

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	Chris Jones
Application No.	24/00063/OUT
Date Valid	2nd February 2024
Expiry date of consultations	24th April 2024
Proposal	Outline Planning Application (with appearance reserved for future consideration) for flexible use development, including demolition of all existing structures and erection of two buildings comprising Use Class B2, B8 and E (g)
Address	Proposed Development At Site Of Building 4.2 And Building 4.3 Frimley Business Park Frimley Camberley Hampshire
Ward	Cherrywood
Applicant	Rushmoor Borough Council
Agent	Mrs Johanna Cohen
Recommendation	GRANT – Subject to Expiry of Comment

Description

1. The application site comprises two plots in Frimley Business Park, a well-established business park which straddles the boundary between the administrative area of Rushmoor Borough Council and that of Surrey Heath Borough Council. The boundary follows the approximate but not exact line of the River Blackwater in this section, which appears to be due to a previous realignment of the watercourse. The application site lies wholly within Rushmoor Borough Council's administrative area and is owned by the Council.
2. Vehicular access into the business park is from the Frimley Bridges roundabout on the Blackwater Valley Relief Road (A331). A spur from this roundabout also provides access onto Junction 4 of the M3 going west. Access to the individual buildings is via a two-lane one-way gyratory system.
3. Plot 4.3 comprises a two-storey flat-roofed office building with a total floorspace of 2022 sq m with 82 car parking spaces and landscaping, for which planning permission RSH/05198 was granted on 5 August 1897.
4. Plot 4.2 comprises a partially constructed basement parking area for a three-storey

office building for which planning permission 08/00094/FUL was granted in May 2008. This permission – which was for “Demolition of existing buildings and erection of two 3 storey buildings with roof plant to provide 7,237 sq metres of office space (Use Class B1a), undercroft and surface car parking (total of 209 spaces) associated landscaping and infrastructure” also authorised the construction of the three-storey office building that occupies Plot 4.1 to the northwest of the site.

5. To the southwest of the site lies the Reading to Gatwick Railway Line, beyond which are commercial units off Hawley Lane. To the northeast of the site and the river is the portion of the business park within Surrey Heath Borough Council’s administrative area, which comprises landscaped area and other commercial buildings, some of which are currently being redeveloped.
6. The application red line incorporates part of the gyratory road system and a section of landscaping further to the east along the river’s edge. A public footpath connecting the A325 with Hawley Lane via a level crossing runs partially across the site.
7. In terms of relevant planning history, the business park was originally approved by Rushmoor Borough Council in November 1995 (RSH/00235/15) refers. This was subject to S52 legal agreement, the terms of which were subsequently varied on a number of occasions and was subsequently replaced with a S106 Agreement agreed by the Development Control Committee in January 2006. The agreement was completed in February 2008.
8. The Council has granted planning permission for a number of redevelopment schemes for Plot 4.3, none of which have been implemented and all of which have since expired:
 - i. 01/00369/FUL – “Demolition of existing two storey (B1) high tec office building and erection of three storey (B1) office building with associated car parking and landscaping” granted 1 August 2003.
 - ii. 08/00205/FUL – “Erection of a three-storey building comprising 4,030 sqm office development with undercroft and surface car parking providing a total of 128 spaces with associated landscaping and infrastructure following demolition of existing building” – Granted 18 June 2008, and
 - iii. 10/00859/EXT – “The extension of time for implementation in respect of planning application 08/00205/FUL for the erection of a three-storey building comprising 4,030 sqm office development with undercroft and surface car parking providing a total of 128 spaces with associated landscaping and infrastructure following demolition of existing building” Granted – 22 March 2011.
9. With regard to Plot 4.2, a follow-up planning application to the implemented scheme was submitted and approved, subject to conditions: 17/00264/FULPP – “ Erection of a three storey Use Class B1/B2/B8 building with associated car parking and landscaping works” - Granted 17 August 2017. However, there is no evidence that any of the conditions were discharged and it is considered that this follow-up scheme has expired.
10. The application, which is in outline form, with access, layout and landscaping to be considered at this stage, proposes the removal of all buildings and structures on the

site and to erect two buildings for flexible use within Class B2 – General Industrial Use, Class B8 – Storage and Class E(g) -Uses which can be carried out in a residential area without detriment to its amenity. This class is further subdivided into Class E(g)(i) – offices to carry out any operation or administrative functions, Class(g)(ii) – Research and development of products or processes and Class E(g)(iii) – Industrial processes.

11. A large single unit with a rectangular footprint - “Unit A” - would be constructed in place of the building currently occupying Plot 4.3, with a loading area on its southern side and a parking area on its eastern side. The building would measure 60m x 34m externally. Illustrative floor plans indicate that the majority of the floor space in this building would provide warehouse style accommodation, open to the ceiling, with an entrance lobby and a smaller area of office space provided by a mezzanine at the eastern end of the building. Illustrative elevations for this unit suggest a building with a maximum height of 13m with recessed loading doors on its southern elevation and glazing at its eastern end, to provide light into the lobby and office areas. Approval for the exact height and appearance of the building is not being sought at this stage and this would be dealt with as a Reserved Matter if Outline planning permission is granted. The existing vehicular access point to the gyratory system would be widened to accommodate the largest lorries that would be expected to use the site. A new vehicular access would also be provided to serve the parking area to the side of the building.
12. On Plot 4.2, the partially constructed basement parking area would be dismantled to create a level site and an L-shaped building subdivided into three smaller units would be erected – Units B, C and D. The building would measure 56.6m in width and 26.3m for the part containing Unit B and 17.36m in depth for the remainder of the building. Indicative floor plans show that, like Unit A, the units would have a warehouse style space but with a section of first floor office accommodation towards the front of each unit. Indicative elevations indicate the building would be 11.6m high and would have some glazing on its southern (front) elevation. A loading bay would be provided to the front of each unit, with four car parking spaces per unit, including one disabled parking space each. The existing parking spaces that adjoin the railway boundary would be retained. A total of 76 car parking spaces and 20 cycle parking spaces would be provided.
13. The application boundaries include a section of modified grassland extending to the east of the site and along the river, which would form part of a biodiversity enhancement plan.

