

LOCATION:	Compton Place Business Centre, Surrey Avenue, Camberley, Surrey, ,
PROPOSAL:	Demolition of the existing buildings and erection of a new warehouse for flexible use within Classes E(g)(ii), E(g)(iii), B2 and / or B8
TYPE:	Full Planning Application
APPLICANT:	ReAssure Limited
OFFICER:	Melissa Turney

This application has been reported to the Planning Applications Committee because the proposal is a major development (floor area exceeds 1,000 sqm)

RECOMMENDATION: GRANT, subject to conditions

1.0 SUMMARY

- 1.1 This application relates to the redevelopment of the site located within Watchmoor Point Business Park. The site comprises 0.35 hectares (ha) and is currently accessed from the eastern boundary off the residential road of Surrey Avenue. Part of the proposal seeks to cease the use of this access and new access from Watchmoor Business Park Only. This would include three access points to the parking area and lorry loading bay. The redevelopment would involve the demolition of the existing buildings on the site and replacement with one larger building. The applicant is seeking a speculative use of Class E (g)(ii), E(g)(iii), B2 and or B8. The building would have a total floor space of 1996 sqm including ground and first floor. The proposal seeks new landscaping to the rear of the site (adjacent to Surrey Avenue) and parking and a loading bay to the front (Watchmoor Point Business Park).
- 1.2 The principle for the redevelopment of the buildings in a Core Employment Area, is acceptable. The application proposal is also considered to be acceptable in terms of its impact on local character, residential amenity, highway safety, flood risk/drainage and ecology.
- 1.3 The application is therefore recommended for approval subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site is located within Watchmoor Point Business Park with the existing access from the adjacent residential road Surrey Avenue and is bounded to the north, south and west by the Watchmoor Park and residential properties to the east. The site is located within the Core Employment Area. The site lies within the Industrial Estate and Commercial as defined within the Western Urban Area Character SPD 2017.
- 2.2 The existing site comprises of a 2 storey flat roofed office block and number of single storey pitched roof warehouse buildings which have been converted into a small multi- occupier business centre.

3.0 RELEVANT HISTORY

3.1 No relevant recent planning history

4.0 THE PROPOSAL

4.1 Full planning permission is sought for the demolition of the existing buildings and erection of a new warehouse for flexible use within Classes E(g)(ii), E(g)(iii), B2 and / or B8. The proposed building is speculative and there is currently not an end occupier. The flexible use includes:

- Class E(g)(ii) - the research and development of products or processes
- Class E(g)(iii)- any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
- B2 – General industrial
- B8 – Storage or distribution

4.2 The proposed building will no longer be referred to as Compton Place Business Centre but as Unit 1B. The building will have a ground floor space of 1,797sqm and first floor space of 199sqm. This will result in 598sqm increase on the site. The proposed building would have a depth of 44.5m to the northern elevation and 35.7m to the southern elevation, a width of 44.66m and a maximum height of 10.35m. The building is stepped to the rear (adjacent to Surrey Avenue).

4.3 The building will be finished in grey roof, grey cladding, yellow doors and black window frames.

4.4 The internal layout would be a main warehouse reception and toilet facilities on the ground floor and ancillary offices and further toilets on the first floor.

4.5 The proposal would close up the access from Surrey Avenue and a new access from Watchmoor Business Park would be created. The proposal would include three access points fronting Watchmoor Park, to serve the lorry loading docking and a car park with 26 spaces inclusive of 1 accessible space. There would also be cycle storage for 12 cycles. The proposal also includes a landscaping scheme proposed to provide visual softening and screening to the eastern boundary. This would include, amenity grass area, wildflowers, shrubs, conifer planting and trees.

4.6 The applicant has made the submission because the existing floorspace at the site is outdated and poorly configured and no longer accords with policy targets relating to sustainability and building performance. As such it does not meet modern occupier requirements. The proposed building will deliver a regular shaped warehouse building which would provide greater operational efficiency. The proposed development is predicted to achieve a BREEAM rating of 'Excellent'.

4.7 In support of the planning application the following documents were submitted: a Design and Access Statement, Tree Survey and Report, Landscape Scheme, Air quality Assessment, Ecology Report, Energy and Sustainability Statement, Flood Risk Assessment and Drainage Statement, Daylight and Sunlight Report, Noise Impact Assessment and Transport Statement and Travel plan.

