

LOCATION:	Novartis, 200 Frimley Business Park, Frimley, Camberley, Surrey, GU16 7SR,
PROPOSAL:	Demolition of existing buildings and redevelopment of the site to provide 4no. industrial/warehouse buildings (5no. units) (Flexible Use Class B2/B8/E(g)(i)-(iii))) together with associated landscaping works and car parking/servicing.
TYPE:	Full Planning Application
APPLICANT:	c/o Agent
OFFICER:	Duncan Carty

This application has been reported to the Planning Application Committee because it is major development (floor area exceeds 1,000 sqm).

RECOMMENDATION: GRANT, subject to conditions

1.0 SUMMARY

- 1.1 This planning application relates to a major commercial redevelopment of a site located at the edge of the borough in Frimley. The site is currently vacant and was last occupied by Novartis, a pharmaceutical company, and includes a site bisected by a main (private) access road directly accessed from M3 Junction 4. This access road provides an access to further commercial development within Rushmoor Borough.
- 1.2 The current proposal includes the provision of 4 no commercial buildings (5 no units) to be used for a flexible (light or general) industrial or storage and distribution uses (Class E/B2/B8 uses, respectively) with associated service yards, parking and landscaping.
- 1.3 The site has been the subject to pre-application discussions and has been negotiated during the course of this application. The principle for the development, the redevelopment of commercial land and buildings in a core employment area, is acceptable. The application proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, highway safety, flood risk/drainage and ecology. The application is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application site is located at the south roundabout at Junction 4 of the Motorway M3. The site is within Frimley and extends up to the boundary with Rushmoor Borough. The roughly triangular shaped 3.1 hectare site is bounded by the A329 Blackwater Valley Road to the east, the Blackwater River to the west/southwest and Motorway M3 slip road to the north beyond the France Hill Ditch. The borough boundary within Rushmoor, at this point, lies within the Blackwater River.
- 2.2 The site includes two principal buildings until recently (and principally) used for offices for Novartis, a pharmaceutical company. These include buildings up to three storeys in height and a bridge, at first floor height, over the access road providing an internal link between buildings. The site lies close to the Blackwater River, to the west/south west boundary, and the France Hill Ditch, a tributary to the north boundary, which are both main rivers, and the

site principally lies within Flood Zones 2 and 3a (medium and high risk). The site lies within the Industrial Estate and Commercial character area as defined within the Western Urban Area Character SPD 2017. There is a publicly accessible footpath alongside the Blackwater River, as a part of the Blackwater Valley footpath network, but this footpath is not formally adopted by the County Council.

3.0 RELEVANT HISTORY

The application site has an extensive planning history of which the most relevant is:

- 3.1 87/0753 Erection of two 2 storey buildings (to provide 1,642 sqm.) for Class B1 use with associated landscaping, parking and internal roads together with new access.
Granted in November 1987 and one of these buildings, as Phase 1, was built).
- 3.1 94/0182 Erection of two storey building for B1 use, erection of a single storey conservatory to existing Phase 1 building and associated car parking.
Granted in June 1994 and implemented, connecting to Phase 1 building.
- 3.2 96/0995 Outline application for the erection of a Class B1 building (up to 7,520 sqm.) with associated car parking and erection of a pedestrian link bridge to existing Novartis building (means of access to be determined).
Granted in January 1998.
- 3.3 04/0111 Section 73 application to seek further extension of time period to extend the period for submission of reserved matters for outline 96/0995 for a further three years.
Granted in March 2004.
- 3.4 07/0337 Reserved matters pursuant to outline permission 04/0111 in respect of the erection of a Class B1 office building with associated car parking and erection of a pedestrian link bridge to existing Novartis building (siting, design, external appearance and landscaping to be considered).
Granted in June 2007 and built.

