

<b>PLANNING OFFICER REPORT</b>
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<b>Application No.</b>	MO/2025/0539 Hybrid Major
<b>Valid Date:</b>	03-Apr-2025
<b>Applicant:</b>	Police and Crime Commissioner for Surrey
<b>Case Officer:</b>	Aidan Gardner
<b>Ward(s):</b>	Leatherhead North
<b>Proposal:</b>	Hybrid application comprising: Full planning permission for development of a new divisional headquarters (HQ) police building with associated car parking, access, drainage and landscaping (Phase 1); Full planning permission for demolition of existing buildings and development of 40 residential units with associated parking and landscaping (phase 2); and, outline planning (all matters reserved) for residential development of up to 185 units and associated works (Phase 3).
<b>Amendments /amplifications:</b>	
<b>Site Location:</b>	ERA Site, Cleeve Road, Leatherhead, Surrey, KT22 7SA

**Committee:** MAJOR DEVELOPMENT

**RECOMMENDATION A:** Subject to receipt of a satisfactory legal agreement by 31<sup>st</sup> January 2026 or any such date as agreed in writing by the Deputy Chief Executive and Executive Head of Service (Planning and Place), to secure the provision of:

- (1) 40 Affordable Homes all Affordable Rent (x22 1 bed units, x4 1 bed (accessible units), and x14 2 bed units).
- (2) Affordable Housing Late Stage Review based on MVDC template.
- (3) BNG monitoring contribution of £6,480 to cover monitoring reports on submission years 1, 3, 5, 10, 15, 20, 25, 30 and scheduled LPA site visits on years 5, 15, 25, 30. If any phase commences such that the monitoring would extend beyond 30 years from the start of the first phase, then an additional monitoring fee will be required. This will be the equivalent to 1/30th of the regular monitoring fee for each year of monitoring required beyond the initial 30 years
- (4) Provision of onsite public open space (0.61ha) and Locally Equipped Area of Play (LEAP) (400sqm).
- (5) A health care contribution of £133,908 to the Integrated care board
- (6) Travel Plan Auditing Fee of £5,000.
- (7) Car club:
  - a. contribution of £50 drive time credit for all new first-time occupiers of each dwelling.
  - b. An annual membership fee for a period of three years for all new first-time occupiers of each dwelling.
- (8) Cycle Parking - A contribution of £10,000 towards improved cycle parking at Leatherhead railway station.

- (9) An index-linked sum of £50,000 to be paid to the County Council prior to the occupation of the 20<sup>th</sup> dwelling for the provision of a Digital Demand Responsive Transport bus service.
- (10) Four further index linked sums of £50,000, each payable upon the first, second, third and fourth anniversaries of the payment for the provision by the County Council of a Demand Responsive Bus Service.
- (11) Contribution to Thakeham towards the Provision of 4.32ha of SANG at Preston Farm development (planning permission reference MO/2024/0096) to be secured via a deed of covenant. Agreement to be attached to S106. If an agreement cannot be secured then a financial payment towards 4.32ha to be paid to Mole Valley District Council.

OR

**RECOMMENDATION B:** In the event that a satisfactory legal agreement is not received by the above date or any other such date as agreed in writing by the Deputy Chief Executive and Executive Head of Service (Planning and Place), planning permission be **REFUSED** for the appropriate reasons.

### **Executive Summary**

This hybrid planning application proposes the redevelopment of the former ERA site, Cleeve Road, Leatherhead into a mixed-use development. The application will be delivered on a phased basis.

Full planning permission is sought for **Phase 1**, which comprises the delivery of a new strategic divisional police headquarters for use by Surrey Police. This will lead to the creation of 500 FTE<sup>1</sup> equivalent jobs across a number of disciplines including neighbourhood response policing, support roles (e.g. finance), specialist neighbourhood teams, and investigation teams. The headquarters will be delivered alongside associated car parking, sustainable urban drainage and landscaping.

Full planning permission is sought for **Phase 2**, which comprises the demolition of the existing (redundant) buildings, and the erection of a residential block accommodating 40 affordable residential homes. This is accompanied by associated car parking and landscaping.

Outline planning permission is sought for **Phase 3** which comprises residential development for up to 185 units, and associated works.

Overall, the planning application is supported on balance by officers owing to the strategic need for the police headquarters, the need for new affordable homes, the provision of a large number of new jobs, and the regeneration of a highly sustainable redundant brownfield site.

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<sup>1</sup> Full Time Equivalent (FTE)

## Site Plan:



### 1. Description of Site:

- 1.1. The site sits within the built-up area of Leatherhead and comprises the vacant former Electrical Research Association (ERA) and Cobham Industries site, with associated car parking and associated open land which surrounds the building. The overall site measures c.3.9 hectares
- 1.2. The site is dominated by one large existing building at the centre of the site, being the former ERA and Cobham Industries building, together with several areas of hardstanding throughout the site where previous buildings have been demolished. The site is directly accessed off Cleave Road to the South, with an existing segregated access road running from Cleave Road through the site which accesses other commercial and industrial properties to the north.
- 1.3. The site is bound to the north by industrial and office uses, with land designated as Green Belt beyond. East of the site is industrial uses with a secondary school and residential uses beyond. Cleave Road bounds the site to the south with residential beyond; and east of the site is some industrial/residential with Green Belt land beyond.
- 1.4. The site sits at the north easternmost point of Leatherhead's settlement boundary; there is other built form to the east and south, and Green Belt land to the north and west. The site is designated within the Mole Valley District Development Plan as a Strategic Employment Area: an allocation which extends to the wider commercial / industrial area.

1.5. The site is not within a conservation area and there are no listed or locally listed buildings on or near the site.

1.6. The site falls within Flood Zone 1, i.e. at the lowest probability of flooding.

## 2. Description of Proposal:

2.1. The application seeks a 'hybrid' planning permission for a three phased development.

2.2. The development proposed in each respective phase is as follows:

- **Phase 1:** Full planning permission (i.e. with all matters considered) for development of a new three storey divisional headquarters (HQ) police building (2529sqm GIA) with associated car parking, servicing and landscaping for Surrey Police.
- **Phase 2:** Full planning permission (i.e. with all matters considered) for demolition of existing buildings and development of 40 residential apartments in a single five storey residential block, with associated parking, servicing and landscaping.
- **Phase 3:** Outline permission (with all matters reserved for subsequent approval by the Council) for residential development of up to 185 dwellings and associated works, including access, car parking, landscaping and children's play facilities.

2.3. Within the submitted planning application, the applicant has provided a number of plans and specialist reports, including the following in relation to the 'outline' elements of the development.

The Land Use Parameter Plan shows the proposed uses within the development. It shows the locations of the proposed uses which comprise residential accommodation (C3), affordable residential accommodation (C3), the New East Divisional Headquarters (Sui Generis), parking and associated amenity/green spaces.

The Development Zone Parameter Plan shows the proposed phasing areas. The new divisional headquarters (phase 1) will sit at the south and east of the site, the phase 2 residential development will sit at the middle of the site, and the phase 3 residential accommodation will sit at the west and north of the site. There is significant planting and open space proposed across the site. Car parking is proposed across the site, with a concentration of car parking spaces proposed immediately south of the new divisional headquarters. The exact layout of the proposed phase 3 residential buildings will be subject to a future reserved matters application(s).

The Building Heights Parameter Plan shows the proposed building heights which range between three to five storeys. The plan indicates that majority of the proposed buildings will be four storeys, with some three and five storey concentrated at the south east of the site in line with site topography, although exact building heights of the proposed phase 3 residential buildings will be subject to a future reserved matters application(s).

The Access and Movement Parameter Plan shows the main vehicular accesses to the site will be from the existing access point from Park View Road at the south of the site. There is an existing access road running vertically through the site which connects to an existing an access point to the north. This will provide continued access to the wider site. The plan shows that there are established primary routes serving the divisional headquarters and phase 2 residential development. There are also indicative pedestrian routes across the site. Vehicle and pedestrian access pertaining to the phase 3 residential development would be subject to a future reserved matters application(s).

The Infrastructure Parameter Plan shows the general layout of the proposed infrastructure including the locations of the SUDS, landscape, proposed primary, secondary and pedestrian routes.

The Green Infrastructure Parameter Plan follows the general layout of the Development Zones plan. It sets out that the development will deliver open space, landscaping and planting across the site. Areas of landscaping will be incorporated to the south east boundary of the site to provide a landscape buffer between the car parking and residential boundaries of Cleeve Road residents. To the north of the HQ will be a further landscaped area. To the north of the phase 2 residential development building will be a landscaped area of open space to be used by future residents of the building. The plan provides indicative open space associated with the phase 3 residential development including a LEAP, and full detail will be provided within future reserved matters applications.

The Character Plan Parameter Plan identifies three character zones for the new development. This includes a “civic” area which aligns with the whole of Phase 1, an urban area which incorporates the central area of the site, and a domestic area which is located to the north.

The Illustrative Masterplan aligns with the key parameters plans and seeks to incorporate the key scheme details, including an indicative residential accommodation schedule.

- 2.4.** The application as a whole is accompanied detailed plans and elevations for the Phase 1 and Phase 2, by two Design and Access Statements (DAS), including an Affordable Housing DAS and Police HQ DAS. The DAS' also includes a number of illustrative plans to show how the detailed elements of the scheme will sit alongside the outline elements which will be subject to further determination by the Council.
- 2.5.** Alongside the above is a series of technical documents which support the planning application as a whole. These documents are as follows:
  - Transport assessment
  - Police HQ Travel Plan
  - Flood risk assessment and drainage strategy
  - Phase 1 investigation Report
  - Air quality assessment
  - Noise impact assessment
  - Viability assessment
  - Police operational need statement

- Landscape strategy and illustrative landscape masterplan
- Design code document
- Police HQ design and access statement
- Affordable housing design and access statement
- Archaeology desk based assessment
- Ecological impact assessment
- Biodiversity net gain assessment
- Energy statement including EDHQ BREEAM pre-assessment
- Arboricultural impact assessment
- Statement of community involvement
- Townscape/Landscape Visual Impact Assessment
- EDHQ Lighting Impact Assessment

**2.6.** The applicants are proposing that 40 of the total 225 homes (18%) of the total units would be affordable and will include a mix of unit sizes (65% one bed and 35% two bed).

**2.7.** It is understood the site was purchased in 2019 by Surrey Police. However, the site has not been used either by Surrey Police or for other, more traditional employment uses since it was purchased.

### **3. Relevant Planning History**

**3.1** There is an extensive planning history at the site largely relating to the operational requirements of the site. A number of relevant applications relating to the redevelopment of the site for other uses are listed below:

MO/2005/0264

E R A Technology Ltd, E R A Site, Cleeve Road, Business Park 5, Research Area, Leatherhead, Surrey, KT22 7SA

Demolition of existing buildings and redevelopment to provide 120 residential apartments, including 48 affordable apartments, associated car parking, landscaping and access road.

REFUSED

05-May-2005

MO/2005/0984

ERA Site, Cleeve Road, Business Park 5, Research Area, Leatherhead, Surrey, KT22 7SA

Demolition of existing buildings and redevelopment to provide 68 residential apartments for private sale, 42 affordable residential apartments with associated car parking, landscaping, play areas and access road.

APPROVED WITH CONDITIONS

05-Sep-2005

MO/2016/1280

ERA Site, Cleeve Road, Business Park 5, Leatherhead, Surrey, KT22 7SA

Outline application (with some matters reserved), for consideration of access, landscaping, layout and scale, in respect of a mixed use commercial and residential scheme of 117 dwellings (85 Private Market & 32 Affordable) car parking and open space provision.

REFUSED (AND DISMISSED ON APPEAL)

13-Dec-2016

MO/2017/1604

South Building, ERA Site, Cleeve Road, Business Park 5, Leatherhead, Surrey  
Prior notification for conversion of offices (Use Class B1) to 41 No. residential units (C3).

PRIOR APPROVAL REFUSED

07-Nov-2017

MO/2025/0161

ERA Site, Cleeve Road, Leatherhead, Surrey, KT22 7SB

Screening opinion pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) ("the EIA Regulations") for development of a new divisional Headquarters (HQ) police building with associated car parking, access, drainage and landscaping (Phase 1), full planning permission for 43 affordable units (phase 2) and outline planning (all matters reserved) residential development for up to 200 units and associated works (Phase 3).

