

LOCATION:	Highams Park, Chertsey Road, Windlesham, Surrey, GU20 6HZ
PROPOSAL:	Submission of reserved matters of Building 1 pursuant condition 1 (layout, appearance, and landscaping) of planning permission ref.20/0747 dated 09/02/21 relating to "Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3)".
TYPE:	Reserved Matters
APPLICANT:	Gordon Murray Group Limited
OFFICER:	Navil Rahman

This application has been reported to the Planning Applications Committee because it is a major development.

RECOMMENDATION: GRANT, subject to conditions

1.0 SUMMARY

- 1.1 This application relates to a reserved matters application which is looking to discharge the proposed layout, appearance and landscaping, relating to Building 1, the "Headquarters and Engineering Building", granted at outline stage under planning permission ref.20/0747 dated 09/02/2021.
- 1.2 The proposed development remains largely unaltered relative to the indicative layout and design granted at outline stage. Where alterations have been made in respect of the elevational treatment, roofscape and ancillary structures, these are considered to not have substantial harm on the Green Belt, nor the character and appearance of the surrounding area. The development would be of a high quality design as anticipated when the extant permission was granted. Furthermore, the applications would be in terms of biodiversity, ecological considerations and highway grounds.
- 1.3 The application is therefore recommended for approval subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site relates to a parcel of land comprising approximately 22 hectares (Ha), occupied by the Gordon Murray Group (GMG) a design and engineering company developing automotive technologies which are affordable, durable, safe, compact, lightweight and low carbon. The site is sought to provide a consolidated campus base for all activities associated with the business. The buildings would be used for the development of technologies from concept, design, prototype and development through to a production ready product. In addition, low volume bespoke vehicles are produced on site, and this can range from high spec limited production supercars to smaller electric or autonomous vehicles.

- 2.2 The wider site falls within the parish of Chobham but sits adjacent to the Windlesham parish boundary. It is also outside of but in close proximity to the Chobham Common Site of Special Scientific Interest (SSSI); the Thurley, Ash, Pirbright and Chobham Special Area of Conservation (SAC); a National Nature Reserve; and, the Thames Basin Heath Special Protection Area (SPA). These areas of designation are located on the northern side of Chertsey Road opposite and beyond the site.
- 2.3 This application specifically relates to Building 1, which sits to the south eastern part of the campus towards Highams Lane, where access for Building 2 (Sales, Manufacturing and Heritage) and the test track has been established. Construction of Building 2 is underway and the external shell has largely been completed as has the test track. Building 2 and the test track sit adjacent to the Building 1.
- 2.4 The site boundary to the south is well screened with mature trees and vegetation, whilst the development area sits adjacent to an area of non-designated woodland planting. The immediate surrounding area is not densely populated with the most residential dwellings to the west of the site, on the edge of Windlesham.

3.0 RELEVANT PLANNING HISTORY

- 3.1 20/0747 Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Higham's Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business, and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3). *Granted 09/02/2021.*

This was a phased development and further details on the timing of this development are provided in section 4 below. The proposal represented a departure from the Development Plan as it is a major development within the Green Belt. It was therefore referred to the Secretary of State following members agreement with the recommendation to grant permission at the Planning Applications Committee. The Secretary of State made no comment on the development.

- 3.2 21/0655 Application for approval of conditions: 14 (Archaeology), 15 (Heritage), 18 (Land Contamination), 19 (Drainage), 23 (Highways), 25 (Construction Traffic Management Plan) of planning consent 20/0747 (Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business, and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3)) *Granted 25/10/2022*