4.0 THE PROPOSAL

- 4.1 The current proposal includes the provision of 4 no commercial buildings (5 no units) to be used for a flexible (light or general) industrial or storage and distribution uses (Class E/B2/B8 uses, respectively) with associated service yards, parking and landscaping. The proposed buildings would include a two storey element (offices) to the front of each unit and a large warehouse space behind. The buildings would have a low pitch roof behind a parapet to a maximum height of 13 metres.
- 4.2 Access to all of the proposed units would be from the main access road. Units 1, 2 and 3 would have separate access, with Units 4 and 5 sharing their access. Units 1 and 2 would be located on the east side of the main access road, with Units 3 and 4 (semi-detached units) and Unit 5 located on the west side.
- 4.3 Unit 1 would be located close to the north east corner of the site, with its service yard to the south of the building; Unit 2 would be provided further to the south. These units would provide 1,392 and 2,894 square metres, respectively. Unit 5 would be located to the north west with its north flank wall facing the brook with the slip road further north. This unit would provide 3,207 square metres. Units 3 and 4 would be located further south and would provide 783 and 760 square metres, respectively.

- 4.4 The current proposal would provide 207 car parking spaces and 11 lorry spaces across a total of 9,036 square metres industrial and warehouse accommodation. This compares with 415 car spaces for the existing development of 7,463 square metres of Class E office, research and development and light industrial development. The proposal is speculative for which the number that could be employed at the site is not known.
- 4.5 This application is a speculative development for which there is no known occupier of any of the proposed units to date. The application has been supported by:
- Planning Statement;
 - Design and Access Statement;
 - Arboricultural Impact Assessment;
 - Ecological Appraisal (including bat and reptile reports, riffle plan and biodiversity net gain assessment);
 - Flood Risk Assessment and Outline Drainage Strategy report (including flood risk and flood compensation volume analyses);
 - Air Quality and Noise Impact Statements;
 - Transport Statement and Framework Travel Plan; and
 - Energy Strategy Report (including BREEAM Pre-assessment Report).

5.0 CONSULTATION RESPONSES

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| 5.1 | County Highway Authority | No objections, subject to conditions. [<i>A copy of these comments are provided at Annex A</i>] |
| 5.2 | Highways England | No objections, subject to a condition regarding construction management [<i>A copy of these comments are provided at Annex A</i>]. |
| 5.3 | Environment Agency | No objections, subject to conditions. The provision of flood compensation measures would reduce flood risk on and off the site and the provision of ecological enhancements to the Blackwater River and changes to the buffer would offer ecological benefits to the proposal. |
| 5.4 | Local Lead Flood Authority | No objections, subject to conditions. |
| 5.4 | Council's Arboricultural Officer | No objections subject to conditions. |
| 5.5 | Surrey Wildlife Trust | No objections. |
| 5.6 | Senior Environmental Health Officer | No objections regarding air quality, noise, land contamination and lighting grounds. |
| 5.7 | Scientific Officer | No objections. |
| 5.8 | Climate Change Officer | No comments received to date. |
| 5.9 | Countryside Access Officer | No comments received to date. |
| 5.10 | Urban Design Consultant | No objections. [<i>A copy of these comments are provided at Annex B</i>] |
| 5.11 | Rushmoor Borough Council | No objections. |

6.0 REPRESENTATIONS

- 6.1 There were 87 number of notification letters originally sent to neighbouring properties on 21 September 2021, with the proposal publicised in the local press on 25 August 2021 and no letters of support or raising an objection have been received to date.

7.0 PLANNING CONSIDERATION

- 7.1 The application is considered against the relevant policies, which are Policies CP1, CP2, CP8, CP11, CP14, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP), the Surrey Heath Residential Design Guide 2017, the National Design Guide and the National Planning Policy Framework (NPPF) and advice in the Planning Practice Guidance (PPG) and the Western Urban Area Character SPD 2017 (WUAC). The main issues to be addressed in the consideration of this application are:

- Principle of the development;
- Impact on character and trees;
- Impact on residential amenity;
- Impact on highways safety and parking capacity;
- Impact on flood risk and drainage;
- Impact on ecology; and,
- Other matters.

7.2 Principle of the development

- 7.2.1 The application site lies within a Core Employment area as defined in the CSDMP and the Industrial Estate and Commercial character area as defined within the WUAC. Policy CP8 of the CSDMP indicates that to provide more employment, a flexible supply of high quality employment floorspace utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of older or vacant stock is supported.

- 7.2.2 Core Employment areas shall be retained for employment use and will be a focus for economic regeneration and inward investment. The current proposal would seek the regeneration of a vacant commercial site, purpose built for the previous occupier, Novartis, which would be difficult to re-let. This is a speculative development for which the future occupiers are not currently known. As such, the level of likely employment (and the level of employment for the former use) is not known. Nevertheless, the provision of more flexible commercial units would result in an easier re-use of the site, generating more available commercial accommodation to improve inward investment into the Borough.