ENVIRONMENTAL IMPACT ASSESSMENT - NOT REQUIRED

14-Feb-2025

#### 4. Statutory/Internal Consultations

- 4.1. Active Travel England: No objection - Refer to ATE Standing Advice
- 4.2. Education Place Planning: No objection subject to S106 contribution towards Early Years, Primary and Secondary education.
- 4.3. Environmental Health: No objections subject to conditions.
- 4.4. Environment Agency: No objection subject to conditions.
- 4.5. Joint Waste Solutions: No objection subject to conditions.
- 4.6. Natural England: No objection subject to appropriate mitigation via condition.
- 4.7. SCC Environmental Officer: No likely significant effects for Mole Gap to Reigate Escarpment SAC or the Thames Basin Heaths SPA subject to conditions/s106
- 4.8. Surrey Wildlife Trust: No objection subject to conditions.
- 4.9. NHS: No objection subject to S106 contribution towards the provision of health care facilities within the Leatherhead Primary Care Network or successor bodies.
- 4.10. SCC Archaeology: No objection subject to conditions.
- 4.11. SCC Highways: No objection subject to conditions.
- 4.12. SuDS Officer: No objection subject to conditions.
- 4.13. Thames Water: No objection subject to informative.
- 4.14. Tree Officer: No objection.

#### 5. Third Party/Other Representations

<b>Following summarised representations received (full representations available to view on MVDC planning search)</b>
<b>Highways and parking</b>
Insufficient parking provision
Increase in traffic, and parking issues.
Impact on local road safety
<b>Impact on surrounding employment uses</b>
Erosion of business park as a viable entity / impact on surrounding occupiers
Overlooking into neighbouring employment uses
Loss of protected employment land
Impact on needs of the existing Intertek House (business at the site)

<b>Amenity</b>
Overlooking and loss of privacy to Park View Road
Noise and disturbance
Impact on residential amenity
Disturbance during construction phase
<b>Environment</b>
Environmental concerns
Flood risk
<b>Other</b>
Overdevelopment of the site
Pressure on local services and unsuitability of infrastructure
Increased vandalism resulting from residential development
<b>Non-material planning considerations</b>
Devaluation of property
The previous application at the site was refused, and for consistency this one should be too

## 6. Constraints

Environment Agency Thames Consultation Area, Thames Water Utilities Consultation Area

Radon Gas – 1-3% homes above Action Level

EA – Surface Water Run-off – 1 in 100 (1%)

EA – Surface Water Run-off – 1 in 1000 (0.1%)

EA – Surface Water Run-off – 1 in 30 (30%)

BAA CAA – Gatwick Safeguarding - All buildings, structures, and works exceeding 300 metres in height (984.2 feet)

BAA CAA – Gatwick Safeguarding – Wind Turbine Consultation Zone

NATS Windfarm Safeguard

Ancient Woodland – 500m Buffer

Area of Special Controls of Advertisements

Land Contamination - Low Risk – Bilton Centre

Built Up Area

Land Contamination – High Risk – Isotope House Cleeve Road

Land Contamination – Low Risk – Technology Site

Landscape Character Areas – Esher and Epsom

Great Crested Newts – Risk Zones - Low habitat suitability. Low probability of great crested newt presence.

Great Crested Newts – Risk Zones - Moderate habitat suitability. Great crested newt may be present.

Great Crested Newts – Risk Zones – Suitable habitat. Great crested newt likely to be present.

EA Source Protection Zone – Groundwater Protection Zone 2

EA Source Protection Zone – Groundwater Protection Zone 3

Local Noise Residential

SCC Low Pressure Pipelines

Strategic Employment Area

Sutton & East Surrey Water Company Area

Special Area of Conservation – Thames Basin Heath SPA – 7km buffer

## **7. Development Plan Policies**

### Mole Valley Local Plan 2020-2039

S1 - Sustainable Mole Valley  
S2 - Combatting the Climate Emergency  
S5 - Retaining and Investing in Natural Capital  
H1 - Housing Delivery  
H3 – Affordable Housing  
H9 - Housing Mix  
H10 - Standards for Accessibility, Water and Space  
EC2 – Employment and Business Development  
EN4 - Design and Character  
EN5 - Inclusive Environments  
EN6 - Heritage Assets  
EN8 - Landscape Character  
EN10 – Open Space and Play Space  
EN12 - Pollution Control  
EN13 - Standards and Targets for Combatting the Climate Emergency  
INF1 – Transport  
INF2 - Parking  
INF3 – Flooding  
D1 – Infrastructure Delivery  
D3 – Development Sites

## **8. Material Considerations**

### Government Guidance – National Planning Policy Framework 2024 (NPPF)

Section 2 – Achieving Sustainable Development  
Section 5 – Delivering a sufficient supply of homes  
Section 6 – Building a strong, competitive economy  
Section 8 – Promoting healthy and safe communities  
Section 11 – Making effective use of land  
Section 12 – Achieving well-designed places  
Section 15 – Conserving and enhancing the natural environment

### Supplementary Documents

Affordable Housing SPD July 2025  
Affordable Housing SPD Addendum  
Economic Development Needs Assessment, March 2017 and subsequent addendums  
Nationally Described Space standards  
Landscape SPD  
Built Up Areas Character Appraisal  
Surrey Hills Management Plan 2020-2025

## **9. Planning Analysis**

- 9.1.** Legislation dictates how all planning applications must be determined. Section 70 of the Town and Country Planning Act (as amended) states -

In dealing with an application for planning permission the authority shall have regard to -

- (a) the provisions of the development plan, so far as material to the application,
- (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that: 'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

- 9.1.1. The main planning issues for consideration are discussed below.

## **9.2. Principle of Development**

- 9.2.1. At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 states that, in terms of the decision-making process, this means approving development proposals that accord with the development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

*i the application of policies in the Framework that protect areas or assets of particular importance (such areas include land designated as Green Belts, a National Landscape and designated heritage assets)) provides a strong reason for refusing the development, or,*

*ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

- 9.2.2. For the avoidance of doubt as to the foregoing, the Council has an up-to-date development plan and therefore, 11 (c) is applicable

- 9.2.3. Policy S1 (Sustainable Mole Valley) expects development proposals and use of land to contribute positively to the social, economic and environmental enhancement of Mole Valley. Planning applications that are consistent with the policies in the plan (and with relevant policies contained within other elements of the Mole Valley Development Plan) will be supported, unless material considerations indicate otherwise.

### Strategic Employment Area

- 9.2.4. The site falls within a Strategic Employment Area as defined on the Policies Map. Local Plan Policy EC2 (Employment and Business Development), Part 1, states that for such sites, the Council will only grant planning permission for office, research, and development and light industry activities falling within Class E(g), B2 and B8 uses and for other similar office and industrial uses.
- 9.2.5. The proposals include the provision of a Sui Generis use for a Police Headquarters alongside new residential. In the context of Policy EC2, it is considered that the Police Headquarters will fall within the category of “*other similar (office)*” uses. The principle of the Police Headquarters in this location is, therefore, acceptable and can be supported under the development plan.
- 9.2.6. Whilst Part 4 of policy EC2 deals with the loss or change of use of employment land, this only relates to land outside of allocated Strategic Employment Areas. There is no provision under policy EC2 that would allow the residential element of the scheme to be delivered. The principle of residential is not therefore established and if considered acceptable, would represent a departure from Policy EC2.
- 9.2.7. In this regard, as per Policy S1, the acceptability of allowing residential development here is dependent on other material considerations indicating an otherwise departure from the Plan. These are weighed in the overall planning balance when considered against the development plan as whole. This is dealt with later in this report.

### Police Headquarters

- 9.2.8. Policy EC1 (Supporting the Economy) promotes the sustainable growth of Mole Valley’s economy to meet the varying needs of economic sectors. This will be achieved through, inter alia, supporting regeneration within the main towns of Leatherhead and Dorking, and encouraging the recycling of land to meet the needs of the economy to support job creation.
- 9.2.9. The proposed HQ building is Sui Generis, albeit is recognised as a “*similar office*” use, as per policy EC2.
- 9.2.10. The submitted Planning Statement sets out that the HQ will result in approximately 500 FTE equivalent jobs across a number of disciplines including neighbourhood response policing, support roles (e.g. finance), specialist neighbourhood teams, and investigation teams. These jobs will be provided in the Principal Town of Leatherhead.
- 9.2.11. The provision of jobs across the wider policing operation, as a quasi employment use under the provisions of Policy EC2 is supported. It will diversify the employment offering in the town of Leatherhead and provide a significant injection of jobs into the local labour market. Additionally, the proposal makes use of a previously developed site to facilitate job creation, which is supported.

- 9.2.12. Notwithstanding the Sui Generis use within a designated Strategic Employment Area, the number of jobs that will be created is higher than those which would be created by traditional employment uses in officer's opinion. Whilst the site will not remain in a traditional employment use, the employment opportunities created by the development are compliant with the Council's economic objectives.
- 9.2.13. The proposed employment floorspace of 2,500 sqm is circa 1,910 sqm less than the existing building and would represent a reduction in employment floorspace. Nonetheless, the site is vacant and considering the marketing evidence provided, it is likely to remain vacant for the foreseeable future. The provision of 500 new jobs and the wider indirect economic impact of the new headquarters meets the key needs and aspirations of policy E1 and E2 and will create a substantial benefit for Mole Valley and Leatherhead.
- 9.2.14. It is also recognised that if the site was to come forward for redevelopment of new employment floorspace in the 'traditional' sense, the number of jobs created may be less than the proposal when considering new machinery/processes and automation.
- 9.2.15. The principle of the police HQ and creation of a substantial number of jobs on this previously developed site is therefore acceptable and welcomed. Its employment yield, being greater than alternative potential employment uses (such as industrial and warehousing) also helps offset some of the lost employment land which is otherwise proposed for housing.

#### *Demand for employment*

- 9.2.16. Despite there being no provisions or requirements within policy EC2 that would enable the loss of the existing uses through marketing the site, the Applicant has been actively marketing the site since 2022, owing to a change in strategy by the Applicant where the site was considered surplus to requirements.
- 9.2.17. It is understood in 2022 Surrey Police made the decision to retain their HQ in Guildford meaning the Leatherhead site had become surplus to requirements. At this point the Applicant began marketing the site. The Applicant has, therefore, submitted the associated marketing history with the planning application.
- 9.2.18. The submitted evidence demonstrates that comprehensive marketing has been undertaken since 2022. The marketing evidence pack includes brochures, the marketing board, a dedicated website, and indicative architects site layout for hypothetical commercial redevelopment, in addition to being included on the public sector website listing. The website marketing the site was live from 2022-2024 and the agent (Vail Williams) had been reactive to market requirements throughout this period. The site has therefore been marketed for over 24 months.
- 9.2.19. The submitted marketing evidence provides feedback from prospective purchasers who viewed the site in this period. Such feedback cites uncertainty in the market, abnormal development costs, concerns over lack of road

visibility and access through existing residential development to the site, and concerns over getting permission for 24/7 use.

- 9.2.20. In summary, despite the site being comprehensively marketed for more than a two-year period, there was no commercially viable interest, and no serious commercial offers were received.
- 9.2.21. The submitted marketing evidence further considers general market conditions in relation to office and industrial uses, noting that the return to office trend is marked by demand for well-located, prime assets that provide Class A office space in prime locations, particularly central urban locations with strong transport links.
- 9.2.22. The evidence also notes that average annual office take up for the Epsom and Leatherhead regions has decreased year on year over the last five years, and estimates there is currently approximately five years of supply currently available in the market.
- 9.2.23. At the time of submission, the marketing evidence estimates that there is approximately five years' worth of supply of industrial land in the area, based on average take up figures of the past five years. There have been a number of recent approvals for high quality industrial space within very close proximity of the site in recent years, which is likely to impact demand for the site as industrial use.
- 9.2.24. The most recent Objectively Assessed Need for Employment Use produced by the Council is within the Economic Development Needs Assessment dated March 2017. At the time of publication, the report concluded that surplus floorspace of employment premises was anticipated to grow throughout the Plan period to 2033. An addendum to this report was undertaken in 2020 specifically in relation to office and industrial uses which concluded that at the time of publication there was a surplus in office, industrial and warehousing floorspace, although this was subject to change due to loss of floorspace via prior approvals across the district.
- 9.2.25. Both of these reports are now out of date in respect of the applicant's submitted market analysis which considers employment land provision based on office uptake in the previous five years. Notwithstanding this, officers consider that the Council's evidence, although dated, corroborates the findings of the applicant's market analysis, which concludes that there is a surplus in requirement for employment floorspace.
- 9.2.26. In conclusion, the Applicant has demonstrated that there is insufficient demand for the whole site to sustain an office or industrial development in current market conditions. This is evidenced by the extensive marketing history that has been undertaken at the site over the period 2022-2024, which demonstrates that there is no demand for acquisition of the site to develop it for employment purposes. Whilst this does not dismiss the requirements of EC2, which are inflexible in terms of Policy wording, it does represent a significant material consideration for the site's use for alternative purposes.

