

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	Sarita Jones
Application No.	17/00264/FULPP
Date Valid	4th April 2017
Expiry date of consultations	12th June 2017
Proposal	Erection of a three storey Use Class B1/B2/B8 building with associated car parking and landscaping works
Address	Building 4.2 Frimley Business Park Frimley Camberley Hampshire GU16 7SG
Ward	Cherrywood
Applicant	AG Frimley GP Ltd
Agent	Bell Cornwell Partnership
Recommendation	GRANT subject to completion of s106 Planning Obligation

Description

Frimley Business Park is located on the Surrey/Hampshire border. It contains a variety of two and three storey buildings which are in, or have permission, for B class purposes. Vehicular access to the business park is from the Frimley Bridges signalised roundabout on the Blackwater Valley Relief Road (A331). A spur from this roundabout provides access to junction 4 of the M3 going west. Access to the majority of the buildings within the business park is via a one way gyratory system with two lanes. The application site (0.47 hectares) occupies an area on the western side of the business Park. It comprises a hoarded area which encloses a partially constructed basement car park originally intended to serve a proposed three storey Use B1a office building (to be known as 4.2), surface car parking, vehicular access onto the one way gyratory road, and land adjacent to and including the River Blackwater. To the west of the site there is a three storey Use Class B1a office building (4.1) which is occupied by Genesys Telecommunications. The surface car parking area to serve both approved office buildings has been laid out in full as has the landscaping and ancillary structures eg refuse enclosures. To the north of the site there is a landscape corridor which bounds the River Blackwater and bisects the business park. Beyond this there is a two storey office building and decked car parking which is occupied by Novartis. To the south there is the Reading - Guildford railway line with the Hawley Lane and Chancerygate industrial areas beyond. To the east there is a two storey office building (Unit 100). Footpath 19 extends from the A325 into the business park to the unmanned crossing over the railway line and continues into the Hawley Lane Industrial Estate. 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.

The original planning permission for the business park was subject to a Section 52 legal agreement. The agreement covered a number of issues, including setting out that activities should comprise clean, non-polluting uses consisting of research, development, manufacturing, assembly, servicing, processing storage and dissemination of information services and training services, that office use should not exceed 50% in each building or group of buildings occupied by a single firm or occupancy, protecting the structural landscaping corridor adjacent to the River Blackwater from development, and the provision and implementation of a travel plan. This agreement was subject to subsequent deeds of variation which resulted in a request in 2005 to replace the existing section 52 agreement and amendments with a section 106 legal agreement. This agreement retained the provisions relating to the travel plan and the structural landscaping area. This was considered and agreed by the Development Control Committee in January 2006. The agreement was completed in February 2008.

Planning permission, 08/00205/FUL, was granted in June 2008 to demolish Unit 100 and erect a three storey B1 office building (4030 sq m) with undercroft and surface car parking providing a total of 128 spaces with associated landscaping and infrastructure. The time for the implementation of this permission was extended for a period of a further three years in March 2011, 10/00859/EXT, but has now expired.

In June 2008 planning permission was granted for the redevelopment of a larger site, which comprises the current application site and the curtilage of building 4.1, namely the demolition of the existing buildings (4602 sq m) and the erection of two three storey B1 office buildings with undercroft and surface car parking providing 209 spaces with associated access and landscaping having a total floorspace of 7273 sq m. This permission was implemented in respect of building 4.1, and the car parking provision for the development as a whole was provided.

The siting of the approved buildings reflected the meandering character of the River Blackwater in that they had curved footprints. The principal elevations for the buildings were of opaque and clear double glazed curtain walling, aluminium rain screen cladding and louvre screening. Access to both buildings was via elevated ground floor podiums with disabled access via ramps to the front of the buildings. Both main entrances had feature stairways and open void ventilation to the basement car parks screened by aluminium louvres. Ramps provided access to the undercroft/basement car parking areas. Both buildings had flat roofs and at roof level there are fully enclosed and open external plant areas which are combined into unified elements with metal cladding. External escape stairs were located at each end of both buildings and were to be finished in painted steelwork. Both buildings were some 14 metres high with central sections which extended a further 3.6 metres above this to accommodate the plant areas.

There was no change to the access arrangements into the business park from the signalised roundabout on the A331. A single vehicular entrance was approved into the application site in a similar position to that existing. 209 car parking spaces were approved at a ratio of 1:35 sqm gross floor area. 11 disabled spaces were approved which were shown sited in front of both main entrances with ramped pedestrian access to both buildings. Parking for 64 cycles was also approved.

This permission was subject to a legal agreement which secured the submission, approval

and future operation of a travel plan to include appropriate provision for further monitoring of the plan and a financial contribution of £90,160.00 in order to maximise opportunities for travel to and from the site by non car based transport and encourage the use of alternative modes of transport. The County Council has confirmed that the travel plans were submitted and the financial contribution paid in full (albeit that building 4.2 was not built)

The current application seeks permission for a three storey building with basement car park and roof mounted plant for uses falling within Use Class B1 (offices, research and development and light industrial), B2 (general industrial) and B8 (storage and distribution). The proposed gross external area of the building including the basement and roof structure is 5227 square metres. The general layout of the building approved in 2008 will be followed, re-using the existing undercroft car park and foundations to provide a complementary building next to unit 4.1. The proposed building will incorporate workshop or storage uses on the ground floor with office space above. It is designed as a curved block with a central core and entrance, book-ended by external screened fire stairs on each side. The plant area is set back and screened at roof level. The overall height of the building from ground level to the top of the roof plant enclosure is 19.5 metres with the roof parapet at 17 metres above the road level at the front entrance. The external materials comprise a combination of glass, aluminium cladding panels and metal louvres. The cladding panels are proposed to be silver with a pale blue accent colour that is to be used in combination with the window panels to create a striated pattern across the facades. The cladding panels have been arranged vertically in three horizontal bands, with the striation across these bands. To reflect the proposed workshop or storage use and to preclude damage by service vehicles such as fork lift trucks, the amount of glazing at ground floor is limited and the datum level of the windows raised to a metre above finished floor level. The two upper office levels are proposed to have a higher proportion of glazing.

The central core has a main entrance on the south-western side of the building where the existing surface car park and pedestrian links are. The basement car park would be entered via the existing ramp in the right hand side of the frontage. The ground floor space is accessible to service vehicles via a ramp on the left hand side.

Existing frontage landscaping will be supplemented. The existing landscaping along the River Blackwater corridor will be retained.

The lighting strategy includes the use of low level bollard lighting and access strip lighting to the front of the building and building/emergency lights fixed to the side elevations of the building. No external illumination is proposed between the rear elevation and the River Blackwater.

Vehicular access into the site remains unchanged. The 2008 planning permission included the provision of 209 parking spaces for the approved development as a whole. It is proposed to allocate 57 of the existing surface spaces to unit 4.2 plus 36 in the basement resulting in a provision of 93 spaces including 5 for use by disabled drivers. Secure cycle parking is provided in the basement with additional surface level spaces shared with unit 4.1.