- 7.2.3 Policy CP8 indicates that proposals for commercial uses, such as storage and distribution, which are dependent upon having good access to the strategic road network will be encouraged to locate within these areas. Noting the location of the site with very easy access to the motorway network, it is considered that the use for commercial uses, especially storage and distribution, supports this policy.

- 7.2.4 As such, the principle for this proposal is accepted, complying with Policy CP8 of the CSDMP, subject to the following assessment.

7.3 Impact on character and trees

- 7.3.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects and enhances the local character of the environment and protects trees and vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate. Principle IE1 of the WUAC requires new development to include buildings of 2-3 storeys in height, provide structured on-site parking, screen waste storage areas form

roads and public areas and use of high quality boundary treatments. The use of contemporary industrial architecture would be welcomed. Principle IE2 of the WUAC indicates that high quality and visually attractive buildings with formal landscaping will be expected for development adjacent to, or visible from the Blackwater Valley, including the A331, Blackwater Valley path and the green spaces. Development will be expected to maintain the informal appearance of the Blackwater river.

- 7.3.2 The current proposal would provide a series of large warehouse-type buildings on this site, with ancillary office accommodation to the front section which provide interest to the buildings in these elevations. The remaining elevations are predominantly blank but interest has been added by providing a mix of different predominantly grey cladding materials including profiled metal cladding, and use of brickwork and windows. The elevations have been treated in a consistent manner which provides a uniformity to the finish for this development. This approach has been supported by the Council's Urban Design Consultant who has indicated that the contemporary, timeless architectural design is supported, as well as the neutral colour scheme, and the design approach provides more definition and contrast and the distinct feature canopies and glazed elements which highlight the entrances are considered positive in principle.
- 7.3.3 The proposed buildings would have a parapet heights ranging from 10 to 13 metres above ground level. The largest of the units (Unit 5) has a length of 70 metres with a width of 40 metres, with the length (side) facing the Motorway M3 slip road. This elevation is broken up with the framing of the panels. Views of this elevation would be obscured by existing vegetation and trees to the road frontage. The remaining blocks of development are spread across the site, with significant gaps between, especially between Units 1 and 2 to help reduce the massing of development on the site. This differs from the existing built form which concentrates development around the link bridge either side of the main access road through the development site.
- 7.3.4 The development would be provided further forward on the site, being built closer to the M3 slip road and roundabout. However, the reduced height (against the maximum 17 metre height of existing built form, and landscaping retained (and proposed to be enhanced) to this road frontage and along the A331 Blackwater Valley Road would assist in reducing the impact of this development in the streetscene.
- 7.3.5 There are no protected trees on the site. However, there are a number of larger trees at, or close to, the site boundary and feature trees, as a part of the structural landscape within the site, alongside the main access road and site frontage worthy of retaining within the development. The Design and Access Statement provided by the applicant has advised that a formal and permeable landscape buffer along with road boundary of the site defined by tree avenues, ornamental planting will be provided/retained and, alongside the A331 Blackwater Valley Road, structural urban tree planting, with ornamental shrubs on the development side and grass to the road side would be retained/provided. The existing landscaping to the River Blackwater, and Blackwater Valley footpath, would be largely retained.
- 7.3.6 The Council's Urban Design Consultant considers that the substantially landscaped boundaries all along the service road will create a coherent green streetscape character and the raised landscaping screens the proposed car parking and alleviates the scale and massing of the proposed buildings. The Council's Arboricultural Officer has raised no objections to the proposal, subject to conditions.
- 7.3.7 As such, no objections are raised on character grounds with the proposal complying with Policies CP2 and DM9 of the CSDMP and the NPPF; as well as advice within the WUAC and RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects the amenities of the occupiers of neighbouring properties and uses.

7.4.2 There are no residential properties in close proximity to the site, set a minimum of about 170 metres from the site, with any impact reduced by the presence of the large embankments to the M3 Motorway, A331 Blackwater Valley Road, other commercial development and rail lines. The high levels of background noise in this location and the limited additional noise that would emanate from this development would, when taking the large separation distances to any nearby residential property, would also limit its impact. The Senior Environmental Health Officer raises no objections on these grounds.