Consultee Responses

HCC Highways Development Planning	No Objection, subject to a condition regarding sightlines.
Ecologist Officer	No Objection, subject to conditions.
Environmental Health	No Objection.
Aboricultural Officer	No Objection.
National Highways	No Objection, subject to a condition requiring the

submission and approval of a Construction Traffic Management Plan.

The Blackwater Valley Countryside Partnership	No Comment Received.
Farnborough Airport	No Objection.
Environment Agency	Objection – the proposal does not include Biodiversity Net Gain in the Blackwater River.
Hampshire Fire & Rescue Service	No Comment Received.
Network Rail	No Objection.
Surface Water Drainage Consultations	The site is at risk of flooding and the EA should also be consulted. No surface water drainage strategy has been provided to comment on. The flood risk assessment does not adequately consider surface water flood risk. Please advise the applicant of our requirements. The LLFA objects to the proposals until these requirements are met.
Thames Water	No Comment Received.
Countryside Access Team	No Objection, subject to a condition preventing obstruction of a public footpath.
Surrey Heath Borough Council	Officer comment: Surrey Heath Borough Council have now been notified of the proposal and their comments are awaited, and so this decision is subject to the receipt of No Objection from Surrey Heath Borough Council.

Neighbours notified

14. In addition to posting a site notice and press advertisement, three individual letters of notification were sent to units in Frimley Business Park.

Neighbour comments

15. None received.

Policy and determining issues

16. The site is located within the Defined Urban Area and within the Strategic Employment Site as shown on the Policies Map of the Rushmoor Local Plan. A small part of the site is partially within Flood Zone 2, with the part directly adjoining the river is within Flood Zone 3.
17. Policies SS1-Presumption in Favour of Sustainable Development, SS2 -Spatial Strategy, PC2 – Strategic Employment Sites, IN2- Transport, DE1 -Design in the Built

Environment , DE4 Sustainable Water Use, DE10- Pollution NE2- Green Infrastructure, Trees and Landscaping, NE4 – Biodiversity, NE6 - Managing Fluvial Risk and NE8-Sustainable Drainage Systems; and the Rushmoor Car and Cycle SPD are considered to be relevant as are the relevant sections of the National Planning Policy Framework.

18. The main determining issues are considered to be the principle of the proposal, the impact upon the character and amenity of the area, impact upon residential amenity, transport issues, flood risk and drainage issues, biodiversity, trees and landscaping, and drainage.

Commentary

Principle –

19. The application site is located within the Defined Urban Area and within a Strategic Employment Site as defined on the Policies Map of the Rushmoor Local Plan. Policy PC2 states, amongst other things, “Where possible and appropriate, the redevelopment and regeneration of these sites will be supported to provide B-class employment floorspace that meets the needs of the market.” Following changes to the Town & Country Planning (Use Classes) Order made in 2020, which revoked Use Class B1 and combined it with other uses into a new Class E – Commercial, Business and Service, light industrial uses now fall within Use Class E(g)(iii) – Industrial Processes that can be carried out in a residential area without detriment to its amenity. Such uses would still accord with the terms of the policy, as would uses in Class E(g)(i) - offices and E(g)(ii)- Research and Development, even though they are no longer described as B-class uses.

Impact upon Character and Amenity-

20. The proposed layout shown on the plans that have been submitted for consideration so far show a development that is broadly comparable with other developments in the Frimley Business Park and, provided that buildings of a suitable design, proportions and materials are proposed, it is considered that the proposal would not have any adverse impact upon the general character and amenity of the area. This would be a matter for consideration at the Reserved Matters stage.

Impact upon Residential Amenity -

21. The proposed buildings would be located within an established business park. The closest residential properties are over 150 metres from the site in Princes Charles Crescent to the south and Hawley Lane to the west. These properties are largely screened from the site by existing industrial/commercial development. It is considered that due to the separation and intervening buildings, the proposed redevelopment is unlikely to have any significant impact on residential amenity. Noise from external plant was considered to be a potential issue when previous applications for Plots 4.1 and 4.2 were assessed, but this was dealt with by a condition that required sound insulation and plant and machinery to be switched off between the hours of 11pm and 7am. It is considered that a similar approach can be taken in the current application.