The application is supported by a transport assessment and framework travel plan, a flood risk assessment, an utilities assessment, an arboricultural survey and impact assessment, a noise assessment, an ecological assessment, sustainability statement, a lighting strategy and an air quality assessment.

Consultee Responses

Environment Agency	raises no objection subject to condition.
Scottish & Southern Energy	provides details of electricity infrastructure in the area.
HCC Highways Development Planning	Raises no objection to the proposal subject to the submission and monitoring of a travel plan
Ecologist Officer	raises no objection to this application on the grounds of biodiversity subject to the recommendations in the ecology report being implemented in full.
Environmental Health	raises no objection subject to conditions and informatives.
Planning Policy	raises no objection to the proposal.
Surface Water Drainage Consultations	raises no objection subject to condition.
Highways Agency	raises no objection to the proposal in terms of the strategic network.
Transportation Strategy Officer	raises no objection to the proposal.
Arboricultural Officer	No adverse comments received.
Natural England	has no comment to make on this application.
TAG	raises no objection to the proposal.
Network Rail	raises no objection to the proposal but advises that the applicant must ensure that the development, both during construction and after completion of works does not imping/impact on Network Rail infrastructure.
Thames Water	raises no objection to the proposal in terms of sewerage infrastructure. It notes that public sewers cross or are close to the site and advises that Thames Water will usually refuse approval where building would come within 3 metres of a public sewer. With regard to surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. It also advises that no piling shall take place unless a piling method statement has been approved.

Neighbours notified

In addition to posting a site notice and press advertisement, 23 individual letters of notification were sent to Chancerygate Way, Frimley Business Park and Hawley Lane.

Neighbour comments

No letters of representation have been received in respect of this proposal. It is noted that the applicant undertook consultation with existing tenants and owners on the business park prior to the submission of the application. The agent confirms that no adverse comments were received.

Policy and determining issues

The site lies within in the built up area of Farnborough adjacent to the River Blackwater. As such policies SS1 (The Spatial Strategy), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP8 (Supporting Economic Development), CP10 (Infrastructure Provision), CP11 (Green Infrastructure Network), CP15 (Biodiversity), CP16 (Reducing and Managing Travel Demand) and CP17 (Investing in Transport) and "saved" policies ENV5 (Green Corridors), ENV13 (Trees), ENV16 (Development on Major sites), ENV19-19.4 (Comprehensive landscape plans and long term maintenance), ENV21-22 (Adequate access and facilities/external areas), ENV43 flood risk and ENV52 (Light pollution) are relevant. The Council's supplementary documents on Car and Cycle parking standards (2012), Planning Contributions: Transport and Sustainable Design and Construction and the guidance contained in the National Planning Policy Framework are also relevant to the consideration of this proposal

The main determining issues are:

1. The principle of development;
2. Design and scale;
3. Impact on trees and landscape;
4. Impact on neighbours;
5. Flood risk and the water environment;
6. Nature conservation;
7. Transport and parking issues; and
8. Sustainable construction and renewable energy.

Commentary

1. The principle of the development -

The application site lies within an employment area wherein redevelopment would normally be permitted. This proposal completes the redevelopment of this part of the business park and continues to support B class uses. The proposal for a flexible multi-use employment space, comprising workshop or storage uses on the ground floor with two floors of office accommodation above, is considered to offer a variety of business opportunities to meet the needs of a range of potential occupiers and is therefore welcomed. Having regard to these comments and the extant planning permission it is considered that the proposal is acceptable in principle.

2. The design and scale of the buildings -

The approved building on this site has a contemporary curved design and is shown to be completed in modern materials including glazed curtain walling, rain screen cladding and louvres. The proposed footprint generally reflects this curved design with the proposed materials considered to be complementary to the existing building. It is noted that the proposed building is higher and has a slightly different design approach, for example with the use of striations. This will result in a different impact on the character of the area. However given the spacing around the building, the bulk and massing of existing and approved development and the similarities between the approved and proposed buildings the resultant impact is considered to be acceptable. As with the approved scheme the proposal would also allow for a more sustainable development in terms of material to be used and energy consumption. Subject to the imposition of conditions relating to external materials the proposal is considered to be an acceptable design solution for this site.

3. Impact on trees and landscape -

The site is adjacent to the River Blackwater which is also designated as a Green Corridor. The legal agreement completed in February 2008 retained the clause in the original agreement preventing development within structural landscaping area either side of the River Blackwater. The application is accompanied by an Arboricultural Survey and Impact Assessment. No trees are required to be removed to facilitate the development nor are any works required with the root protection areas of existing trees. It will be necessary to undertake some access facilitation pruning works on overhanging crowns of some trees. The Council's Arboricultural Officer has made no adverse comments in terms of direct implications for amenity trees worthy of retention. Subject to the imposition of conditions to protect and supplement the landscape character of the site during and following the completion of development the proposal is acceptable.

Part of the application site is within the structural landscaping area as defined by the legal agreement completed in February 2008. The use of a condition is considered to be an appropriate mechanism to prevent development on this land and a legal agreement is not required for this restriction. Subject to these conditions the proposal is acceptable in landscape terms.

4. Impact on neighbours -

As the site is within an established employment area no residents would be affected by this development. The closest building to the proposed development is building 4.1. An existing planning permission remains valid in respect of a three storey building in the same location as the current proposal. No windows are proposed in the side elevation closest to building 4.1 with the enclosed external staircase being a main feature on this elevation. Whilst the proposed building will have an impact in terms of outlook and light, it is considered that having regard to the height, design and siting of the approved building, the proposed changes are not considered to result in material harm to the occupiers of building 4.1. Given the separation distances proposed between other buildings within the business park and also those on the other side of the railway line the proposal is not considered to have a significant impact on these occupiers.

Environmental Health has been consulted on this application and advises that:

"The submitted Environmental Noise Survey and Assessment Report has considered noise from building services plant but states that any such plant will only operate during the daytime period between 07:00 and 23:00. The report then recommends limits on cumulative plant noise emissions from the proposed development so that they do not exceed the

background noise levels recorded at the nearest residential premises, when taking into account penalties for any distinguishing characteristics of the noise. Such an approach risks raising the background noise level at the residential facades so Environmental Health would advise that the limits suggested within the report be revised so rather than not just exceeding the existing background noise level, the limits should be set so that they are at least 5dB below the existing background noise levels.

In any event, the report has not considered the night time period, so either a condition should be attached to any permissions granted requiring that external plant be switched off between the hours of 23:00 and 07:00 hours, or a further assessment is undertaken to determine suitable noise limits for all external plant operational at night.

The only significant impact on local air quality from the development will be during the demolition and construction phases. Standard conditions should ensure that dust or noise emissions during this period is kept to a minimum. The air quality impacts during the operational phase of the development will be minimal due to the relatively low levels of traffic generated and will be no more than that already experienced from the site.

The only lighting information submitted appears to be in the form of the document "Ecological Advice for Lighting Strategy". This contains useful advice that would also benefit and minimise the potential impact on neighbouring sites. Given the location of the development in relation to the nearest residential premises Environmental Health do not consider it necessary to require additional details. However, we would advise that any lighting scheme be controlled by time clocks and photocells to ensure the lighting will only be operational during the times required"

Subject to the imposition of appropriate conditions no objection is raised to the proposal on amenity grounds.

