

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	Louise Davies
Application No.	24/00635/FULPP
Date Valid	30 October 2024
Expiry date of consultations	11 December 2024
Proposal	Demolition of the existing office building and erection of two flexible commercial buildings for E(g)(iii) light industrial, B2 general industrial and B8 storage and distribution employment uses, with ancillary offices, associated car parking, service yards and landscaping
Address	Building 4.2 Frimley Business Park Frimley Camberley Hampshire
Ward	Cherrywood
Applicant	Wazzan Real Estate Company Ltd
Agent	Chris Malone
Recommendation	GRANT – Subject to Completion of s106 Agreement and No Objection from Hampshire County Council Highways.

Description

1. The application site comprises a plot 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.
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 4.1 comprises a three-storey office building with a total floorspace of 48,000sq ft with car parking spaces and landscaping, for which planning permission RSH/04563/1 was granted on 19 August 1985. RSH04563/2 allowed the subsequent change of use

of auction buildings to light industry and offices.

4. 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.
5. 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.
6. The application proposes the removal of all buildings and structures on the site (Building 4.2) 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.
7. A large single unit with a rectangular footprint - "Unit 1" will be in part located over the current footprint of the existing building, with a loading area on its northwestern side and a parking area on its southern side. The building would measure approx. 45m x 27m externally. Floor plans indicate that the majority of the floor space in this building would provide warehouse style accommodation to the ground floor, with an entrance lobby and toilet facilities. To the first floor will be a small office. This building will have a maximum height of 11.5m with loading doors on its northwestern elevation and glazing at its southeastern and southwestern end, to provide light into the lobby and office areas. The existing vehicular access point to the gyratory system would be utilised.
8. A second smaller unit is proposed "Unit 2". The building would measure approx. 30m x 15m. Floor plans show that, like Unit A, the units would have a warehouse style space with a section of first floor office accommodation. The building would be 10m high and would have some glazing on its southeastern and Southwestern elevation. A loading bay would be provided to the side of the unit. The existing parking spaces that adjoin the railway boundary would be retained. A total of 44 car parking spaces and 12 cycle parking spaces would be provided.
9. The new units are positioned to maintain the existing access road through the site, as there is a legal right of way for Highways England to access the M3 motorway structure. The units are set back at least 8 meters from the top of the Blackwater River bank, to maintain good river access margins and landscape setting.

Consultee Responses

HCC Highways Development
Planning

Holding comments received, further information requested relating to swept path analysis and the existing T-Junction with the business park road should be tracked to ensure it is appropriate to accommodate

the additional HGVs anticipated to access the proposed site, and some work to the Framework Travel Plan will be required

Ecologist Officer	No comments received within the statutory time period.
Environmental Health	<p>Environmental Health has no objection, subject to condition.</p> <p>The submitted Noise, Air Quality and External Lighting Assessment all adequately demonstrate that the development as proposed will have minimal impact on residential amenity. Environmental Health therefore have no concerns other than during the demolition and construction phase.</p> <p>Env Health recommend applying a condition requiring submission, prior to works commencing, of a Construction Method Statement, that details the measures that will be employed to minimise, as far as is practicable, the levels of noise, vibration and dust emanating from the works undertaken.</p>
Aboriginal Officer	No comments received within statutory time period.
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 comments received within statutory time period. .
Farnborough Airport	No Objection.
Environment Agency	No comments received within statutory time period.
Hampshire Fire & Rescue Service	No comments received within statutory time period. Note that comments are advisory in nature.
Network Rail	No comments received within statutory time period
Thames Water	<p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but</p>

have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

Supplementary Comments

Thames Water advise that a drainage strategy should contain the points of connection to the public sewerage system as well as the anticipated flows (including flow calculation method) into the proposed connection points. This data can then be used to determine the impact of the proposed development on the existing sewer system. If the drainage strategy is not acceptable Thames Water will request that an impact study be undertaken.

Countryside Access Team	No comments received within statutory time period.
Surrey Heath Borough Council	No Objection.

Neighbours notified

10. In addition to posting a site notice and press advertisement, 12 individual letters of notification were sent to both residents and surrounding units in Frimley Business Park.

Neighbour comments

11. None received.

Policy and determining issues

12. 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. The site is within Flood Zone 2 and 3 and a Flood Risk assessment has been submitted.
13. 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.
14. 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 –

15. 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-

16. The proposed layout reflects a development that is broadly comparable with other developments in the Frimley Business Park including the redevelopment of the adjacent plots, and it is considered that the proposal would not have any adverse impact upon the general character and amenity of the area.