Transport Issues -

22. The access to the public highway at Frimley Bridges roundabout – which lies outside the Council’s administrative area - would not be altered as a result of the proposals. National Highways have raised no objections to the proposal in terms of traffic generation that is likely to be generated by the proposed quantum of development and the uses proposed – this is set out in a Transport Statement that accompanies the application. Their only stipulation is that a condition be imposed requiring that no development should take place until a Construction Management Plan has been submitted to and approved by the LPA (consultation with National Highways) and the agreed details should be fully implemented prior to the construction works. With regard to highway safety matters within the business park, Hampshire County Council as the Local Highway Authority initially raised a Holding Objection to the proposal, due to some missing information from the Transport Statement and that the sight-line indicated in the statement for the new vehicular access point would be insufficient, given the proximity of the access to a bend and a pedestrian crossing, given a 30mph design speed. The missing information was supplied and in follow-up correspondence the Highways Officer accepted that, as the speed limit was only 20mph, the indicated 2.4m x 25m would be acceptable, and raised No Objection to the proposal, subject a condition requiring a visibility splay of 2.4m x 25m to the north of the new access point, to be maintained thereafter. He noted that this may require amendments to the proposed landscaping and perhaps the car parking layout as the line may clip the end of one parking space. An amended site layout plan received on 28 February 2024 addresses the latter point.
23. Car Parking provision for the scheme has been determined in accordance with the standards set for B1(c), B2 and B8 uses in the 2017 version of the Car & Cycle Parking Standards SPD. This version has now been superseded by a 2024 version, which was adopted on 12 March 2024. For the uses proposed, the parking standards have remained unchanged - for light and general industrial uses, the standard is a maximum of 1 space per 45 sq m of gross external floorspace and for warehousing, 1 space per 90sq m of gross external floorspace. Given the flexible nature of the uses proposed, the scheme proposes a parking ratio of 1 space per 57sq m across the development site, which exceeds the blended average of 1 space per 60sq m for industrial and warehousing uses. Cycle parking in excess of the required standard would be required and given the proximity to Frimley Station, where buses and trains are available and also the good pedestrian links and cycle links elsewhere, it is considered that the proposed parking arrangements are satisfactory. Because Use Class E includes a wide range of uses in the Commercial, Business and Services category, which have different traffic generation and parking requirements, it is considered to restrict the use of the units to the uses applied for by planning condition, namely Classes B2, B8 and E(g). This will also ensure that the development complies with Policy PC2 -Strategic Employment Sites.
24. A Framework Travel Plan (FTP) has been submitted with the application which outlines the various alternative forms of transport choice that would be available to employees and visitors to the development and the various measures that could encourage use of them, which will include the appointment of a Travel Plan coordinator and use of notice boards and employee packs. The Framework Travel Plan is necessarily light on detail to reflect the Outline nature of the application. It is therefore proposed that this Framework Travel plan would be initiated once the development is completed but prior to occupation. The Travel Plan coordinator would provide a full Travel Plan upon completion of the site. The Travel Plan Coordinator would implement the plan and control the day-to-day management of the Travel Plan, which would include consultation with the Council. It is considered that the general approach

indicated is acceptable. However, because the site lends itself to a phased implementation, it would not be appropriate to delay the requirement for the submission of the full Travel Plan until completion of the site and it is considered that the submission of a full Travel Plan should be made a Reserved Matter.

Flood Risk and Drainage Issues –

25. The site is located within Flood Zones 2 and 3 and adjoining a main watercourse (check terminology) and both Hampshire County Council as Lead Local Flood Authority and the Environment Agency have been consulted on the proposals. The LLFA has raised a holding objection to the proposal on the grounds that the site is at risk of flooding and that no surface water drainage strategy has been provided for them to comment on. They also expressed concern that the flood risk assessment does not adequately consider surface water flood risk. While these concerns are noted, it is considered that it would not be appropriate to require the applicant to submit a drainage strategy given the Outline nature of the application, which is an ‘in principle level’ application with less detail – only addressing matters such as layout, access and landscaping. All other matters including design, height, drainage etc are dealt with at Reserved Matters stage and in this case it is proposed that submission of a drainage strategy be made a reserved matter upon which the LLFA would be consulted. Flood resiliency and the provision of a Sustainable Drainage System would also be subject to Reserved Matters application. While the Environment Agency have raised an objection to the proposals on ecological grounds, they have raised no objection to the overall form of development within Flood Zones 2 and 3, nor in terms of the uses proposed or their resiliency to flood risk.

Biodiversity –

26. The following supporting documents submitted with the application - ‘Water vole and Otter survey’, ‘Preliminary Ecological Appraisal’, ‘Biodiversity Net Gain (BNG) Assessment’, all dated January 2024, author Deepdene Ecology Ltd; and Statutory Metric Calculation Tool v3.1, dated 24th January, author Nadine Clark, submitted in Excel spreadsheet format.

Biodiversity Net Gain (BNG)

27. The Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. This became a statutory obligation from 12th February 2024. The current application was submitted to and validated by the Council prior to the 12th of February and so the statutory obligations of Biodiversity Net Gain do not have legal weight for this proposal. However, Rushmoor Borough Council have an expectation that all major planning applications, including those with over 1000sqm of commercial floorspace, should seek to attain a minimum 10% net gain in biodiversity value as a result of development, ahead of statutory obligation. The Council’s Ecological Officer advises that Biodiversity Net Gain (BNG) Assessment’ and Metric Calculation Tool are appropriate in scope and methodology and follows best practice guidelines. The data reported provides an evidence based evaluation of baseline ecological value at the development site (parcels 4.2 and 4.3) and proposes appropriate biodiversity Net Gain provision within the redline boundary of the site. Information submitted to date is therefore appropriately detailed for this outline planning application and is in accordance with Council expectations with regards to Biodiversity Net Gain. Documentation submitted in support of this outline application cumulatively constitutes

a Biodiversity Gain Plan. An 11.18% Biodiversity Net Gain for habitats would be achieved largely by removing introduced shrubs, by planting small native trees and by converting modified grassland to neutral grassland. The planting of a section of native hedgerow would also achieve a net gain of 56.89%.

28. Construction and operation of the proposed development should accord with the post development landscaping proposals provided within the above referenced Metric Calculation Tool, Biodiversity Net Gain (BNG) Assessment' and mapping submitted for this outline application. The submission of a detailed landscaping scheme for the implementation of these proposals should be specified as a Reserved Matter, with a condition requiring the implementation of the Biodiversity Gain Plan and its maintenance for 30 years. (It is noted here that the proposed biodiversity enhancements are compatible with the visibility splay condition requested by the Local Highway Authority, since the non-native shrubs currently planted within the splay will be replaced with neutral grassland.)