5. Flood risk and the water environment -

The application has been considered by the Hampshire County Council as Lead Local Flood Authority (HCC), the Environment Agency (EA) and Thames Water. HCC raise no objection to the proposal subject to the imposition of a condition securing the design of the proposed drainage strategy including an implementation programme. The EA raises no objection to the proposal subject to the imposition of a condition to safeguard an 8 metre wide buffer zone around the River Blackwater. Thames Water raise no objection to the proposal subject to the imposition of a condition in the event that piling is used as a method of construction for this development (Officer note the foundations for this building have already been completed as part of the original development therefore this condition is not required). Subject to the imposition of conditions to address these matters the proposal is considered to be acceptable in flood risk and drainage terms.

6. Nature conservation

The application is accompanied by a preliminary ecological appraisal and a lighting strategy. The Council's Ecologist confirms that he has no record of protected species on the site beyond those outlined in the ecological appraisal. The site will not directly impact on any designated sites of nature conservation value, although the River Blackwater flows through the eastern half of the site.

The ecology report found that the site is generally of low interest for biodiversity. However, significantly raised interest is provided by the River Blackwater. The submitted lighting

strategy indicates that there would be no additional light spill onto the river corridor beyond what is already present.

The ecological appraisal makes a number of recommendations for precautionary mitigation and enhancement. He supports these recommendations. On this basis he raises no objection to the proposals on the grounds of biodiversity subject to the recommendations in the ecology report being implemented in full. Natural England raises no objection to the proposal in relation to statutory nature conversation sites.

7. Transport and parking issues -

The access arrangements to serve the development remain as existing. The County Highway Authority and Highways England are satisfied that the proposed development will not have a materially detrimental impact on the operation of the local highway network within Hampshire or on the wider strategic road network. No views have been received from Surrey Heath in relation to the impact on its highway network.

The proposal is to construct building Unit 4.2 to provide new gross external area of B1/B2/B8 space of 4013m² spread over three levels with workshop/ storage on the ground floor of 1347m² and two floors of offices above (1347m²). Planning permission was previously granted for buildings 4.1 and 4.2 with a shared parking area of 209 spaces. Only building 4.1 was completed and occupied, this proposal is to seek permission for development of the uncompleted site building 4.2 but with the same parking area.

A total of 93 parking spaces will be allocated to this proposed building 4.2 giving an overall ratio of 1 space for 43.5m² (or 1 space for 35.6m² when both buildings are considered) which meets the maximum standard for this mixed use. Five of the parking spaces will be identified and be of extra width for disabled drivers.

The proposal will also include more than 30 cycle parking spaces in secure locations in the basement which also offers weather protection which is acceptable in providing secure cycle storage.

A loading bay is required for the proposed use of the building and it has been satisfactorily demonstrated that it can be accessed by a 10m rigid vehicle.

Having regard to the above the Transportation Strategy Officer raises no objection to the proposal.

It is noted that the transport contribution for the development approved in 2008 has been paid in full. The County Highway Authority advises that given the likely level of sustainable modes demand is similar to the extant permission this contribution is considered adequate to mitigate the impact of the development.

Having regard to the extant permission and the proposed uses it is appropriate for a Travel Plan to be submitted for approval and future monitoring. The applicants have agreed to entering into a legal agreement to secure this. Whilst the County Highway Authority is seeking further details in relation to the travel plan, subject to the completion of this agreement and appropriate conditions relating to the provision of parking/construction management, no objection is raised to the proposal on transport or parking grounds.

8. Sustainable construction and renewable energy -

Policy CP3 seeks information relating to renewable energy and how they will incorporate sustainable construction standards and techniques into new development. A sustainability statement, including a BREEAM pre-assessment has been submitted with the application. This pre-assessment outlines how the proposed "Very Good" rating is likely to be achieved including in relation to energy monitoring, water consumption, water monitoring, responsible sourcing of materials and mitigating ecological impact. Subject to the imposition of a condition seeking a completion report which demonstrates that the target scores set out in the pre-assessment summary report have been met and a BREEAM Very Good standard achieved, no objection is raised to the proposal in terms of sustainable construction

Extension of Time

A request has been received from the applicant to extend the time for the determination of this application to 28 July 2017 to enable the legal agreement to be completed. This has been agreed

In conclusion it is considered that the proposal will be a benefit to the business community, support the ongoing development of Frimley Business Park and reflect the objectives of the development plan policies and national guidance to encourage and guide development within the Borough.

Full Recommendation

It is recommended that SUBJECT to the completion of a satisfactory Legal Agreement under Section 106 of the Town and Country Planning Act 1990 by 27 July 2017 to secure the submission, approval and future operation of a travel plan to include appropriate provision for further monitoring of the plan in order to maximise opportunities for travel to and from the site by non car based transport and encourage the use of alternative modes of transport the Head of Planning in consultation with the Chairman, be authorised to **GRANT** planning permission subject to the conditions and informatives set out below:

However, in the event that a satisfactory s106 Agreement is not completed by 27 July 2017 the Head of Planning, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal fails to promote sustainable transport choices to minimise traffic generation by reducing reliance on the private car contrary to the provisions of policy CP16 of the Rushmoor Core Strategy.

- 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 Notwithstanding any details submitted with the application, no works shall start on site until a schedule and/or samples of the external materials to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The Development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.*

- 3 Notwithstanding any details submitted with the application no works shall start on site until a schedule and/or samples of surfacing materials, to be used in the development

have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved

Reason - To ensure satisfactory external appearance and drainage arrangements.*

- 4 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 occupiers and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 5 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the building shall be used only for the purposes of Use Classes B1, B2 and/or B8 and for no other purpose, without the prior permission of the Local Planning Authority.

Reason - To protect the amenities of neighbouring occupiers, to safeguard employment land and to prevent adverse impact on traffic and parking conditions in the vicinity.

- 6 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

- 7 No works shall start on site until the existing trees and hedges which are to be retained have been adequately protected from damage during site clearance and works in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority and which shall include stout exclusion fencing located outside the perimeter of canopy spread.

Reason - To preserve the amenity value of the retained trees and shrubs.*

- 8 The development hereby permitted shall be undertaken in accordance with the levels shown on the approved plans

Reason - To ensure a satisfactory form of development in relation to neighbouring property and drainage.*

- 9 The development hereby approved shall not be occupied until the 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.

- 10 Notwithstanding any information submitted with the application, no development shall take place until a scheme for the provision and management of a minimum buffer zone of 8m alongside the river Blackwater shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme. The buffer zone scheme shall be free from built development including lighting. The schemes shall include:

- a scaled plan clearly showing the extent and layout of the buffer zone in relation to the watercourse and the development;
- details of the planting scheme and/or seed mixes within the buffer zone (which should be of native species only);
- details of any footpaths and fencing within the buffer zone;
- details demonstrating how the buffer zone will be protected during construction; and
- details demonstrating how the buffer zone will be managed/maintained over the longer term.

Reason: In the interests of biodiversity, protection of habitat and the water environment.