Impact upon Residential Amenity -

17. 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 -

18. 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. Their only stipulation is that a condition be imposed requiring that no development should take place until a Construction Traffic 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. This will be secured by condition.
19. 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 have requested further information relating to swept path analysis and the existing T-Junction with the business park road. This information is awaited from the applicant. However, it is considered that this is a resolvable issue, but to avoid delay to the determination of this application the recommendation to approve shall be subject to 'No objection from Hampshire Highways'.
20. Car Parking provision for the scheme has been determined in accordance with the standards set for B1(c), B2 and B8 uses of the Car & Cycle Parking Standards SPD. 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. which for industrial uses specifies a maximum requirement of 1 space per 45 sq m of GEA, which for a development of 2,276sqm, requires a maximum provision of 50 spaces which would be met by the proposed 47 spaces. Given that these are maximum standards, the level of parking proposed would be sufficient to support a flexible light industrial - Use Class E(g)(iii), General Industrial - Use Class B2 or Storage and Distribution – Class B8. However, if storage and distribution only is proposed, then the maximum standard is 1 space per 90 sq m GEA, and a reduced provision could be made. Cycle parking for 12 cycles is provided, 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 of the local plan.
21. A Framework Travel Plan (FTP) has been submitted with the application. Hampshire Highways has suggested some amendments to this and the Travel Plan and Travel Bond is to be secured by S106.

Flood Risk and Drainage Issues –

22. The site is located within Flood Zones 2 and 3 and adjoining a main watercourse and both Hampshire County Council as Lead Local Flood Authority and the Environment Agency have been consulted on the proposals. Comments from the Environment Agency were not received by the end of the Statutory Consultation period. A Flood Risk Assessment and Drainage Strategy (Baynha, Meikle dated October 2024) has been submitted which has concluded that although the development's extents of the site are within Flood Zone 3, the proposal is in the Less Vulnerable category and the development can be considered appropriate for the proposed use, and therefore passes the Sequential Test. The flood levels have been assessed based on the information provided by the EA and Finished Floor Levels are proposed to be a minimum 600mm above the 1 in 100yr +70%cc flood level. Attenuation storage is provided to enable the runoff rate from the site into the receiving sewer to be limited to an acceptable rate to protect against flooding downstream. This will be via underground cellular storage crates and permeable paving where practical. The proposed foul network strategy for the development is to connect into the existing private foul sewer via a pumping station.
23. The use of sustainable of SuDS features has been considered and can be incorporated within the design. Infiltration values are anticipated to be poor due to the anticipated high groundwater. Therefore, it is concluded that infiltration as a means of dealing with surface water is unfeasible. Thames Water have requested that a condition confirming that Foul Water capacity exists for the site, and to agree an infrastructure plan. Given the reliance on such to dispose of water rather than SuDs this is considered reasonable in this instance.

Biodiversity –

24. The following supporting documents submitted with the application - 'Ecological Impact Assessment', 'External Lighting Proposals', 'Biodiversity Net Gain (BNG) Assessment'.

Biodiversity Net Gain (BNG)

25. 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 proposal will lead to the loss of habitats of negligible ecological importance, and the loss of these habitats will be compensated for through replacement planting in the form of native species tree, mixed scrub, and grassland creation. The woodland (as well as adjacent River Blackwater) is being retained and protected during construction.

26. The submitted biodiversity net gain assessment found that the proposals would result in a net loss in habitat units of -0.20%, a net gain in hedgerow units of +123.15%, and a net gain in watercourse units of +12.50%. It is proposed that this site will deliver part on site and part off site provision of BNG, and that off-site unit purchase from a private scheme will allow the development to achieve a 10% net gain in habitat units. This would be secured through the deemed condition.

Trees and Landscaping -

27. There are a significant number of trees on Plot 4.1. However, none of which are subject to a Tree Preservation Order. 16 trees and two tree groups of category B/C (low to moderate quality) are required to be removed to facilitate the development, These comprise hornbeam, ash, pear, oak birch, sycamore, cherry and alder and their loss would be compensated for by new native trees and secured via condition . Two trees are noted as unsuitable for retention due to their current condition. Whilst the loss of any tree is to be avoided, the Arboricultural assessment accompanying the application considers these to be less significant species that are not protected and the reprovision of compensatory native species would redress this loss. All the Category A trees are to be retained on the site. In general, the overall balance of landscaping to buildings and hard surfaced areas would not be materially different from that at present. The proposals would not conflict with the principles of Policy NE2.