5.0 CONSULTATION RESPONSES

- 5.1 County Highways Authority No objection subject to conditions [See Annex A for a copy of this response]
- 5.2 Environmental Health Officer No objection subject to conditions
- 5.3 Surrey Wildlife Trust No objection subject to conditions
- 5.4 Arboricultural Officer No objection
- 5.5 Council's Drainage Officer Objection, details to demonstrate the ability to install the proposed drainage design by proving levels details of the surface water system, and volume, size and level details of any attenuation systems. Further information was submitted. An no objection is raised subject to condition
- 5.6 Lead Local Flood Authority Requested additional information regarding the discharge rate and following receipt of this, the LLFA has no objection subject to conditions.
- 5.7 Thames Water No objection to regard to waste water network and sewage treatment works infrastructure capacity.

6.0 REPRESENTATION

- 6.1 A total of 15 individual letters were sent to surrounding properties on 14th December 2022. A Site Notice was posted on 10th January 2023 and Press notice published 4th January 2023. At the time of preparation of this report no letters of representation have been received.

7.0 PLANNING CONSIDERATION

- 7.1 The application is considered against the relevant policies, including Policies CP1, CP2, CP8, CP11, CP14, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); the Surrey Heath Residential Design Guide 2017; the National Design Guide; the National Planning Policy Framework (NPPF) and advice in the Planning Practice Guidance (PPG); and, the Western Urban Area Character SPD 2017 (WUAC).
- 7.1.2 The main issues to be considered within this application are:
- Principle of development
 - Impact on the character and appearance of the surrounding area
 - Impact on the residential amenity of neighbouring properties.
 - Impact on highway safety and parking capacity
 - Impact on ecology
 - Other matters

7.2 Principle of development

- 7.2.1 The application site lies within a Core Employment Area as defined in the CSDMP and the Industrial Estate and Commercial Character Area as defined within the WUAC. Policy

CP8 of the CSDMP indicates that to provide more employment, a flexible supply of high quality employment floorspace utilising existing employment areas and promoting a more intensive use of these sites through the recycling, refurbishment and regeneration of older or vacant stock is supported.

- 7.2.2 Core Employment Areas shall be retained for employment use and will be a focus for economic regeneration and inward investment. The current proposal would seek the regeneration of poorly configured buildings. The buildings do not meet modern occupier requirements. The provision of more flexible commercial units would result in an easier re-use of the site, generating more available commercial accommodation to improve inward investment into the Borough.
- 7.3.3 Policy CP8 indicates that proposals for commercial uses, such as storage and distribution, which are dependent upon having good access to the strategic road network will be encouraged to locate within these areas. Noting the location of the site with very easy access to the motorway network and closing up of the existing access from residential road Surrey Avenue, it is considered that the commercial uses, especially storage and distribution, supports this policy.
- 7.3.4 As such, the principle for this proposal is accepted, complying with Policy CP8 of the CSDMP, subject to the following assessment.

7.3 Impact on the character and appearance of the area

- 7.3.1 Consistent with section 12 of the NPPF and the National Design Guide, Policy DM9 of the CSDMP 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.
- 7.3.2 Policy DM9 of the CSDMP indicates that development will be acceptable where it respects and enhances the local character of the environment and protects trees and vegetation worthy of retention and provide high quality hard and soft landscaping where appropriate. Principle IE1 of the WUAC requires new development to include buildings of 2-3 storeys in height, provide structured on-site parking, screen waste storage areas from roads and public areas and use of high quality boundary treatments. The use of contemporary industrial architecture would be welcomed.
- 7.3.3 The current proposal would provide large warehouse type building on the site, with ancillary office accommodation to the front section of the site within a first floor. The elevations have been treated in a consistent manner which provides uniformity to the finished building. The rear elevation of the building is stepped which breaks up the rear elevation of the building. The remaining elevations are predominantly grey with a mixture of horizontal and vertical cladding which adds interest. The design approaches provides an improvement to the existing site, the front glazed feature and the lorry loading bays adds interest and overall the building provides a positive contribution to the surrounding area.
- 7.3.4 The proposed building would have a maximum height of 10.35m and have a central valley gutter to reduce the ridge height. The rear elevation would be visible from residential properties located on Surrey Avenue. There would also be views from Surrey Avenue due to the existing access which is to be closed up results in visual gap of built form on the western side of Surrey Avenue. The building would be more visible within the street scene due to the increase in height compared to the existing buildings on the site (range from approx. 4.1m – 6.3m). Due to the access road the closest part of the building would be set back approximately 36 metres from the main edge of Surrey Avenue Highway. As mentioned above, the rear elevation is broken up due to the step in the building which also improves the visual view and dominance from Surrey Avenue. The front elevation would be visible from within Watchmoor Business Park. The neighbouring buildings have a maximum height of between approximately 9m-11m.