- 11 The cycle parking hereby approved shall be provided and properly laid out prior to first occupation of the development and thereafter retained free of any impediment to its designated use unless otherwise agreed in writing by the Local Planning Authority*

Reason: To encourage access to the site by alternative modes of transport to the car

- 12 No spoil or materials shall be deposited or stored on that part of the site lying within the area of land liable to flood.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity

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

Reason: To maintain the character of the watercourse.

- 14 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.*

- 15 No works shall start on site until a construction method statement has been submitted to and approved in writing by the Local Planning Authority, which shall include:

- i) programme of construction work;
- ii) the provision of long term facilities for contractor parking;
- iii) the arrangements for deliveries associated with all construction works;
- iv) methods and phasing of construction works;
- v) access and egress for plant and deliveries;
- vi) protection of pedestrian routes during construction;
- vii) location of temporary site buildings, site compounds, construction materials and plant storage areas;
- viii) controls over dust, noise and vibration during the construction period;
- ix) provision for storage, collection and disposal of rubbish from the development during the construction period
- (x) lorry routing; and
- xi) provision for the on-site parking and turning of construction vehicles

Construction shall only take place in accordance with the approved method statement.

Reason - To protect the amenities of neighbouring, to prevent pollution and to prevent adverse impact on highway conditions in the vicinity.*

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

Reason - In the interests of amenity.

- 17 No works shall start on site until details of the proposed means of surface water disposal including an implementation programme have been submitted to, and approved in writing by, the Local Planning Authority. Once approved the scheme shall be implemented in full in accordance with the approved details and thereafter retained.

Reason: In the interests of the proper drainage of the site having regard to policy CP4 of the Rushmoor Core Strategy.

- 18 Within 3 months of the first occupation of the building a verification report shall be submitted which demonstrates that the development has achieved a BREEAM Very Good standard.

Reason - To confirm the target score as indicated in the BREEAM Pre-Assessment Summary Report prepared by RPS and to meet the objectives of policy CP3 of the Rushmoor Core Strategy.

- 19 The recommendations as set out in section 7 of the Preliminary Ecological Appraisal prepared by Middlemarch Environmental Ltd, report number RT-MME-123096-01 dated February 2017 shall be implemented in full prior to the first occupation of the development.

Reason - In the interests of amenity and biodiversity

- 20 The external illumination of the development shall take place in accordance with the Ecological Advice for Lighting Strategy - Frimley Business Park Frimley Surrey prepared by Middlemarch Environmental dated 1 March 2017 and the landscape lighting plan AHR-AR-FRM-PLN-00L005 rev B.

Reason: in the interests of biodiversity and amenity

- 21 No development shall take place between the rear elevation of the building and the River Blackwater.

Reason - In the interests of amenity and biodiversity

- 22 The permission hereby granted shall be carried out in accordance with the following approved drawings - AHR-AR-FRM-PLN-00L001 rev D, 00L002 rev B, 00L003 rev A, 00L004 rev B, 00L005 rev B, ELV-000001 rev E, 000002 rev B, 000003 rev D, PLN-00B000 rev E, 00G000 rev E, 001000 rev E, 001001 rev D, 002000 rev D, 00R000 rev E, SEC-000001 rev F and 000002 rev B

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 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal will be a benefit to the business community, support the ongoing development of Frimley Business Park and reflect the objectives of the development plan policies and national guidance to encourage and guide development within the Borough.

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 **INFORMATIVE** - Your attention is specifically drawn to the conditions marked *. These conditions require the submission of details, information, drawings etc. to the Local Planning Authority **BEFORE WORKS START ON SITE** 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 **INFORMATIVE** - This permission is subject to planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended).

- 5 INFORMATIVE - 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.

- 6 INFORMATIVE - 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.

- 7 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health for advice.

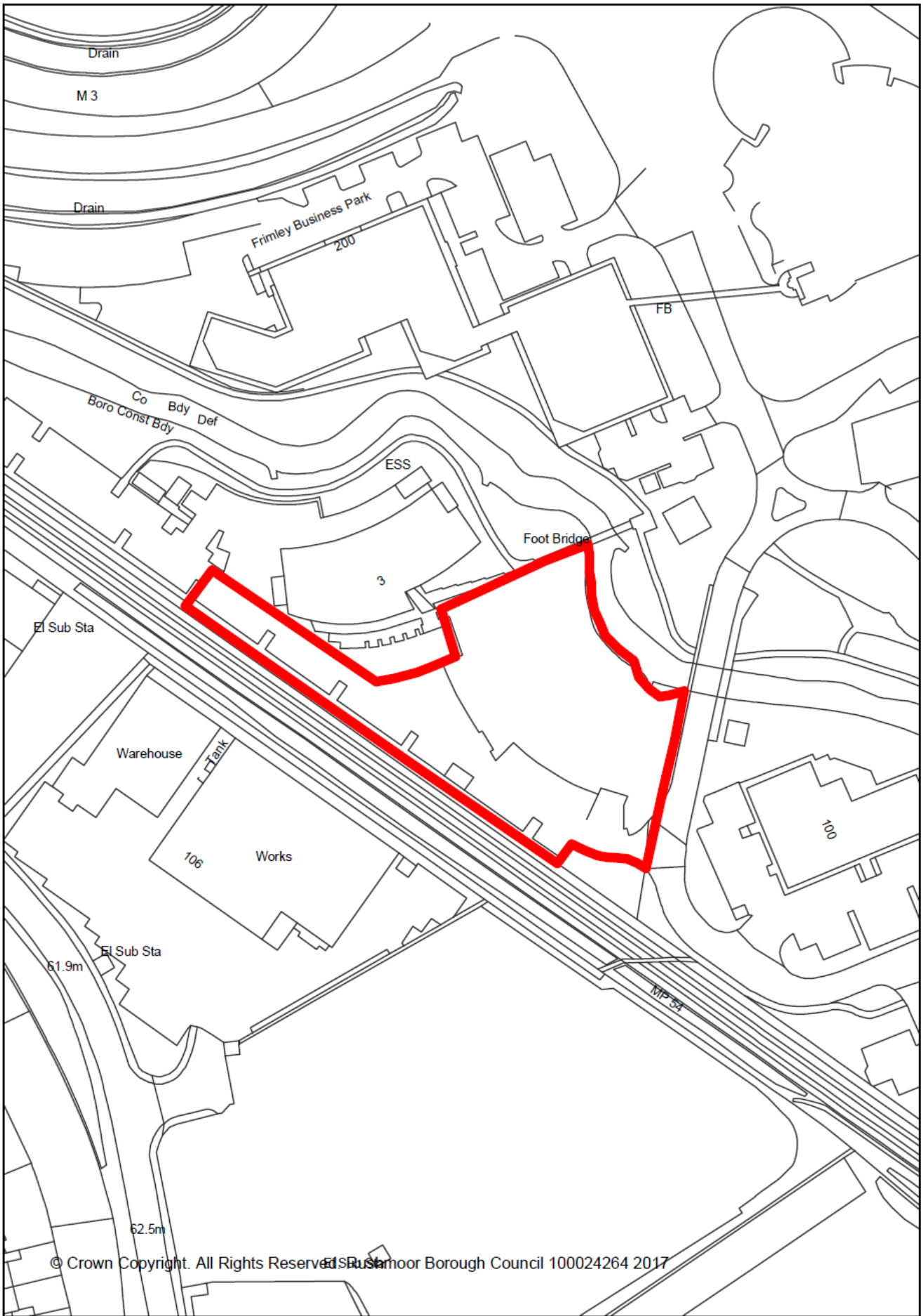
- 8 INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings". The Rushmoor Access Group would welcome the opportunity to give further advice and guidance.