- 3.3 22/0111 Application for the approval of details of external materials (for Building 2) pursuant to Condition 4 of hybrid permission 20/0747/FFU (relating to the full application for the sales, manufacturing and heritage (Building 2) together with road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding; change of use of existing buildings (comprising BOC headquarters) for education, storage, business and ancillary uses; outline application with all matters reserved for two new buildings for headquarters and engineering (Building 1) and vehicle research and development (Building 3)) *Granted 22/06/2022*
- 3.4 22/0423 Variation of Condition 22 (highway improvement works) and removal of condition 24 (bridleway details) pursuant to application 20/0747/FFU, permitted 09.02.2021 – *Granted 10/10/2022*
- 3.5 23/0141 Application for the approval of details reserved by Condition 32 (Business Plan) of planning permission ref.ref.20/0747 dated 09/02/21 relating to "Hybrid planning application comprising: Full application for a new building for Sales, Manufacturing & Heritage (Building 2) together with test road, two new vehicular accesses onto Highams Lane, associated parking, landscaping and ancillary outbuilding. Change of use of existing buildings (comprising former BOC Headquarters) for education, storage, business, and ancillary uses. Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3)". – *Pending decision*

4.0 PROPOSAL

- 4.1 The application seeks the approval of reserved matters (layout, appearance, and landscaping) in relation to Building 1 of planning permission ref. 20/0747 dated 09/02/21 relating to "Outline application with all matters reserved for 2 new buildings for Headquarters and Engineering (Building 1) and Vehicle Research and Development (Building 3)".
- 4.2 By way of background, the outline application was proposed as a phased development as detailed below, with Phase 2 relating to this reserved matters submission:

Phase 1

Building 2 is proposed to be erected with the adjoining service building and cycle stores, adjacent landscaping, access road and adjoining parking spaces and the test road including immediate landscaping. As part of phase one it is also proposed to replant / refurbish the Walled Garden, an internal refurbishment of the listed clock tower including clock mechanisms. Internal refurbishment of the other existing ancillary buildings for reuse, repair and maintenance of the two existing lakes, clear existing overgrown vegetation and maintain the historic graveyards. It is also proposed to clean and repair the underground sections of the molecule buildings for vehicle storage (works originally anticipated to start quarter one 2021 with estimated completion and occupation by quarter two 2023).

Building 2 (Gordon Murray Automotive) relates to the proposed two-storey development sited parallel to the M3 that would accommodate the following:

- Ground floor – Customer reception, heritage vehicle collection area, Production vehicle work area, production vehicle assembly area, stores and staff welfare areas.
- 1st floor – Sales and customer area, heritage presentation area, heritage office, meeting rooms, viewing galley (of assembly area). Building 2, is primarily for the low output build and assembly of vehicles.

Phase 2 (the subject of this application)

Building 1 is to be erected with adjoining service building and cycle store, adjacent landscaping, and adjoining parking (works originally anticipated to start quarter four 2021 with estimated completion and occupation by quarter three 2023).

Phase 3

Building 3 is proposed to be erected with adjoining services building, adjacent landscaping and access and adjoining parking spaces (works originally anticipated to start quarter two 2023 with estimated completion and occupation by quarter four 2024).

Building 3 (that remains an outline stage) would be for flexible research and development function into automotive technologies and vehicles. This would include research and development test beds and labs, stores, vehicle repair and servicing, stores and offices.

Phase 4

Repair and maintain the Molecule Building for use for Higher Educational and Office functions / ancillary uses for the GMG and wider community (works originally anticipated to start quarter one 2025 with estimated completion by quarter three 2026).

4.3 Proposed Building 1 would serve the following:

- Main HQ building. Ground floor includes a reception area, technical labs, and machinist shops for supporting research and development and prototype builds with 3no. prototype garages. The 1st Floor activities include engineering and design offices, styling and graphic inc. virtual reality studios, purchasing and procurement, boardroom and Chairman's suite.