- 9.2.27. Paragraph 127 of the NPPF particularly requires planning decisions to reflect changes in demand for land. The NPPF is a material consideration in the determination of planning applications. Based on the marketing evidence and analysis of current market conditions submitted by the applicant, the Council, acknowledges that there may be insufficient demand to develop the whole of the site for new employment led development. This is a material consideration for the purposes of the planning balance and policy S1 / EC2.

*Provision of Housing*

- 9.2.28. Policy S1 sets the Council's target to deliver 336 new homes per year up to 2039, which is below the Council's housing need of 446 homes per year as per the Government's 2020 local housing need calculation.
- 9.2.29. Local Plan Policy H1 (Housing Delivery) sets out the ways in which Mole Valley's Housing requirement will be achieved. This is through site allocations, sites on unidentified small sites, sites within opportunity areas, and windfall sites. The provision of new homes at the site would be considered a windfall site.
- 9.2.30. Policy H3 (Affordable Housing) supports the delivery of onsite affordable homes and sets out the key types and mix of affordable homes that will be supported.
- 9.2.31. The Council's latest five-year housing land supply position is set out in the Council's Five-Year Housing Land Supply Annual Review: 2025 to 2030 published July 2025. The annual review shows there is a surplus of 61 dwellings which equates to a 5.1 year's supply of land for housing development. The Council can therefore demonstrate a five-year housing land supply and the presumption in favour of sustainable development, as set out in Paragraph 11d and Footnote 8 of the NPPF, does not apply.
- 9.2.32. The latest Housing Delivery Test result (2023) for Mole Valley was 78%. As this is below 85%, an additional buffer of 20% is required in the five-year supply. The Council's latest five-year housing land supply position already includes a 20% buffer. As the Housing Delivery Test result is above 75%, the presumption in favour of sustainable development, as set out in Paragraph 11d and Footnote 8 of the NPPF, does not apply.
- 9.2.33. Whilst it is acknowledged the Council is currently meeting its five year land supply requirements and its housing delivery test, the Council is facing a significant increase in housing need as per the Government's updated standard method of 833 homes per year. This uplift is significant. Whilst, the Council has an up to date Local Plan, the provision of 225 homes, including some onsite affordable homes, will make a meaningful contribution to the Council's housing need and on a brownfield site in a highly sustainable location.

*Principle of demolition*

- 9.2.34. Local Plan Policy S2 (Combatting the Climate Emergency) seeks to combat the Climate emergency by working with partners to meet targets to reduce

carbon emissions from new development and the redevelopment and refurbishment of existing buildings and seek opportunities to retrofit existing buildings.

- 9.2.35. The Council is committed to promoting sustainable development and making the most efficient use of the land as per paragraph 129 of the NPPF. The Mole Valley District area is relatively constrained by Green Belt and National Landscape terms. The former ERA building (proposed for demolition) and other buildings which have already been demolished across the site offer an opportunity for development of a previously developed site that has been vacant for circa 7 years. The site is also in a sustainable location.
- 9.2.36. During pre-application discussions, the Applicant was challenged to revisit the proposed demolition of the vacant former ERA and Cobham Industries building, in line with policy S2 and to demonstrate why this may not be feasible.
- 9.2.37. In response, agents for the Applicant produced an alternative scheme and ran a high level financial appraisal which concluded that the retention of the existing building would render the site unviable.
- 9.2.38. As part of the application, the Applicant has provided evidence demonstrating that the retention of the building was considered, however it was not viable. It would also lead to an inefficient use of the site.
- 9.2.39. In this context therefore, officers are satisfied that the development as proposed is a more suitable option, more efficient and will be better optimise the Site. As such the principle of demolition here is considered acceptable.
- 9.2.40. The principle of use of the previously developed areas of the site represents efficient use of land and makes use of a long-vacant brownfield site. This is supported in line with the Local Plan and NPPF.

**9.3. Housing Mix and Affordable Housing- viability**

- 9.3.1. Policy H9 'Housing Mix' of the Local Plan (2020-2039) sets out the desired housing mix of Market Housing to be as follows: 25% 1-bed, 45% 2-bed, 20% 3-bed and 10% 4-bed.
- 9.3.2. The Applicant is proposing the following housing mix for Phase 2 of the development which does not comply with the expectations of Policy H9:

1 bed	1 bed accessible	2 bed	Other
22 units – 55%	4 units – 10%	14 units – 35%	0

- 9.3.3. The Applicant is proposing the following indicative housing mix for Phase 3 of the development:

1 bed	2 bed	3 bed	Other
65 units – 35%	93 units – 50%	27 units – 15%	0

9.3.4. The precise amount, configuration and mix of market for Phase 3 will need to be determined at the Reserved Matters Stage.

9.3.5. Local Plan policy H3: Affordable Housing seeks 40% of the total number of dwellings to be affordable on development providing a net increase of 10 units.

30% home ownership	25% First Homes
	5% Shared Ownership
70% rented	49% affordable rented
	21% social rented

9.3.6. Under Policy H3, 90 homes are, therefore expected to be affordable subject to viability. The applicant is proposing that 40 new homes will be affordable.

9.3.7. The Applicant submitted a Financial Viability Assessment' (FVA) dated 26th February 2025, prepared by Vail Williams, to accompany the planning application. The FVA states that, owing to vacant building credit (VBC), the requirement for affordable homes reduces to 67 homes.

9.3.8. It then concludes that *“even at the reduced level of affordable housing of 40 units proposed in the planning application, the scheme is not viable. Notwithstanding the viability deficit, the Police & Crime Commissioner intends to secure the delivery of the scheme to meet operational needs; the new HQ facility is to be delivered by the end of 2026 as a lease on temporary accommodation expires at that time.”*

9.3.9. Dixon Searle Partnership (DSP) has undertaken a review of the Applicant's submitted FVA and agree that the site cannot sustain affordable housing.

9.3.10. During discussions with the Applicant, it was agreed that the 40 homes would be provided as affordable rent.

9.3.11. The Local Plan indicates that 1,253 affordable homes should be delivered over the Plan period, which equates to 66 affordable homes per annum. The Local Plan period starts in 2020, so five years have passed. As such, a total of 330 affordable homes should have been delivered between 2020 and 2025 (66 x 5 = 330).

9.3.12. Between 1 April 2020 and 31 March 2025, a total of 92 affordable homes have been delivered. Comparing delivery to the number of affordable homes that should have been provided over the same period, as indicated in the Local Plan, means there has been an under delivery of 238 affordable homes. This is significant, with actual affordable housing delivery being less than 30% of what should have been provided ( $100 \times (92 / 330) = 28\%$ ).

9.3.13. The provision of the 40 new affordable homes above what is considered viable is therefore strongly supported by MVDC. In addition, the Applicant has agreed to a late stage review clause related to Phase 3 should market conditions improve in the future.

## 9.4 Impact on Character of Area

9.4.1 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

9.4.2 Paragraph 136 of the NPPF continues: '*Trees make an important contribution to the character and quality of urban environments... Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained where possible*'.

9.4.3 Local Plan Policy EN4 (Character and Design) aims to continue this tradition of high-quality architecture and urban design, respecting existing local character and introducing new styles sensitively and only where appropriate. The policy applies to all types of development and is applicable to all development proposals.

9.4.4 The site is not located within a character area defined in the Landscape SPD (2013). Its situation at the north eastern edge of the built up area of Leatherhead means there are a number of other industrial and residential uses within the immediate vicinity, as well as more rural character (Green Belt) to the north and east of the site. The site itself in its current form is not particularly attractive; the vacant nature of the site whereby a number of buildings have been demolished with hardstanding left behind means it serves little purpose by way of positive contribution to the character of the surrounding area.

9.4.5 The site is not in a National Landscape. It is circa 130m east of the Green Belt boundary, with expanses of greenfield land beyond the residential development on Park View Road. By virtue of the physical separation between the site and Green Belt by a road and a number of existing buildings, the previously developed nature of the site, and the pattern of development

surrounding the site, the development is not considered to negatively impact the Green Belt.

- 9.4.6 In regard to the character of the immediate area, the site is allocated as Strategic Employment Area in the Local Plan. Notwithstanding the proposed departure from the site allocation (employment use), the allocation itself allows the provision of new employment uses and has been considered in this regard during the EIP of the Local Plan. Whilst there will be a change in character of the current vacant site, it is considered that this has already been accepted in principle as part of the Local Plan making process.
- 9.4.7 Notwithstanding this, the applicant has submitted a Landscape Visual Impact Assessment with the application. The LVIA concludes that in landscape and townscape terms there would be no significant impact arising from the proposed development. This is due to the largely urban nature of the site, whereby the proposed development would exert minimal characterising effects on the wider landscape over and above that which already exists by virtue of the existing settlement of Leatherhead. It is pertinent to note, in this regard, that the LVIA notes that there is a negligible adverse significance of effect upon landscape character areas LF1 and LF3, although this is not considered significant.
- 9.4.8 Additionally, the site is situated within an urban townscape and will utilise an already existing access. Whilst the design and appearance of Phase 3 are in outline and are subject to a future reserved matters application, Phases 1 and 2 include the provision of contemporary buildings of a scale and massing that reflect the wider business park and urban area.
- 9.4.9 The LVIA also concludes that there would be some local residual adverse effects upon views albeit these are not significant.
- 9.4.10 Officers consider that repurposing a vacant, degraded and allocated site is a benefit and will contribute to improving the character of the area, notwithstanding the minor adverse effects on landscaping and views. In the context of the built up area and surrounding built form, officers consider the development would result in a minor improvement to the overall character of the surrounding area.
- 9.4.11 The illustrative masterplan submitted with the application indicates planting and open space that is proposed as part of Phases 1 & 2. Existing residential development along Cleeve Road will be partially screened from the HQ and car park by planting. The planting and open space would soften the visual impact of the development, especially at the south eastern boundary which is particularly visible from the public highway. The density of development in this area is also lower.
- 9.4.12 The illustrative masterplan also provides an indicative layout for Phase 3 showing one way in which the development might be achieved, which will be subject to a future Reserved Matters application. The highest density area of the site is shown at the middle and to the west of the site, where there is likely to be considerably less vehicle and pedestrian footfall due to the lower density development along Park View Road. However, the plan indicates significant

planting to screen Park View Road from the proposed residential blocks. The north of the site is moderately lower in density in terms of building proximity and height, reflecting its semi-rural nature and proximity to the Green Belt. Across the site as a whole, substantial planting and the presence of green space are considered to soften the overall visual impact of the development from views of the development from the south, west and north, and when entering the site at the south. Officers consider that the indicative layout shows that the quantum of development could be achieved within a spacious and balanced neighbourhood.

- 9.4.13 There are no Tree Preservation Orders (TPOs) on the site. The Green/Blue Infrastructure Plan shows the retention of existing planting which would be alongside new planting. The Council's Tree Officer has no objection regarding trees and comments that the Arboricultural Impact Assessment and associated Protection Plan align with best practice. Conditions that secure the key requirements set out in the Arboricultural Impact Assessment and associated Protection Plan are recommended later in this report.
- 9.4.14 Taking into account the above and the context of the site, it is considered that the proposed scheme would result in a minor adverse significance of effects to the view and landscape, although these are not significant. It is also considered that these impacts were anticipated by virtue of the site's allocation. Officers consider there will be a minor improvement to the townscape character area by virtue of the site's urban situation. In accordance with the aims of the NPPF and policy EN4 of the Mole Valley Local Plan, the scheme is considered acceptable in terms of impact on the character of the surrounding area.

## **9.5 Impact on Neighbouring Residential Amenity**

- 9.5.1 Paragraph 135 of the NPPF sets out, inter alia, that planning decisions should ensure that developments f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.5.2 Point 5 of Local Plan Policy EN4 explains that proposals should ensure the amenity of those currently occupying adjoining or nearby properties is not significantly affected or have an unacceptable impact on the residents of the surrounding area. If the amenity effects of the proposed development can be made acceptable by mitigation measures, then the Council will seek these measures.
- 9.5.3 The nearest neighbouring residential properties to the site are those to the south on Cleeve Road and to the west on Park View Road.
- 9.5.4 In terms of the surrounding properties and land bounding the site, there would be some change in the relationship given the loss of a small area of green space and introduction of residential and Sui Generis use at the site. The intensity of the site, including traffic movements along Cleeve Road and Park View Road, would be materially greater than existing and this would have an

impact to some degree on neighbours and their amenity. That impact may extend beyond the above named properties particularly given the sui generis use though operational measures would be in place to ensure that impact does not amount to significant harm.