Conclusion

28. 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

It is recommended that SUBJECT to the;

1. The Satisfactory completion of a S106 Agreement securing Travel Plan, and;
2. No Objection from Hampshire County Council Highways

The Executive Head of Property and Growth 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. Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways) and the agreed details should be fully implemented prior to start of construction works.

Reason: To mitigate any adverse impact from the development on the M3 in accordance with DfT Circular 01/2022.

3. 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.

4. 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

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.*

10. 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.

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

Reason: To maintain the character of the watercourse.

12. The permission hereby granted shall be carried out in accordance with the following approved drawings:

Plans

Existing Site Layout, Drawing Ref: 11620-PI_002 Rev A

Site Constraints, Drawing Ref: 11620-PI_003 Rev A

Proposed Site Layout, Drawing Ref: 11620-PI_004 Rev A

Location Plan, Drawing Ref: 11620-PI_001 Rev A

Proposed Site Layout With Adjacent Outline Approval Drawing, Ref: 11620-PI_005 Rev A

Unit 1 - Ground Floor Plan, Drawing Ref: 11620-PI_101

Unit 1 - First Floor Plan, Drawing Ref: 11620-PI_102

Unit 1 - Roof Plan, Drawing Ref: 11620-PI_104

Unit 1 – Elevations, Drawing Ref: 11620-PI_105

Unit 1 – Elevations, Drawing Ref: 11620-PI_106

Unit 1 - Area Schedules, Drawing Ref: 11620-PI_100

Unit 2 - Ground Floor Plan, Drawing Ref: 11620-PI_201

Unit 2 - First Floor Plan, Drawing Ref: 11620-PI_202

Unit 2 - Roof Plan, Drawing Ref: 11620-PI_204

Unit 2 – Elevations, Drawing Ref: 11620-PI_205

Unit 2 – Elevations, Drawing Ref: 11620-PI_206

Unit 2 - Area Schedules, Drawing Ref: 11620-PI_200

Proposed Landscape GA Plan, Sheet 1 Of 2, Drawing Ref: 11620-PI_020

Proposed Landscape GA Plan, Sheet 2 Of 2, Drawing Ref: 11620-PI_021

Proposed Drainage Strategy. Drawing Ref: 13648-102 Rev P1

Reports and Documents

Air Quality Assessment (Accon UK) Report Ref: A5137/AQ/01 FINAL dated 29.08.2024

Arboricultural Impact Assessment (SJ Stephens Associates) Project No. 2320 dated 2 October 2024
BREEAM Pre Assessment (CUDD Bentley Consulting) Doc. No. 6870-CBC-MN-RP-S-001-PO1 REV 001 dated 21.06.2024
Design and Access Statement, PRC, Version 1 dated October 2024
Ecological Impact Assessment and BNG Assessment (Tyler Grange) Report Ref: 16775_R01_MJ dated 08.10.2024
Energy Strategy Report (Shepherd Brombley Partnership) Issue 1 dated 11.10.2024
External Lighting Proposals, (Shepherd Brombley Partnership) Issue 1 dated 11.10.2024
Flood Risk Assessment and Drainage Strategy (Baynham Meikle) Report Ref: R100 Rev 1.0 dated October 2024
Travel Plan (Stunt Consultancy) Document Ref: B2200/TP01 dated 03 October 2024
Transport Statement (Stunt Consultancy) Document Ref: B2200/TS01 dated 03 October 2024
Noise Impact Assessment (Accon UK) Report Ref: A5137/N/02 dated 02.10.2024
Planning Statement, PRC, Report Ref: 11620 dated October 2024

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

DEEMED CONDITION

1.1.1 Development may not be begun unless:

- (a) a biodiversity gain plan has been submitted to the planning authority; and
- (b) The planning authority has approved the plan.

1.2 Key Requirements

1.2.1 The biodiversity gain plan must include¹:

- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- (b) the pre-development biodiversity value of the onsite habitat;
- (c) the post-development biodiversity value of the onsite habitat;
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development; and
- (f) any such other matters as the Secretary of State may by regulations specify.

