

LOCATION: ARENA LEISURE CENTRE, GRAND AVENUE,
CAMBERLEY, GU15 3QH

PROPOSAL: Erection of a replacement Leisure Centre with associated external works and multi storey car park following demolition of the existing leisure centre. (Amended & additional plans & docs rec'd 05.07.2019 & change of description) (Additional info rec'd 15/07/2019) (Amended info rec'd 26/07/2019.)

TYPE: Full Planning Application

APPLICANT: Mr Walker
Places for People Leisure Management Ltd

OFFICER: Mr N Praine

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application site lies to the south of the London Road and currently comprises the Camberley Arena Leisure Centre building and associated car park. Permission is sought for the erection of a replacement Leisure Centre with associated works, landscaping, surface car park and multi storey car park following demolition of the existing leisure centre.
- 1.2 The principle of the development in this location to deliver improved recreation, leisure and community offer is supported. The design, scale and layout is considered to be appropriate for this location, particularly recognising the importance of the site as one of the main entrances to the town centre from the west of the town and the benefits of urban regeneration close to the town centre. The impact on the amenity of surrounding neighbours are considered acceptable and the parking and highway arrangements are also considered acceptable as are matters in respect to flooding, crime, ecology, archaeology and sustainable construction. The application is therefore recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site known as the Camberley Arena, is a 1.5 hectare site located to the south side of the London Road. The site also sits to the west of the Grand Avenue at its junction where it meets the London Road. To the north of the application site lies the London Road and beyond that, the dense vegetative landscaping of the Royal Military Academy Sandhurst. To the east lies Grand Avenue and further east residential properties facing the application site. To the south, the London Road Recreation ground can be found and to the west residential properties of Academy Gate, Derek Horn Court and Appley Court exist. The London Road is one of the major routes running through the borough when approaching from the west / east and is a well trafficked road.

- 2.2 The existing site comprises the Arena Leisure Centre building, a part single storey, part two storey building with approximately 4,900 sqm of floor space. Surface car parking is provided to the south and south west of the existing leisure centre building and the land is generally level, but does rise to the south. Existing landscaping is mostly confined to the boundaries of the application site, however, three mature trees do exist within the section of carpark to the west of the existing building. A significant portion of the existing site is either occupied by the leisure centre building or laid to hardstanding with the remainder of the site laid to grass with landscaping (primarily to the northern and eastern sides of the site fronting London Road and Grand Avenue.
- 2.3 The existing leisure centre building has a maximum height of approximately 9.5m, it also measures approximately 52m deep and 71.5m wide. The leisure centre currently provides a 25m x 6 lane swimming pool, a learner pool, 6 badminton court sports hall, 120 station health and fitness suite, 2 squash courts, a spinning studio, aerobics studio, health suite, function room and café. The wider area is characterised by a mixture of uses, including commercial uses, military uses and a number of religious buildings. Along London Road are also a number of residential uses including a three-storey residential block immediately to the west of the Leisure Centre known as Academy Gate, consisting of brick walls and a pitched tiled roof. Along Grand Avenue there is a more domestic scale of two storey detached and semi-detached houses constructed from brick and render with tiled roofs facing the site along the eastern side of the road and further south along the western side of Grand Avenue.
- 2.4 Vehicular access is achieved from eastern side of the application site off Grand Avenue. There is currently parking for 198 cars and 6 further disability spaces. There is also 17 existing cycle spaces. The A30 London Road is a main arterial route running east/ west and includes a dedicated bus lane with bus stops close to the site (closest approximately 150m away). On the adjoining London Road pathway there is a cycle path that runs parallel with the road, within a wide pedestrian footpath.

3.0 RELEVANT PLANNING HISTORY

- 3.1 SU/81/0146 Construction of a leisure centre, access road and car park approved 7th May 1981.

4.0 THE PROPOSAL

- 4.1 Permission is sought for the erection of a replacement Leisure Centre with associated external works and multi storey car park following demolition of the existing leisure centre.
- 4.2 This application was originally submitted with parking provision extending into the London Road Recreation Ground. In response to the planning consultation and public engagement events, the proposal was subsequently revised to remove all works within the London Road Recreation Ground and incorporate all the car parking

within the current site boundaries of the existing Arena Leisure Centre. In removing all the works from the London Road Recreation Ground there will be no impact on the existing sport, leisure or community uses or the existing children's play area in the Recreation Ground. The existing boundary treatments will be retained including the fences, hedges, footpath and trees along the northern boundary of the Recreation Ground.

4.3 The proposal will include improved and modern leisure facilities to promote health, sport and recreation in the community. This includes:

- Main Pool with first floor spectators viewing;
- Larger Learner pool with increased water area and movable floor from surface to 1.8m in depth;
- Splash zone to provide water familiarisation and encourage participation for younger children;
- Larger 8-court sports hall with movable wall and increased flexibility for sport, leisure and community use;
- Larger fitness suite and dedicated group cycling;
- Larger studios with movable walls;
- Clip and climb and children's adventure play for all ages;
- Multi use rooms for sport, leisure and social /community uses;
- Improved wet health suite with 2 No. saunas, steam room, salt room and relaxation area;
- Larger café at the ground floor;
- Larger car park with electric vehicle charging points and improved pedestrian access around the site; and
- Improved accessibility to the sport and leisure facilities for all users.