- 9.5.5 With regard to Phases 1 & 2, there is limited built form at the southern area of the site which is visible from the rear of dwellings on Cleeve Road, indicating the applicant has carefully considered the siting of proposed built form. The proposed HQ is at the east of the site, closer to existing industrial buildings and away from neighbouring residents.
- 9.5.6 Although Phase 3 is subject to detailed approval in a future Reserved Matters application, the submitted Building Height plan indicates that the applicant has considered neighbouring amenity through situating the larger 5 story buildings at the centre of the site where they will be less visible from neighbouring residential development.
- 9.5.7 It is considered Phase 3 can be accommodated without harming neighbouring amenity.
- 9.5.8 Concerns have been raised relating to vandalism from the increased residential development of the site. The reference within the NPPF about crime and disorder has to be seen in the context a chapter concerned with the design of new developments. Crime aspects may be informed, for example, by layouts of buildings and street networks. Anti-social behaviour is capable of being a material planning consideration. Paragraph 96 (b) of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places so that crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. Officers are however satisfied that the proposal raises no reason to support that it would increase vandalism or result in other anti-social behaviour.

#### Noise

- 9.5.9 Local Plan Policy EN4 requires development to ensure the amenity of future occupiers is not significantly affected by noise and vibration levels, and the times at which such disturbances are likely to occur.
- 9.5.10 The applicant has submitted a Noise Impact Assessment with this application. The NIA sets out that the acoustic assessment undertaken demonstrates the predicted rating level does not exceed the existing background sound level at any of the residential receptors during either daytime or night time periods. This indicates that the proposed development will have a low impact on the nearest noise sensitive receptors.
- 9.5.11 The Environmental Health Officer has advised that subject to the conditions attached to this decision there are no noise concerns associated with amenity of existing residents and/or occupiers.

### Air Quality

- 9.5.12 The applicant has submitted an Air Quality Assessment. This concludes, following a qualitative assessment of potential dust impacts during the construction phase, that the site is found to be at no worse than a 'medium risk' in relation to dust soiling effects on people and property, and a low risk in relation to human health impacts.
- 9.5.13 Subject to adherence with mitigation measures, residual effects from dust emissions are deemed to be not significant. Given the short term nature of construction there is predicted to be an insignificant impact on air quality from construction generated road traffic.
- 9.5.14 With regard to the operational phase, the impacts of the proposed development are considered to be negligible. Unmitigated effects at all receptor locations assessed are therefore considered to be not significant.
- 9.5.15 Subject to conditions attached to this permission, the air quality impacts arising from the development (both construction and operation) do not present any negative impact to the amenity of existing residents.
- 9.5.16 **Commercial Buildings**
- 9.5.17 A letter of representation from Smithers flags concern regarding overlooking from Block A to the staff social yard and labs at the Smithers site immediately north of the development site. There is circa 40 metres from the east elevation of Block A to the west elevation of Smithers, and c. 20m from Block A to Smithers' service yard, as well as planting along the boundary. Officers consider there is sufficient distance between the two to mitigate overlooking concerns. Additionally, the proposed building height is lower than the middle of the site; officers consider the height of Block A responds appropriately to the immediate surroundings, alleviating potential for overlooking.
- 9.5.18 It is considered the proposed development will not significantly impact the amenity of the existing commercial occupiers.

### Noise

- 9.5.19 Local Plan Policy EN4 requires development to ensure the amenity of existing occupiers is not significantly affected by noise and vibration levels, and the times at which such disturbances are likely to occur.
- 9.5.20 The submitted Noise Impact Assessment sets out that the acoustic assessment undertaken demonstrates the predicted rating level does not exceed the existing background sound level at any of the residential receptors during either daytime or night time periods. This indicates that the proposed development will have a low impact on the nearest noise sensitive receptors.
- 9.5.21 The Environmental Health Officer has advised that subject to the conditions attached to this report there are no noise concerns associated with amenity of existing residents and/or occupiers.

## Air Pollution

- 9.5.22 The applicant has submitted an Air Quality Assessment which concludes that, following a qualitative assessment of potential dust impacts during the construction phase, the site is found to be at no worse than a 'medium risk' in relation to dust soiling effects on people and property, and a low risk in relation to human health impacts.
- 9.5.23 Subject to adherence with mitigation measures, residual effects from dust emissions are deemed to be not significant. Given the short term nature of construction there is predicted to be an insignificant impact on air quality from construction generated road traffic.
- 9.5.24 With regard to the operational phase, the impacts of the proposed development are considered to be negligible. Unmitigated effects at all receptor locations assessed are therefore considered to be not significant.
- 9.5.25 Subject to conditions attached to this permission, the air quality impacts arising from the development (both construction and operation) do not present any negative impact to the amenity of existing residents and/or occupiers.

## **9.6 Future Occupiers' Amenity**

- 9.6.1 Local Plan Policy H10 (3) (Standards for Accessibility, Water and Space) explains all new dwellings including conversions will be required to provide sufficient internal space which meets the National Described Space Standards. This policy also requires that on development sites of 10 or more dwellings, a minimum of 10% of the properties should meet Building Regulations standard M4 (2) 'accessible and adaptable dwellings'. Additionally, on sites of 20 or more new dwellings at least 5% of the new dwellings will be required to meet Building Regulations Standard M4(3) 'Wheelchair Accessible'.
- 9.6.2 Local Plan policy EN4 advises that developments should ensure the amenity of future occupiers is not significantly affected by a lack of outlook or sense of enclosure or overlooking.
- 9.6.3 Securing good design is an integral part of the Government's National Planning Policy Framework (NPPF).
- 9.6.4 Paragraph 135 advises that planning policies and decisions should aim to ensure that developments, inter alia: i Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; ii. Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 9.6.5 The siting of the Phase 2 residential development is considered acceptable in terms of future occupier amenity. The submitted floor plans demonstrate that

all 40 units are in accordance with the Space Standards and will be afforded a decent level of outlook. Of the 40 dwellings, four will meet the accessibility requirement of policy M4.

- 9.6.6 Whilst Phase 3 of the development for 185 units is outline at this stage and the proposed layout is therefore not for approval on the Illustrative Masterplan, it is considered this plan demonstrates that the quantum of development being sought could be achieved in a manner which provides a satisfactory living environment for future occupants. Further, each property would be subject to compliance with Space Standards and the layout shows that parking could be provided for each household. Subject to conditions securing the compliance with policies H10 and INF3, the proposal is considered to comply with the Local Plan (2020-2039) in this regard.

#### Noise

- 9.6.7 Local Plan Policy EN4 requires development to ensure the amenity of future occupiers is not significantly affected by noise and vibration levels, and the times at which such disturbances are likely to occur.
- 9.6.8 The applicant has submitted a Noise Impact Assessment with this application which considers noise arising from the proposed HQ building and car park. The NIA concludes that during the day time there is a worse case of 'low risk' to the future occupants of the site, with majority of the site falling within the 'negligible risk' category during the day time. At night, low risk erring towards the threshold of medium risk is predicted. Suitable internal and external amenity standards can be achieved, and conditions are attached which will ensure future occupiers do not experience significant adverse impacts.
- 9.6.9 The Environmental Health Officer has advised that subject to the conditions attached to this decision there are no noise concerns associated with amenity of existing residents and/or occupiers.

#### Lighting

- 9.6.10 Local Plan Policy EN4 requires development to ensure the amenity of future occupiers is not significantly affected by the need for artificial light.
- 9.6.11 The applicant has submitted a Lighting Impact Assessment with this application which considers lighting at the proposed HQ building and car park. The lighting design for Phases 2 and 3 will be dealt with via condition and at Reserved Matters respectively.
- 9.6.12 The HQ building will be used 24/7, although the submitted material notes that after 23:00 Surrey Police are prepared to reduce lighting levels during the night time. The lighting will also have a manual over ride function whereby the lighting can be dimmed or switched off if needed. This will be secured by condition.
- 9.6.13 The submitted Lighting Assessment include lighting calculation plans at Appendix A which demonstrate lighting will not spill out of the HQ building or car park area.

- 9.6.14 Considering the location and character of the site, subject to the conditions attached to this report, it is considered that there are no lighting concerns associated with the future occupiers of the wider development, or to those surrounding the development.

#### Education Facilities – Infrastructure Delivery

- 9.6.15 Local Plan (2020-2039) policy D1 requires new developments to contribute towards the delivery of infrastructure facilities and services – this includes the provision of mitigation to avoid any substantial cumulative effects on the existing infrastructure services.
- 9.6.16 SCC Education Place Planning has reviewed the application and advised that they anticipate 16 Early Years pupils, 22 Primary pupils, and 14 Secondary pupils will be yielded from the development.
- 9.6.17 The respective requested cost contributions to meet this demand are £216,626, £437,777, and £331,586, totalling £995,988. The Applicant has agreed to pay these contributions.
- 9.6.18 Therefore, subject to securing the contribution towards early years education places, the proposal is considered to be acceptable in accordance with policy D1 of the Local Plan (2020-2039).

#### **9.7 Highway and Parking Matters**

- 9.7.1 NPPF Paragraph 116 states: ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’
- 9.7.2 Local Plan Policy INF1 seeks to ensure that development makes adequate provision for off street parking, servicing, vehicular access and egress and movements within the site.
- 9.7.3 Local Plan Policy INF2 seeks to ensure that the level of parking provision in new developments has regard to developer requirements and also reflects the extent to which the site can be accessed by a range of transport modes.
- 9.7.4 The County Highways Authority (CHA) has assessed the supporting information and confirmed that subject to conditions, improvements to the public highway and a completed legal agreement, they raise no objection to the scheme.
- 9.7.5 CHA require contributions to highways improvements including improved pedestrian and cycle routes to/from the site; a car club vehicle and fast charge EV car club parking space on the site for public use, as well as three years free membership of the car club and £50 drive time for each staff member and first time occupier of each dwelling; passenger transport including a contribution towards the provision of a Digital Demand Responsive Transport

service, bus stop improvements, and improved cycle storage at Leatherhead Train Station; and a shuttle bus to and from Leatherhead station.

- 9.7.6 Taking into account the above, officers are of the view that subject to conditions and receipt of a satisfactory legal agreement to secure measures in the CHA's response, the proposal is acceptable in relation to highway safety.

#### Refuse/Waste and Storage Collection

- 9.7.7 Point S of Local Plan Policy EN4 explains that proposals should ensure the amenity of future occupiers is satisfactory which includes appropriate refuse and recycling facilities. Point N of EN4 sets out that proposals should ensure that bin storage is unobtrusive, supports recycling as well as disposal, does not harm the amenity of occupiers or uses nearby and can be easily accessed by waste collection services.
- 9.7.8 Details have been provided for the detailed element of the scheme (Phases 1 and 2) and will be provided at a later date for the outline element (Phase 3).
- 9.7.9 Joint Waste Solutions has commented on this application and subject to the conditions attached to this recommendation, the proposed development is considered acceptable in refuse and waste terms.

### **9.8 Impact on Biodiversity and Trees**

- 9.8.1 Local Plan Policy EN9 – (Natural Assets) advises where development proposals are likely to affect natural assets planning applications will be required to include an assessment of the impact of their proposals on native biodiversity, protected, otherwise endangered or vulnerable, species and habitats in line with the British Standard for Biodiversity: Code of Practice for Planning and Development BS42020.
- 9.8.2 The NPPF makes it clear at para 187 that: 'Planning Policies and decisions should contribute to and enhance the natural and local environment by, inter alia: minimising impacts on and providing gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.
- 9.8.3 Paragraph 192(b) requires the promotion of 'the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity'.
- 9.8.4 The application is supported by an Ecological Impact Assessment undertaken by RPS Group (dated March 2025) which recommends a series of preliminary potential impacts, mitigation and timings for works and surveys.
- 9.8.5 Surrey Wildlife trust, the ecological advisor to the LPA, have reviewed the proposal and specifically the following documents contained within the application:

- UKHABs Post-development Habitat Plan (RPS Group, 5 September 2025)
- Ecological Impact Assessment (RPS Group, March 2025)
- Preliminary Ecological Appraisal (RPS Group, March 2025)
- Ecological Impact Assessment – Interim Report (RPS Group, August 2025)

9.8.6 Following the receipt of further information from the Applicant, SWT have made the following recommendations in regards to protected species:

#### Badger

9.8.7 SWT has recommended a condition requiring the preparation and submission of a Bat Mitigation and Enhancement Strategy prior to commencement of development.