4.4 The proposed layout and positioning of the building, associated parking (35 spaces) and facilities generally follows the masterplan considered under the host permission. Where the layout predominantly differs is the enlargement of the ancillary structure to the front of the building, creating a part single, part two-storey element to be utilised for electric vehicle storage and associated functions for safety purposes together with a car lift at first-floor level. The enlargement of this building requires the relocation the surrounding parking which is sought to be provided to the adjacent area of landscaping. In addition, an external store, EV compound and sprinkler tank required for fire regulations, would be located adjacent to this parking. These additions fall within the parameter of the outline permission. The comparison figures are provided in the table below:

	Outline permission GIA (sqm)	Proposed GIA (sqm)	Increase (sqm)	Height difference
Building 1	4867	5027.6	160.6 (+3.3%)	0
Ancillary building	155	349	194 (+125.2%)	-0.35m
Sprinkler Tank	N/A	288	288	N/A
EV compound	N/A	19.8	19.8	N/A
Roof Plant	405	600	195 (48.1%)	-0.2m

4.5 The proposed building would be designed to comply with Part L and Part O of the Building regulations, resulting in an increase to the thickness of the external walls. The internal arrangement of the building would be amended to make more efficient use of the first-floor area, increasing the gross internal area. There would be minor alterations to the level and position of glazing to meet the revised internal layout.

- 4.6 At roof level, the level of plant required would be increased across two areas approximately 300sqm each in size sited towards the edge of the building with a screen installed to mitigate views of it. The relocation allows the installation of additional roof lights and PV panels.
- 4.7 The colour of the external face would match the branding of GMG, altered to orange from dark blue with contrasting light and dark grey aluminium cladding.
- 4.8 Soft landscaping would be provided around the areas of parking, with no tree removal required aside from a small section of beech hedge and the trimming of another section of the same hedge.
- 4.9 The application has been supported by the following documents:
- Arboricultural Impact and Method Statement
 - Design and Access Statement

5.0 CONSULTATION RESPONSES

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| 5.1 | Surrey County Highway Authority | Raise no objection. See Annex A for a copy of the response. |
| 5.2 | Urban Design Consultant | Raise no objection to the submitted layout, appearance, or landscaping. Recommend a condition requiring full schedule of materials to ensure quality is maintained as well as softening measures to sprinkler tank. The sustainability aspects are considered very important and subject to these benefits, outweigh the harm of the visual impact of the alterations at roof level. |
| 5.3 | Arboricultural Officer | Raises no objection, however, recommends pre-commencement condition in relation to detailed Arboricultural Method Statement and tree planting detail (sizes and species). |
| 5.4 | Environmental Health Officer | Raise no objection. |
| 5.5 | Surrey Wildlife Trust | Raise no objection and recommend the submission of a CEMP at condition stage. |
| 5.6 | Surrey Fire and Rescue | Raise no objection to the proposal on fire safety grounds. Further details are requested to demonstrate accordance with Parts B1, B2-B4, and B5 of the Building Regulations. This is covered by legislation separate from planning and will be covered post application stage. |
| 5.6 | Windlesham Parish Council | Raise no objection. |
| 5.7 | Chobham Parish Council | Raise no objection. |

6.0 REPRESENTATION

6.1 A total of 20 letters of consultation were sent on the 16/01/2023 to neighbouring residents, together with a site notice dated 16/01/2023 and press notices on the 25/01/2023 and 27/01/2023. No letters of representation were received as part of the public consultation exercise.

7.0 PLANNING CONSIDERATIONS

7.1 In considering this development regard is given to Policies CP1, CP2, CP8, CP11, CP14A, DM1, DM7, DM9, DM11, and DM13 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP). Regard is also given to the advice contained in the Planning Practice Guidance (PPG) and the NPPF 2021.

7.2 The principle of development in respect of the proposed land use, and the indicative spread and quantum development has been agreed as part of application ref.20/0747 dated 09/02/2021. It is not considered that there has been any material change in circumstances since the outline approval to reconsider the principle of development. There were no conditions attached to planning permission ref.20/0747 that restricts the alteration to the indicative layout of building 1 (and 3). It is, however, considered necessary to assess the acceptability of the enlargement and additional ancillary facilities. As such, the key issues to be considered within this application are:

- Harm to the Green Belt and Very Special Circumstances.
- Impact on the character, appearance, and trees of the surrounding area.
- Impact on transport and highways
- Impact on biodiversity and ecology
- Other matters.