- 7.3.5 The proposed scale and height of the building is considered similar to the surrounding buildings located on this section of Watchmoor Business Park. The building would be finished in grey horizontal and vertical cladding, the design and colour pallet would reflect recently approved and implemented refurbishment buildings within close proximity creating a coherence appearance within this section of the Watchmoor Business Park. The existing site appears as an anomaly within the business park and residential area. As such the re-development of the site would result in a building of similar appearances to buildings located within Watchmoor Business Park. The proposal would not appear incongruous and would visually enhance the appearance of the site by delivering high quality design to the commercial/industrial area.
- 7.3.6 The proposed building would be sited closer to the rear of the site (Surrey Avenue) and parking would be provided to the front part of the site (Watchmoor Road). The rear part of the site would be re-landscaped, with a grass area, tree planting, wildflowers areas and native scrub mix. To the front of the site would be hard surfaces with service areas finished in brush finished concrete, parking area tarmac dam and footpath with paving slabs. This mixture is considered appropriate and the details can be secure via a condition.
- 7.3.7 As such, no objection are raised on character grounds with the proposal complying with Policies CP2, DM9, of the CSDMP and the NPPF; as well as advice within the WUAC and RDG.

7.4 Impact on residential amenity

- 7.4.1 Policy DM9 (Design Principles) states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development. The thrust of one of the core planning principles within the NPPF is that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

Sunlight/Daylight, Overlooking and Loss of Privacy

- 7.4.2 The proposed building would be adjacent to residential properties in Surrey Avenue, in particular the pair of semi-detached dwellings no. 70 and 71 Surrey Avenue. Due to the proposed change in orientation the new building is moved closer to the eastern boundary to provide the parking to the west. This would move the building closer to the residential dwellings. The existing buildings on site currently provides a separation distance of between approximately 13m-18m to the common boundary with the neighbours at no. 70 and 71 Surrey Avenue. The proposed building would be sited between approximately 8m and 16m from the common boundary with these neighbours. These dwellings (no. 70 and 71 Surrey Avenue) have rear gardens which are approx. 7.5m deep. From the rear elevation of the proposed building and these neighbours' rear elevations the closest distances are between 16m-18m. The RDG sets out a minimum distance of 20m as the Council's generally accepted guideline for there to be no material loss of privacy between the rear of two storey buildings directly facing each other (i.e. a back to back relationship). In this case the relationship is between residential properties and a commercial unit however, it would reasonable to apply this rule. It is accepted that the proposal falls short of the guidelines noted above, however, in this case the proposed building would not provide any windows within the rear elevation which would face towards the neighbouring properties and the proposal would therefore not result in unacceptable levels off overlooking. It is considered reasonable to attach a condition to any planning permission that is granted that no additional windows should be inserted into the eastern elevation (facing Surrey Avenue) of the proposed building facing the neighbours without planning permission to protect the privacy of these neighbours.
- 7.4.3 The proposed building would have a maximum height of 10.3m and the elevation has been stepped to reduce the impact to these neighbours. As part of the supporting documents a daylight and sunlight report has been submitted. It considers the impact of the proposed development on nine neighbouring residential properties. These include 17-20 Surrey

Avenue (first floor flats) 18 Surrey Avenue (ground floor flat) 67 - 71 Surrey Avenue, Flats 33 to 44 (40) and 21-32 (30) Surrey Avenue. The report concludes that six of the neighbouring properties would pass the Building Research Establishment (BRE) guidance in terms daylighting and sun lighting and would not be impacted by the proposal in terms of daylight/sunlight. These properties are nos. 17-20 Surrey Avenue, 18 Surrey Avenue, 67 Surrey Avenue, and 68 Surrey Avenue and the flats at 30 Surrey Avenue.