4.4 The proposed buildings would be contemporary in design with materials to include a mix of gold and zinc effect standing seams, composite grey panels, grey brickwork, timber cladding and glazed sections. The proposed leisure centre building would be two storey and have an average width of approx. 56m (maximum approximately 65m) and average depth of approx. 71m (maximum 77m). The new leisure centre's floor area would comprise approximately 7200 sqm. The height of the leisure centre building would be approximately 14m at its highest points.

4.5 The proposed multi storey car park would have 3 levels and have a width of approx. 30m and average depth of approx. 51m (maximum 61m when allowing for lift and staircase projections). The height of the building would be approximately 8.5m at its highest points. The footprint of the new centre is also positioned further forward towards the London Road (by approximately 20m).

A green 'boulevard' is proposed to the west side of the building and landscaping to the east side of the new building is also proposed. Artist impressions and street scene elevations have also been provided with the submission to illustrate how the building would appear.

4.6 Vehicular access is proposed from the existing access off Grand Avenue. The access would lead from the highway to a surface carpark to the western side of the car park and a multi storey carpark to the south eastern side of the site. Car parking for 333 vehicles is proposed across the site which includes 17 disability spaces and 62 cycle parking spaces also proposed. A service area is proposed to the south western corner of the proposed leisure centre building.

4.7 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:

- Ecological Assessment;
- Environmental Assessment;
- Arboricultural Survey, Method Statement and Assessment;
- Planning and Heritage Statement;
- Design and Access Statement;
- Flood Risk Assessment;
- Surface Water Drainage Summary;
- Land Contamination Assessment;
- Archaeological Assessment;
- Noise Impact Assessment;
- Transport Statement;
- Travel Plan;
- Construction Phase Demolition Plan;
- Energy Statement, and
- Utilities Strategy.

5.0 CONSULTATION RESPONSES

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| 5.1 | Council Senior Environmental Health Officer (EHO) | No objections subject to condition. |
| 5.2 | County Highway Authority | No objection subject to conditions. |

5.3 Sport England	Response awaited. Any comments received will be provided as updates to the Committee.
5.4 Arboricultural Officer	No objection, subject to condition.
5.5 Surrey Wildlife Trust	Response awaited, any comments received will be provided as updates to the Committee.
5.6 Thames Water	No objection subject to informatives.
5.7 Archaeology Officer	No objection subject to condition.
5.8 Urban Design Officer	No objections
5.9 Council Scientific Officer:	No objection subject to condition
5.10 Council's Conservation Officer	No objections.
5.11 Lead Local Flood Authority	No objections subject to conditions and informative.

6.0 REPRESENTATION

6.1 At the time of preparation of this report, 28 representations of objection and 1 letter of support have been received. The letters of objection raise the following concerns:

- Negative impact upon the safe flow of traffic [*Officer comment: see paragraph 7.5 below*]
- Over provision of parking [*Officer comment: see paragraph 7.5 below*]
- Out of keeping with the established character of the area [*Officer comment: see paragraph 7.3 below*]
- More landscaping required [*Officer comment: a condition agreeing landscaping is proposed and the applicant has agreed to additional planting*]
- Loss of Privacy [*Officer comment: see paragraph 7.4 below*]
- Overbearing to neighbours [*Officer comment: see paragraph 7.4 below*]
- Overshadowing of neighbours [*Officer comment: see paragraph 7.4 below*]
- Noise, disturbance and inconvenience during construction phase [*Officer comment: If minded to approve it would be appropriate to include agreement of a Demolition Plan and a Construction Management Plan through a condition*]

- Increased fear of crime / antisocial behaviour [*Officer comment: Surrey Police recommends secured by design accreditation and the applicant has been advised of the accreditation process*]
- Increased noise breakout from exercise classes [*Officer comment: see paragraph 7.4 below*]
- Devaluing of neighbouring property prices [*Officer comment: not a material planning matter*]
- Any loss of the recreation ground is unacceptable [*Officer comment: the plan to build in the recreation ground has been withdrawn from the proposal*]
- Loss of view [*Officer comment: there is no right to a view over third party land under the planning system*]
- Concern over the duration of construction period and lack of alternative recreation facilities during this period [*Officer comment: where possible classes and facilities have been relocated to the Camberley Theatre for the duration of the centre closure. In addition, the leisure operator will honour membership at any other of their centres which include most locally Aldershot and Farnborough*]
- Need to encourage cycling to the centre [*Officer comment: The existing cycle parking of 17 spaces, is proposed to be increased to 62 secure cycle parking spaces as part of this application*]
- Bus stop and pedestrian crossings needed close to the Leisure centre [*Officer comment: The scope of the project does not include pedestrian crossings or new bus stops. It is noted that the nearest existing bus stop is 150m away to the east 200m to the west and 400m from the bus stops of the town centre*]
- The centre needs a Crèche [*Officer comment: The multi-use rooms, some of which have moveable walls and can be reconfigured, have the potential to be used for a number of sport, recreation or social community uses which if demand exists can include a Crèche*].