29. Notwithstanding the above, the Environment Agency has raised an objection to the proposal on the grounds that they do not have enough information to know if the proposed development can meet our requirements for nature conservation and physical habitats because an inadequate assessment has been provided. They therefore recommend that the application be refused. Their reason for this stance is as follows:

30. *"The Preliminary Ecological Appraisal refers to the River Blackwater and advises that it is the most important ecological feature present within the wider Business Park. The Preliminary Ecological Appraisal, as well as the Otter and Water Vole survey, both recommend in channel enhancements, such as riffles, could be completed but it is unclear if these are part of the scope of the proposal.*

31. *A very limited assessment of the River Blackwater has been undertaken and further information is required to understand the enhancement measures that are proposed, both in the riparian zone and in channel. We would be very supportive of in channel enhancements, such as the creation of riffles. Riffle creation has already been completed nearby as part of a separate planning application within Frimley Business Park and further similar features in this area would provide an extended enhanced section of river, which would be extremely valuable for aquatic species such as fish.*

32. *This objection is supported by paragraphs 180 and 186 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. Opportunities to incorporate biodiversity in and around developments should be encouraged.*

33. *It is also supported by Policy NE4 of Rushmoor Borough Council's Local Plan which states that 'Development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features, including measures that help to link key habitats'. It goes on to say that the Council will seek to protect, maintain and enhance the Borough's biodiversity resources by seeking the inclusion of measures to protect and enhance local watercourses, including*

the River Blackwater. To overcome their objection, the developer will need to provide further detail on the enhancement measures proposed to the River Blackwater.”

34. The Council's Ecological Officer has responded to this objection as follows:

35. *“The Statutory Biodiversity Metric dated February 2024 states the following with regards to the watercourse elements of the metric;*

- a. *The Blackwater River in this location is a Main River ‘other rivers and streams’ and therefore qualifies as having ‘high’ habitat distinctiveness.*
- b. *For ‘other rivers and streams’, riparian zone width is stated as ‘10m from the top of each bank’.*

36. *The statutory metric classifies ‘Riparian zone encroachment’ as “any feature or intervention within the riparian zone that reduces the quantity, quality or ecological function of the riparian habitat”. The most applicable Statutory Metric ‘riparian zone encroachment band’ for this proposed development would be ‘Minor’ defined as “Any encroachment 8 to 10 metres from the bank top (covering up to 100% of area)”.*

37. *The proposed development is retaining “an 8m wide no-build zone between the top of the riverbank and any hard landscaping has been established” (see ‘Evaluation, Constraints’ section of Design and Access Statement, dated January 2024). Some hardstanding / built development is already present within the riparian zone of the Blackwater River. The development results in no new adverse impacts to the riparian zone within 8m.*

38. *The redline boundary of the development therefore potentially results in ‘minor’ riparian encroachment affecting 2m of riparian habitat furthest from the riverbed on one bank only. There is no ‘watercourse encroachment’ as defined by the metric as the river itself is unaffected.*

39. *Biodiversity Net Gain proposals result in habitat enhancement and creation within the 8m riparian zone, resulting in the uplift of grassland habitats from ‘modified grassland’ to ‘other neutral grassland’, achieving an above 10% net gain in Biodiversity Units. Riparian zone habitats within 8m of the top of the bank therefore achieve a better ecological quality in terms of habitat condition and distinctiveness as a result of development as compared to existing habitats.*

40. *In order to evaluate impacts on the watercourse under the ‘watercourse’ module of the Statutory Metric, that applicant would be required to commission a River Condition Assessment’ undertaken by a qualified and accredited RCA practitioner.*

41. *Watervole and otter surveys of the River Blackwater at this location were appropriate in scope and methodology and concluded likely absence of these two species. Proposed species enhancements such as installation of riffles are therefore recommended as proposed species enhancements and are not subject to protected species licence legislative requirements.*

42. *In view of the above evaluation that;*

- a. a maximum of 2m of riparian habitat is potentially subject to 'minor' encroachment
- b. that this encroachment is off-set by Biodiversity Net Gain proposals to enhance and create habitats of greater ecological distinctiveness within the 8m riparian zone
- c. that the current planning application was submitted and validated prior to statutory implementation of the Environment Act 2021 Biodiversity Net Gain obligations and therefore that application of the Biodiversity Metric was not a statutory obligation it is therefore my view that Biodiversity Net Gain proposals submitted are appropriate in scope and methodology and that further evaluation via a River Condition Assessment under the 'watercourse' module of the Statutory Metric or additional instream Biodiversity Net Gain measures, would be disproportionate to the development as proposed.

43. It is also my view that provision of quantified above 10% Biodiversity Net Gain via provision of mapped Biodiversity Units is appropriate to meet the policy obligations of Paragraph 180 of the NPPF and policy NE4 of the Rushmoor Local Plan."

44. In terms of Protected species, the Ecology Officer recommends that a condition requiring that construction at the development site should be undertaken only in accordance with the recommendations of the above referenced Water vole and Otter survey and Preliminary Ecological Appraisal reports in order to ensure adherence to protected species legislation.

45. The Ecology Officer comments that the river corridor offers optimal foraging and commuting routes for bats. Nocturnal species including bats are expected to be present at the development site. Proposals may seek to install external lighting, although locations and specifications are not provided. Nocturnal species are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes.

46. Paragraph 185 of the National Planning Policy Framework 2019 states that planning policies and decisions should "limit the impact of light pollution from artificial light on ... dark landscapes and nature conservation".

47. The applicant should ensure that the proposed development will result in no net increase in external artificial lighting at the development site, in order to comply with above referenced legislation and the recommendations in BCT & ILP (2023) Guidance Note 08/23. Bats and artificial lighting at night. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby".