- 7.4.4 In terms of the dwellings which would be affected by the proposed development, these would be 69, 70 and 71 Surrey Avenue. Of these properties the report concludes that only one window on each of the properties fails the BRE guidance, however these failures are marginal. The BRE guidance requires that the vertical sky component of habitable room windows does not fall below 27. If it does, then the reduction should not be more than 20% from its existing value.
- 7.4.5 The dwelling at 69 would have its rear living room window impacted, however it would still retain a VSC of 26.8 with a reduction of 21%. At 70 Surrey Avenue its rear living room window would be impacted, however it would retain a VSC of 24.5 and with a reduction of 27%. At 70 Surrey Avenue, its rear living room window would be impacted however it would retain a VSC of 24.3 with a reduction of 29%. Whilst these windows would be impacted, the rooms they serve are dual aspect with a side facing window. As such, whilst there would be a loss of light to these windows, the windows and the living rooms would still retain a good level of daylighting and the loss is not considered to be significant to result in a detrimental impact on the amenity of these neighbouring occupiers. It should also be noted that all the rooms and windows assessed retain good levels of sun light above the BRE guidance during the winter months.
- 7.4.6 Whilst there is impact to the neighbouring windows this impact is marginally below the thresholds set by the BRE guidance. The BRE guidance states in paragraph 1.6 that *“the guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, they should be interpreted flexibly since natural lighting is only one of many factors in site layout design.”* Taking into consideration the other benefits of the scheme such as the relocation of the vehicular access, the fact the site is located within Core Employment Area and the windows would remain relatively high VSC it is considered the proposed scheme is acceptable in terms of the impacts on neighbouring occupiers amenity in terms of loss of sunlight/daylight.
- 7.4.7 The proposal would result in closing off the existing vehicular and pedestrian access point from Surrey Avenue. This would reduce the vehicle movements adjacent to the residential properties and rear gardens, which would provide a benefit to residents as this would reduce the level of disturbances and improve the enjoyment of the neighbouring dwellings.

Noise and disturbances

- 7.4.8 As part of the application the Environmental Health Officer has reviewed the Noise Report, which assumes that there will be 24 hour operation on the proposed site. The EHO suggested a condition to restrict the hours of operation. It is noted that the unit to the south has a restriction on the hours of use. However, the service yard area runs to the rear of the site adjacent to the residential properties. Whereas with this application the service yard will be located to the front of the site away from the residential units and the access to the rear will be closed up. As outlined above closing up the access would be a benefit. During the course of the application the applicant submitted an amended Noise assessment report to address the Environmental Health Officer concerns. The report demonstrates that the night time activities generated from B8, E(g)(ii) and (iii) would not adversely impact the residents located on Surrey Avenue. However, given the wide ranging nature and potential impacts generated by containing the operations within Class B2, it is reasonable to attach a condition to limit the operational hours for B2 use. The hours of operations for any B2 use would be restricted to 07:00 - 18:00 Monday - Friday, 07:30 - 18:00 on Saturdays and

cannot operate on Sundays or Bank Holidays. The applicant has agreed to these operations hours for B2 use. Lastly a condition for external lighting scheme to be submitted to reduce the light pollution from artificial light to the local area is also recommended.

Air Quality

- 7.4.9 Paragraph 185 and 186 of the NPPF indicates that development should mitigate and reduce to a minimum potential adverse impacts resulting from noise, Air Quality Management from development. The application was submitted with an Air Quality Assessment dated October 2022. The Environmental Health Officer has reviewed the application and noted the recommendation of Dust Management Plan to minimise emission during the demolition and construction activities. It is considered that implementation of the mitigation measures the impact of the construction phase dust emission would be in accordance with Institute of Air Quality Management (IAQM). It is considered that with the implementation of mitigation measures including dust, noise and vibration can be secured which is considered necessary due to the location of residential properties.
- 7.4.10 Overall, on balance it is considered that the proposal would not result in harm to the amenity of the neighbouring occupiers in terms of overlooking, loss of light, noise and air quality. Although the building would be larger in size than the existing buildings to be replaced, the benefits to closing up the access and providing the parking to the front of the site away from rear gardens would be an improvement upon the residential amenities for owner/occupiers in the vicinity.