7.4.3 As such, no objections are raised on residential amenity grounds with the proposal complying with Policies CP2 and DM9 of the CSDMP and the NPPF; as well as advice within the WUAC and RDG.

7.5 Impact on highway safety and parking capacity

7.5.1 Policy DM11 of the CADMP requires development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented. All development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. Development will be expected to protect existing footways, cycleways and bridleways. Policy CP11 of the CSDNMP requires development to comply with parking standards.

7.5.2 The current proposal would access directly onto the M3 Motorway Junction 4 (south) roundabout. The parking controls on the adopted highway network close to the application site, including the Motorway M3, and its slip roads at Junction 4, and the A331 Blackwater Valley Road, are rigorously enforced and overflow parking on this road network is extremely unlikely to ever occur. The access road which extends into similar commercial development in the Rushmoor Borough is private and double yellow lined and its parking enforcement would be a matter for the landowner/developer.

7.5.3 Against this backdrop, the parking provided for the development is considered to be commensurate with the size of the development proposal. The proposal would have flexible use options, which have different SCC parking guidance requirements, and no known end user at this stage. Industrial uses have a ratio of one parking space per 30 square metres of accommodation and warehouse uses have a ratio of one parking space per 100 square metres of accommodation. The proposal would provide a ratio of one parking space per 44 square metres of accommodation which is comfortably between these two use parking ratios. The overall parking to be provided for this development against the SCC parking guidance for each of the proposed uses are:

Proposal	Light Industrial	General Industrial	Warehousing
207	301	301	90

This level of provision is considered to be acceptable.

7.5.4 The County Highway Authority has indicated that noting the site location, the level of parking provision is balanced enough to meet parking requirements and prevent parking within the (private) business estate yet also being sufficiently below the maximum to support policies for promoting sustainable development. In addition, the site is located sufficiently close to Frimley rail station, local services and housing and whilst the lowest maximum figure is not met, the proposal would not be significantly below this figure and this is acceptable. In addition, the changes to traffic generation, including the lorry movements and parking/servicing provision, are acceptable for this location. Highways England have also raised no objections to the proposal.

7.5.5 No objections are raised on highway safety grounds, with the proposal considered to be acceptable complying with Policies CP11 and DM11 of the CSDMP and the NPPF.

7.6 Impact on flood risk and drainage

- 7.6.1 Policy DM10 of the CSDMP indicates that development within flood risk zones 2 and 3, or on sites of 1 hectare or more, will not be supported unless it can be demonstrated that, through a Flood Risk Assessment, that the proposal would, where practicable, reduce risk both to and from the development or at least be risk neutral and, where risks are identified flood resilient and resistant design and appropriate mitigation and adaptation can be implemented so that the level of risk is reduced to acceptable levels, and that the form of development is compatible with the level of risk.
- 7.6.2 The application site lies principally within flood zone 2 (medium risk) with the eastern part of the site falling within flood zone 3a (high risk). The proposed buildings would be located principally within flood zone 2. Noting the history of the site, the reuse in principle is accepted. In addition, in terms of flood risk vulnerability, the proposed commercial uses would be deemed to be “less vulnerable” according to the Government matrix set out in the PPG and are therefore considered to be compatible uses for these flood risk zones. The addition of a flood compensation scheme, which includes land level reduction in a part of the site (towards the east boundary) to provide flood compensation, at a level which has been agreed with the Environment Agency. This scheme is proposed to be provided by condition.
- 7.6.3 Policy DM10 of the CSDMP indicates that development should reduce the volume and rate of run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at a level appropriate to the scale and type of development.
- 7.6.4 The proposal would include the provision of cellular storage for surface water which would be held back on site, during high rainfall events, before discharging into watercourses, which is acceptable in an area with poor water infiltration. LLFA has agreed such a scheme for surface water drainage for this proposal which would be provided by condition.
- 7.6.5 Policy CP8 indicates that development which seeks to restore areas of functional floodplain will be encouraged, especially where this would provide opportunities for recreation, habitat restoration enhancement and green infrastructure opportunities.
- 7.6.6 The proposal would include changes to development within the river buffer zone, an area up to 8 metres from the top of the river bank of a main river (in this case both the River Blackwater and the France Hill Ditch). Overall, there is a reduction of development in this zone. In addition, the proposal would provide enhancements to the green infrastructure in the locality of this development. Improvements to the landscaping would be proposed and enhancement of the river environment is also proposed (by condition) which will have ecological benefits set out in Paragraph 7.7.2 below.
- 7.6.7 As such, the proposal is considered to be acceptable in terms of its impact on flood risk and drainage complying with Policy DM10 of the CSDMP and the NPPF.