48. The Ecology Officer advises that compliance with this best practice guidance is secured through a Sensitive Lighting Management Plan detailing location and lighting design, submitted to the Local Planning Authority for approval in writing prior to commencement of development.

Trees and Landscaping -

49. There are no trees on site which are subject to a Tree Preservation Order. A small number of trees would be removed from Plot 4.3, but these are not considered to have high amenity value and their loss would be compensated for by new native trees in the BNG plan. As noted above, detailed planting plans will be required and the overall

balance of landscaping to buildings and hard surfaced areas would not be materially different from that at present. The proposals would accord with Policy NE2.

Drainage –

50. The LLFA (Lead Local Flood Authority) had raised an objection to the proposals on the grounds that no surface water drainage strategy has been provided to comment on and that the FRA does not adequately consider surface water flood risk. The application is for outline permission, and with such applications it is usual for details such as drainage to be dealt with at the Reserved Matters Stage. Given the existence of the current built form on the site, and those who surround it is clear that an appropriate drainage strategy is possible and that this can be secured at Reserved Matters Stage. For clarity, the EA objection was not on the grounds on flood risk. On this basis it would be unsustainable to refuse the application on this ground.

Conclusion –

51. Insofar as it can be determined at this outline stage, the proposal would result in a type and form development that would be broadly compatible with the other more recent developments that have been permitted in both the Rushmoor and Surrey Heath Borough Council sections of Frimley Business Park, which would be provided by suitable vehicular access and parking, would have no material adverse impact on highway safety, upon residential amenity and subject to the submission of Reserved Matters applications, it is considered that the development will accord with Policies SS1, SS2, PC2, IN2, DE1, DE4, DE10, NE2, NE4, NE6 and NE8 of the Rushmoor Local Plan.

FULL RECOMMENDATION

52. It is recommended that SUBJECT to no new or substantial objections being received by the expiry of the consultation date (24 April 2024) by Surrey Heath Borough Council, the Head of Planning in consultation with the Chairman be authorised to GRANT permission subject to the following conditions:

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

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The first application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. All subsequent reserved matters shall be submitted no later than 5 years from the date of this permission.

Reason - To comply with the provisions of section 92(2) of the Town and Country Planning Act 1990.

- 3 Details of a Phasing Strategy for the development of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of the first Reserved Matters Application (RMA). The details shall include the following:

- i. A layout plan confirming the extent of each Development Zone/ Phase to which future RMAs will relate;
- ii. An indicative phasing programme for the submission of the RMAs;
- iii. An indicative phasing programme for the implementation of the consent;

The development shall be carried out in accordance with the approved Phasing Strategy.

Reason: To facilitate the future submission of the Reserved Matters and redevelopment of the site in a phased approach.*

- 4 No development shall take place in any Development Zone identified on details submitted pursuant to condition 3, until an application for details relating to appearance, landscaping, layout and scale of the development hereinafter called "the reserved matters" shall be submitted to and approved in writing by the Local Planning Authority in respect of that Development Zone/Reserved Matters Area. Notwithstanding any indications on the illustrative and parameter plans submitted with the outline planning application, each Reserved Matters Application shall include details of the following:
- 1) Details relating to appearance of the development;
 - 2) Plans detailing existing and proposed site levels;
 - 3) A fully detailed surface water drainage strategy, including SuDs drainage features;
 - 4) Details of measures to demonstrate that the buildings will be appropriately flood resistant and resilient.
 - 5) Provision for storage and removal of refuse and recycling;
 - 6) Energy performance & sustainable construction statement;
 - 7) Water Efficiency Statement;
 - 8) Detailed Travel plan;
 - 9) Construction Environmental Management Plan (including the need to accord with the so approved recommendations of the approved Water vole and Otter survey and ecological appraisal reports);
 - 10) Construction Traffic Management Plan;
 - 11) Lighting Assessment;

The development shall be carried out in accordance with the details as approved.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

5. Prior to the implementation of either phase of development (approved under condition 3), the Biodiversity Net Gain as set out within, 'Biodiversity Net Gain (BNG) Assessment', all dated January 2024, author Deepdene Ecology Ltd; and Statutory Metric Calculation Tool v3.1, dated 24th January, author Nadine Clark, submitted in Excel spreadsheet format shall have been implemented, completed, and maintained in accordance with such so approved details.

Reason: To secure Biodiversity net gain.

6. Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and

0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

7. In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention

8. No vehicles, machinery, equipment, materials, spoil, skips, scaffolding, or anything else associated with the works or operation of the development, shall be parked, stored or positioned on or near to Rushmoor Footpath 19, as to cause obstruction, hindrance or hazard to its legitimate users

Reason - To ensure that the Public Right of Way remains open at all times.

9. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building(s) shall be used only for the purpose of Classes B2, B8 and E(g), and for no other purpose, including any other purpose within Class E, without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, E, H, I and J of Part 7; of Schedule 2 shall be carried out without the prior permission of the Local Planning Authority.

Reason - To prevent the encroachment of development into the buffer zone of the adjacent Blackwater River and to prevent adverse impact on traffic and parking conditions in the vicinity.

11. Each phase of the development hereby approved shall not be occupied until the off-street parking facilities shown on the approved plans have been completed and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). *

Reason - To ensure the provision and availability of adequate off-street parking.

12. All plant and machinery shall be enclosed with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. All plant and machinery shall be switched off between the hours of 11pm and 7am.

Reason - To protect the amenity of neighbouring occupiers.*

13. No display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

Reason - To protect the amenities of neighbouring property.

14. No building materials shall be stored within 8 metres of the River Blackwater.

Reason: To maintain the character of the watercourse.

15. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers: 23020-TP-001 Rev A, TP 002A EXISTING SITE PLAN_ 23020, 23020 - TP-003 Rev C and 23020-TP-010 Rev C. - 'Water vole and Otter survey', 'Preliminary Ecological Appraisal', 'Biodiversity Net Gain (BNG) Assessment', all dated January 2024, author Deepdene Ecology Ltd; and Statutory Metric Calculation Tool v3.1, dated 24th January, author Nadine Clark, submitted in Excel spreadsheet format.

Reason - To ensure the development is implemented in accordance with the permission granted.

Informatives

- 1 INFORMATIVE – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.

- 2 The Council has granted Outline permission because it is considered that the proposal would result in a type and form development that would be broadly compatible with the other more recent developments that have been permitted in both the Rushmoor and Surrey Heath Borough Council sections of Frimley Business Park, which would be provided by suitable vehicular access and parking, would have no material adverse impact on highway safety, upon residential amenity and subject to the submission of Reserved Matters applications, it is considered that the development will accord with Policies SS1, SS2, PC2, IN2, DE1, DE4, DE10, NE2, NE4, NE6 and NE8 of the Rushmoor Local Plan. It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the

proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

- 3 Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc. by the Local Planning Authority BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 6 No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 7 It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800.
- 8 The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Operational Services.
- 9 In order to avoid risk arising from overbuilding of the gas network, the applicant is advised to check their proposals against the information at <https://www.linesearchbeforeudig.co.uk> and contact the Plant Protection Team at Scotland Gas Networks Plc plantlocation@sgn.co.uk Tel: 0800 912 1722

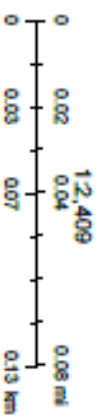
- 10 The applicant's attention is drawn to Network Rail's "Asset Protection Informatives for works in close proximity to Network Rail's Infrastructure", which is enclosed with this decision notice.

ArcGIS Web Map



4/8/2024, 2:23:13 PM

 Planning Application





DATE: 12/11/2024
PROJECT: [illegible]
DRAWING NO: [illegible]

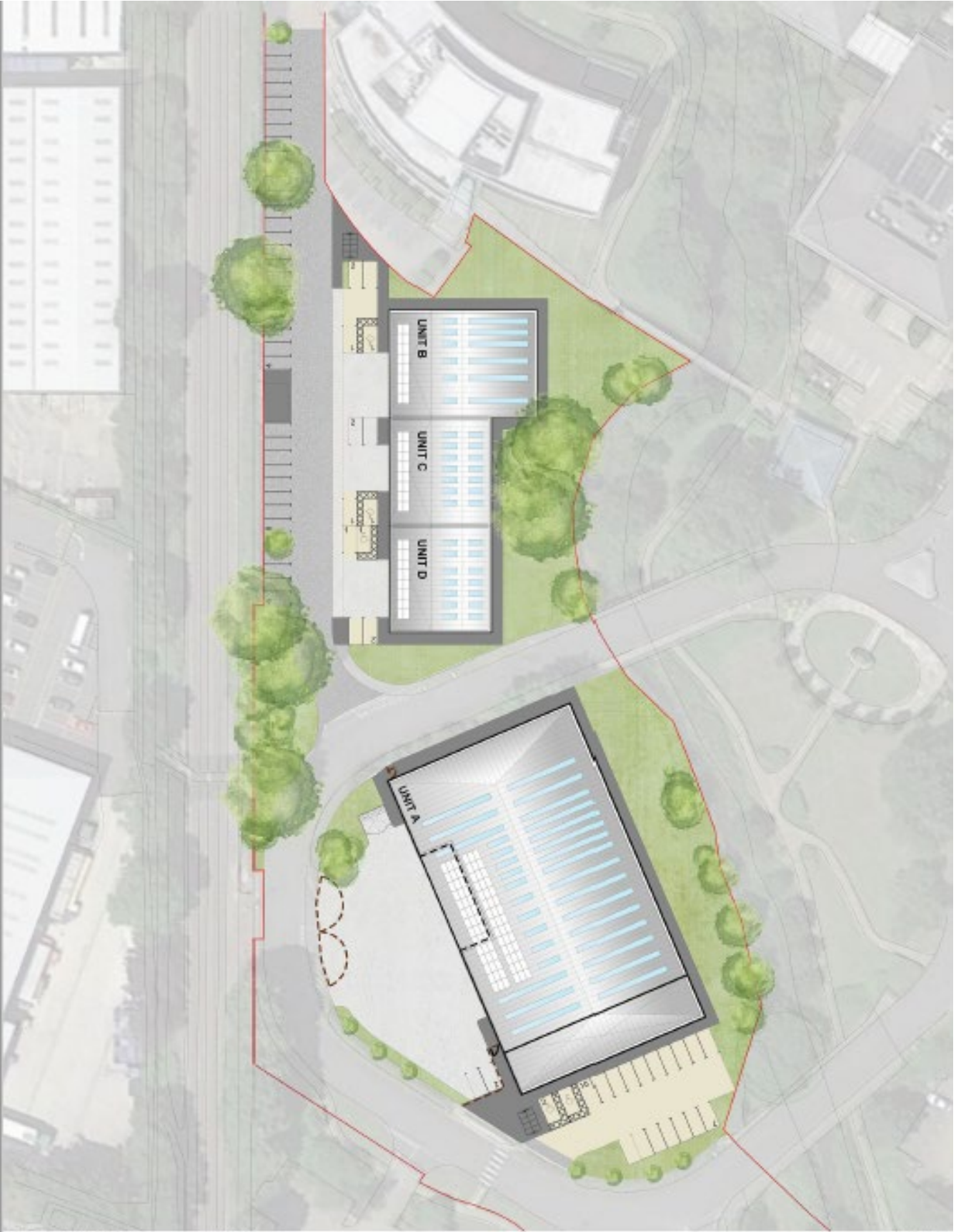
REVISIONS

NO.	DESCRIPTION	DATE
1	[illegible]	[illegible]
2	[illegible]	[illegible]