¹ Paragraph 14(2) of Schedule 7A TCPA 1990

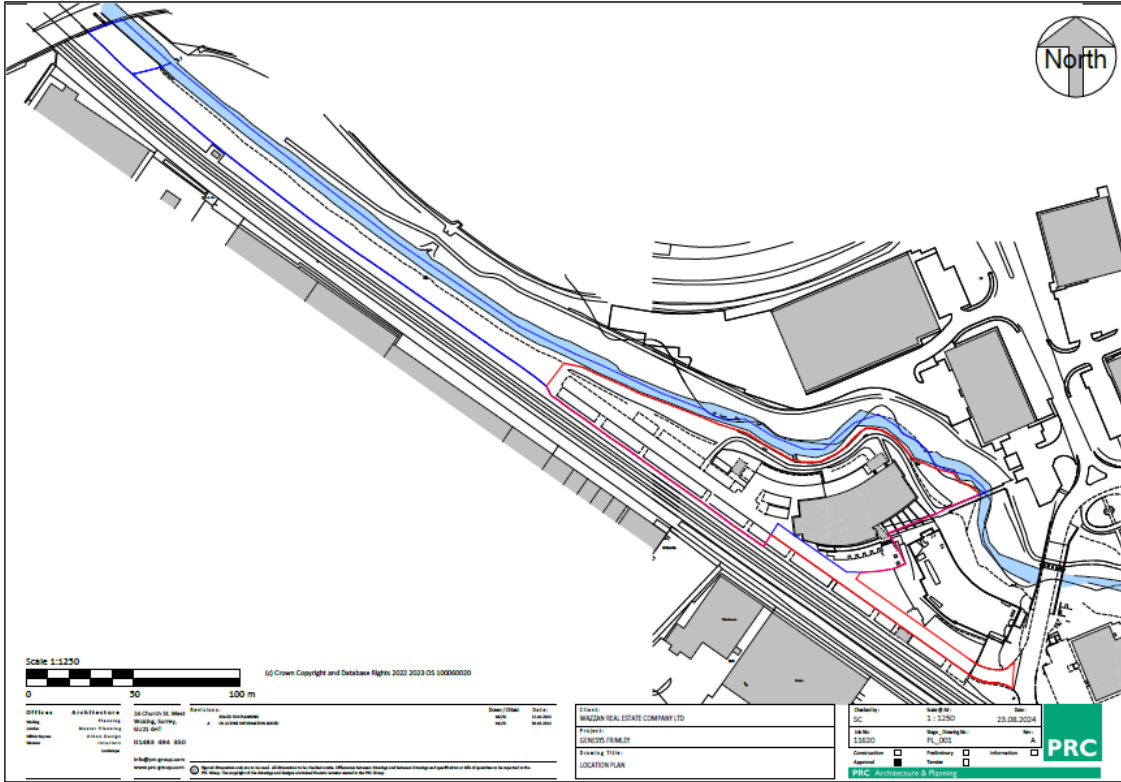
Informatives

- 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.