#### Bats

9.8.8 SWT has reviewed the bat activity and static record survey from the 2025 season, provided by the applicant's ecologist. SWT has recommended that prior to commencement, a bat mitigation and enhancement strategy based on the recommendations regarding retention and planting detailed in the Ecological Impact Assessment and to include dark corridors, is submitted to the LPA. This has been secured via condition. No further work is recommended by SWT prior to determination.

9.8.9 Additionally, SWT has recommended the soft felling of impacted trees assessed as PRF-I for bats.

#### Sensitive Lighting

9.8.10 SWT have set out that the Ecological Report indicates that foraging and commuting bats could be impacted by the proposed development. It has been recommended that the applicant should ensure that the proposed development would result in no net increase in external artificial lighting of boundary woodland and trees at the development site. In order to comply with this, a Sensitive Lighting Management Plan condition has been recommended below.

#### Breeding Birds

9.8.11 SWT have recommended that the applicant takes action to ensure that development activities such as vegetation or site clearance are times to avoid the breeding bird season of early March to August.

#### Reptiles

9.8.12 SWT has reviewed the submitted reptile presence/likely absence surveys. A low population of slow worms were recorded, and SWT consider that appropriate mitigation is therefore required to ensure reptiles are adequately protected in line with the legislation. A reptile precautionary method of works has also been provided which outlines habitat manipulation and

enhancements for reptiles. SWT consider that this provides insufficient information to demonstrate suitable mitigation for reptiles.

- 9.8.13 A more detailed reptile mitigation strategy is therefore recommended, prior to commencement of development. This is included in the list of conditions below.

#### Great Crested Newts

- 9.8.14 SWT and the Newt Officer have reviewed the Ecological Impact Assessment. Owing to the presence of some potentially suitable habitat on the site, as there being ponds within 500m of the site, both SWT and the Newt Officer have recommended a pre-commencement condition requiring a set of precautionary measures to be submitted to the LPA. Officer agree with this approach.

#### Protected Sites and Habitats

- 9.8.15 The site is within the outer 5-7km bracket of the zone of influence for Thames Basin Heaths SPA.

- 9.8.16 Natural England were consulted on the scheme and considered that without appropriate mitigation the application could have an adverse effect on the integrity of Thames Basin Heaths Special Protection Area. It has recommended that in order to mitigate these adverse effects, the following mitigation is required:

- A full contribution to a local SANG in lieu of not being able to contribute to Strategic Access Management & Monitoring (SAMM).

- 9.8.17 An 'Appropriate Assessment' under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (Statutory Instrument 2017 No.1012) (as amended) has been undertaken and reviewed by the SCC Principal Environmental Assessment Officer. The report concludes that there is no likely significant effects for the Mole Gap to Reigate Escarpment SAC or the Thames Basin Heaths SPA subject to conditions/legal agreement to secure measures to promote/enable travel by non-car/non-fossil fuel means and payment to secure access to off-site SANG at the Preston Farm development.

- 9.8.18 The Applicant has agreed to contribute towards 4.32ha of SANG at the Preston Farm development (planning permission reference MO/2024/0096) Officers agree with this assessment and consider that the mitigation measures have been secured by way of S106.

#### 9.8.19 Trees

- 9.8.20 Local Plan Policy EN9(4) – (Natural Assets) advises that new developments should maximise opportunities to protect existing and increase tree cover. Incorporate well designed soft and hard landscaping, allow sufficient space of existing and newly planted trees to grow to maturity, both above and below ground and have regard to the changing climate.

9.8.21 The Council's Tree Officer has been consulted on this application. The Tree Officer has advised that the proposed tree removal is acceptable, and measures outlined within the submitted Arboricultural Impact Assessment to protect retained trees are in line with best practice and will ensure they are retained in good condition.

9.8.22 Subject to the conditions attached to this decision pertaining to the Arboricultural Report and Tree Protection Plan, the application is acceptable in respect of trees.

9.8.23 **Biodiversity Net Gain**

National legislation on BNG

9.8.24 Town and Country Planning Act 1990: In England, Biodiversity Net Gain is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Environment Act (2021)

9.8.25 The Environment Act (2021) makes a provision for biodiversity net gain to be a condition of planning permission in England. Planning applications will need to demonstrate a 10% biodiversity net gain can be met. A biodiversity net gain plan must be submitted and must include:

- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
- (b) the pre-development biodiversity value of the on-site habitat;
- (c) the post-development biodiversity value of the onsite habitat
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development

This sits alongside:

- a strengthened legal duty for public bodies to conserve and enhance biodiversity;
- new biodiversity reporting requirements for local authorities, and
- mandatory spatial strategies for nature: Local Nature Recovery Strategies or 'LNRS'

9.8.26 Local Plan Policy EN9 (3) – (Natural Assets) advises other than those exemptions specified in the regulations, must be accompanied by a Biodiversity Statement containing the minimum information specified in the regulations and to implement the general biodiversity gain condition, a Biodiversity Gain Plan demonstrating a biodiversity net gain of at least 20% must be approved before development commences.

9.8.27 The application has been supported by the following documents which have been reviewed by the Council's Senior Ecology Officer:

- File Note: Statutory Biodiversity Metric (Completed by: Hannah Knight, Date: 21 Jan 2024)
- Biodiversity Net Gain Assessment – including baseline habitat map (RPS Group, March 2025)
- UKHABs Post-development Habitat Plan (RPS Group, 5 September 2025)
- Ecological Impact Assessment (RPS Group, March 2025)
- Preliminary Ecological Appraisal (RPS Group, March 2025)
- Ecological Impact Assessment – Interim Report (RPS Group, August 2025)

9.8.28 The Council's Senior Ecology Officer has set out that the applicant is striving to achieve 20% BNG, in line with policy EN9 of the Local Plan (2020-2039). From the information provided, it is indicated that the application will be providing 29.41% net gain of area habitat and 201.06% net gain of linear habitat to offset the development impacts.

9.8.29 Subject to conditions and the provision of a S106, Officers are satisfied that the development will provide the required BNG in line with national legislation and policy EN9 of the Local Plan (2020-2039).

## **9.9 Impact on Heritage Assets**

9.9.1 Section 16 of the NPPF states heritage assets are *“an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.”* It also states that LPAs should: *“identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.”*

9.9.2 Furthermore, paragraph 212 of the NPPF advises, that Local Planning authorities when considering the impact of a proposed development on the significance of a designated heritage asset, the more important the asset, the greater weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

9.9.3 Local Plan Policy EN6 - Heritage Assets explains when conserving and enhancing designated and non-designated heritage assets, the Council will have regard to the impact of new development on their fabric, integrity and significance, and their settings.

9.9.4 The site is not in a conservation area and there are no listed or locally listed buildings on or near the site. It is not considered the development will give rise to any harm to the historic environment.

## Archaeology

- 9.9.5 Local Plan policy EN6(4) sets out that outside of County Sites of Archaeological Importance and Areas of High Archaeological Potential, the results of a desk based archaeological assessment must be submitted with any development proposals for a site larger than 0.4ha.
- 9.9.6 The applicant has submitted an Archaeological Desk Based Assessment with this application. The assessment aims to assess the potential for and significance of any archaeological Heritage Assets that may be present and the potential impact for the proposal on any such assets, so enabling decisions to be made on what further archaeological work may be required.
- 9.9.7 SCC Archaeology commented and advised that further archaeological work is recommended to clarify the presence or absence of any Heritage Assets of archaeological significance. The initial phase of work should comprise a targeted programme of trial trench evaluation, to be undertaken in the areas outside of the footprint of the present buildings, in order to determine the location, date, condition and significance of any archaeological Heritage Assets that may be present. The results of the evaluation will allow any further mitigation measures that may be required to be determined.
- 9.9.8 Given the assessed potential of the site and previous impacts from the construction of the extant buildings, it is acceptable for the trial trench evaluation to be secured by condition.
- 9.9.9 Therefore, subject to a condition attached to this decision requiring a Written Scheme of Investigation for these works, there is no objection to the proposed development in archaeological terms.

## **9.10 Sustainable Construction**

- 9.10.1 Local Plan Policy EN13 – Standard and Targets for combatting the climate emergency seeks to achieve sustainable development through the use of sustainable construction techniques, renewable energy creation and energy conservation. To achieve these aims, all new development is required to be zero-carbon ready (i.e. it should need no significant work to ensure that they have zero-carbon emissions as the grid decarbonises). This means that the buildings should be ‘ready’ to produce zero-carbon emissions during their operational phase (i.e. not including construction). This refers to emissions associated with energy consumed in the operation of the space (e.g. heating/cooling, hot water and internal lighting) and does not include the running of white goods, etc).
- 9.10.2 The applicant has submitted an Energy Statement, Whole Life Carbon Report, Circular Economy Statement, and BREEAM Low & Zero Carbon Design Report with the application.
- 9.10.3 Phase 1 (police HQ) will meet BREEAM Excellent and incorporate a number of sustainable design features and passive design principles including PV panels, heat pumps and efficient lighting systems.

- 9.10.4 Phase 2 (affordable housing) will be delivered as a fully electric building incorporating a number of sustainable design elements including air source heat pumps and PV panels.
- 9.10.5 In respect of Phase 3, sustainable features will need to be considered in a future reserved matters application.
- 9.10.6 Further assessments will be needed at the next stage of the design process to quantify the net zero carbon outcome. It has, however, been demonstrated within the supporting documentation a number of design features have been incorporated to facilitate a future net zero outcome.
- 9.10.7 Subject to the conditions attached to this decision, it is considered the proposal can be zero carbon ready following further assessments in accordance with policy EN13.

## **9.11 Sustainable Drainage**

- 9.11.1 Paragraph 170 of the NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 9.11.2 Paragraph 181 continues: 'when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate. Applications should be supported by a site-specific floor-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
  - b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
  - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
  - d) any residual risk can be safely managed; and
  - e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
- 9.11.3 Paragraph 182 of the NPPF states that applications which could affect drainage on or around the site should incorporate sustainable drainage systems which take into account advice from the lead local flood authority; have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and where possible, provide multifunctional benefits.

9.11.4 Local Plan Policy INF3 requires the consideration of Flood Risk Management and Sustainable Drainage Systems for all new development.

9.11.5 The site is in Flood Zone 1 – an area with a low probability of flooding. The site falls partly in Source Protection Zones 2 & 3, areas of vulnerable groundwater.

#### Source Protection Zones

9.11.6 Given the location of the site within Source Protection Zones 2 and 3, the Environment Agency (EA) were consulted on the application. The EA consider that the scope of works on the application site is acceptable in principle and set out that planning permission can be granted subject to the following conditions and informatives:

- Condition: Previously Unidentified Contamination
- Informatives: Waste on-site; Waste off-site

#### Drainage

9.11.7 In regard to drainage on the site, the EA has set out that they understand surface and foul water will discharge to the mains sewer. The EA consider this acceptable in principle from a groundwater perspective.

9.11.8 The proposal has been reviewed by the Lead Local Flood Authority (LLFA). The LLFA confirmed they are satisfied the proposed drainage scheme detailed in the Flood Risk Assessment and Drainage Strategy meet the statutory requirements. Subject to the recommended conditions attached to this permission, the LLFA has no objection to the application. The recommended conditions are as follows:

- Submission of a surface water drainage strategy.
- Submission of a verification report.

9.11.9 Thames Water has also been consulted on this application in respect of waste, surface water, groundwater discharge, and foul drainage.

9.11.10 TW advised that in respect of waste, they identified an inability of the existing foul water network infrastructure to accommodate the need of this proposed development. As such, TW recommended inclusion of a planning condition pertaining to the foul water network. Subject to inclusion of this condition TW has no objection to the proposed development in respect of waste.

9.11.11 TW note the developer should demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing, and site remediation. Any discharge made without a permit is deemed illegal. As such, TW has recommended an informative is attached to the permission which notes that a Groundwater Risk Management Permit should be obtained from Thames Water in order to discharge groundwater into a public sewer.

9.11.12 With regard to surface water, TW advise that they have no objection to the application based on the information provided.

9.11.13 TW also provided supplementary comments on foul drainage. The first consultation advises that the foul water discharge rates far exceed what would be expected for this size of development. Following this, the applicant submitted revised proposed wastewater rates and Thames Water confirmed they have no objection to the application based on the information provided.