7.0 PLANNING CONSIDERATIONS

- 7.1.1 The application site sits within the settlement area of Camberley. As such the application is considered against the policies within the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP) and in this case the relevant policies are CP1, CP2, CP8, CP5, CP6, CP8, CP11, CP14, DM9, DM10 DM11, DM14, DM16 and DM17.

In addition, regard is had to the Western Urban Area Character SPD (WUAC) 2012 Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS) and the proposal will also be considered against the National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance (PPG).

7.1.2 The main planning issues, therefore, in the determination of this application are:

- The principle of the development;
- Impact on the appearance and character of the townscape;
- The impact on amenities of neighbouring properties;
- The impact on highway safety and parking;
- Other matters.

7.2 The principle of the development

7.2.1 Paragraph 96 of the National Planning Policy Framework (NPPF) explains that opportunities for sport and physical activity is important for the health and well-being of communities.

7.2.2 The Camberley Town Centre Masterplan and Public Realm Strategy SPD 2015 (PRS) sets out at paragraph 3.2 that the renewal of the existing leisure centre is a strategic objective of the Council.

7.2.3 The Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) identifies the importance of opportunities to improve facilities for sport and play. Objective 17 of the CSDMP recognises the need to provide and support high quality leisure and cultural facilities that are accessible to all. As part of the Council's vision to 2028, the CSDMP expects the local community to have improved access to leisure and recreational facilities to facilitate a more active community. Policy DM16 (Provision of Open Space and Recreation Facilities) states that the Borough Council (working with partners) will encourage new and enhanced opportunities for formal and informal recreation.

7.2.4 The Surrey Heath Borough Council Indoor and Built Facilities Needs Assessment 2016 sets as a key strategic recommendation, the replacement of the Arena Leisure Centre with a cost efficient, fit for purpose facility. The Surrey Heath Borough Council Indoor Sports Facilities Strategy And Action Plan 2016- 2025 also recognises the importance of replacing the Arena Leisure Centre as part of a wider civic vision for the town centre.

7.2.5 The site has an existing Class D2 (Assembly and Leisure) use and there are no proposed changes to that use as part of this application. The submitted Planning Statement (PS) which accompanies the application identifies the existing facility as now ageing and in need of significant improvement in order to ensure that standards are maintained and to prevent any decline in use and levels of satisfaction.

The key issues of concern are set out in the PS as follows:

- Dated design and building uninspiring;
- Changes in customer expectation;
- Certain facilities in wrong areas;
- Age and condition of changing rooms;
- Fitness gym and swimming pool oversubscribed at certain times;
- Need for a second dance studio to meet demand;
- Swimming pool too small;
- Fitness suite too small; and
- Below average sports hall.

7.2.6 The deficiencies of the existing centre were also highlighted within the Council's own Indoor Sports Facilities Strategy and Action Plan, dated August 2016. This document referred specifically to capacity issues with regard to the main swimming facilities, the changing rooms being below average, the building's facade being dated and problems relating to the operation of the plant pipework which has led to the temporary closures of facilities while repairs are undertaken. The document advises that these issues are considered likely to increase as the building ages further.

7.2.7 As set out in the supporting documentation, the new proposal seeks to comply with the policy and objectives identified above. These include promoting health, sport and recreation within communities and increasing participation opportunities through the enhanced leisure centre offer. The applicant is an established leisure centre operator, with a reputation for supporting and developing clubs, organisations, community groups and individuals through sport, play and active recreation opportunities. The proposal would also generate additional employment opportunities once operational.

7.2.8 The principle of redevelopment of the site for a new leisure centre in this sustainable location is therefore supported. The proposal would make a positive contribution of new and enhanced facilities meeting the Council's sports, recreation and community objectives. The health and well-being benefits attract significant weight and the proposal would make a contribution toward urban regeneration close to the town centre. The principle of the development at this site is therefore considered acceptable, subject to the detailed consideration and assessment of the issues as set out below.

7.3 Impact on the appearance and character of the townscape

7.3.1 Paragraph 122 of the National Planning Policy Framework (NPPF) identifies the importance of securing well-designed, attractive and healthy places. Paragraph 124 recognises good design is a key aspect of sustainable development, creates better places in which to live, work and helps make development acceptable to communities.