7.7 Impact on ecology

- 7.7.1 Policy CP14 of the CSDMP requires development to conserve and enhance biodiversity with new opportunities for habitat creation and protection will be explored in particular on biodiversity opportunity areas. Development that results in harm to or loss of features of interest for biodiversity will not be permitted. Paragraph 174 of the NPPF indicates that planning decisions, and therefore developments, should contribute to and enhance the natural environment by minimising impacts on, and providing net gains for, biodiversity.
- 7.7.2 The biodiversity reports provided for this application indicate potential for reptiles, bats and breeding birds at the site, and any impacts are to be mitigated. In addition, the applicant has demonstrated possible ecological enhancements, including a net gain

assessment. There is currently no minimum net gain requirement for development, which would be expected to be provided through secondary legislation to the Environment Act 2021, and so a 24% net gain is considered to be acceptable. These matters are agreed by the Surrey Wildlife Trust and are to be provided by condition.

7.7.3 The proposal would include development within the buffers of the main rivers (River Blackwater and Frances Hill Ditch) but there would be a net reduction in development when compared with the existing development on the site, which would be to the benefit of the ecology of these rivers. The proposal also includes ecological enhancements to the river environment in the provision of a series of riffles, which providing rocks/cobbles and a gradient, contrasting with pools in between, to provide variety in water flow and a habitat for fish spawning/feeding within the River Blackwater. These enhancements are considered to be acceptable by the Environment Agency with the final details to be agreed and provided by condition.

7.7.4 As such, no objections are raised on ecological grounds with the proposal complying with Policy CP14 of the CSDMP and the NPPF.

7.8 Other matters

7.8.1 Policy CP2 supports development which provides decentralised renewable and low carbon energy and reduce carbon dioxide emissions. The current proposal provides an energy statement which indicates that the development would include Air Source Heat Pumps and Photovoltaic panels to the pitched roofs of the proposed units, and the use of a fabric-first approach to construction. These details are considered to be acceptable and can be provided by condition complying with Policy CP2 of the CSDMP and the NPPF.

7.8.2 Policy DM17 of the CSDMP would require archaeological details provided for sites of 0.4 hectares or over. The site has previously has been heavily redeveloped, providing the existing development on the site, and previous earthworks connected with the M3 and Junction 4 construction, and it is not considered that there is any likelihood of any archaeological remains at the site.

7.8.3 Paragraph 183 of the NPPF indicates that planning decisions should ensure that a site is suitable for its proposed use taking into account ground conditions and any risks arising from land contamination. In this case, the Senior Environmental Health Officer has confirmed that no adverse effect from land contamination is envisaged for this development, noting the site history and intended uses of the site.

7.8.4 Paragraph 185 of the NPPF indicates that development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from development. The Noise Assessment provided by the applicant confirms that the development is to be situated within an area of commercial development and affected by high levels of road noise. The insulation for the proposed office accommodation is considered to provide a satisfactory environment for office employment and no objections are raised to the proposal on these grounds.

7.8.5 Paragraph 186 of the NPPF indicates that planning decisions should sustain and contribute towards compliance with values or objectives from air-borne pollutants, taking into account the presence of Air Quality Management Areas (AQMAs). The site is some distance from the nearest AQMA and it is considered that the sustainable location of the development and its previous use, in relation to motorway routes, would reduce the potential for air pollution.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

8.1 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included 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 suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

8.2 Under the Equalities Act 2010 the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. The proposal is not considered to conflict with this duty.