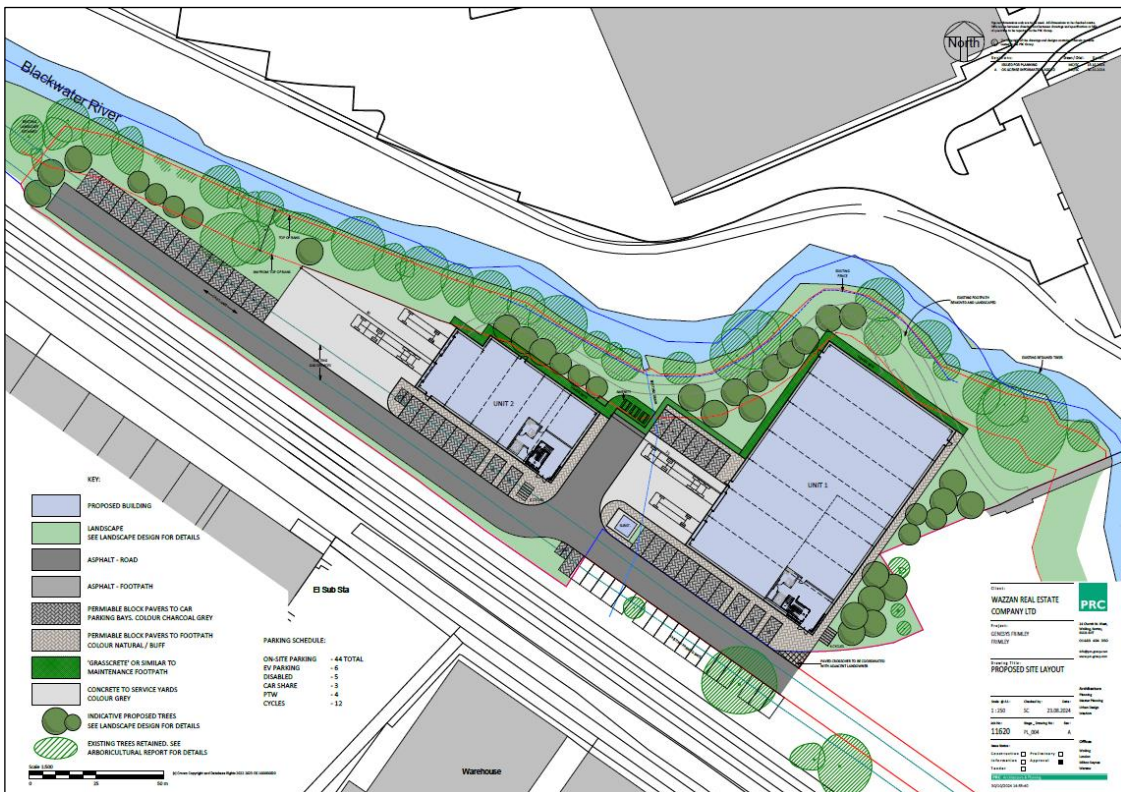
- 7 It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer 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.