- 7.3.2 Paragraph 127 of NPPF seeks to ensure that developments function well, are visually attractive, sympathetic to local character and history while not preventing or discouraging appropriate innovation or change, create attractive, welcoming and distinctive places and places that are safe, inclusive and accessible and which promote health and well-being.
- 7.3.3 Policy CP2 (iv) of the CSDMP is reflective of the NPPF and states that development should ensure that all land is used efficiently in the context of its surroundings. Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment, paying particular regard to scale, materials, massing, bulk and density.
- 7.3.4 The Western Urban Area Character SPD (WUAC) identifies the site as falling within the 'A30 Commercial Corridor'. The WUAC sets out that, this section of the A30 is part of the historic London to West Country toll road route but it has a unique character that sets it apart from the more 'Historic Routes' sections of the A30. This is largely because the development of the military colleges on the northern side of the A30, in 1812, resulted in significant commercial development within this area.
- 7.3.5 The WUAC acknowledges there is a mix of uses within this area including residential, commercial and leisure. Building ages and styles also vary as the area as grown and redeveloped over time with a mix of Victorian/Edwardian properties and properties from the 20th and 21st century. Building heights vary from single through to 4 storeys. The WUAC identifies that properties strongly front the A30 with minimal setback and spacing between buildings. The site is recognised as having high visibility along the A30 and one which contributes toward the 'gateway' to Camberley Town Centre.
- 7.3.6 Guiding principle CC1 of the WUAC expects new development to facilitate the enhancement of the London Road street scene as the principal gateway to Camberley Town Centre. The provision of high quality architectural design with good articulation, careful proportioning and fine detailing will be expected. Additionally high quality hard and soft landscaping of the spaces around buildings will be expected. CC1 accepts that contemporary architectural design will be welcomed with any new development strongly addressing the London Road proportionate to its surroundings.
- 7.3.7 The WUAC also identifies Grand Avenue as falling within the 'Edwardian Mosaic' Character Area. This Character Area differs from the 'A30 Commercial Corridor' insofar as the character of this area is more residential, established in the late Victorian/Edwardian periods also in response to the emergence of the military colleges.
- 7.3.8 Guiding Principle EM1 and EM2 focus more on residential development complimenting the Edwardian character. That said, the WUAC acknowledges that the 'Edwardian Mosaic' continued to develop through the interwar period and into the late 20th century with contemporary buildings contrasting with the late Victorian/Edwardian properties.

On this basis contemporary buildings can complement the Edwardian Architecture, if of the highest architectural quality and designed to ensure the massing and bulk of the proposal is broken down with articulation and varied materials.

- 7.3.9 The 'Edwardian Mosaic' benefits from the slightly formal green character given by the presence of street trees and hedges which are often found in front gardens and it is important that any landscaping retains this green landscaped frontage. In addition, the visual impact of the prevalence of on-street parking is identified as a negative feature and therefore it is important the proposal incorporates appropriate onsite parking (Principle EM3).

Siting, layout, height and scale

- 7.3.10 In terms of its siting, the footprint of the building is to be positioned closer to the London Road than the existing. The current building enjoys separation of approximately 20m from the London Road, the proposed building is approximately 6m from the London Road at its closest points increasing to nearer 11m due to its articulated frontage. While closer to the Road, the proposal has been positioned to respect and reinforce the more established building line of the existing wider London Road frontage, this will create an improved frontage to this 'A30 corridor' and this is considered appropriate given the site's layout adjacent to this 'gateway' to the town centre. Additionally the re-siting of the building closer to the London Road will strongly address the London Road in accordance with Guiding Principle CC1.
- 7.3.11 The building will also come closer to Grand Avenue by approximately 7m at its closest points in the north eastern corner increasing to an approximate average separation of 21m from Grand Avenue across the remainder of the proposal. Apart from the north eastern corner this spacing is approximately 4m closer than existing but still retains appropriate separation to Grand Avenue and subject to appropriate landscaping, to be agreed by condition, is in accordance with Guiding Principle EM1 of the WUAC. In terms of its separation from Academy Gate, currently the buildings enjoy spacing of approximately 14m, this is to be increased to approximately 15m to allow for a pedestrian landscaped 'boulevard' path. This increased separation of 15m allows for generous relief between the built form and as such no objections are raised in respect of the siting of the building, subject to consideration of its height, scale, detailed design and landscaping (see below).
- 7.3.12 Academy Gate, the neighbouring 3 storey residential building has an approximate maximum height of 11m and is separated from the proposed leisure centre building by approximately 15m. When viewed from London Road, the proposed leisure centre building would have a 10.5m (approx.) height at its closest points to Academy Gate, although the additional plant and vaulted roof sections which are well separated from Academy Gate (approx. 23m) and separated from the north frontage of the site take the proposed building up to its maximum height of 14m. The changes in height are not considered to result in an adverse relationship between the two buildings given this separation. These height relationships are considered to be appropriate for this 'A30 Commercial Corridor' location.
- 7.3.13 For the same reasons 231 London Road / 1 Grand Avenue, sited to the east of Grand Avenue and on the corner of the junction of London Road and Grand

Avenue has a approximate maximum height of 11m and is separated from the proposed leisure centre building by approximately 24m. These height and separation relationships are also considered to be appropriate for this location.