9.0 CONCLUSION

9.1 The principle for the development, the redevelopment of commercial land and buildings in a core employment area, is acceptable. The application proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, highway safety, flood risk/drainage and ecology. The application is 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. The proposed development shall be built in accordance with the following approved plans: 11294/PL/003, 11294/PL/004 (Units 2 and 5), 11294/PL/008, 11294/PL/011 and 11294/PL/013 received on 6 August 2021; 11294/PL/007 Rev A and 11294/PL/010 Rev A received on 10 December 2021; 11294/PL/009 Rev A and 11294/PL/015 Rev B received on 4 May 2022; and 11294/PL/002 Rev E and 11294/PL/005 Rev A received on 9 May 2022, 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 facing materials shall be used on or in the development hereby approved until samples and details of them have been 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 premises shall be used for light industrial, general industrial or warehousing (storage and distribution) uses only; and for no other purpose (including any other purposes in Classes B2, B8 and E of the Schedule to the Town and Country Planning

(Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: To support the business use of the site and that sufficient on-site parking accommodation is provided and to accord with Policies CP1, CP8, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. The parking spaces, site accesses and servicing areas shown on the approved site layout plan 11294/PL/002 Rev E shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No storage of goods, plant, equipment or materials shall take place within the curtilage of the site otherwise than within the buildings hereby approved; as shown on the approved site layout plan 11294/PL/002 Rev E.

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

7. No development shall commence until a Construction Transport Management Plan, 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 zones
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles

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: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework.

8. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the Local 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) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.

- b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+ 40% allowance for climate change (CC)) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and

storage volumes shall be provided using a maximum discharge rate of 8.8 l/s for the 1 in 1 year rainfall event and 25.8 l/s for the 1 in 100 (+CC) rainfall event.

c) 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)

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

e) 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.

f) Details of how the drainage system will be protected during construction and how the 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 and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

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.

9. No operations shall commence on site in connection with the development hereby approved (including demolition works, tree works, fires, soil moving, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery) until a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 Trees in relation to design, demolition and construction - Recommendations has been submitted to and approved in writing by the Local Planning Authority and the protective fencing is erected as required by the AMS/TPP.

The AMS and TPP shall include full details of the following:

Timing and phasing of Arboricultural works in relation to the approved development.

Detailed tree felling and pruning specification in accordance with BS3998:2010 Recommendations for Tree Works.

Details of a tree protection scheme in accordance with BS5837:2012: which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site which are shown to be retained on the approved plan and trees which are the subject of any Tree Preservation Order. A specification for protective fencing during both demolition and construction phases and a plan indicating the alignment of the protective fencing. Details to include a specification for ground protection within Root Protection Areas (RPA's).

Details of any construction and demolition works required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the location of any underground services and methods of installation which make provision for protection and the long-term retention of the trees. No services shall be dug or laid into the ground other than in accordance with the approved details.

Detailed levels and cross-sectional diagrams to show the construction of any roads, parking areas and driveways within Root Protection Areas as proposed, where the installation is to be constructed using a no-dig specification, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses and adjacent surfaces.

Details of any changes in ground level, including existing and proposed spot levels required within the root protection area as defined by BS5837:2012 or otherwise protected in the approved Tree Protection Scheme.

Details of the arrangements for the implementation, supervision, monitoring and reporting of works required to comply with the arboricultural method statement.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

No development or other operations shall take place except in complete accordance with the approved tree protection scheme and Arboricultural Method Statement.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged, or destroyed, cut back in any way or removed without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased with five years from the completion of the development or from the date of the occupation of the building hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species and shall be planted in the immediate vicinity unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the continued wellbeing of the trees in the interests of the amenity and environmental quality of the locality and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. Prior to the commencement of the development hereby approved (including any ground clearance, tree works, demolition or construction), an arboricultural monitoring statement, detailing supervision activity and inspections of tree protection measures, by a suitably qualified tree specialist (where arboricultural expertise is required e.g., activity within or near recognised RPA's) shall be submitted to and approved in writing by the Local Planning Authority. The approved arboricultural monitoring statement proposal must be adhered to in full and the development, thereafter, shall be implemented in strict accordance with the approved details. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written and photographic evidence of contemporaneous supervision throughout

construction detailing all supervision activity and inspections of tree protection and associated activities.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12. Where any excavation is proposed to take place either within root protection areas or within tree protection fencing for the removal and or reinstatement of utility services, no activity will commence within these areas until a full Arboricultural Method and monitoring Statement is provided which demonstrates how these activities will be carried out has been submitted too and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in full accordance with the approved details until completion of the development.

