken this guidance into account and explains that given the deck level location of the car park, which will be effectively screened both from the street level and the internal communal garden, the development will not be functionally or visually dominated by cars. The parking layout is therefore considered to adhere to the intent of the RDG.
- 7.7.2 The communal amenity space is considered to be of sufficient size and usability for the residents. The space would be consistent with principle 8.5 of the RDG which expects flatted development to have communal open space that is connected to the building; easily accessible to all residents; screened from public view; free of vehicles; located to receive sunlight for a substantial part of the day; and, actively overlooked to provide surveillance and sunlight. This communal area would include benches and planting beds with paths provided from the surrounding staircases to enable easy access from the flats. The area would also have active surveillance from the layout of flats with habitable windows overlooking this area. The DAS explains that this communal space would be separated from parking via vertical slat screens and a planting scheme developed to further soften the amenity space edges by means of climbing plants. The plants would be robust and native species suitable for the location and sun exposure and to offer a change of appearance throughout the seasons. Details of landscaping for this area can be secured by condition. Principle 8.6 of the RDG also expects flatted development to provide private outdoor amenity space for each unit with all flats above ground floor having usable balconies. Whilst only a limited number of flats would have balconies given this town centre context this arrangement is considered to be reasonable. In addition, the site is within walking distances of London Road Recreation Ground and Camberley Park Play Area.
- 7.7.3 The existing configuration of the building means that the residential layout on each floor would be arranged off a central corridor with a principal central access core at the western end and additional staircases located at the buildings ends. There is a mix of unit sizes on each floor and each flat has been configured so that principal rooms would either face the central courtyard or have windows on the Pembroke Broadway or Princess Way elevations. The level of amenity for each flat is considered to be acceptable and given the site's location this development is unlikely to have any adverse impacts on the amenities of

neighbouring buildings and uses. Insofar as noise and air quality considerations the Council's EHO also raises no objection. As such the proposal would comply with Policy DM9 (iii) of the CSDMP and supporting amenity guidelines contained within the RDG.

7.8 Housing mix and type

- 7.8.1 Policy CP6 of the CSDMP promotes a range of housing types and tenures, encourages market housing and generally expects affordable housing. Policy CP5 (reiterated by AAP Policy TC4) seeks a 40% on site affordable housing provision for developments of 15 or more units. Policies CP5 and CP6 require viability evidence to be submitted if standards cannot be met and CP5 states that a financial contribution in lieu of provision of affordable housing will only be acceptable where on-site provision is unachievable and where equivalent provision cannot be provided on an alternative site.
- 7.8.2 This development would therefore need to provide 46 affordable units. However, paragraph 6.36 of the applicant's PS states that given the physical constraints associated with the redevelopment the provision of affordable housing on-site, which would require separate entrances, cores and refuse/cycle stores, would be impractical within the envelope of the existing building and increase build costs. In addition, the applicant states that the financial viability of the project prevents the provision of a fully compliant affordable housing scheme. With no on-site provision the applicant therefore proposes alternative off-site provision at Pembroke House (17/0670 reported elsewhere on this agenda). The applicant states that taken together i.e. 116 units at Ashwood + 25 units at Pembroke the affordable housing would equate to a provision of 18%. The Financial Viability Report (FVR) submitted by the applicant seeks to demonstrate why this development cannot be fully policy compliant.
- 7.8.3 In the officer's opinion the applicant's argument that this site cannot provide any form of affordable housing due to its physical constraints holds limited weight when typically there is no justifiable reason to segregate any form of affordable housing from market housing. Moreover, for people on lower incomes the town centre is the optimum location for affordable housing given the public transport links and other benefits. However, Pembroke House also has good public transport links and services provided by the neighbourhood parade and so in this respect is a good off-site alternative. The applicant's FVR has been reviewed by the Council's independently appointed viability consultants. These consultants were satisfied with the basic principles applied but had the following queries and recommendations: (i) the build costs with an upward adjustment recommended; (ii) the GDV (gross development value) of Pembroke House with a downward rental value recommended; (iii) a 10% deduction to be applied to represent associated planning risk with an alternative use; and, (iv) further evidence to justify the demolition costs. The applicant provided a detailed response with evidence and explanation to points (i) - (iv). In the officer's opinion this response is not unreasonable and fully addresses the queries and original costings. As such the applicant's FVR is robust and the proposed level of affordable housing, including its type and tenure, can be justified under Policy CP5 of the CSDMP.
- 7.8.4 In terms of housing mix the Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment 2014-2032 (SHMA, November 2016) identifies a market housing mix for the Borough as 1 bed (6.7%); 2 bed (28%), 3 bed (44.4 %) and 4 bed + (20.8%). This proposal would only provide 1 and 2 bed units with the following table extracted from the applicant's PS summarising the breakdown:

Table 6.4: Proposed Unit Mix

Unit mix	Number of units proposed	% of Total
1 Bed (studio)	12	10
1 Bed	48	41
2 Bed (3 Person)	16	14
2 Bed (4 Person)	40	34
Total	116	100

The applicant contends that this mix is acceptable given the advice in Policy CP6 of the CSDMP. Policy CP6 advises that there is an imbalance of smaller households compared with the South East as a whole and there is a need for smaller dwellings to enable smaller and newly forming households to access the housing market. According to the applicant the proposed mix recognises the current market and the likely demographic of future occupants (young professionals, couples and down-sizers) and is reflective of the site's accessible location within Camberley Town Centre. Whilst the latest SHMA identifies the greatest need for larger sized market dwellings, the applicant also considers that this site is an inappropriate location for the delivery of such sized units. This is because when considering the current housing market, there is likely to be considerably less demand within the town centre from people seeking family accommodation, who are likely to be more attracted to family sized houses with private gardens within the local area. In the officer's opinion the applicant's reasoning is sound, consistent with the aims and objectives of Policy CP6.

7.9 Infrastructure and Thames Basin Heath SPA

- 7.9.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted on 16 July 2014 and came into effect 1 December 2014. Within the town centre Surrey Heath charges CIL on Class C3 residential uses only. All of the residential development at the site would be liable for CIL which is estimated to be £601,193 by the applicant. This is on the assumption that part of the existing building has been used for a lawful use for at least 6 months in the past 3 years. However, as CIL is a land charge that is only payable at commencement of works, should full permission be granted an informative would be added to the decision notice.
- 7.9.2 All of Surrey Heath lies within 5km of the Thames Basin Heaths SPA, which was designated in March 2005. In line with Policy NRM6 of the South East Plan 2009 and Policy CP14B of the CSDMP, the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD (TBHSPD) was adopted in 2012 to mitigate effects of new residential development on the SPA. For developments over 100 dwellings the TBHSPD normally expects SANG to be provided on site. Clearly, within the town centre such a scenario would not be feasible and given the Council's connection to this development the use of the Council's own SANG land to accommodate this proposal is acceptable. The financial contribution towards this would therefore be secured via CIL.
- 7.9.3 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMM (Strategic Access Management and Monitoring) measures. As this is not included within CIL, a separate financial contribution towards SAMM is required. In this instance a payment of £49,352 would be

needed. In order to comply with the TBHSPD, this would have to be paid by the applicant before full planning permission can be granted and with this proposal will be secured via the legal agreement.

- 7.9.4 Any development proposal for new residential development attracting New Homes Bonus payments as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) is a local financial consideration which must be taken into account, as far as they are material to an application, in reaching a decision. It has, however, been concluded this proposal accords with the Development Plan and whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.

7.10 Other Matters

- 7.10.1 Consistent with paragraph 58 of the NPPF, Policy DM9 (v) expects design to reduce the potential for crime and fear of crime. Part Q of the Building Regulations builds upon the aims of the NPPF. The Police have considered the design and raise no objection but have made recommendations, for example control on the entry system. The Police recommend that the development achieves the Secured by Design award and the applicant has already responded to points raised by the police. In the officer's opinion an informative recommending this accreditation would be a proportionate response.
- 7.10.2 The LLFA has considered the proposal and no conditions are recommended for sustainable drainage given that the existing drainage is being retained. The EHO recommends a precautionary condition in respect of contamination because although principally this is a conversion, the scheme will entail breaking of the ground. Finally, the applicant has submitted an Energy Strategy demonstrating how the development would exceed Part L Building Regulations energy performance standards.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included 1 or more of the following:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 This proposal would support town centre regeneration and provide housing in a highly sustainable location. The proposal has been subject to design review and would improve the character and quality of the townscape by acting as a gateway building and a facilitator of wider town centre public realm improvements. The proposal has the support of the County Highways Authority and has been the subject of independent financial viability review.
- 9.2 In the officer's opinion the proposal complies with adopted policy within the CSDMP, AAP, PRS and supporting RDG SPD. The proposal is therefore recommended for approval subject to conditions, and a legal agreement to secure off-site affordable housing provision at Pembroke House (17/0670) and a SAMM payment.