9.11.14 Taking into account the above and additional detail provided by the applicant in respect of foul drainage, it is considered the proposal can meet the requirements of the NPPF and Local Plan policy INF3.

## **9.12 Local Financial Considerations**

9.12.1 Local Plan Policy D1: Infrastructure Delivery, advises the Council will seek planning contributions to ensure the necessary infrastructure to support development is delivered using two main methods:

- The Mole Valley District Council Community Infrastructure Levy; and,
- Section 106 agreements/contributions or Planning Obligations to ensure that all new development meets the on- and off-site requirements that are made necessary by and related to any proposed development.

9.12.2 The Community Infrastructure Levy (CIL) places a mandatory charge on new residential and retail developments. The Council will publish an annual infrastructure list detailing the infrastructure projects or types of infrastructure which the Council intends will be or may be, wholly or partly funded by CIL.

## **10 Planning Balance**

10.1 The development proposes the redevelopment of a site designated as Strategic Employment Land for a mixed use development comprising employment (Police Headquarters) and residential.

10.2 The provision of the Police HQ is supported in principle in accordance with Policy EC2. In addition, the new HQ will create approximately 500 new jobs across the local area which is higher than those created by traditional employment jobs. It will create a mix of direct job opportunities for local people, as well as the wider indirect economic impacts associated with the proposed use. The HQ will meet the needs and aspirations of planning policy and this is strongly supported. The provision of the Police HQ and the planning benefits it would bring attracts significant weight.

10.3 It has been demonstrated through the submission of robust marketing evidence that there is no demand for the whole site to be developed for employment use, thus potentially leaving the site vacant and underutilised for years to come. The Council's own 2020 economic addendum to the Objectively Assessed Need for Employment Use, confirms that there is a surplus of office demand across the district. The council therefore welcomes that part of the site will come forward as employment. It also accepts that if an alternative use is not sought for the remaining parts of the site, this could

remain vacant and present an inefficient use of brownfield land within a sustainable site in the built up area of Leatherhead.

- 10.4 On this basis, the provision of a residential use with supporting landscaped amenity is supported. Whilst the principle of residential in this location is not supported by Policy EC2, Policy S1 allows policy departures where material considerations indicate otherwise. In this regard, the lack of demand for employment use at the site is a material consideration that attracts significant weight.
- 10.5 The Council can demonstrate a five year supply of new homes and has a housing delivery test score above 75%. The presumption in favour of sustainable development as per Paragraph 11 d of the NPPF is not engaged.
- 10.6 The Government's new standard method indicates Mole Valley's housing requirement is now 833 homes per year. The Council's Local Plan is up to date, however, in the context of future delivery, the provision of new homes on a sustainable brownfield site within the built-up area of Leatherhead and in an area with next to no demand for employment is supported and can be given significant weight.
- 10.7 The proposal would contribute 40 dwellings as affordable. Although this is below the Local Plan policy requirement for 40% of the total number of dwellings to be affordable, the applicant has demonstrated through submission of a robust viability assessment that the scheme cannot viably sustain any affordable homes. The fact that the applicant is proposing 40 homes, is therefore a benefit to MVDC. The 40 affordable units will be delivered as affordable rent to align with the Applicant's future intentions for its staff for the site. This is supported by MVDC. This should be afforded significant weight.
- 10.8 The proposal would bring about social and environmental benefits in the provision of open space, a Local Area of Play, and a Locally Equipped Area of Play, which would be accessible for new and existing residents as well as contributing to the character of the development. The scheme proposes the removal of some trees to enable the development to come forward; this will be alongside planting of new trees, which alongside provision of biodiversity net gain, would comprise a benefit. This carries moderate weight as a benefit.
- 10.9 The scheme would provide construction jobs and some local investment during its build out, as well as longer term expenditure in the local economy. Moderate weight should be afforded to this benefit.
- 10.10 It is considered that the proposal could be accommodated on the site without causing detriment to the amenity of neighbouring occupiers, and adequate living conditions would be provided for future occupiers. In respect of Phase 3, further details will be provided at the reserved matters stage, although it is considered the site is suitable to accommodate Phase 3 in an acceptable manner.
- 10.11 The proposal would be acceptable on highway grounds and would provide adequate sustainable drainage within the site.
- 10.12 Notwithstanding the outline nature of Phase 3 of the proposed development, Officers consider the site can accommodate the development in a way that is

acceptable in access, layout, scale, appearance, and landscaping terms, subject to submission of a future reserved matters application.

- 10.13 It is considered that material considerations associated with the scheme outweigh any conflict with the Local Plan for reasons detailed above. The proposal represents sustainable development in line with the requirements of the Framework. As such, it is recommended that permission be granted subject to conditions, informatives and a legal agreement as detailed in Recommendation A.

## **11 Recommendation**

**Recommendation A: Subject to receipt of a satisfactory legal agreement by 31<sup>st</sup> January 2026 or any such date as agreed in writing by the Deputy Chief Executive and Executive Head of Service (Planning and Places), to secure the provision of:**

- (1) 40 Affordable Homes all Affordable Rent (x22 1 bed units, x4 1 bed (accessible units), and x14 2 bed units).**
- (2) Affordable Housing Late Stage Review based on MVDC template.**
- (3) BNG monitoring contribution of £6,480 to cover monitoring reports on submission years 1, 3, 5, 10, 15, 20, 25, 30 and scheduled LPA site visits on years 5, 15, 25, 30. If any phase commences such that the monitoring would extend beyond 30 years from the start of the first phase, then an additional monitoring fee will be required. This will be the equivalent to 1/30th of the regular monitoring fee for each year of monitoring required beyond the initial 30 years**
- (4) Provision of onsite public open space (0.61ha) and Locally Equipped Area of Play (LEAP) (400sqm).**
- (5) A health care contribution of £133,908 to the Integrated care board**
- (6) Travel Plan Auditing Fee of £5,000.**
- (7) Car club:**
  - a. contribution of £50 drive time credit for all new first-time occupiers of each dwelling.**
  - b. An annual membership fee for a period of three years for all new first-time occupiers of each dwelling.**
- (8) Cycle Parking - A contribution of £10,000 towards improved cycle parking at Leatherhead railway station.**

**Planning permission be GRANTED subject to conditions.**

**OR**

**Recommendation B: In the event that a satisfactory legal agreement is not received by the above date or any other such date as agreed in writing by the Deputy Chief Executive and Executive Head of Service (Planning and Place), planning permission be REFUSED for the appropriate reasons.**

## Conditions:

### Site Wide

1. The development hereby permitted shall be carried out in accordance with the following approved plan numbers:

Illustrative Landscape Masterplan (5255-RPS-XX-EX-DR-L-9101 Rev P04)  
Eastern Divisional Headquarter Project Masterplan (EDHQ PEV XX XX DR A 02023 Rev P06)  
Proposed Illustrative Masterplan (EDHQ PEV XX XX DR A 02025 Rev P06)  
Parameter Plan – Development Zones (EDHQ PEV XX XX DR A 02026 Rev P05)  
Parameter Plan – Land Use (EDHQ PEV XX XX DR A 02027 Rev P05)  
Parameter Plan – Character Plan (EDHQ PEV XX XX DR A 02028 Rev P06)  
Parameter Plan – Building Heights (EDHQ PEV XX XX DR A 02029 Rev P09)  
Parameter Plan – Phasing and Logistics (EDHQ PEV XX XX DR A 02030 Rev P05)  
Parameter Plan – Movement and Access (EDHQ PEV XX XX DR A 02031 Rev P05)  
Parameter Plan – Green / Blue Infrastructure (EDHQ PEV XX XX DR A 02032 Rev P05)  
Parameter Plan – Open Space Plan (EDHQ PEV XX XX DR A 02033 Rev P04)  
Demolition Plan (EDHQ PEV XX XX DR A 10100 Rev P02)

contained within the application and no variations shall take place unless otherwise agreed in writing with the Local Planning Authority.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Local Plan (2020-2039) policy EN4.

2. The development hereby permitted shall be carried out in accordance with agreed phasing plan 02030 Rev A, unless otherwise agreed in writing. Before any development commences on site, including demolition, details of the phasing of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved phasing plan.

Reason: To ensure that if the development is carried out in phases, the Local Planning Authority can regulate each phase in turn under these planning conditions.

3. For Phase 3, approval of details of the layout, scale, external appearance of the buildings, and the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced on phase 3 of the the development and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters in relation to Phase 3 to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

4. Each phase of the development hereby permitted shall not commence until details of the final design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The final solution should follow the principles set out in the approved drainage strategy. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
  - a) Hydraulic calculations to demonstrate the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 6.6l/s for phase 1 and 6.6l/s for phases 2 & 3 combined.
  - b) Detailed design drawings for all sustainable drainage elements including cross sections and detailed drainage layout plan.
  - c) An exceedance flow routing plan demonstrating no increase in surface water flood risk on or off site. The plan must include proposed levels and flow directions.
  - d) Details of drainage management responsibilities and maintenance regimes for all drainage elements.
  - e) Details of how surface water will be managed during construction including measures to protect on site and downstream systems prior to the final drainage system being operational. Thereafter the drainage scheme shall be implemented in accordance with the approved details.

Reason: In the interests of sustainable development in accordance with Mole Valley Local Plan (2020-2039) policy INF 3 and the NPPF.

5. Prior to the development of each phase of development, details of the existing ground levels of the site, the proposed finished levels of the ground, the ground floor slab level of each building, and the finished levels of any access road and driveway showing their relationship with the existing levels of the immediately adjoining land and buildings, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and to protect the amenities and privacy of adjoining properties in accordance with Mole Valley Local Plan (2020-2039) policy EN4.

6. No individual phase shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation (WSI), which has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and the site covers a large surface area in which it is considered necessary to preserve as a record any archaeological information before it is destroyed by the development in accordance with Mole Valley Local Plan (2020-2039) policy EN6.

7. Any future reserved matters application shall be accompanied by a detailed noise assessment which shall include a scheme of acoustic mitigation and mechanical ventilation to provide sufficient cooling for all habitable rooms located on the noise sensitive facades which are exposed to HGV pass by's or intrusive noise from neighbouring industrial units. The scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include but not be limited to:

- (i) A scheme of noise assessment and measurement to suitably assess the impacts of external plant from those businesses operating on the neighbouring commercial sites.
- (ii) A Scheme of Acoustic design and Mitigation to demonstrate how the impacts of intrusive noise from the neighbouring industrial premises and HGV pass by's, with suitable consideration of ProPG  $L_{Amax}$  time noise target, shall be mitigated and reduced to a minimum on any potentially exposed future habitable rooms.
- (iii) The scheme shall be supported by a premises specific overheating assessment with details of enhanced mechanical ventilation to be installed sufficient to reduce overheating and maintain thermal comfort of future occupiers and shall also demonstrate by calculation and modelling how intrusive noise from the neighbouring industrial units shall be minimised and reduced within residential amenity spaces.
- (iv) As a minimum the scheme of mechanical ventilation shall be designed following a suitable overheating assessment in accordance with the CIBSE overheating position statement March 2020 using weather files DSY2 using TM59 and regardless of the assessed level of ventilation no habitable room located on the noise exposed facades identified in Figure 9-2 of SLR's Noise Impact Assessment shall be designed without suitable overheating mitigation.
- (v) All other habitable rooms not located on noise sensitive facades shall be provided with suitable ventilation that shall be designed following a suitable overheating assessment in accordance with the CIBSE overheating position statement March 2020 using weather files DSY2 and a suitable scheme to mitigate overheating and ventilate the premises hereby permitted.
- (vi) All work shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out by a suitably qualified consultant and the ventilation system shall then be designed in accordance with the ANC Acoustics Ventilation and Overheating: Residential Design Guide 2020.

(vii) All work shall be carried out in accordance with the approved details and prior to occupation series of post-completion measurements of external noise intrusion shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the approved scheme has been implemented in full. The methodology and test locations shall be agreed ahead of the testing programme.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12 and paragraph 200 (agent of change) of the NPPF Framework and the Noise Policy Statement for England.

8. No development for any phase (other than demolition) shall take place, or such other stage in development as may be agreed in writing with the Local Planning Authority, until a scheme that includes the following components to deal with the risks associated with contamination of that Phase of development site has been submitted to and approved, in writing, by the local planning authority:
- i. A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
  - ii. A site investigation scheme, based on i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  - iii. Results of the site investigation shall be submitted along with the detailed risk assessment referred to in ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  - iv. Prior to commencement of above ground construction a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To ensure that the development does not contribute to, or is not put at an unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with the NPPF and the Mole Valley Local Plan (2020-2039) policy EN12.