7.5 Highway impacts

- 7.5.1 Policy DM11 (Traffic Management and Highway Safety) states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce and mitigate such impacts to acceptable levels can be implemented.
- 7.5.2 The application site closes up the existing access from Surrey Avenue and provides three new accesses the parking area and lorry loading bays onto private estate road within Watchmoor Point. As such due to the private road it falls outside the jurisdiction of the County Highways Authority (CHA). However, the CHA has considered the wider impact of the proposed development on the highway network. The proposed access would be suitable for vehicles, cyclists and pedestrians. The trip generation data has been provided in accordance with the approved TRICS methodology. CHA has reviewed the trip generation within the Transport Statement. The existing trip data for the site shows that there are currently 10 and 6 vehicle trips in the AM and PM network peaks. With regard to HGVs there are a total of 2 and 0 two-way trips in the AM and PM network peaks. The forecast vehicle trips indicates that the site would attract 12 and 7 two-way total vehicle trips and 2 and 0 two way HGV trips in the AM and PM network peaks, respectively. As such the proposed site would provide a minimal increase in trips, equating to 2 and 1 two-way trips in the AM and PM peak hours respectively. There would be no net change in HGV two-way trips during the AM/PM peak hours. As such the proposed site would lead to a negligible net increase in the overall trip attraction at the site. The CHA is satisfied that the net increase in vehicle movements would be negligible and therefore unlikely to have a material impact on the local highway network.
- 7.5.3 The proposal would provide 26 car parking spaces and 12 cycle spaces. As part of the application a parking accumulation exercise has been applied in combination with the trip generation data. This has demonstrated that the proposed parking provision would be able to accommodate the maximum number of cars forecast to be parked at the site at any one time. The location of the site provides good opportunities for travel by sustainable transport. Lastly the proposal has included a Travel Plan which includes car sharing and cycle facilities, this maximises trips made to the site using sustainable travel.

- 7.5.4 As part of the submission no Construction Logistics Plan has been submitted. Due to the location of the site in close proximity to the residential dwellings it is considered that this information should be submitted prior to the commencement of development should planning permission be granted.
- 7.5.5 No objection are raised on highway safety grounds, with the proposal considered to be acceptable complying with Policies CP11 and DM11 of the CSDMP and the NPPF.
- 7.6 Ecology impacts**
- 7.6.1 Policy CP14A of the CSDMP states that the Council will seek to conserve and enhance biodiversity within Surrey Heath. Where appropriate, new development will be required to contribute to the protection, management and enhancement of biodiversity.
- 7.6.2 The biodiversity report provided for this application identified the likely absence of active bat roosts within the development site. However, bats are highly mobile and unidentified bat roosts may still be present. As such Surrey Wildlife Trust (SWT) have requested a Construction Environmental Management Plan (CEMP) prior to commencement of the development. The applicant has agreed to the pre-commencement condition.
- 7.6.3 The SWT has requested that biodiversity net gain is achieved on the site. However, the biodiversity net gain provisions of the Environment Act 2021 have not yet come into force, as secondary legislation has not yet been made. Given therefore that the 10% is not yet planning policy, it is not considered reasonable to enforce. Policy CP14A requires enhancement of biodiversity. The proposed development would offer opportunities to restore or enhance biodiversity and such measures will assist the LPA in meeting the above obligation and will also help offset any localised harm to biodiversity caused by the development process. Consistent with SWT advice, a condition can therefore be imposed to secure this. Details of biodiversity enhancements are set out in 'section 5.3 of the Biodiversity Report' including providing bird and bat boxers, using native species for new planting, incorporating green roof and inclusion of dead wood piles or log stacks for invertebrates. A scheme of ecological enhancements can be secured via a condition which would be reasonable and necessary in the event that permission is granted.
- 7.6.4 As such, no objections are raised on ecological grounds with the proposal complying with Policy CP14 of the CSDMP and the NPPF.
- 7.7 Drainage**
- 7.7.1 The site is located within Flood Risk Zone 1. Policy DM10 of the CSDMP expects development to reduce the volume and rate of surface water run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS). As part of the application the Lead Local Flood Authority (LLFA) and Councils Drainage Officer has reviewed the application and raised concerns with the drainage scheme including the proposed discharge rate. During the course of the application the applicant submitted further information. This addressed the design issues and provided the rationale behind the discharge rate. The LLFA reviewed the additional information and considers that the applicant has addressed the previous comments and are now satisfied that the proposed drainage scheme meets the requirements and are content with the proposal subject to conditions. The Drainage officer also suggested a condition to restrict trees within proximity of the cellular attenuation system. These details are considered necessary and a condition has been added should planning permission be granted.
- 7.8 Other matters**
- 7.8.1 Policy CP2 supports development which provides decentralised renewable and low carbon energy and reduce carbon dioxide emissions. Policy DM7 outlines that all non-residential development will be expected to achieve a BREEAM 'very good' emissions rating. The Energy Statement submitted as part of this application sets out the building is aiming to