10.0 RECOMMENDATION

Subject to a legal agreement to secure 25 no. affordable housing at Pembroke House and a SAMM payment of £49,352.

GRANT subject to the following conditions:-

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

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

2. The proposed development shall be built in accordance with the following approved plans:
A-00-005D, 020H, 021H, 022I, 023I, 024I, 025I, 026D; A-01-005D, 020G, 021G, 022E; A-02-020F, A-02-021 (all as listed on drawings schedule AH2 V2)
unless the prior written approval has been obtained from the Local Planning Authority.

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

3. No external works shall take place on the building hereby permitted until details and samples of the external materials to be used on the existing and proposed elevations of the building are submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. The development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with the approved plans for 100 vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning area shall be retained and maintained for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

5. The development hereby approved shall not be occupied unless and until the secure parking of a minimum of 116 bicycles within the development site have been provided in accordance with the approved plans, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to meet the requirements of the Surrey Heath Core Strategy and Development Management Policies.

6. The development hereby approved shall not be occupied unless and until 20 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to meet the requirements of the Surrey Heath Core Strategy and Development Management Policies.

7. Prior to the occupation of the development hereby permitted a revised Travel Plan in general accordance with that produced by Odyssey dated April 2017, shall be submitted for the written approval of the Local Planning Authority. The approved Travel Plan shall then be implemented on first occupation of the development and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

8. The Delivery and Servicing Management Plan dated April 2017 produced by Odyssey shall be revised to include amended details in respect of the proposed loading bay where specific hours of operation and restrictions and nature of restrictions to be agreed at the time of drafting the Traffic Regulation Order. The revised Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development and thereafter maintained and reviewed and permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

9. Within first occupation of the development hereby permitted a scheme comprising the Public Realm Works shall be constructed along the site frontage to and including the amended service yard access and car park exit along the entire forecourt and footway fronting Ashwood House and entire Princess Way passage between Pembroke Broadway and Princess Way. The Public Realm works shall include replacement bus shelters and associated infrastructure, including new or re-use of as maybe agreed with the Highway Authority, real time passenger displays. In the event that the Public Realm Works are not secured by this timetable then prior to first occupation full details of any temporary arrangements, with details of implementation, shall be submitted to and agreed in writing by the Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

10. Prior to the commencement of the development, a revised Construction Management Plan shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority. Such revisions shall include:

Phase 1A Step 1

- widening of existing footway on the eastern side of Albert Road between Princess Way and the main car park entrance
- adjust kerbed splitter island between Albert Road and Pembroke Broadway
- widening of existing footway between the car park exit and Albert Road
- adjustment of existing brick structure in Albert Road to maximise the footway width
- closure of bus stop C
- relocation of bus stop C between Albert Road and the car park exit
- the construction of a kerbed footway buildout on the northern kerbside of the existing crossing including repositioned traffic signal equipment
- provision of a temporary pedestrian footway by way of nearside lane closure between the car park exit and bus stop B
- relocation of existing bus stand currently located east of the car park exit to between Albert Road and the car park exit

Phase 1A Step 2

- footway closed and pedestrian diversion implemented
- Princess Way footpath closure for a maximum of 3 years
- existing bus stand and footway closure

Phase 1A Step 3

- removal of pedestrian guardrail
- removal of Ashwood House down ramp
- relocation of traffic signal controller and/or other street furniture

Phase 1B Step 4

- new footway constructed including associated retaining wall

Phase 1B Step 5

- bus stops A and B relocated to the northern kerb edge of Pembroke Broadway between the new pedestrian crossing and the car park exit
- new footway to be opened
- closure of existing bus stops A and B

Phase 1B Step 6

- lane closure implemented between the pedestrian crossing and service yard access
- creation of Berkeley Homes site and works compound, provision of temporary pedestrian footway by way of nearside lane closure between the pedestrian crossing and the service yard access to

Phase 1B Step 7

- provision of dropped kerbs to provide access/egress to site compound
- removal of street furniture and cycle rack, lighting columns and cctv.