- 7.3.14 Beyond Academy Gate to the west and beyond 231 London Road to the east, building heights and types vary. It is considered that given the proposal would sit comfortably against its closest neighbours, in the London Road frontage, the proposal would also integrate within the wider context of London Road.
- 7.3.15 Turning to the Grand Avenue street scene, the London Road Recreation Ground separates the proposal from the closest neighbour on the west side of Grand Avenue, number 46 Grand Avenue, by approximately 114m and this separation ensures the proposal would not appear unsympathetic in this context. The eastern side of Grand Avenue comprises the more domestic 2 storey scale of residential properties. These buildings are separated approximately 30m from the closest elements of the proposal (staircase of multi-storey carpark) increasing to nearer 36m from the main bulk of the buildings. As indicated above the proposed leisure centre would be approximately 14m in height. The dwellings in Grand Avenue average between 8 to 10m in height. While the increase in height of up to 6m is noted, this would only apply to the highest points of the leisure centre (sports hall vaulted roof) with the other sections such as the multi-storey car park being 8.5m in height and the frontage of the building at approximately 9.5m in height. Given the varied height of the building and its separation which is generous at approximately 36m across the majority of the site, it is considered that the proposal would not form a poor relationship with the Grand Avenue street scene in accordance with the Guiding Principles of the 'Edwardian Mosaic'.
- 7.3.16 The separation of approximately 70m between the proposals and Derek Horn / Appley Court would also ensure a comfortable relationship with the dwellings to the west of the surface carpark.
- 7.3.17 The proposal respects the established building line of the area and its layout, scale and spacing is considered to be appropriate for this town centre location. However, the proposal also has to be appropriate in design / appearance terms which will be considered below.

Design, form and detailing

- 7.3.18 The area is characterised by a mix of buildings types. The proposal is of contemporary design and the London Road north elevation will be highly visible and prominent when approached from the east or west. A gold effect standing seam cladding wraps the north east corner with a fully glazed ground floor along the London Road to act as the 'shop window' to the activities within. The glazing also allows natural light to fully enter the centre. An element of two storey brickwork forms a natural relief and allows for a transition between the gold and a band of zinc coated standing seam cladding creating a varied and multi-faceted façade to this A30 facing important elevation. The officer considers this will create a bright, vibrant and active frontage establishing a quality 'first impressions' landmark for people entering Camberley along the London Road a well trafficked entrance to the town centre and east/west route through the borough.

- 7.3.19 The eastern elevation faces Grand Avenue and forms the main entrance elevation. The entrance is finished in zinc with glazing panels and has been sited in a section, next to the north east corner feature and the sports hall to the south. As indicated above, the prominent corner of the building wraps around to the London Road frontage with the gold cladding and glazing creating a striking form that addresses the London Road/ Grand Avenue junction. The remainder of the eastern elevation comprises the sports hall which is clad with a run of vertical timber slats which vary and soften this element also referencing the tree lined character of the recreation ground. Behind the timber slats light grey composite cladding panels provide a welcome contrast. The eastern elevation is finished by the multi-storey carpark, this continues the timber slats theme contrasted with zinc cladding. The eastern elevation presents a dynamic and varied elevation which respects the context of Grand Avenue while retaining a contemporary and exciting finish.
- 7.3.20 The western elevation features reduced glazing and increased zinc cladding punctuated by the projecting bay of the health suite, which takes its reference the main corner with a further gold effect section. This articulates the elevation and adds interest and depth along the pedestrian 'boulevard' route to the car park and recreation ground. At the lower level dark grey brick provides a contrast to the lighter greys. The southern elevation follows the same pattern of zinc, composite cladding and brick and beyond this the car park continues with zinc and brick and timber features. These elevations are also considered to be visually attractive and appropriate given their rear / side status.
- 7.3.21 Contemporary designs and buildings which are well articulated are considered acceptable as supported by Guiding Principles CC1 and EM2 of the WUAC, provided it is of high quality in this first impressions 'gateway' location. The officer considers the design has been carefully considered to create a rational, coherent whole with a visually appropriate balance of proportions and finishes.
- 7.3.22 This choice in materials gives the building detailing and interest from views near and far. The frontage of the building is also articulated with flat and rounded edges featuring contrasting materials. This is considered appropriate to avoid an over dominant or incongruous relationship with the surrounding area. The building is generous in width and height, however, instead of reading as an unrelieved block, the contrast in materials and detailed design provides relief to the eye and adds interest and variation when this striking building is viewed from the streetscape. This, in the officer's opinion, amounts to high quality contemporary design which responds to its setting and makes a positive statement within this main thoroughfare to the Town Centre in accordance with Guiding Principle CC1 of the WUAC and also with respect to its integration into the Edwardian Mosaic character area.

Trees and hard / soft landscaping

- 7.3.23 In the wider context, the area has an urban character with modest landscaping to the front of some sites and no landscaping at all on other sites. In this case, the hard landscaping around the perimeter of the proposed building provides a level and safe access for all users and connects with newly created paths and the pavement / road network.

Surface materials will also provide texture and colour with an emphasis on giving pedestrians priority over vehicles. These materials can be agreed through condition.

- 7.3.24 The application is accompanied by Arboricultural Assessment (AA) and Method Statement (MS) and a Tree Protection Plan (TPP). The report advises that the development will result in the loss of five trees in order to facilitate the development. The trees to be removed are; an apple, an alder, a hawthorn, a Monterey pine and an ash. Additionally lime trees are to be crown lifted to a height of 5m in order to accommodate delivery lorries and other plant machinery accessing the rear of the site. The Arboricultural Officer has been consulted and he notes the proposed leisure facilities have been set out to avoid retained trees around the site, as much as possible, and trees to be retained are also to be protected via the TPP. The Arboricultural Officer raises no objection to the loss of the five existing trees as the redevelopment of the site offers an opportunity to replace these trees with better specimens as part of a cohesive landscaping scheme. The Tree Officer raises no objections subject to the loss of these trees being mitigated by replacement planting and he considers the tree protection appropriate for the remaining trees.
- 7.3.25 A landscape masterplan has also been submitted as part of the application and this shows that soft landscaping in the form of a wild flower meadow, evergreen hedges, shrub and herbaceous planting. It also shows new trees to be planted as part of the landscape master plan. In principle the landscape masterplan is considered acceptable, however, in order to agree species, number, planting size and maintenance, it is considered appropriate to impose a landscaping condition to be agreed prior to occupation.