7.3 Harm to the Green Belt and Very Special Circumstances

7.3.1 Section 13 of the NPPF contains specific policies relating to development within the Green Belt. Para. 147 sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved, except in very special circumstances. Therefore, and as per para. 148, the Local Planning Authority should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

7.3.2 The appropriateness of development within the Green Belt and the harm caused to openness was fully considered under the outline approval where the combination of five very special circumstances was considered to outweigh the harm to the Green Belt. This included (i) Economic contribution and prestige, (ii) Employment provision and the wider benefits including education and training, (iii) Need for the development and lack of alternative sites, (iv) Design quality and innovation, and (v) Community support and benefits including landscape enhancement and reuse of existing building.

7.3.3 As part of VSC (ii) it was considered that the proposed technology developed at the site that could have significant benefits in the industry with the business having a history of producing innovative electric and autonomous vehicles. VSC (iii) considered the lack of alternative sites for the wider development, acknowledging that the development and business is a truly unique opportunity. The UK has historically lagged behind in the research and development of sustainable technologies owing to a lack of investment. Companies developing in low carbon technologies is seeing a huge boom in investment in recent times, and the UK is at the forefront of this rapid growth. The UK is keen to be seen as a leader in this field, particularly when noting declaration of a Climate Emergency.

7.3.4 Since this outline approval, the main changes to Building 1 are an increase to the footprint of the ancillary building, together with the relocation of the parking and installation of additional structures on site to an area of open grassed land adjacent to mature tree planting as well as

increased expanse of roof plant and screening. These size differences are summarised in the table of section 4 of this report.

- 7.3.5 The proposed additional works would not meet the definitions of appropriate development within the Green Belt, nor would they meet the exceptions to inappropriate development set out in paragraphs 149 and 150 of the NPPF. This is due to the creation of new development within the Green Belt and the type of development proposed.
- 7.3.6 The increased area of plant to the roof would measure a total of 195sqm and owing to the increase, there would be a more noticeable form of development proposed albeit the plant screening would be reduced by 0.2m, ensuring no increase to the maximum height of the building. The enlargement of the ancillary building would result in a greater area and height of development whilst the EV compound and sprinkler tank would be located to an area of no previous development. As such the proposal would cause a greater impact upon Green Belt openness. Given this identified Green Belt harm it is therefore necessary to consider whether any very special circumstances exist.

Very Special Circumstances

- 7.3.7 Firstly, the proposed alterations, should be considered in context of the consented scheme as part of the outline application. Whilst no parameters were explicitly set, the consented scheme provides a baseline of what was considered acceptable, and the alterations in this instance would therefore need to be commensurate with harm over and above that to warrant objection. Considered against the indicative drawings and masterplan at outline stage, the proposed works do not represent considerable additional development.
- 7.3.8 Secondly, the need and benefits of these additional facilities also need to be fully considered. The GMG group are developing innovative technologies in relation to electrical vehicle production. To ensure safe operation and reduce risk of life, the facilities required to develop this technology is proposed to be detached from the main building, therefore enlarging the ancillary building. Furthermore, an EV compound and sprinkler tank are required in case of emergency allowing convenient and direct access for staff to contain risk of fire. The proposed enlargement and installation of structures would help support the groups' objective in developing EV technology, whilst allowing the safe operation of these activities without increased risk to staff.
- 7.3.9 It is recognised that the operational needs of research and development sites such as this require the latest technology and systems to operate efficiently and effectively. The proposed alterations to the roof plant are necessary from an operational and efficiency point of view, which a development of this nature would be expected to maximise. Development in some form is required to ensure the development can meet the latest standards of the Building Regulations and the absence of such works would restrict the ability of the building to meet high sustainability standards.
- 7.3.10 It is considered that significant weight can be given to the need requirements of the business outlined above. Additionally, further weight can also be given to the changes compared to the outline approval including the overall modest size and scale, and their positional relationship with the main building. In the officer's opinion this amounts to very special circumstances to outweigh any harm upon the Green Belt.