9. Prior to commencement of any phase of the development hereby permitted, a Sensitive Lighting Management Plan, which should include a horizontal lighting plan showing lux level contours, shall be submitted for approval in writing by the Local Planning Authority. The recommendations shall be carried out in full.

Reason: To safeguard the ecological interest of the site in accordance with Mole Valley Local Plan (2020-2039) policy EN9 and the National Planning Policy Framework.

10. Prior to the commencement of the development, an appropriately detailed Ecological Enhancement Plan (EEP) shall be submitted to and approved in writing by the Local Planning Authority. The EEP should include, but not be limited to:

- a) Description and evaluation of features to be provided;
- b) Location plan of all ecological enhancement features being provided;
- c) Ecological trends and constraints on site that might influence management;
- d) Prescriptions for management actions
- e) Ongoing monitoring and remedial measures

Reason: To protect and enhance the ecological interest of the site and avoid any harm to protected species and their habitats in accordance with Mole Valley Local Plan (2020- 2039) policy EN9 and the NPPF.

11. Prior to Commencement of any phase of Development, a set of precautionary working measures shall be submitted to the local planning authority for approval in respect of Great Crested Newts (GCN). This should set out how the applicant will monitor the potential presence of GCNs and how appropriate mitigation and compensatory measures will be addressed should any GCN be identified during works.

Reason: To protect and enhance the ecological interest of the site and avoid any harm to protected species and their habitats in accordance with Mole Valley Local Plan (2020-2039) policy EN9.

12. No phase of development shall commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Phase Biodiversity Gain Plan for that phase has been submitted to and approved in writing by the local planning authority and including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Phase Biodiversity Gain Plan for that phase;
- d) the management measures to maintain habitat in accordance with the approved Phase Biodiversity Gain Plan for that phase for a period of 30 years from the completion of development; and
- e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

Notice in writing shall be given to the Council when the HMMP works for any phase have started.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy EN9 of the Mole Valley Local Plan 2020-2039.

13. No development shall commence until a Construction Transport Management Plan, to include details of:
- a) parking for vehicles of site personnel, operatives and visitors
  - b) loading and unloading of plant and materials
  - c) storage of plant and materials
  - d) programme of works (including measures for traffic management)
  - e) provision of boundary hoarding behind any visibility zones
  - f) HGV deliveries and hours of operation
  - g) vehicle routing
  - h) measures to prevent the deposit of materials on the highway
  - i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Cleeve Road during these times
  - k) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework and to meet the objectives of the Surrey Transport Plan 2022-2032, Policy INF1 of the Mole Valley Local Plan (2020-2039)

14. Prior to commencement of any phase of development hereby approved, a bat mitigation and enhancement strategy, based on the recommendations regarding vegetation retention and planting detailed in the Ecological Impact Assessment and to include dark corridors, should be submitted to and approved in writing by the LPA.

Reason: To protect and enhance the ecological interest of the site in accordance with Mole Valley Local Plan (2020-2039) policy EN9.

15. Prior to commencement of any phase of development hereby approved, a more detailed updated reptile mitigation strategy is submitted to and approved in writing by the LPA. The strategy will need to be prepared by a suitably experienced ecologist and appropriate to the local context.

Reason: To protect and enhance the ecological interest of the site and avoid any harm to protected species and their habitats in accordance with Mole Valley Local Plan (2020-2039) policy EN9.

16. Development may not be begun unless:
- a) either:

- i. a biodiversity gain plan for that overall development has been submitted to the planning authority; and
  - ii. the planning authority has approved that plan;
- b) or:
- i. a biodiversity gain plan for the overall development has been approved;
  - ii. permission has been granted on an application made under section 73 ; and
  - iii. the earlier biodiversity gain plan for that overall development is regarded as approved under section 73(2C) and (2D) for the purpose of the permission granted under section 73.

The Biodiversity Gain Plans shall be prepared in accordance with Statutory Biodiversity Metric (Completed by: Hannah Knight, Date: 21 Jan 2024), Biodiversity Net Gain Assessment – including baseline habitat map (RPS Group, March 2025), UKHABs Post-development Habitat Plan (RPS Group, 5 September 2025).

A biodiversity gain plan is a plan which:

- a) relates to the development for which planning permission is granted;
- b) specifies the following matters:
  - i. 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
  - ii. the pre-development biodiversity value of the onsite habitat;
  - iii. any registered offsite biodiversity gain allocated to the development before the date of submission of the biodiversity gain plan and the biodiversity value of that gain in relation to the development;
  - iv. any registered offsite biodiversity gain proposed to be allocated to the development and the biodiversity value of that gain in relation to the development;
  - v. any biodiversity credits purchased before the date of submission of the biodiversity gain plan;
  - vi. any biodiversity credits proposed to be purchased for the development;
  - vii. the post-development biodiversity value of the onsite habitat for the overall development;
  - viii. except in a section 73 case, the post-development biodiversity value of the onsite habitat for each phase of development;

- ix. in a section 73 case, the post-development biodiversity value of the onsite habitat for each phase of development (whether begun or otherwise); and
- x. such other matters as the Secretary of State may by regulations specify.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy EN9 of the Mole Valley Local Plan 2020-2039.

17. Prior to the commencement of any phase of the development the tree protection measures outlined in the Tree Removal and Protection Plan as identified in 5255-RPS-XX-EX-RP-AR-9114 Arboricultural Impact Assessment shall be carried out in full and thereby maintained until completion of the development.

Reason: In the interests of visual amenity and to ensure the retention of trees which enhance the existing character of the locality in accordance with Mole Valley Local Plan (2020-2039) policy EN8, EN9, the current British Standard 5837 (Trees in relation to design, demolition and construction - Recommendations) and the NPPF.

18. Refuse and recycling storage facilities shall be provided for the residential development, in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of phase 2 and phase 3 of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and in the interests of the amenities of the area, in accordance with Mole Valley Local Plan (2020-2039) EN4.

19. Prior to the commencement of Phase 2 of the development as agreed under condition 2 hereby permitted, details of the children's play area shall be submitted to and approved in writing by the Local Planning Authority. The play area, once approved, shall be made available prior to the first occupation of any of the dwellings hereby permitted and shall be permanently retained for this use thereafter.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and in the interests of the amenities of the area, in accordance with Mole Valley Local Plan (2020-2039) policy EN5 & EN10.

20. Prior to commencement of construction above ground of each phase of development hereby permitted an assessment of the acoustic impact arising from the operation of all internally and externally located plant shall be undertaken in accordance with BS 4142: 2014 and its superseding equivalents. The assessment shall be submitted to the Local Planning

Authority together with a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed plant shall be at most 42 dBA during the daytime and 39 dBA during the night-time at the nearest noise sensitive receptors. The scheme shall be submitted to and approved in writing by the Local Planning Authority and all equipment and plan shall be installed in accordance with the approved details.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12.

21. No above ground commencement of any individual phase of the development as agreed under condition 2 shall take place until details and samples of the materials to be used in the construction of the external surfaces for that phase of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan (2020-2039) policies EN4.

22. Prior to above ground works associated with Phase 2 and 3, a scheme should be submitted to the Local Planning Authority to demonstrate that gigabit broadband connections will be provided within the dwellings hereby permitted. Thereafter, the approved scheme shall be implemented prior to occupation.

Reason: To ensure that all dwellings have a good quality digital connection in line with policy INF5 of the Mole Valley Local Plan (2020-2039).

23. Before any above ground works associated with each phase of development takes place, details of how the development hereby permitted will be zero-carbon ready, shall be submitted to and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

In the event of Air Source Heat Pump (ASHP) technology being used proposed for use at the site, full details of the specification and maintenance of the ASHPs shall be submitted to and approved in writing by the Local Planning and the development thereafter carried out in accordance with those approved details.

Reason: To optimise renewable energy and minimise carbon emissions and to protect the amenities of neighbouring properties and the amenities of future occupiers of the approved development, in accordance with Mole Valley Local Plan (2020-2039) policies EN13 and EN4.

24. Prior to above ground works associated with each phase, full details of both hard and soft landscape proposals shall be submitted to and approved by the Local Planning Authority.

These details shall accord with proposals contained in the Landscape Strategy Parts 1 and 2 and include, as appropriate:

- Proposed finished levels or contours
- Means of enclosure
- Car parking layouts
- Other vehicle and pedestrian access and circulation areas
- Hard surfacing materials
- Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting)
- Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc). Soft landscape details shall include:
  - Planting plans
  - Written specifications (including cultivation and other operations associated with plant and grass establishment)
  - Schedules of trees, plants, noting species, planting sizes and proposed numbers / densities where appropriate
 Measures to deliver biodiversity net gains, such as bird or bat boxes and log piles, incorporating the planting of native species of trees, shrubs, herbaceous plants and areas to be grassed
- Implementation timetables.

The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan (2020-2039) Policy EN9.

25. If, during development (including demolition), contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation Strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at an unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with the NPPF and Mole Valley Local Plan (2020-2039) policy EN12.

26. No occupation or use of the land here by permitted of that phase shall take place until:
- a) the habitat creation and enhancement works set out in the approved HMMP for that phase have been completed; and
  - b) a completion report, evidencing the completed habitat enhancements for that phase, has been submitted to, and approved in writing by the Local Planning Authority.

The created and/or enhanced habitat specified in the approved HMMP for that phase shall be managed and maintained in accordance with the approved HMMP for that phase.

Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP for that phase.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy EN9 of the Mole Valley Local Plan 2020-2039.

27. No residential phase of the development hereby approved shall be occupied until detail has been provided to the Local Planning Authority to demonstrate at least 10% of the properties meet Building Regulations standard M4 (2) 'accessible adaptable dwellings' and at least 5% of the dwellings meet Building Regulations standard M4(3) 'wheelchair adaptable'.

Reason: To ensure the development provides accessible dwellings, in accordance with Mole Valley Local Plan (2020-2039) policy H10.

28. Prior to occupation of each block a written statement of conformity confirming suitable installation in accordance with the approved details shall be submitted to and approved by the local planning authority. All work shall be carried out by a suitably qualified person and the details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Local Plan (2020-2039) policy EN4.

29. Prior to the first occupation of each phase of the development, a verification report must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), confirming any defects have been rectified. Provide the details of any management company. Provide an 'As-Built' drainage layout and state the national grid reference of key drainage elements.

Reason: In the interests of sustainable development and to accord with Mole Valley Local Plan (2020-2039) policy INF 3 and the NPPF.

30. The development hereby approved shall not be first occupied unless and until the following cycle facilities have been provided within the development site:
- a) High quality, secure, lit and covered cycle parking;
  - b) Charging points with timers for e-bikes within said facilities;
  - c) Clear hardstanding routes between the cycle stores and the site access; and
  - d) 20% of all bikes (including disabled and adaptive cycles) within communal storage areas should be able to be charged at any one time. 5% of communal cycle storage spaces should cater for disabled/adaptive cycles.

To be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the said approved facilities

shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2024 and Mole Valley Local Plan (2020-2039) policy INF2.

31. Prior to Phase 1 (Police Headquarters) being first brought into use, the following highway works shall be provided:

- a) Copenhagen crossings at the junctions where Hartfield Road meets Cleeve Road, where Falcon Wood meets Cleeve Road and where Randalls Way meets Randalls Road;
  - b) Dropped kerbs and tactile paving at the junction where Park View Road meets Cleeve Road;
  - c) Temporary dropped kerbs at the Stokes House vehicle accesses; and
  - d) Bus stop improvements at the bus stops known as 'All Saints School' located on Kingston Road, to include accessible kerbing, shelters and Real Time Passenger Information (RTPI) displays.
- To be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Prior to Phase 2 or 3 (the residential elements) being first occupied, the following highway works shall be provided:

A Copenhagen crossing at the junction where Park View Road meets Cleeve Road.

To be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2024 and Mole Valley Local Plan (2020-2039) policy INF2.

32. Neither Phase 2 or 3 (the residential elements) of the development hereby approved shall be first occupied unless and until:

- a) A Car Club vehicle in a publicly accessible location; and
- b) A Car Club space with a fast-charge Electric Vehicle charging point (current minimum requirements 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

Have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, with all associated costs met by the developer. Thereafter the Car Club vehicle, bay and Electric Vehicle charging facility shall be retained and maintained for their designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National

Planning Policy Framework 2024 and Mole Valley Local Plan (2020-2039) policy INF2.