Local Heritage

- 7.3.26 The proposal is located opposite the Conservation Area and heritage setting of the Royal Military Academy (RMA) grounds. Additionally a Grade 2 Listed church, St Tarcisius, is located along the London Road to the north east approximately 60m away from the closest parts of the proposal. Furthermore, the 1904 Edward Abbot Anderson Memorial currently located by the path from the leisure centre carpark is also proposed to be re-sited approximately 10m north east to the grass frontage of the site facing Grand Avenue and to the front of the east elevation of the new building. The Council's Conservation Officer is satisfied the height of the proposal has been kept appropriate to the current street scene and that the contemporary design is acceptable. No objections are raised and given the separation distance of the building from the heritage assets, the proposal is not considered to unduly harm the character or setting of the Conservation Area, heritage assets within the RMA, the Grade Listed St Tarcisius church, the Edward Abbot Anderson Memorial or any other nearby heritage assets.
- 7.3.27 In summary, for the reasons given in paragraphs 7.3.10-7.3.26 above, it is therefore considered that the proposed development complies with the design requirements of the NPPF, Policies CP2, DM9 and DM17 of the CSDMP, the PRS, and Guiding Principle CC1, EM1, EM2 and EM3 of the WUAC SPD.

7.4 Impact on amenities of neighbouring properties

- 7.4.1 Paragraph 127(f) of the NPPF states that planning decisions should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 states that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses.
- 7.4.2 The flatted block Academy Gate to the west is sited approximately 15m away from the proposal at its closest points. By reason of the separation and orientation, the proposal is not considered to be overbearing to or cause overshadowing effects upon this neighbouring housing. Turning to any loss of privacy, the separation of 15m is noted and two first floor facing windows are proposed, the first is a void over the swimming pool and views from this window would be limited given the void nature. The other window serves the health suite, sauna, steam room and relaxation area and as such a degree of privacy would be expected from this area. Accordingly it is not considered unreasonable to obscure glaze and fix shut these windows below 1.7m finished floor level. On this basis no objections are raised on these grounds to the occupants of Academy Gate.
- 7.4.3 The closest properties in Grand Avenue to the east are sited approximately 25m away from the proposal at its closest points. By reason of the separation and orientation, the proposal is not considered to cause adverse overbearing or overshadowing effects to these neighbours. Likewise a separation of 25m is considered acceptable in urban areas for windows at the height proposed (highest point of windows in this elevation at 7m above ground) in respect to any potential for adverse loss of privacy. On this basis no objections are raised.
- 7.4.4 The remaining neighbouring buildings in Grand Avenue, London Road and Appley Drive are well separated and for the same reasoning as given above at paragraphs 7.4.2 and 7.4.3, no objections are raised in respect to any adverse loss of privacy, overbearing impacts or loss of light to these properties.
- 7.4.5 A noise survey has been provided. The survey identifies the dwellings in Academy Gate and Grand Avenue as the closest noise sensitive dwellings. The report identifies that noise can be generated from mechanical plant and the report also recognises music and exercise activities from within the building as potential noise generating sources. The report recommends attenuators for plant and acoustically rated building construction. The report concludes it is unlikely that the new development activities will significantly impact the noise climate at the nearest residential dwellings. The Council's Environmental Health Officer (EHO) has considered the report and recommends a planning condition to ensure noise breakout is within acceptable limits. In addition it is considered reasonable to limit the opening hours (by condition) to also protect the amenity of neighbouring residential dwellings. Therefore subject to planning condition no objections are raised on these grounds.
- 7.4.6 External lighting can cause pollution and nuisance to surrounding residential properties and as such it is considered reasonable to agree details of the external lighting to include numbers, specification and any light spill. This can also be controlled by way of planning condition.

7.4.7 It is therefore considered that the proposed development complies with the residential amenity requirements of the NPPF and Policy DM9 of the CSDMP.

7.5 Impact on highway safety and parking

7.5.1 The existing leisure centre's vehicular access is located to the western side of Grand Avenue to the north of London Road Recreation Ground. Pedestrian and cyclist access is provided along London Road and Grand Avenue. The existing vehicle and pedestrian access arrangements along Grand Avenue and London Road are to be retained. Existing areas of the surface car park will be reconfigured and the erection of an onsite multi storey car park (MSCP) is also proposed. Pedestrian linkages across the site will be improved and this includes the creation of a pedestrian link from London Road to the recreation ground.