- 9 INFORMATIVE - 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 0845 850 2777.

- 10 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England.

- 11 INFORMATIVE - 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 Environmental Health.

- 12 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 13 INFORMATIVE – It is recommended that any lighting scheme shall be controlled by time clocks and photocells to ensure the lighting will only be operational during the times required.



LEGEND:

-  WATER LANE
-  WATER

OS MANSION 16, BRIDGEWAY

DATE: 11/11/2016

NO.	REVISION	DATE	BY



12/11/2016

12/11/2016

12/11/2016

12/11/2016

12/11/2016

12/11/2016

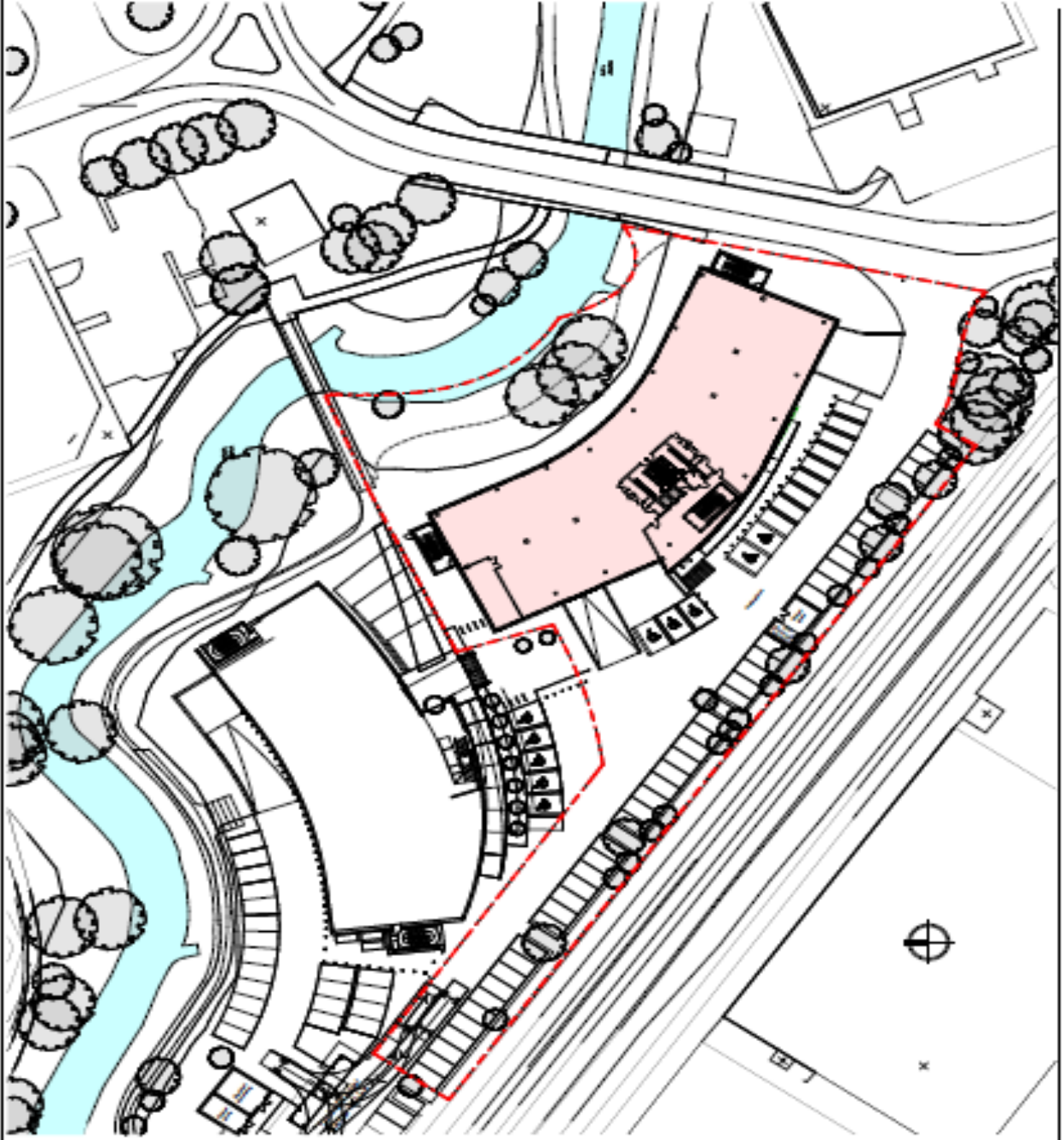
12/11/2016

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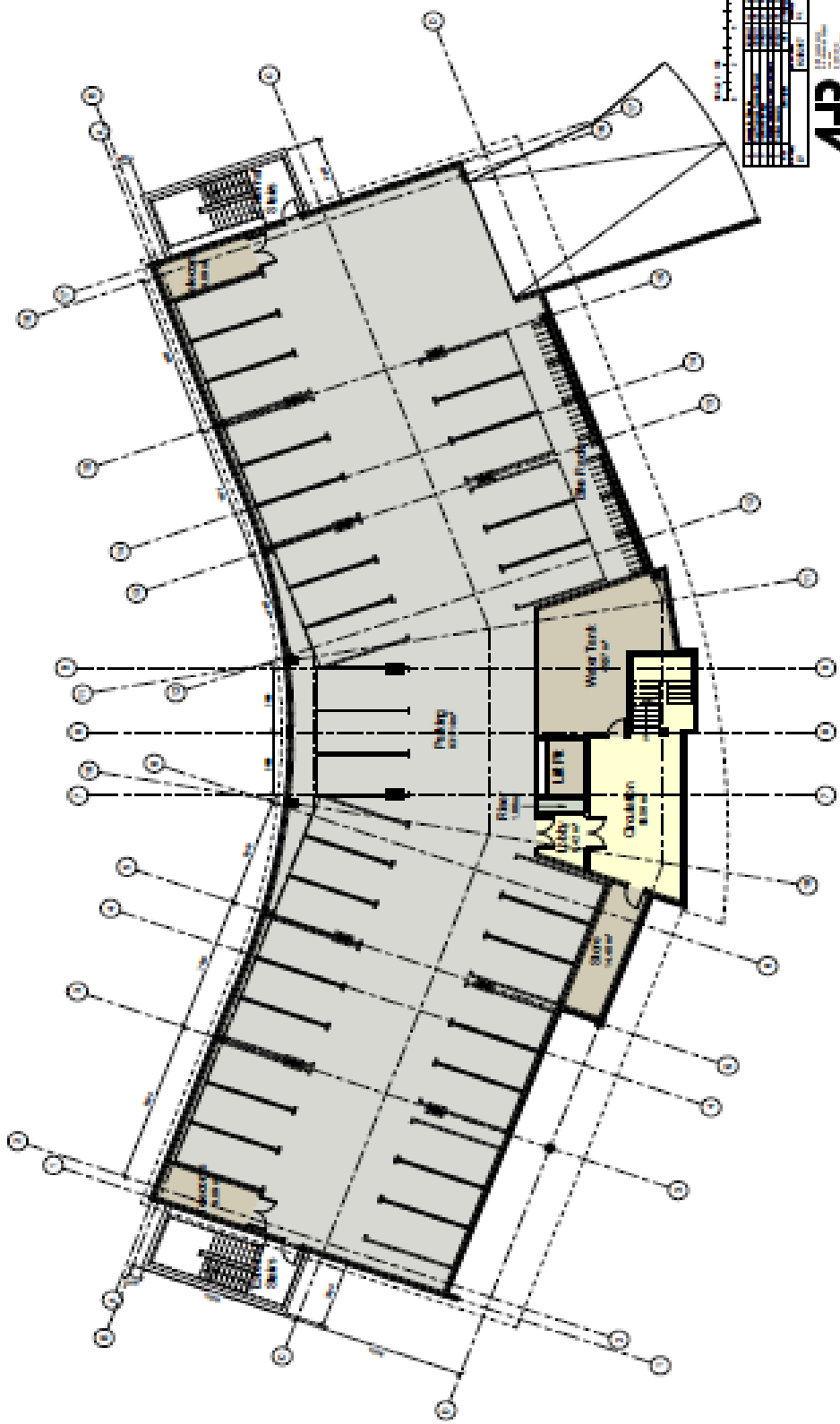