Ashwood House Works Step 8

Phase 2 Step 9

- nearside lane of Pembroke Broadway between the pedestrian crossing and service yard access to re-open to traffic
- service yard access junction works including kerb reinstatement
- removal of site compound
- construction of public realm works

Phase 2 Step 10

- removal of temporary bus stops A and B
- bus stops A and B relocated 5 m east of their original pre-construction position
- Princess Way footpath to be re-opened
- original pre-construction bus stop C reinstated as a loading bay for service vehicles

Phase 2 Step 11

- removal of temporary bus stop C
- bus stop C relocated to a point between the car park exit and pedestrian crossing
- Ashwood House footway to re-open at completion of Step 10 works and bus stops A and B to be re-opened
- bus stand relocated to a point between the car park exit and pedestrian crossing

and to include details of:

- a) parking for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility splays
- f) measures to prevent the deposit of materials on the highway
- g) on-site turning for construction vehicles

Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

11. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until 1) to 4) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until 4) has been complied with in relation to that contamination.

1) Site Characterisation.

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

2) Submission of Remediation Scheme.

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3) Implementation of Approved Remediation Scheme.

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4) Reporting of Unexpected Contamination.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of 1), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of 2), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with 3).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

12. Prior to the commencement of development hereby permitted details of the noise emissions from building services plant shall be submitted to and agreed in writing by the Planning Authority.

Reason: In the interests of the amenities of the area and to comply with Policy DM9 of the Surrey Core Strategy and Development Management Policies Document 2012.

13. The window glazing on the Pembroke Broadway elevation shall achieve a minimum of 40dB_{Rw}+C_{tr}, the window glazing on the west façade (overlooking the multi storey car park) shall achieve a minimum of 36R_w+C_{tr} and all other elevations shall be fitted with window glazing achieving a minimum of 31dB_{Rw}. Prior to installation and first occupation the method of providing ventilation to residential units together with their noise attenuation level shall be submitted to and agreed by the Planning Authority. Thereafter the agreed acoustic measures shall be retained.

Reason: To ensure the internal noise standard is not compromised in the interests of the residential amenities of the proposed occupiers of the flats hereby permitted and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

14. For the avoidance of doubt, and notwithstanding the details shown on drawing no.A-01-020G, there shall be no retail shopfront on the southern/Pembroke Road elevation until full details of the design and appearance of the shopfront (s) have been submitted to and agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the appearance of the building and the public realm and to accord with Policy CP10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and Policies TC11 and TC17 of the Camberley Town Centre Area Action Plan 2014.

15. The communal amenity area as shown on drawing no A-00-021H shall be completed prior to first occupation of the residential development hereby permitted and shall thereafter be maintained for its designated purpose. Full details of both hard and soft landscaping works for this amenity area, including the planting scheme to screen the space from the car park and management of this area, shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented in accordance with the agreed details.

Reason: To ensure that a high quality space is provided and maintained for the residents and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and guiding principle 8.6 of the Residential Design Guide SPD 2017.

16. For the avoidance of doubt and notwithstanding the provisions of Schedule 2, Part 3, Class M of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order) the use of the ground floor commercial premises hereby permitted shall only be used for Class A1 as defined by the Town and Country Planning (Use Classes Order) 1987 (as amended).

Reason: In order to safeguard the vitality and viability of the Camberley Town Centre's primary retail function and to comply with Policy CP10 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the NPPF.

Informative(s)

1. In relation to condition 6 it is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.
Please refer to <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
2. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
3. Notwithstanding any permission granted under the Planning Acts, no signs,

devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
6. The applicant should note that commuted sums will be required as part of the S278 agreement.
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).
8. The developer is advised that a standard fee of £4600 may be charged for input to, and future auditing of, any Travel Plan by Surrey County Council.
9. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. The applicant is advised that any new/existing/revised Traffic Orders or other statutory procedures required by the construction and operation of the development shall be implemented in accordance with the requirements of the County Council, with all the associated implementation costs in doing so borne by the applicant.
11. The applicant is advised to seek a Secured by Design accreditation in addition to the requirements under Part Q of the Building Regulations.
12. The applicant is advised that under the Control of Pollution Act 1974, construction

work which will be audible at the site boundary will be restricted to the following hours:

8.00 am - 6.00pm Monday to Friday

8.00 am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays

13. This permission does not give consent for any signage or advertisements and the applicant is advised that Advertisement Consent may be required for new shopfront signage.
14. With the exception of any necessary works under the s278 agreement and Traffic Regulation Order this application does not permit hard and soft landscaping works to the public realm including Pembroke Broadway, Princess Way and the alleyway adjacent to Ashwood House. These works will be undertaken under the wider town centre public realm strategy with funding secured via the Development Agreement.
15. In respect of condition 16, the applicant is advised that the current provisions of the GPDO 2015 do not permit the change of use of Class A1 to residential where the cumulative floor space of the existing retail space exceeds 150 square metres.
16. CIL Liable CIL1