7.5.2 The existing and proposed parking provision is summarised in the table below:

	Car parking	Cycle parking
Existing	204 (6 allocated for disabled users)	17
Proposed	333 (17 allocated for disabled users)	62

7.5.3 The Surrey County Council Vehicular and Cycle Parking Guidance does not provide any guidance for Leisure Centre parking stating that parking should be based on individual assessment and justification. In this case the County Highway Authority state that the parking provision has been justified by forecasting the increase in usage of the leisure centre at 4 years following completion reflecting the improvement and promotion of facilities and the increase in floor area. It is forecast that the increase in usage will also be higher during peak times. The applicant, a well-established leisure operator has forecast this increase in usage of the leisure centre reflecting the improvement and promotion of new facilities and the increase in floor area, as well their experiences and knowledge acquired from other leisure centre developments they have undertaken. This also accords with the findings of the Council's own Indoor Sports Facilities Strategy which considers that demand for leisure activities will continue to grow over the period of the Sports Strategy (until 2025).

7.5.4 The PS states that usage of the existing car park fluctuates and it is understood that it reaches capacity during peak periods at the leisure centre, this can be exacerbated by parking associated with events at the adjacent recreation ground and town centre uses. The applicant also comments that congestion/disruption issues occur along Grand Avenue when the car park is at capacity. The WUAC identifies on street parking as a negative feature in Grand Avenue. On this basis the level of vehicular and cycle parking proposed has been incorporated to take into account the proposed uplift in users of a larger modern centre which accounts for an extended offer of indoor recreation and social / community uses than currently available and the expected upward trend in indoor sport, recreation and community uses. No objections are therefore raised on these grounds.

- 7.5.5 The County Highway Authority in their no objection consultation response, note the Transport Statement includes an assessment of the likely additional traffic generation of the replacement leisure centre using the TRICS database (Trip Rate Information Computer System, a recognised and well established database of trip rates for developments used for transport planning purposes, specifically to quantify the trip generation of new developments). This shows that the additional floor space would result in an increase of 11 two-way traffic movements in the am peak hour and 35 two-way movements in the pm peak hour. It is not considered, by the County Highway Authority, that this would result in a material impact on the Local Highway Network.
- 7.5.6 Vehicle access and service arrangements would continue as per the existing arrangements and the centre would be serviced to the western side. The service area is required for deliveries, emergency access for ambulances, refuse collection and other 'back of house' activities. The applicant states that collections and deliveries to the service area will be organised to avoid peak public use times and vehicle tracking has been provided to show refuse vehicles and large rigid vehicles being able to negotiate the site and enter / leave in forward gear. The car park incorporates Electric Vehicle (EV) charging points with the infrastructure for further EV Charging points in the future (details to be agreed by condition). The site benefits from a high level of accessibility and can be readily accessed by walking, cycling and public transport. The accessibility of the leisure centre by non-car modes is also to be promoted as part of the Travel Plan (to also be agreed by condition).
- 7.5.7 The County Highway Authority's (CHA) raise no objection to the proposal, subject to the imposition of conditions and on this basis, the officer is satisfied that the proposal would not conflict with the safe operation of the highway network.

7.6 Other matters

- 7.6.1 The site is in Flood Zone 1, i.e. in an area having a low annual probability of flooding. The Lead Local Flood Authority have been consulted and subject to conditions and informatives they raise no objections. The applicant has also incorporated a number of principles of 'Secured by Design' into the design to minimize the opportunity for vandalism and anti-social behaviour and incorporates sustainable construction and operating methods to ensure the conservation of fuel and power.

8.0 WORKING IN A POSITIVE/PROACTIVE MANNER

- 8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included:
- 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 The principle of the development in this location is supported. The design, scale and layout is considered to be appropriate for this location, particularly recognising the importance of the site as one of the main entrances to the town centre from the west of the town and the benefits of urban regeneration close to the town centre. The impacts on the amenity of surrounding neighbours are considered acceptable and the parking and highway arrangements are also considered acceptable as are matters in respect to flooding, crime, ecology, archaeology and sustainable construction.
- 9.2 In the officer's opinion the proposal complies with adopted policy within the CSDMP, WUAC, PRS and NPPF. The regeneration of the site is an opportunity to deliver an improved leisure offer while invigorating this part of Camberley near the town centre, to improve the street scene character and to provide a more coherent and more pleasant street environment. The proposal is therefore recommended for approval.

10.0 RECOMMENDATION

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. After demolition but before development above slab level takes place, details and samples of the external building materials to be used shall be 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.

3. The proposed development shall be built in accordance with the following approved plans:

- 8904-RLL-A-PL020 revision C,
- 8904-RLL-A-PL021 revision C,
- 8904-RLL-A-PL022 revision C,
- 8904-RLL-01-GF-DR-A-PL025 revision C,
- 8904-RLL-01-01-DR-A-PL026 revision C,
- 8904-RLL-01-RF-DR-A-PL027 revision C,
- 8904-RLL-XX-02-DR-A-PL028,
- 8904-RLL-01-ZZ-DR-A-PL030 revision C,
- 8904-RLL-01-01-DR-A-PL031 revision C and
- 8904-RLL-A-PL040

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.