Reason: To protect trees which contribute to the visual amenities of the site and surrounding area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

13. Prior to completion or first occupation of the development hereby approved, whichever is the sooner, full details of both hard and soft landscape works, will need to be submitted to and approved in writing by the Local Planning Authority, these works shall be carried out as approved within the first planting season (September - April) following completion or first occupation of the development, whichever is sooner and retained thereafter in accordance with the approved details.

Details shall include:

- A. A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- B. Location, type and materials to be used for hard landscaping and boundary treatments including specifications, where applicable for:
 - a) Permeable paving
 - b) Tree pit design
 - c) Underground modular systems
 - d) Sustainable urban drainage integration
 - e) Use within tree Root Protection Areas (RPAs);
- C. a detailed written soft landscape specification detailing the quantity, density, size, species, position and the proposed time or program of planting of all trees, shrubs, plants, hedges and grasses etc. and sufficient specification to ensure successful establishment and survival of new planting, including a landscape management plan and a comprehensive watering program, covering maintenance schedules for a minimum period of 5 years.
- D. Specifications for operations associated with plant establishment and maintenance that are compliant with best practise;

If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. After the planting of all new trees on site as illustrated within the as yet agreed Landscape Layout and as specified in the as yet submitted tree planting and maintenance schedule, notice shall be given to the Local Planning Authority Tree Officer to inspect the trees. If it is found that the planting is not in accordance with the aforementioned documents, further works and/or replacement planting will be undertaken with the condition to only be discharged when all planting has been carried out correctly and agreed with Local Planning Authority.

Reason: To ensure satisfactory landscaping of the site in the interests of visual amenity and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

15. The floor slab height of the buildings hereby permitted shall accord with that shown on the plans 13060/120 Rev P2 and 13060/121 Rev P2 received on 19 October 2021, and shall not be varied without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that the slab levels of the development hereby approved are correctly reflected on site in accordance with the approved plan and reduce to the risk of flood risk in accordance with Policies DM9 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. No works below current ground levels shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To comply with Policy DM17 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

17. The development hereby approved will be undertaken in strict accordance with the Preliminary Ecological Appraisal by Phlorum Limited dated July 2021 and received on 6 August 2021; Bat Survey Report by Phlorum Limited dated November 2021 and received on 29 November 2021; Reptile Survey Report dated October 2021 and received on 1 December 2021; and the Biodiversity Net Gain assessment and Preliminary Tree Roost Assessment by Phlorum Limited dated March 2022 and received on 10 March 2022; with the Recommendations in these documents implemented in full.

Reason: In the interests of the amenities enjoyed by the occupiers of the dwellings and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

18. The development hereby approved will be undertaken in accordance with the Flood Risk Assessment & Outline Drainage Strategy Report dated February 2022 by Baynham Meikle Partnership Limited [Ref: 13060/R100 Revision 1.2] and Drawing Nos 13060/111 Rev P3 and Drawing Nos 13060/112 Rev P3 received on 28 February 2022; with the recommendations in that document implemented in full.

Reason: To reduce flood risk on and off the site and to accord with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

19. Details for the ecological enhancement of the River Blackwater, building on details provided to support the construction of riffles within the river channel, shall be submitted to and approved by the Local Planning Authority. The approved development shall be implemented in accordance with these approved details and provided prior to first occupation.

Reason: In the interests of nature conservation and to comply with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

20. Prior to the occupation of each of the commercial units hereby approved, a Travel Plan in respect of that unit shall be submitted to and approved by 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 Framework Travel Plan" document. The approved Travel Pan shall be implemented prior to occupation, and any subsequent occupation.

Reason: The condition above is required 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 and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework.

21. The commercial units hereby approved shall not be first occupied until a scheme to provide fast charge electric vehicle charging sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) is submitted to and approved by the Local Planning Authority. The scheme shall be implemented prior to first occupation of the development.

Reason: To promote sustainable forms of transport and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and National Planning Policy Framework.

Informative(s)

1. 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 or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecute persistent offenders (under Sections 131, 148 and 149 of the Highways Act 1980 (as amended)).
2. Section 59 of the Highways Act 1980 (as amended) permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
3. In relation to Condition 21 above, it is the responsibility of the applicant/developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.