achieve a BREEAM 2018 rating of 'Excellent'. This would be over and above policy requirement and is a benefit to the proposal. It would be considered reasonable to condition that the prior to occupation of the proposal that the BREEAM energy rating statement is submitted to confirm that the building met this requirement. These details are considered to be acceptable and can be provided by condition complying with Policy CP2 and DM7 of the CSDMP and the NPPF.

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 It is considered that the proposed development is located within Core Employment Area and the redevelopment of the site is acceptable in principle. The proposal would improve the character and appearance of the existing site and reflect the surrounding buildings within Watchmoor Park and is acceptable. The proposal would result in some adverse impact on neighbouring residential amenity, however the impacts in respect to loss of light whilst noticeable would not be significant to warrant the refusal of the application. Taking into consideration the benefits of the scheme it is considered that the impact on the neighbouring residential occupiers would be acceptable in this instance. The proposal would also not result in adverse impact to highway safety, ecology, drainage and be above the energy sufficiency requirements. Therefore subject to the recommended conditions the proposal complies with the CSDMP, the WUAC the RDG and the NPPF.

10.0 RECOMMENDATION

GRANT subject to the following conditions:

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

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The proposed development shall be built in accordance with the following approved plans:

7007-009 B Received 08.12.2022
7007-010 K Received 08.12.2022
7007-011 D Received 08.12.2022
7007-012 D Received 08.12.2022
7007-013 J Received 08.12.2022
7007-014 C Received 08.12.2022
7007-018 A Received 08.12.2022
7007-016 B Received 08.12.2022
7007-017 B Received 08.12.2022
21320-JUBB-XX-XX-DR-C-0500 Rev P2 Received 15.02.2023

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.

3. No external facing materials shall be used on or in the development hereby approved until samples and details of them have been submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

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. The premises shall be used for research and development (Class E(g)(ii)), light industrial (Class E(g)(iii)), general industrial (Class B2) and / or storage and distribution (Class B8) uses only; and for no other purpose (including any other purposes in Class E) of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). The office accommodation shown on the approved floor plans shall only be used as ancillary offices to support the use of the unit to which it is provided.

Reason: To support the business use of the site and that sufficient on-site parking accommodation is provided and to accord with Policies CP1, CP8, CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. No part of the development shall be first occupied unless and until the proposed new vehicular and pedestrian accesses to Watchmoor Point have been constructed and provided with visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the level of the carriageway.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11 and DM11 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. The means of access to the development hereby approved shall be from Watchmoor Point only. There shall be no means of vehicular access from the development hereby approved to Surrey Avenue.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. The development hereby approved shall not be first occupied unless and until the existing access from the site to Surrey Avenue has been permanently closed.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to protect the amenities of residents in accordance with Policies DM9, CP11 and DM11 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and to turn. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. The development hereby approved shall not be occupied unless and until six of the proposed parking bays are provided 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) 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: To ensure the provision of on-site parking accommodation and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:
- a) The secure parking of 12 bicycles within the development site in a robust, covered and lit cycle storage facility
 - b) Facilities within the development site for cyclists to change into and out of cyclist equipment / shower,
 - c) Facilities within the development site for cyclists to store cyclist equipment,
 - d) Two parking spaces dedicated for car sharing

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework.