SCALE: 1:500

PROJECT: [illegible]

DATE: 12/11/2024

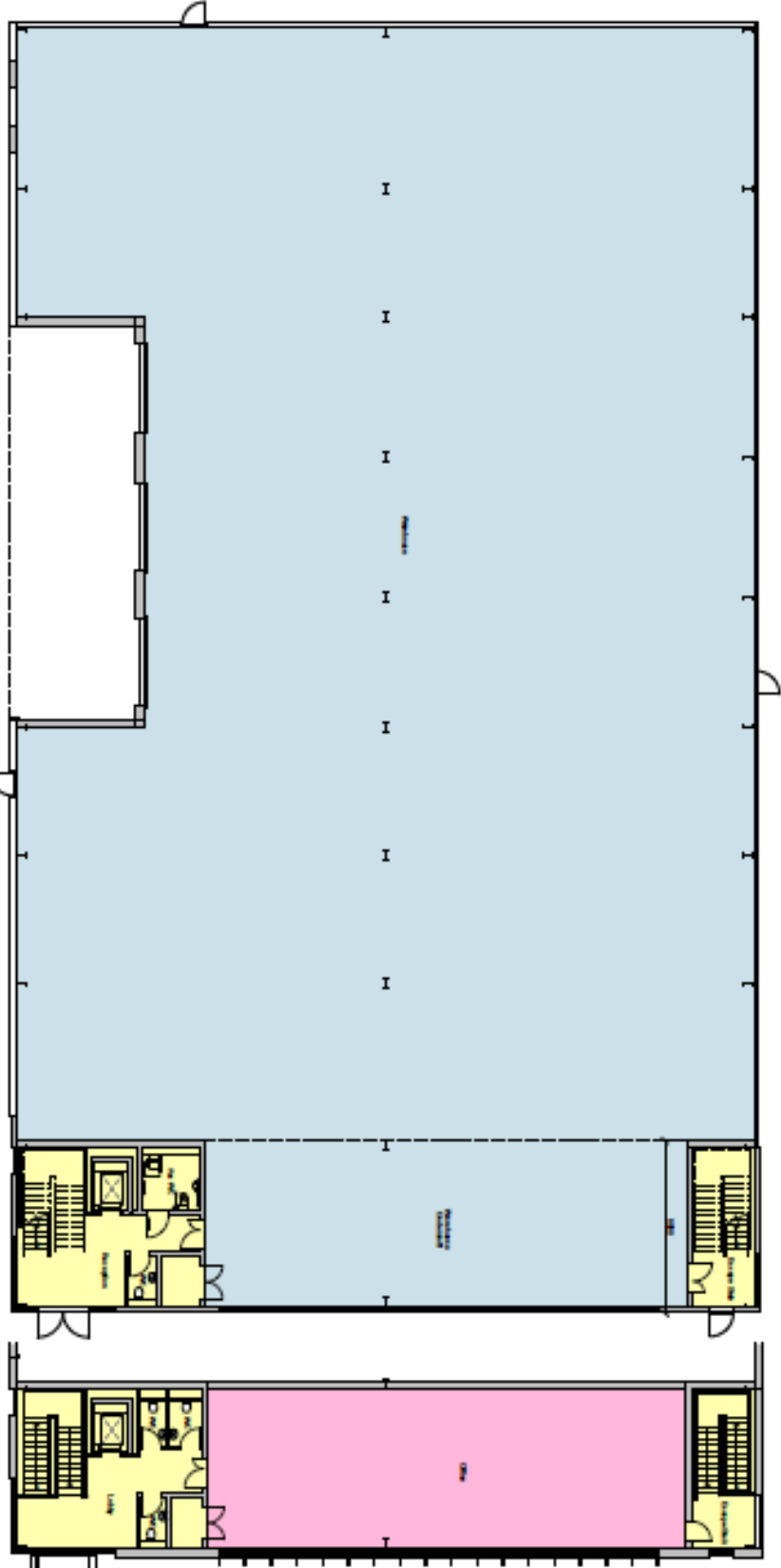




 NORTH

PROJ. NO. 111111
DATE 11/11/11
SCALE 1" = 100'
DESIGNER [Firm Name]
ARCHITECT [Firm Name]
ENGINEER [Firm Name]
PLANNING [Firm Name]
LANDSCAPE ARCHITECT [Firm Name]

NOTE 1
 THIS PLAN IS A PRELIMINARY DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION. ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED. ALL FINISHES SHALL BE AS NOTED. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2015 INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND ALL APPLICABLE LOCAL ORDINANCES.