7.4 Impact on the character, appearance, and trees of the surrounding area

- 7.4.1 Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies Document (CSDMP) 2012 promotes high quality design. Development should respect and enhance the character of the local environment and be appropriate in scale, materials, massing, bulk, and density. Policy CP2 states that new development should use the land efficiently within the context of its surroundings and respect and enhance the quality of the urban, rural, natural, and historic environments. Policy DM9 also sets out that trees and other vegetation worth of retention should be protected.

- 7.4.2 The wider application site benefits from existing commercial buildings, with the recently completed test track and Building 2 situated adjacent to the area of consideration. Notwithstanding this, the site is predominantly rural, with an open natural vista. Within the site there are scattered groups of trees surrounded by grassy fields.
- 7.4.3 As part of the consented scheme, the design quality and landscape enhancements in combination with all other matters formed part of the very special circumstances. The quality of the appearance and landscaping proposed as part of this reserved matters application therefore needs to maintain the quality anticipated as part of the consented scheme. The quality of the design was borne out of the architectural design and material palate.
- 7.4.4 The proposed layout remains largely as consented, and raises no significant concerns, appearing appropriate in the siting of the buildings, ancillary facilities, and car parking provision.
- 7.4.5 Amendments are sought to the fenestration arrangement, expanse of brise soleil, as well as increasing the thickness of the external walls by 100mm. These are sought in response to the amended internal floor plan, solar shading, and compliance with Part L and O of the Building Regulations. These alterations have relatively limited impact of the visual quality of the building and raise no significant concerns.
- 7.4.6 The proposed colour scheme has been updated to align with the company branding, which has reduced the level of contrast to the colour of the elevations, however, it remains tasteful and exudes a high quality design in line with the nature of an research and development facility which seeks to inspire creativity.
- 7.4.7 At roof level, the proposal seeks the installation of additional roof-lights, PV panels, and increased level of plant. These are functional requirements for the operation of the building as well as meeting Building Regulations.
- 7.4.8 The proposed roof-lights would sit to the centre of the roof space, and owing to their overall height and position relative to the plant screens, they would appear more contained within the mass of the building and subsequently would not appear more noticeable. These factors would also apply to the expanse of the PV panels, and therefore neither of these amendments are considered to cause harm to the rural open vista of the surroundings.
- 7.4.9 The increased area of plant to the roof and subsequent screening would not increase the maximum height of the development, and whilst more noticeable owing to the overall expanse, the development would not appear unduly obtrusive or take away from the visual quality of the main building. The plant would not cover the total area of the roof space, and would not restrict views towards the rear of the building any more so than the consented indicative design. The Urban Design Consultant has noted that the colour of the cladding assists in optically reducing the mass of the plant screens. It would therefore not be considered significantly harmful over and above the outline design to warrant a reason for objection.
- 7.4.10 The proposed enlargement of the ancillary building (additional 21.5m depth) would be relatively significant. However, the position of the building against the backdrop of the main building, together with its relatively condensed width (10.2m against the 72.7m width of the main building), reduces the overall visual impact of the structure and it remains ancillary to the main building. The sedum roof originally proposed would be extended as a result, helping to soften the overall appearance. The building is surrounding by parking as anticipated, and therefore whilst a relatively large increase, owing to the factors above it would not be considered significantly harmful to the visual quality of the area.
- 7.4.11 The subsequent relocation of the parking bay, given they extend to an area of grassland, without the need for removal of any trees, and adjacent to the agreed area of parking, raises no visual concerns. Additional soft landscaping to mitigate this impact is also proposed.