4. The development shall not be occupied until full details of all soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be also carried out as approved, and implemented prior to first occupation. The landscaping works shall include all species, planting height, frequency and number as well as all hard / soft surface and boundary treatments. A Landscape Management Plan, including management responsibilities and maintenance schedules for all landscape areas shall also be included. All details shall be carried out as approved. Any trees or plants, which within a period of five years of commencement of any works in pursuance of the development die, are removed, or become seriously damaged or diseased shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. After demolition but before any other development commences a Construction Transport Management Plan shall be submitted and agreed by the Local Planning Authority 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) measures to prevent the deposit of materials on the highway
- (e) on-site turning for construction vehicles
- (f) hours of construction

- (g) measures to control noise during construction
- (h) measures to control dust during construction

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

6. The noise rating level as defined in BS 4142:14 from plant and sporting activities associated with the operation of the leisure centre when measured at 1 metre from the nearest residential properties, shall not exceed 51dB to the west and 48 dB to the east.

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

7. Before first occupation of the development hereby approved, the first floor side Health Suite windows in the west elevation facing Academy House shall be completed in obscure glazing and any opening shall be at high level only (greater than 1.7m above finished floor level) and retained as such at all times.

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

8. The development hereby permitted shall be carried out wholly in accordance with the submitted Arboricultural Implications Assessment, Method Statement and Tree Protection Plan prepared by Merewood Arboricultural Consultancy Services dated 4th July 2019. No development shall commence until all aspects of tree and ground protection measures having been implemented in accordance with the Arboricultural Report and Tree Protection Plan. The tree protection measures shall be retained until completion of all works hereby permitted.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. The development hereby approved shall be undertaken in accordance with the recommendations and enhancements as set out in paragraph 4 of the submitted 'Ecological and Invasive Species Assessment', author Adonis Ecology, Project Ref: 1134, received 5th July 2019. Unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the protection of protected species in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. The leisure centre hereby approved shall not be open for business other than between the hours of 06:00 to 23:00 Monday to Friday and 06:30 to 22:00 Saturdays, Sundays and Public Holidays except for when in use for emergency purposes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residents from noise and disturbance.

11. After demolition but prior to construction a Discovery, Remediation and Validation Strategy shall be submitted to and approved by the Local Planning Authority dealing with any unforeseen contamination discovered during construction phase and detailing measures to validate the works undertaken as a result of this strategy. Once agreed and prior to first occupation, a verification report appended to the original strategy with substantiating evidence demonstrating the agreed contamination remediation has been carried out, shall be submitted to and approved in writing by the Local Planning Authority. Once all agreed, the development shall be carried out and completed wholly in accordance with such details, unless otherwise agreed in writing with the LPA.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

12. All demolition work shall be carried out in strict accordance with the submitted Demolition Management Plan prepared by Pellikaan Construction dated July 2019 reference 61494.

Reason: To preserve the visual and residential amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. Apart from full demolition of existing buildings, the development hereby permitted shall not commence construction until details of the design of a surface water drainage scheme have been submitted to and approved in

writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of construction (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 10.20 l/s.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.)

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

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

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

15. After demolition but before construction, the applicant, or their agents or successors in title, must secure the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: In the interests of informing of any potential for surviving below ground archaeological features and to allow mitigation measures to be developed if necessary in accordance with Policy DM17 of the Core Strategy and Development Management Policies as well as the relevant principles contained within the NPPF.

16. Prior to occupation, details of external lighting are to be submitted, for approval, to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development. The details shall include the location, number, specification and angle of installation of all lights, and details of light spill. The design of the external lighting shall have regard to the Institution for Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light (GN01: 2011). The submission shall also include details of any lighting supports, posts or columns and must include a plan showing the location of the lights.

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

17. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for 333 vehicles including 17 disabled spaces 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(s) shall be retained and maintained for their designated purpose(s).

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

18. The development hereby approved shall not be first occupied unless and until the secure parking of at least 62 bicycles have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter shall be provided, retained and maintained 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 in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

19. The development hereby approved shall not be occupied until a scheme confirming which parking spaces are to be provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230v AC 32amp single phase dedicated supply) including provision of available parking spaces with a power supply to provide future additional

fast charge socket -feeder pillars or equivalent permitting future connection (230v 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 order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

20. Prior to the occupation of the development a Full Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document. The approved Travel Plan shall be implemented on first occupation 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 in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework.

Informative(s)

1. Building Regs consent req'd DF5
2. Decision Notice to be kept DS1
3. The applicant is advised to seek a Secured by Design accreditation in addition to the requirements under Part Q of the Building Regulations
4. . The decision has been taken in compliance with paragraphs 38-41 of the NPPF to work with the applicant in a positive and proactive manner. Further information on how this was done can be obtained from the officer's report.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via SUDS@surreycc.gov.uk. Please use our reference number LLFA/SU/19/408 in any future correspondence.

6. There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. Thames Water will need to check that your development doesn't limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read their guide 'working near or diverting our pipes'.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
7. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquires should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
8. 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.
9. 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.
10. 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).
11. 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: 8am to 6 pm Monday to Friday; 8am to 1pm Saturday; and, not at all on Sundays and Public Holidays. For the avoidance of doubt 'Public Holidays' include New Years Day, Good Friday, Easter Monday, May Day, all Bank Holidays, Christmas Day and Boxing Day.