TABLE 1

NO.	DESCRIPTION	QTY.	UNIT	TOTAL	REMARKS
1
2
3
4
5
6
7
8
9
10



PROJECT NO.	...
PROJECT NAME	...
CLIENT	...
DATE	...
SCALE	...
DRAWN BY	...
CHECKED BY	...
DATE	...
PROJECT NO.	...

LEGEND

□	...
□	...
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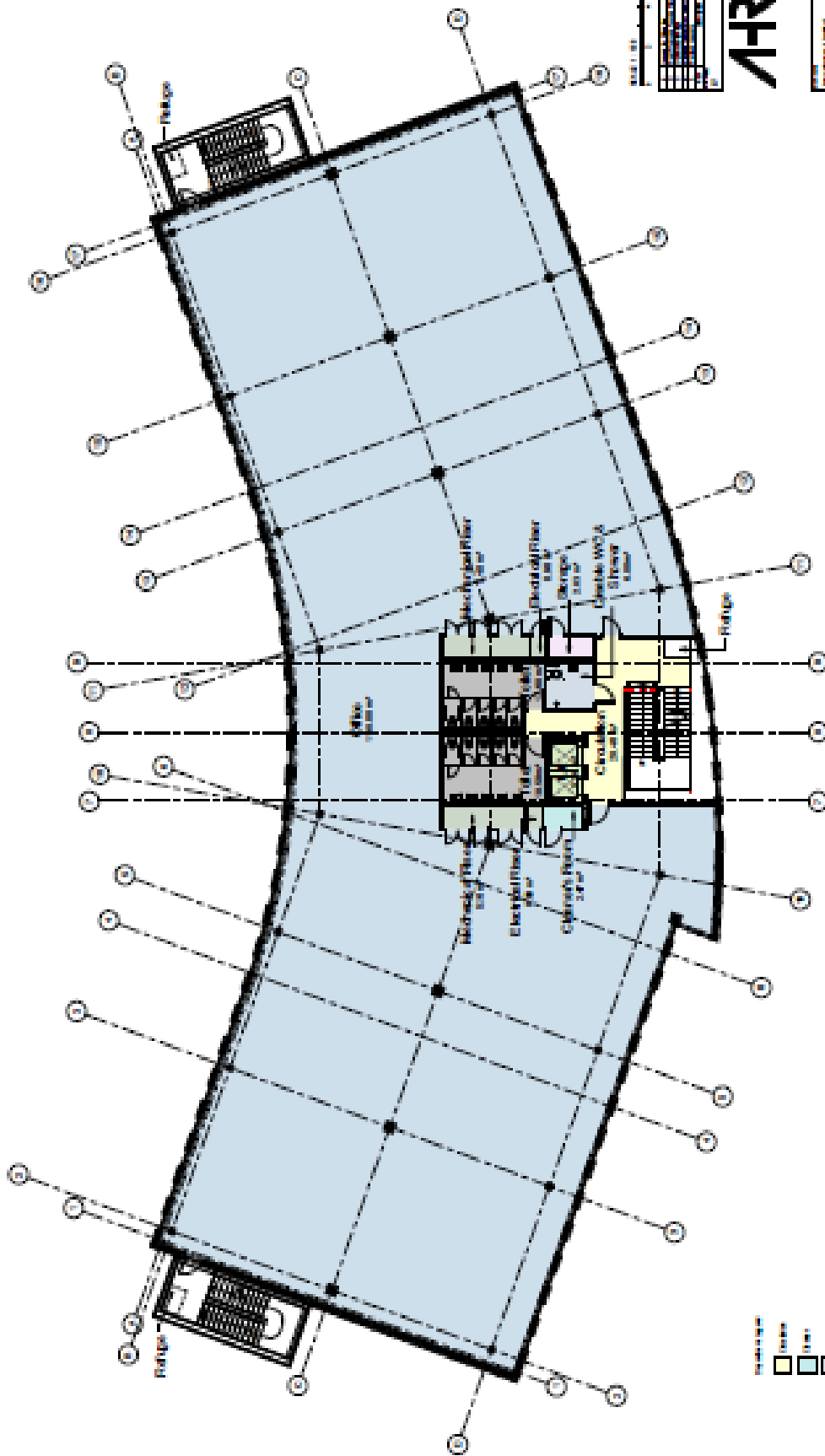