Plans

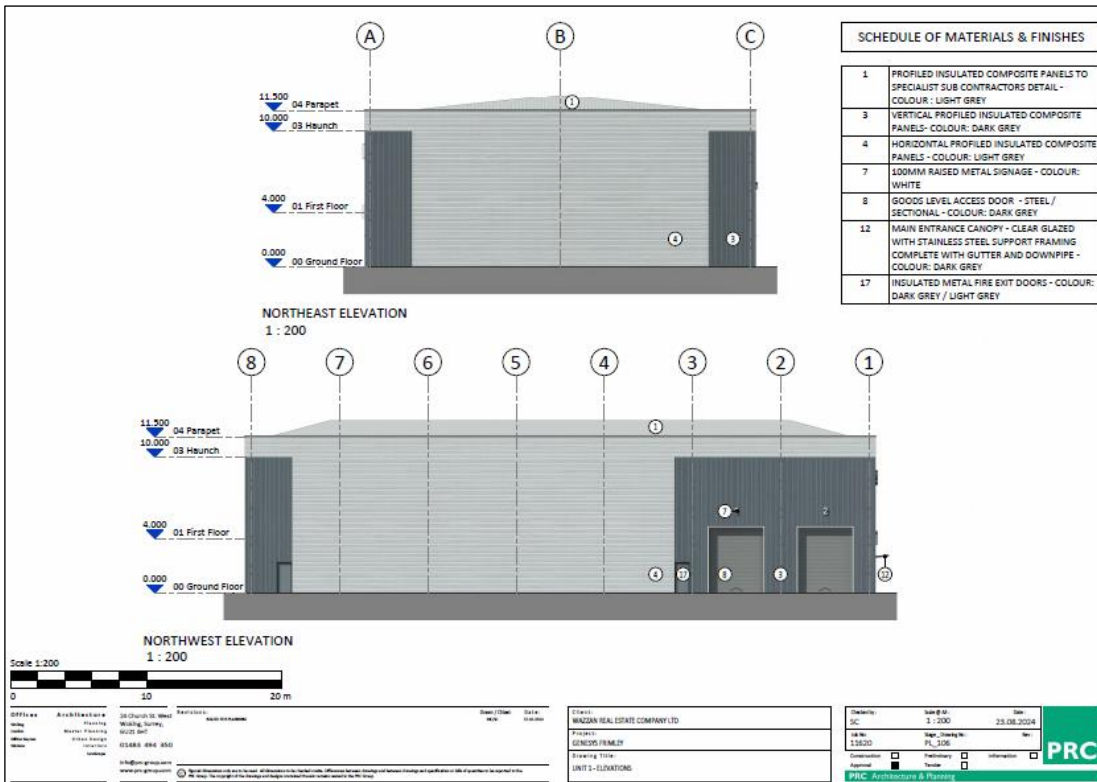
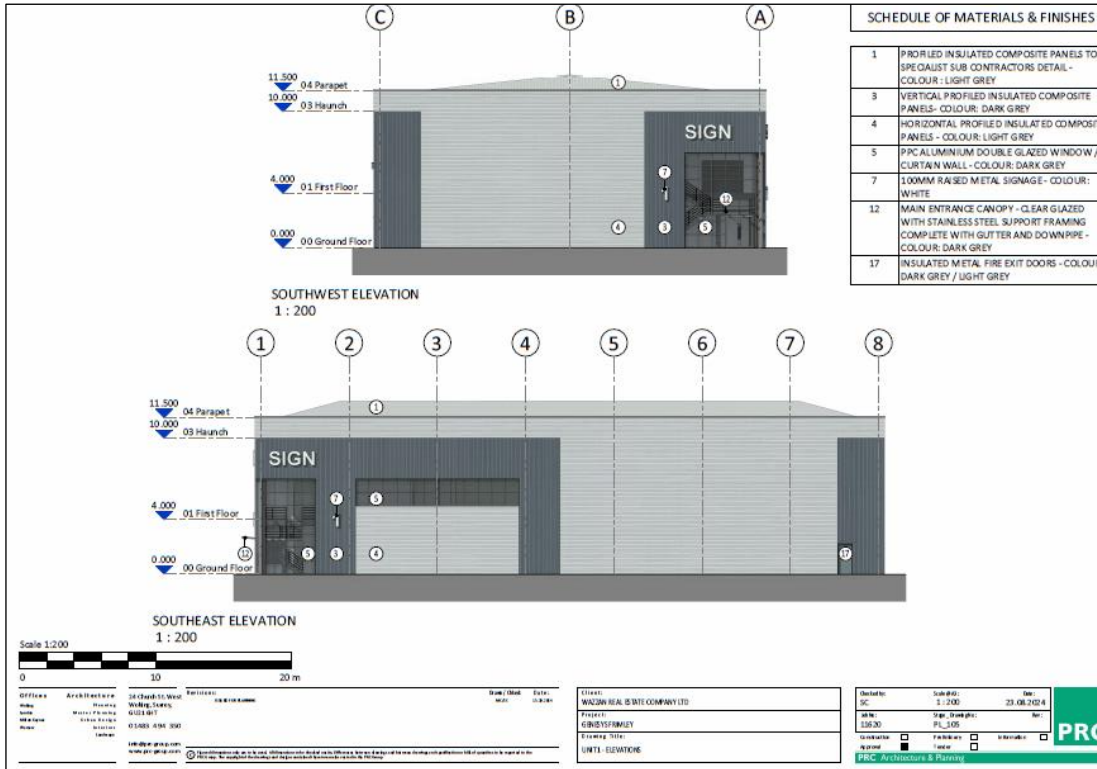
Plan 1 - Site Location Plan