① Ground Floor
 1,100

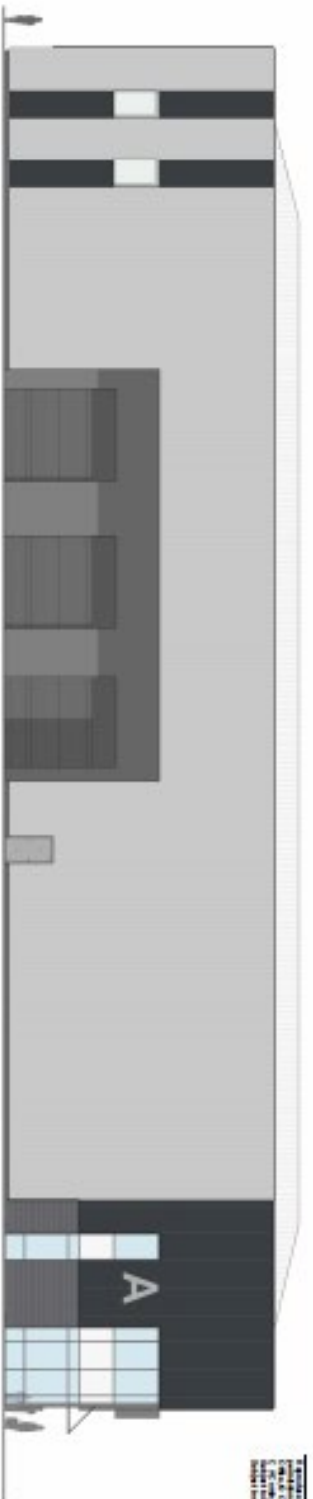
② First Floor
 1,100

comish architects
 7000 17th Ave S
 Lakewood, CO 80226
 303.426.1100
 www.comish.com

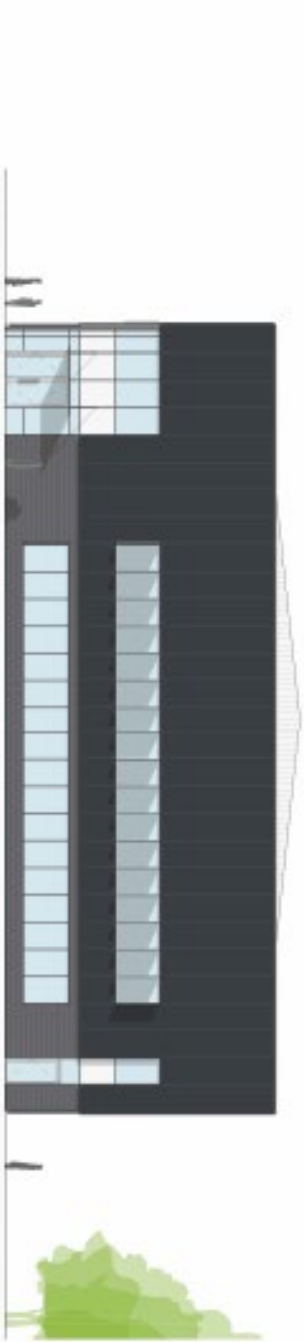
PHINLEY A BUSINESS PARK
 UNIT A
 INDICATIVE FLOOR PLANS
 TOWN PLANNING
 2,300.0 - TP - 004 - A
 10/10/2024

2. This drawing is intended to illustrate the design of the building facade and is not a construction drawing. It is not intended to be used for construction purposes. It is not intended to be used for construction purposes.

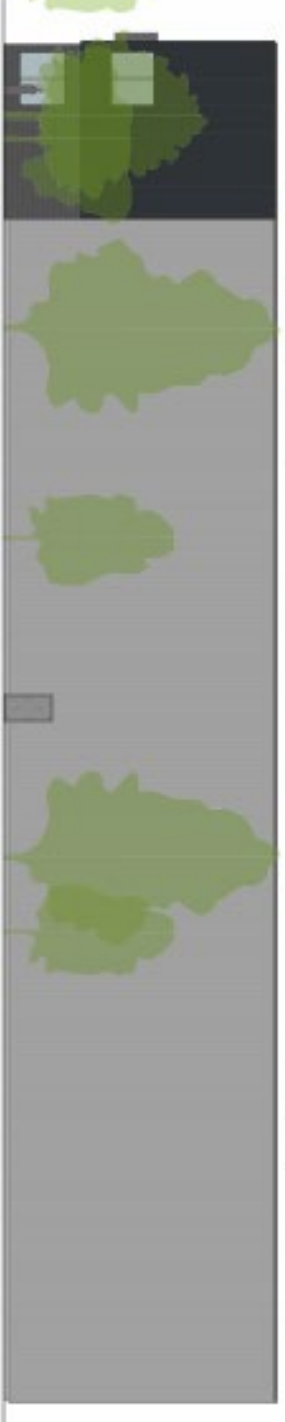
1 South Elevation
1:100



2 East Elevation
1:100



3 North Elevation
1:100



4 West Elevation
1:100



1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

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3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

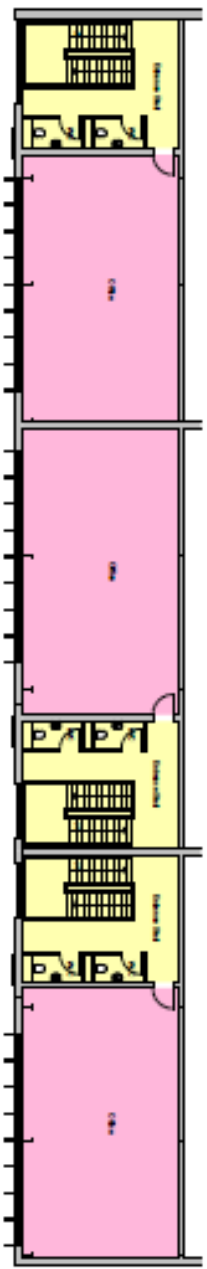
NOTES

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.

2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.



2 Bedrooms
Living 13.00m²
Kitchen 6.00m²
Bathroom 4.00m²
Total 23.00m²
Net 23.00m² (23.00m²)
Gross 23.00m² (23.00m²)

comish architects

PROJECT: PRIMLEY BUSINESS PARK
UNIT 5B-D
INDICATIVE FLOOR PLANS
TOWN PLANNING

DATE: 23/02/2024
DRAWN: [Signature]
CHECKED: [Signature]
SCALE: 1:500
PROJECT NO: 23020-TP-005