TABLE 1.01

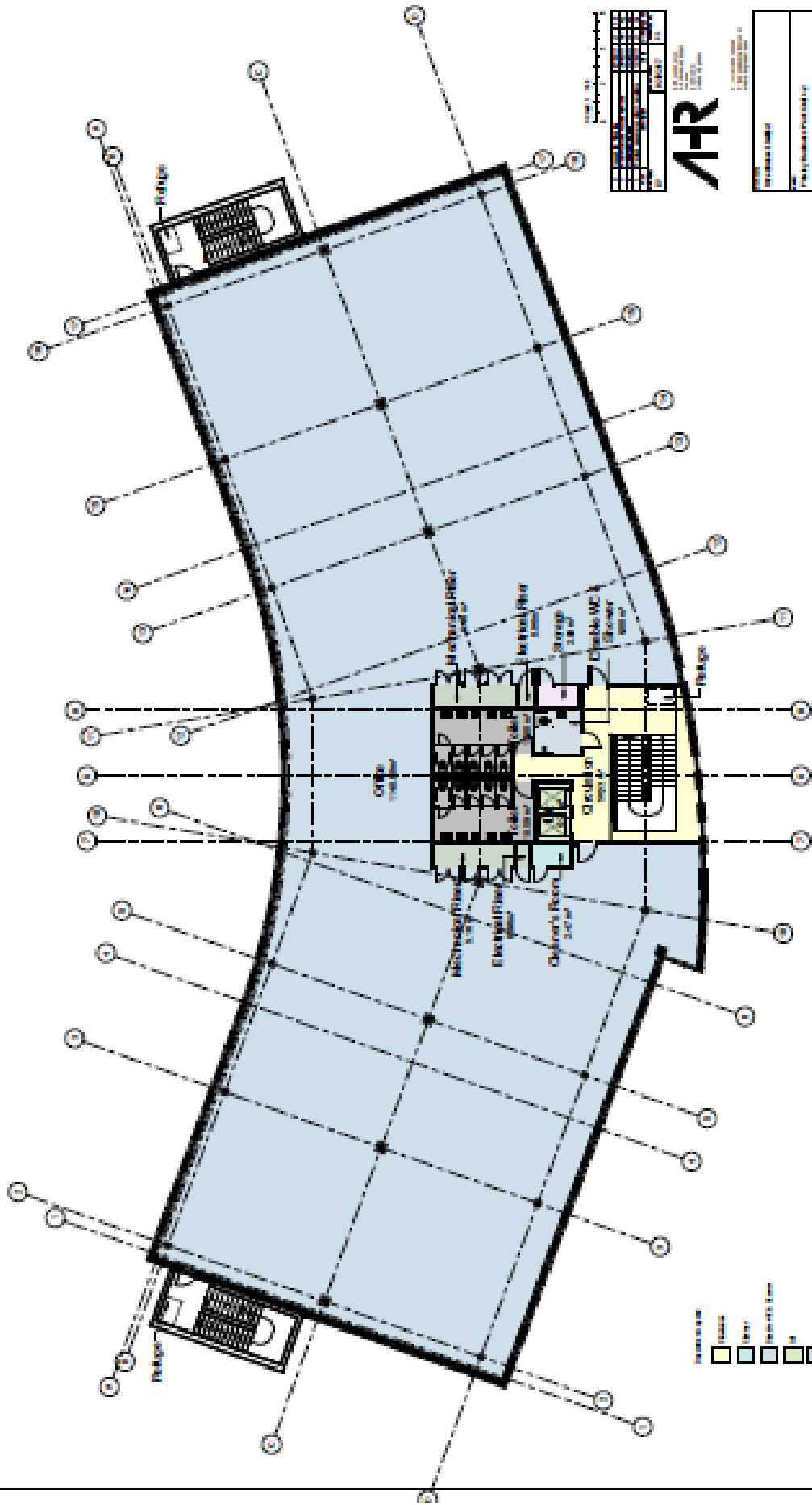
NO.	DESCRIPTION	QTY.	UNIT	PRICE
1
2
3
4
5
6
7
8
9
10



Project Name	
Project Number	
Project Date	
Project Location	
Project Status	
Project Manager	
Project Designer	
Project Engineer	
Project Architect	

Room 101	Room 102	Room 103	Room 104	Room 105	Room 106	Room 107	Room 108
Room 109	Room 110	Room 111	Room 112	Room 113	Room 114	Room 115	Room 116





DATE: 01/20/11	
NO.	REV.
1	1



PROJECT INFORMATION		
PROJECT NAME:		
PROJECT LOCATION:		
CLIENT:		
DESIGNER:		
DATE:		
SCALE:		
DRAWING INFORMATION		
DRAWING NO.:		
DATE:		
SCALE:		
REVISIONS		
NO.	DATE	DESCRIPTION
1		

FINISHES	1	2	3	4	5	6	7	8	9
FLOOR	CEILING	WALL	DOOR	GLASS	STAIR	ELEVATOR	MECHANICAL	ELECTRICAL	MECHANICAL

- GLASS WITH ALUMINUM FRAME
- ALUMINUM CLADDING PANEL (SILVER)
- ALUMINUM CLADDING PANEL (PALE BLUE)
- GLASS ENTRANCE CANOPY
- ALUMINUM LOUVERS (GREY)
- GREY ROLLER SHUTTER
- ALUMINUM LOUVERS (GREY)
- ALUMINUM LOUVERS (GREY)
- ALUMINUM LOUVERS (GREY)
- ALUMINUM LOUVERS (GREY)
- ALUMINUM LOUVERS (GREY)

GLASS WITH ALUMINUM FRAME

ALUMINUM LOUVERS (GREY)

GREY ROLLER SHUTTER

ALUMINUM LOUVERS (GREY)

GLASS ENTRANCE CANOPY

ALUMINUM CLADDING PANEL (SILVER)

ALUMINUM CLADDING PANEL (PALE BLUE)

THINER TREAD WITH IS 10 INLEDS IS STEEL POST AND CABLE BALUSTRADES



NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	GLASS WITH ALUMINUM FRAME				
2	ALUMINUM CLADDING PANEL (SILVER)				
3	ALUMINUM CLADDING PANEL (PALE BLUE)				
4	GLASS ENTRANCE CANOPY				
5	ALUMINUM LOUVERS (GREY)				
6	GREY ROLLER SHUTTER				
7	ALUMINUM LOUVERS (GREY)				
8	ALUMINUM LOUVERS (GREY)				
9	ALUMINUM LOUVERS (GREY)				
10	ALUMINUM LOUVERS (GREY)				
11	ALUMINUM LOUVERS (GREY)				
12	ALUMINUM LOUVERS (GREY)				
13	ALUMINUM LOUVERS (GREY)				
14	ALUMINUM LOUVERS (GREY)				
15	ALUMINUM LOUVERS (GREY)				
16	ALUMINUM LOUVERS (GREY)				
17	ALUMINUM LOUVERS (GREY)				
18	ALUMINUM LOUVERS (GREY)				
19	ALUMINUM LOUVERS (GREY)				
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21	ALUMINUM LOUVERS (GREY)				
22	ALUMINUM LOUVERS (GREY)				
23	ALUMINUM LOUVERS (GREY)				
24	ALUMINUM LOUVERS (GREY)				
25	ALUMINUM LOUVERS (GREY)				
26	ALUMINUM LOUVERS (GREY)				
27	ALUMINUM LOUVERS (GREY)				
28	ALUMINUM LOUVERS (GREY)				
29	ALUMINUM LOUVERS (GREY)				
30	ALUMINUM LOUVERS (GREY)				



NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	GLASS WITH ALUMINUM FRAME				
2	ALUMINUM CLADDING PANEL (SILVER)				
3	ALUMINUM CLADDING PANEL (PALE BLUE)				
4	GLASS ENTRANCE CANOPY				
5	ALUMINUM LOUVERS (GREY)				
6	GREY ROLLER SHUTTER				
7	ALUMINUM LOUVERS (GREY)				
8	ALUMINUM LOUVERS (GREY)				
9	ALUMINUM LOUVERS (GREY)				
10	ALUMINUM LOUVERS (GREY)				
11	ALUMINUM LOUVERS (GREY)				
12	ALUMINUM LOUVERS (GREY)				
13	ALUMINUM LOUVERS (GREY)				
14	ALUMINUM LOUVERS (GREY)				
15	ALUMINUM LOUVERS (GREY)				
16	ALUMINUM LOUVERS (GREY)				
17	ALUMINUM LOUVERS (GREY)				
18	ALUMINUM LOUVERS (GREY)				
19	ALUMINUM LOUVERS (GREY)				
20	ALUMINUM LOUVERS (GREY)				
21	ALUMINUM LOUVERS (GREY)				
22	ALUMINUM LOUVERS (GREY)				
23	ALUMINUM LOUVERS (GREY)				
24	ALUMINUM LOUVERS (GREY)				
25	ALUMINUM LOUVERS (GREY)				
26	ALUMINUM LOUVERS (GREY)				
27	ALUMINUM LOUVERS (GREY)				
28	ALUMINUM LOUVERS (GREY)				
29	ALUMINUM LOUVERS (GREY)				
30	ALUMINUM LOUVERS (GREY)				

GLAZING WITH ALUMINUM FRAME

ALUMINUM LOUVERS (GREY)

ALUMINUM CLADDING PANEL (SILVER)

ALUMINUM CLADDING PANEL (PAVE BLUE)

ALUMINUM CLADDING PANEL (SILVER)

ALUMINUM CLADDING PANEL (PAVE BLUE)

ALUMINUM CLADDING PANEL (SILVER)

ALUMINUM CLADDING PANEL (PAVE BLUE)

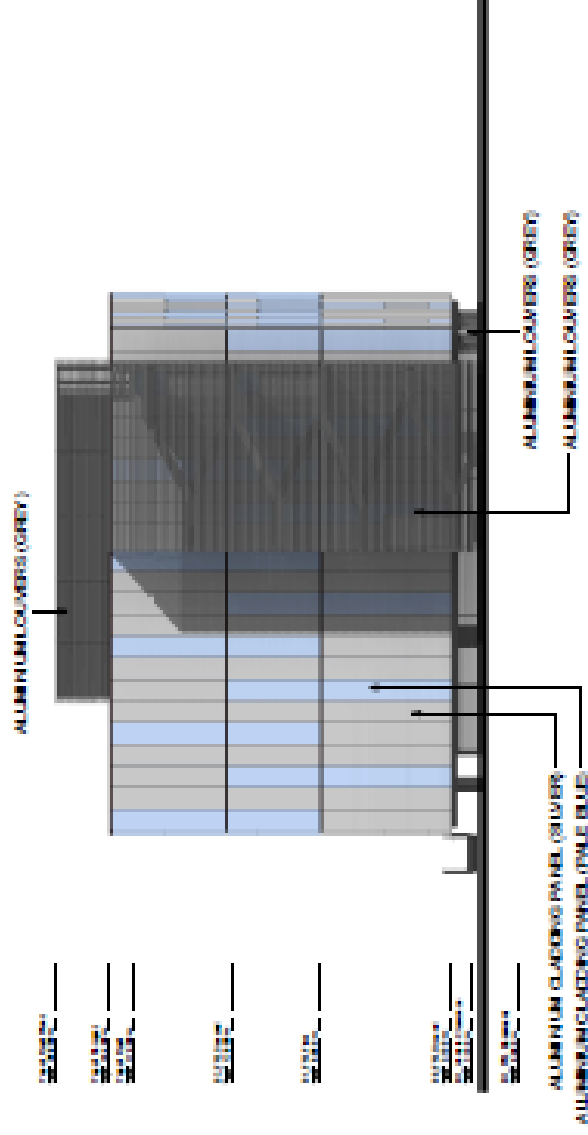
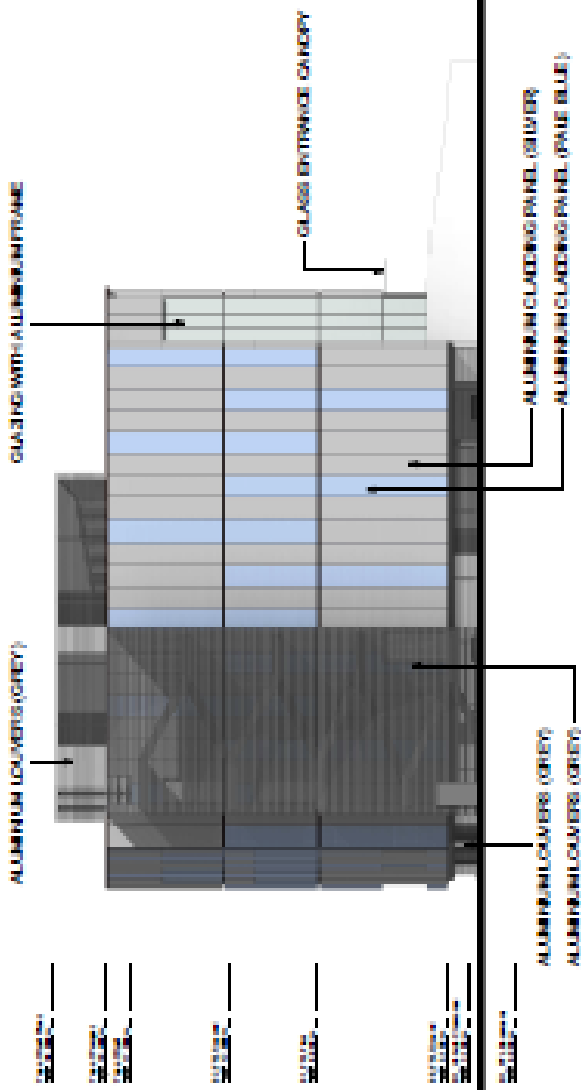
ALUMINUM CLADDING PANEL (SILVER)

ALUMINUM CLADDING PANEL (PAVE BLUE)

ALUMINUM LOUVERS (GREY)



PROJECT NAME		
PROJECT NUMBER		
DATE		
SCALE		
DESIGNER		
CLIENT		
LOCATION		
STATUS		
REVISIONS		
NO.	DATE	DESCRIPTION



SCALE 1:100

NO.	DATE	REVISION
1	2023.10.20	ISSUED FOR PERMITTING
2	2023.11.05	REVISED PER COMMENTS
3	2023.11.15	REVISED PER COMMENTS
4	2023.11.25	REVISED PER COMMENTS
5	2023.12.05	REVISED PER COMMENTS
6	2023.12.15	REVISED PER COMMENTS
7	2023.12.25	REVISED PER COMMENTS
8	2024.01.05	REVISED PER COMMENTS
9	2024.01.15	REVISED PER COMMENTS
10	2024.01.25	REVISED PER COMMENTS



PROJECT: 24-00000000-00

DATE: 2024.01.25

SCALE: 1:100

PROJECT: 24-00000000-00

DATE: 2024.01.25

SCALE: 1:100

PROJECT: 24-00000000-00

DATE: 2024.01.25

SCALE: 1:100