- 7.4.12 The installation of the sprinkler tank and EV compound would be sited adjacent to Building 1, however, owing to their position would appear more disconnected with the built development, whilst increasing the overall spread of development. The facilities as alluded to earlier in the report are considered necessary for health and safety purposes and it is necessary for these structures to be detached from the main building however in close enough proximity to allow convenient travel to in case of emergency.
- 7.4.13 Their position in this instance appears rational and there does not appear to be any reasonable alternative location that would have any less visual impact. The size and scale of these structures has been dictated by the safety need and therefore also cannot be modified. The tank would be hidden from direct views with the construction of a wooden screen.
- 7.4.14 The location and design of the structures would result in some harm to the rural, open vista surrounds, resulting in a more conspicuous form of development relative to the existing soft landscaping. However, they would not be in view from any public vantage points, ultimately appearing relatively modest in context of the main building, having a low single-storey level, and sit adjacent to proposed parking. There is potential to soften the appearance of the structures and screen through planting which would have the desired effect of reducing the visual impact to better align with the rural context, and it is considered that this can be realistically achieved. It is therefore considered appropriate to attach a condition requiring details of greening specific to these structures. Subject to this detail, the proposed structures would be considered acceptable additions that would not unduly harm the visual amenities of the rural landscape.
- 7.4.15 The proposed landscaping strategy is built upon the retention and protection of existing assets on site. Towards the Highams Lane boundary the proposed tree / hedgerow line would be maintained, as would the undesignated woodland area adjacent to the proposed sprinkler tank. Planting would be provided between the car parking, reducing any visual dominance of car parking. A mix of planting is provided to these areas, creating contrast and visual interest, and areas of differing character.
- 7.4.16 The soft landscaping strategy is considered appropriate for this setting and land use, and the retention of existing tree/hedgerow is supported. Where a small section of beech hedge would need to be removed and trimmed, this would not be of any significant quality to justify retention. The submissions remain relatively indicative, and it is recommended that further detail in respect of planting sizes and mulching is provided and secured by way of condition.
- 7.4.17 In respect of the hard landscaping, the proposed materials palette positively relates to the external appearance of the main building and is considered acceptable.
- 7.4.18 As such, the proposed layout, appearance and landscaping of the proposed development would be considered acceptable and appropriate for this setting, subject to conditions relating to a detailed material schedule and specific planting detail. The proposed submissions ensure the quality of the development as originally anticipated is to be met. It would therefore satisfy the objectives of Policies CP2 and DM9 of the CSDMP and the NPPF.

7.5 Impact on transport and highways

- 7.5.1 Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be supported by the Council, unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. The "Vehicular Cycle and Electric Vehicle Parking Guidance for New Development" supplementary planning document provides guidance in respect of vehicle and cycle parking levels.
- 7.5.2 The proposed number of vehicle and cycle spaces remains the same as that considered and not objected to at outline stage. Where the layout of the parking arrangement has been altered, this remains within the overall setting of the car park area, utilising the same routes,

and therefore no concerns are raised in this respect. The parking provision is sufficient for staff, anticipated visitors and servicing requirements and complies with SCC guidance. No objections have been raised by the highway authority.

7.5.3 The site is currently undergoing construction works in relation to Building 2. The development would likely result in the principles of the approved construction management plan being followed however the discharge condition only relates to building 2. It is therefore considered appropriate to attach a construction management plan condition for this part of the development to mitigate any harm arising from construction vehicles to and from the site.

7.5.4 On this basis, the proposed development is considered acceptable in highway terms and complies with the objectives of Policies CP11 and DM11 of the CSDMP.

7.6 Impact on biodiversity and ecology

7.6.1 Policy CP14 of the CSDMP indicates that development which would result in harm to or loss of features of interest for biodiversity will not be permitted whilst biodiversity gain is recommended.

7.6.2 The application is supported by a Preliminary Ecological Appraisal which has been reviewed by Surrey Wildlife Trust. No objections have been raised, and the development does not involve the loss of any trees and therefore no potential for bat roost is required in this instance. It has however been recommended that pre-commencement conditions are secured in respect of a Construction Environmental Management Plan.

7.6.3 The proposed recommendations are agreed by the officer, being appropriate and relevant to the scale of the development and would ensure that the development accords with the objectives of Policy CP14 of the CSDMP.

7.7 Other matters

7.7.1 Part of the alterations sought to the main building are in connection with Parts L and O of the Building Regulations. Whilst no specific documents have been submitted to set out how the development meets the requirements of these regulations, it is noted that the increased provision of PV panels would ensure that the development generates energy on-site through a more sustainable practice, whilst the increased thickness of the walls allows greater thermal efficiency. This would accord with the principles of Part L.