33. Prior to any of the proposed Phases being brought into first use/occupied, the existing 30mph speed limit on Cleeve Road shall be reduced to 20mph, and the associated Traffic Regulation Order altered, to facilitate the implementation of a reduced speed limit between the existing 20mph zone on Cleeve Road up until the junction with Randalls Road, all at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with the requirements of the National Planning Policy Framework 2024 and Mole Valley Local Plan (2020-2039) policy INF2.

34. The development hereby approved shall not be first opened for use or first occupied unless and until an updated Framework Travel Plan has been submitted for the written approval of the County Planning Authority. Thereafter this shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 4 "Promoting Sustainable Transport " in the National Planning Policy Framework, the Surrey Transport Plan, and Policy INF1 of the Mole Valley Local Plan (2020-2039)

35. Prior to occupation of each phase the positions, design, materials and type of boundary treatment to be erected/retained for that phase shall be submitted to and approved in writing by the Local Planning Authority for each phase of development agreed under condition 2. The boundary treatment shall be completed before the first occupation of the development hereby permitted, shall be carried out in accordance with the approved details and thereafter permanently retained as such

The boundary treatment for Phase 1 shall be a minimum of 2.0m high in the area of the car park designated for night shift and early morning workers. The details as approved shall be installed and maintained for the duration of the use hereby approved.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities in accordance with Mole Valley Local Plan (2020-2039) policy EN4.

36. The development hereby approved shall not be first opened for use or first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users

and to satisfy policy INF1 of the Mole Valley Local Plan 2020-2039 and the advice in the NPPF.

37. No occupation of each phase of the development hereby permitted shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at an unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with the NPPF and Mole Valley Local Plan (2020-2039) policy EN12.

38. The development hereby approved shall be provided with the following Electric Vehicle charging facilities:
- a) Prior to first being opened for use the Police Headquarters shall be provided with a mixture of fully operational fast-charge and rapid-charge Electric Vehicle charging points;
  - b) Prior to first occupation each of the proposed dwellings and 50% of all residential visitor parking spaces shall be provided with a fully operational fast-charge Electric Vehicle charging point; and
  - c) The remaining residential visitor parking spaces and the Police Headquarters spaces shall be provided with cable routes for the future provision of charging points. To be in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2024, Mole Valley Local Plan (2020-2039) policy INF2.

39. Where permission has been granted on an application made under section 73, no further development of a phase which has been begun may be carried out pursuant to that permission unless:
- (a) either:
    - i. a biodiversity gain plan for that phase has been submitted to the planning authority; and
    - ii. the planning authority has approved that plan;
  - (b) or:
    - i. permission has been granted on an application made under section 73; and

- ii. an earlier biodiversity gain plan for that phase is regarded as approved under section 73(2C) and (2D) for the purpose of the permission granted under section 73.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Policy EN9 of the Mole Valley Local Plan.

40. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan (2020-2039) Policy EN9.

## Detailed

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

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

42. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan number(s):

Landscape Strategy Affordable Housing (5255-RPS-XX-EX-DR-L-9103 P03)  
Landscape Strategy Police HQ (5255-RPS-XX-EX-DR-L-9102 P02)  
Eastern Divisional Headquarter Project Masterplan (EDHQ PEV XX XX DR A 02023 Rev P06)  
Ground Floor Plan – Affordable Housing (EDHQ PEV AH 00 DR A 91200 Rev P03)  
First Floor Plan – Affordable Housing (EDHQ PEV AH 01 DR A 91201 Rev P03)  
Second Floor Plan – Affordable Housing (EDHQ PEV AH 02 DR A 91202 Rev P03)  
Third Floor Plan – Affordable Housing (EDHQ PEV AH 03 DR A 91203 Rev P03)  
Fourth Floor Plan – Affordable Housing (EDHQ PEV AH 04 DR A 91204 Rev P03)  
Roof Plan – Affordable Housing (EDHQ PEV AH R4 DR A 91206 Rev P03)  
Site Plan – Affordable Housing (EDHQ PEV AH XX DR A 90200 Rev P03)  
Bay Study – Affordable Housing (EDHQ PEV AH ZZ DR A 93401 Rev P03)  
Bay Study – Affordable Housing (EDHQ PEV AH ZZ DR A 93402 Rev P03)  
Bay Study – Affordable Housing (EDHQ PEV AH ZZ DR A 93403 Rev P03)  
Bay Study – Affordable Housing (EDHQ PEV AH ZZ DR A 93400 Rev P03)  
Proposed Sections – Affordable Housing (EDHQ PEV AH ZZ DR A 94100 Rev P02)

Proposed Sections – Affordable Housing (EDHQ PEV AH ZZ DR A 94101 Rev P02)  
Ground Floor Plan – Police HQ (EDHQ PEV HQ 00 DR A 91200 Rev P04)  
First Floor Plan – Police HQ (EDHQ PEV HQ 01 DR A 91201 Rev P04)  
Second Floor Plan – Police HQ (EDHQ PEV HQ 02 DR A 91202 Rev P04)  
Roof Plan – Police HQ (EDHQ PEV HQ R2 DR A 91204 Rev P04)  
Site Plan – Police HQ (EDHQ PEV HQ XX DR A 90200 Rev P04)  
Site Plan – Police HQ (EDHQ PEV HQ XX DR A 90201 Rev P02)  
Proposed Elevations – Police HQ (EDHQ PEV HQ ZZ DR A 93100 Rev P03)  
Bay Study – Police HQ (EDHQ PEV HQ ZZ DR A 93400 Rev P03)  
Bay Study – Police HQ (EDHQ PEV HQ ZZ DR A 93401 Rev P02)  
Proposed Elevations – Police HQ (EDHQ PEV AH XX DR A 93100 Rev P03)  
Proposed Sections – Police HQ (EDHQ PEV HQ ZZ DR A 94100 Rev P03)

contained within the application and no variations shall take place, unless otherwise agreed in writing by the LPA.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Local Plan (2020-2039) policy EN4.

43. Prior to commencement of construction above ground works of the Phase 1 building hereby approved a schedule of the luminaires to be used for the proposed external lighting scheme to be installed shall be submitted to and approved in writing by the local planning authority, including a supporting plan and details of an electronic automated means by which the lighting will be controlled and turned off or suitably reduced when the site is not in use. The scheme shall be designed in accordance with environmental zone E2 of the ILP document Guidance Notes for the Reduction of Obtrusive Light GN01:2021. All measures as approved shall be retained and maintained for the duration of the use hereby approved.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid light pollution from the development giving rise to demonstrable impacts on the quality of life on existing and future occupiers in accordance with Mole Valley Local Plan policy EN12.

44. Prior to commencement of construction above ground of the phase 2 of the development hereby permitted a detailed scheme of assessment and mitigation shall be submitted to and approved by the local planning authority for the roof top amenity area of the affordable housing block hereby permitted. The scheme of assessment and mitigation shall include details of the screening to be provided and shall be supported by suitable elevational drawings and plans. The scheme of assessment and mitigation shall be based on measurement and calculation of the noise impacts from the neighbouring light industrial unit, or the reasonable worst case noise level of a broad band external noise level of 85 dBA at 1 m, whichever is determined to be the greater and the design standard to be achieved is 55 dB LAeq,16hr with suitable consideration of L<sub>Amax</sub>.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12.

45. Prior to commencement above ground of the Police HQ building hereby permitted a detailed scheme of assessment of the noise impacts from the jet wash shall be carried out the assessment shall be undertaken in accordance with BS 4142 and its superseding equivalents. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed plant shall be no more than 47 dBA during the daytime and 44 dBA during the night-time at the nearest noise sensitive receptors. The scheme shall be supported with such plans and elevational drawings as necessary.-All work shall be carried out by a suitably qualified person and the details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained and maintained for the duration of the use hereby approved.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12.

46. Prior to its installation, details of the design, product spec and materials of the any roof mounted equipment must be submitted to and agreed by the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12.

47. Prior to the first occupation of Phase 1 of the development, a Staff Travel Plan shall be implemented in general accordance with the approved Framework Staff Travel Plan by the Local Planning Authority and with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's Travel Plans Good Practice Guide for Developers. The Staff Travel Plan should include:

- a) The Sustainable Travel Information Pack which shall be issued to the staff members prior to first opening of trading.
- b) Details of local public transport services and location of rail stations and local bus stops, car sharing schemes and e-bike charging.
- c) Maps showing local walking and cycling routes and isochrone maps showing accessibility to public transport, shops and local community facilities.

Reason: In recognition of Section 4 "Promoting Sustainable Transport " in the National Planning Policy Framework, the Surrey Transport Plan, and Policy INF1 of the Mole Valley Local Plan (2020-2039).

48. Prior to occupation an emergency vehicle operations plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how lights and sirens will be managed and the routes to be used exiting the site during normal operations. There shall be no changes to the management plan as approved without express written permission from the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to avoid environmental noise from the local area giving rise to noticeable adverse impacts on health and the quality of life on future occupiers in accordance with Mole Valley Local Plan policy EN12.

49. Prior to occupation a car park management plan shall be submitted to and approved by the Local Planning Authority identifying where the night shift and early morning workers shall park between the hours of 22:00 and 06:30 hours. The car park management plan shall provide details of how the parking spaces shall be clearly identified by future users and the measures to ensure compliance. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained and maintained for the duration of the use hereby approved

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to satisfy policy INF1 of the Mole Valley Local Plan 2020-2039 and the advice in the NPPF

50. Other than for the essential clean down of emergency response vehicles the Jet wash shall not be used outside of the hours of 07:30 hours to 22:00 hours and any such out of hours use shall be suitably recorded with an explanation of why out of hours use was required. The log shall be produced on request of any suitably authorised officer from the Local Authority.

Reason: In recognition of Section 4 “Promoting Sustainable Transport “ in the National Planning Policy Framework, the Surrey Transport Plan, and Policy INF1 of the Mole Valley Local Plan (2020-2039).

#### Informatives:

1. Mole Valley District Council encourages development to have regard to the **Considerate Constructors Scheme** which aims to raise industry construction standards and build public trust. By raising standards through awareness of this scheme, development can be carried out in a manner that reduces negative impact on the surrounding community and environment, provides positive contributions and improves workforce conditions. For more information please visit [www.considerateconstructors.com](http://www.considerateconstructors.com).
2. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. In instances where the applicant is not the Highway Authority, the applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see The Traffic Management Permit Scheme - Surrey County Council ([surreycc.gov.uk](http://surreycc.gov.uk)) The applicant is also advised that Consent

may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

3. The applicant is advised that any alterations to existing highway infrastructure should be designed so there is no adverse effect on surface water flow routes and should not increase flood risk on or off site. It is possible to check the long-term flood risk on the following Government website: Check the long term flood risk for an area in England - GOV.UK ([www.gov.uk](http://www.gov.uk)) For further information please contact the Flood Risk, Planning and Consenting Team: [suds@surreycc.gov.uk](mailto:suds@surreycc.gov.uk)
4. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
5. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment – this will be at the developer's own cost.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
7. Condition No.38 has been recommended because Surrey County Council's Electric Vehicle charging requirements for the development proposed, exceeds those as defined within Building Regulations. The County Highway consider it is necessary for the condition to be imposed on any consent granted, in accordance with the requirements of the NPPF (2024) at paragraph 117 (e) and Surrey County Council's LTP4 policy on improving emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements.

8. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises. In a non-domestic building, the premises should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839- 1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.
9. Condition No.33 shall first require the alteration of the existing Traffic Regulation Order prior to commencement of the development. The alteration of the Traffic Regulation Order is a separate statutory procedure which must be processed at the applicant's expense prior to any alterations being made. In the event that the reduction in the speed limit is not successful due to unresolved objections the applicant shall submit an alternative scheme to the Local Planning Authority for its approval prior to commencement of the development. Any alternative scheme shall be implemented prior to commencement of any dwellings to the satisfaction of the Local Planning Authority.
10. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing. Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
11. **Waste on-site:** The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:
  - excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
  - treated materials can be transferred between sites as part of a hub and cluster project formally agreed with the EA
  - some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of

any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The [Environmental Regulations](#) page on GOV.UK

12. **Waste off-site:** Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer

13. The applicant is reminded that Policy EN12 Noise and Vibration paragraph 1 requires that sites with high levels of noise and vibration including the magnitude, time of day, frequency and pattern of noise are suitably zoned to mitigate those impacts and provide a noise impact assessment demonstrating the overall noise exposure will be acceptable with regard to the Noise Policy Statement for England and the requirements of paragraph 200 of the NPPF agent of change.