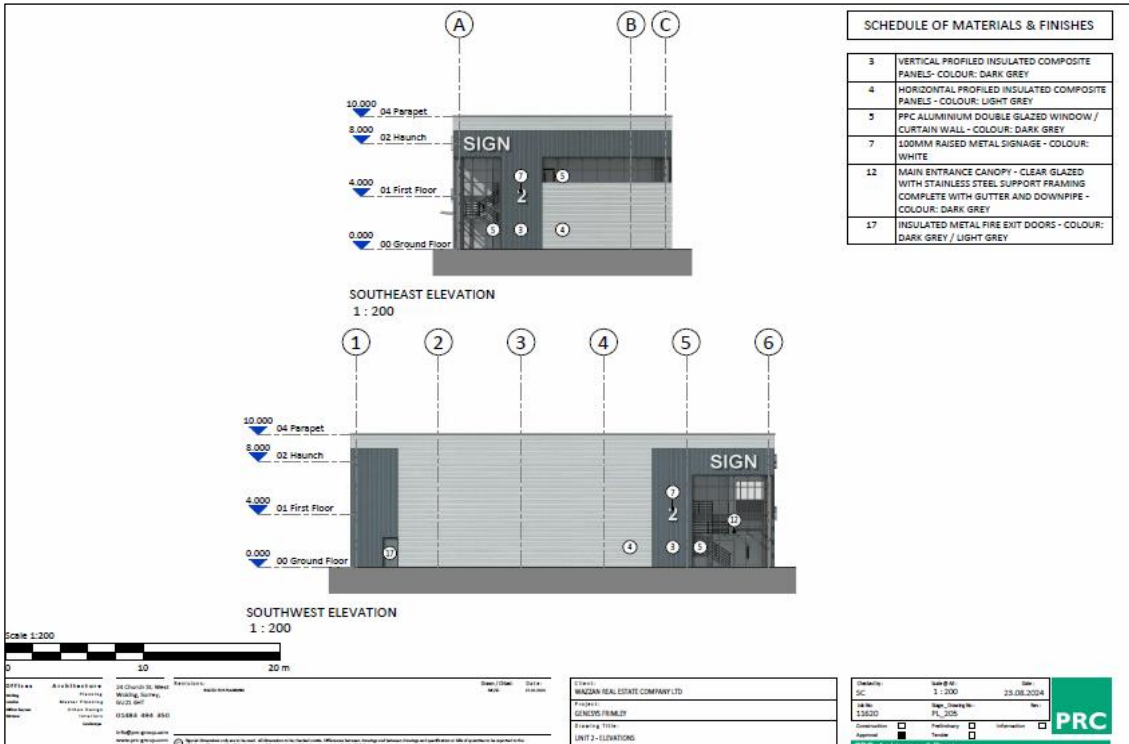
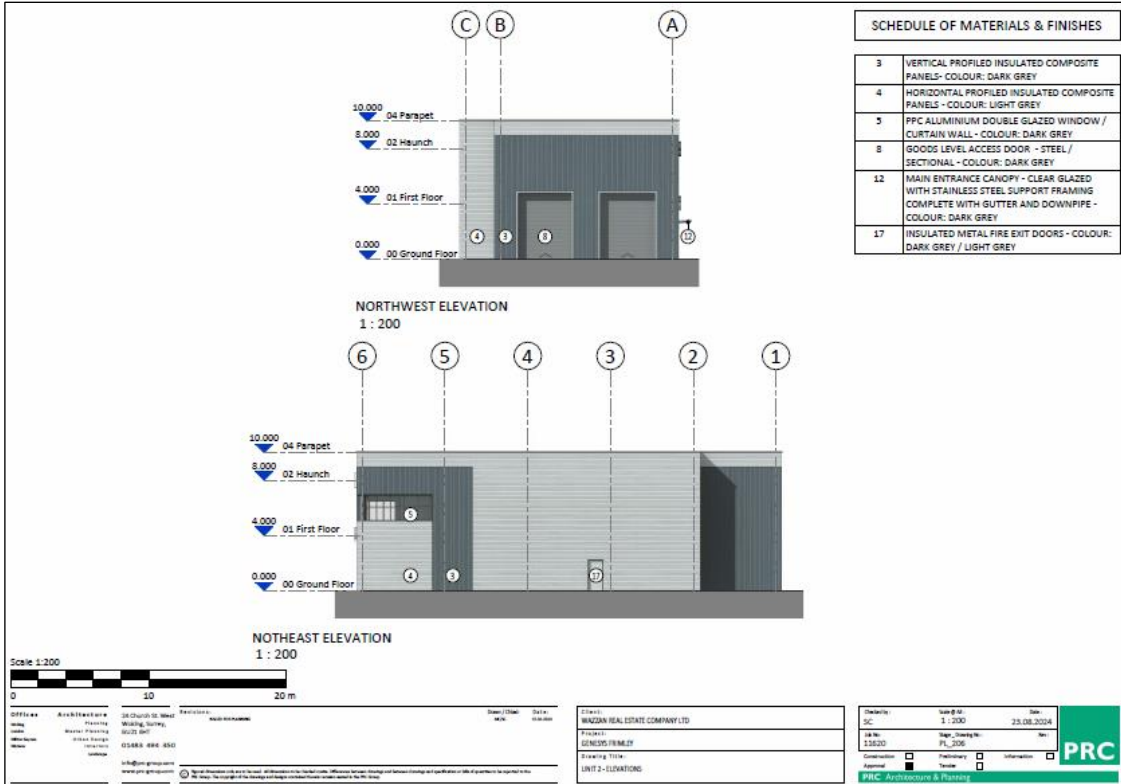
Plan 2 – Proposed Site Layout



Plan 3 – Proposed Elevations – Unit 1



Plan 4 – Proposed Elevations – Unit 2



Plan 5 - Proposed Landscaping