7.7.2 The alterations to the brise soleil have been sought in relation to reducing solar glare, which would reduce the potential for overheating, and accord with the principles of Part O. The development would therefore be designed to meet emission reduction targets in line with the objectives of the NPPF.

7.7.3 The site lies outside the floodplain and is not considered to give rise to any significant flood risk however in the interests of sustainable development practices, it is recommended a condition requiring a SuDS scheme be implemented is attached to any grant of permission in accordance with Policy DM10 of the CSDMP.

8.0 PUBLIC SECTOR EQUALITY DUTY

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

9.0 CONCLUSION

- 9.1 The proposed development is considered acceptable in principle, with the applicant demonstrating the need for the enlargement and ancillary structures, in order to meet the objectives of the company and the subsequent economic benefits which represent very special circumstance to outweigh the harm to the Green Belt. The overall layout, appearance and landscaping has been well considered, and subject to further details being submitted will be secured by conditions in respect of materials and planting detail. Subject to these conditions it is recommended that the reserved matters approval is granted.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

1. The proposed development shall be built in accordance with the following approved plans:
1714-P103, 1714-P250, 1714-P251, 1714-P252, 1714-P260, 1714-P270, 1714-P350, 1714-P351, 1714-P360, 11077-LD-PLN-021 Rev P01, 11077-LD-PLN-022 Rev P01, 11077-LD-PLN-025 Rev P01, LD-PLN-231 Rev P01, LD-PLN-241 Rev P01, LD-PLN-242 Rev P01, LD-PLN-251 Rev P01, LD-PLN-415 Rev P01, LD-PLN-421 Rev P01, LD-DET-620 Rev P01, and 11077-LD-DET-606 Rev P01 received 03/01/2023 and documents Materials Schedule, Landscape Phase 2 Planting Schedule Rev P01 dated December 2022, Design and Access Statement (1714-RP-04), and Arboricultural Impact Assessment dated 06th December 2022 received 03/01/2023
unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

2. Prior to the commencement of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, updated samples and/or an updated full schedule of materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details and thereafter retained as such.

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

3. Prior to the commencement of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, details of measures to soften the appearance of the sprinkler tank and EV compound shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details and thereafter retained as such.

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

4. Prior to the first occupation of the development, soft landscaping detail in respect of planting plans, and schedules of plants, noting species, plant sizes and proposed numbers/densities within a planting schedule, also the method of planting including soil composition, tying and staking, a maintenance care regime including mulching and watering shall be submitted to

and approved in writing by the Local Planning Authority. The development shall thereafter be carried out solely in accordance with the approved details and thereafter retained as such.

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

5. Prior to the commencement of the development a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include but not be limited to
 - a) Map showing the location of all the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features
 - e) Responsible persons and lines of communication
 - f) Use of protected fences, exclusion barriers and warning signs.

The development shall be carried out in accordance with the approved recommendations and any necessary mitigation measures shall be provided and thereafter retained in perpetuity.

Reason: the interests of preserving and enhancing the ecological and biodiversity value of the area in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

6. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
 - a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development.
 - b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
 - c) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected.
 - d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

7. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives, and visitors.
 - (b) loading and unloading of plant and materials.
 - (c) storage of plant and materials.
 - (d) vehicle routing taking account of any HGV restrictions and local schools.
 - (e) measures to prevent the deposit of materials on the highway.
 - (f) on-site turning for construction vehicles.
 - (g) hours of construction.

has been submitted to and approved in writing by the Local Planning Authority, after consultation with Highways England and the Surrey County Council Highway Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in compliance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012, the National Planning Policy Framework and in accordance with Section 10 of the Highways Act 1980.

Informatives

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required if or when selling your home. A replacement copy can be obtained, however, there is a charge for this service.
2. The applicant is advised that this permission is only pursuant to the Town and Country Planning Act 1990 and is advised to contact Building Control regarding the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
6. The applicant is expected to ensure the safe operation of all construction traffic in order 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. 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.