11. The approved Travel Plan shall be implemented upon first occupation of the development and for each and every subsequent occupation of the development, thereafter be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and thereby reduce the reliance on the private car and meet the prime objective of the National Planning Policy Framework.

12. No additional windows shall be created in the eastern elevation(s) of the development hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of the amenities enjoyed by neighbouring residents and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. Prior to the commencement of any demolition works, a Construction Environmental Management Plan (CEMP), to include details of but not be limited to:
- a) Map showing the location of all of 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.

shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the character of the area and to ensure harm to protected species and residential amenities does not arise in accordance with the aims and objectives of Policies DM9 and CP14 of the Core Strategy and Development Management Policies and the NPPF.

14. The development hereby approved will be undertaken in strict accordance with the Air Quality Management (IAQM) BWB Dated October 2022 with the Recommendations in these documents implemented in full during the construction of the development.

Reason: In the interest of the character of the area and to ensure harm to protected species and residential amenities does not arise in accordance with the aims and objectives of Policies DM9 of the Core Strategy and Development Management Policies and the NPPF.

15. The hours of operation for any B2 use are restricted outside the hours of 07:00 - 18:00 Monday - Friday, 07:30 - 18:00 on Saturdays and cannot operate on Sundays or Bank Holidays.

Reason: In the interest of the character of the area and to ensure harm to protected species and residential amenities does not arise in accordance with the aims and objectives of Policies DM9 of the Core Strategy and Development Management Policies and the NPPF.

16. 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 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 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 8 litres/sec.

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 from increased flood risk.

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 and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

17. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer 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), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

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 and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

18. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include planting and maintenance specifications, including cross section drawings, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier, watering schedule and defect period. All tree planting shall be carried out in accordance with those details and at those times. Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years following the completion of the landscaping scheme (whichever is later), shall be replaced in the following planting season (October to end of March) by specimens of similar size and species. This condition may only be fully discharged on completion of the planting subject to satisfactory written and photographic evidence, detailing that the trees have been planted as proposed.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

19. Prior to occupation of the development hereby approved, evidence of the development achieving BREEAM as built 'Excellent' emissions rating shall be submitted to and approved in writing by the Local Planning Authority.'

Reason: To ensure the building reduces carbon dioxide emissions in accordance with policy DM7 of the CSDMP 2012

20. Prior to the occupation of the development hereby approved, a scheme of ecological enhancements shall be submitted to and approved by the Local Planning Authority. The scheme will include all the details set out in section 5.3 of the Biodiversity Report Greengage. The development shall be implemented in accordance with the approved details.

Reason: To preserve and enhance biodiversity in accordance with Policy CP14A of the Surrey Heath Core Strategy and Development Management Policies Document 2012.

21. Prior to the occupation of the development, details of the boundary treatment to the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to occupation and shall be retained thereafter.

Reason: To ensure that the development is completed to a high quality of design and in the interest of neighbouring occupier's amenity, in accordance with policies DM9 of the Core Strategy and Development Management Policies and the NPPF.

22. No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP), to include details of:

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works (including measures for traffic management);
- (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing;
- (e) hours of operation;
and means to prevent deposition of mud on the highway

have been submitted, to and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential in accordance with policies DM9, CP11 and DM11 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. Prior to the occupation of the development, details of external lighting (to any of the buildings or anywhere on the application site) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to occupation and shall be retained thereafter.

Reason: To ensure that the development is completed to a high quality of design and in the interest of neighbouring occupier's amenity, in accordance with policies DM9 of the Core Strategy and Development Management Policies and the NPPF.

24. No additional planting other than shown on plan P 02 Rev B received on 08.12.2022 shall be erected on southern boundary without prior approval of the Local Planning Authority.

Reason: To ensure the design of the SuDs design does not compromise the asset cellular attenuation system where vegetation could potentially compromise the integrity of the asset contaminant or the structure and to accord with Policy DM9 and DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

Informative(s)

1. 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).
2. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
3. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

4. 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.
5. 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 2022.
6. 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.
7. 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 with regard to the necessary consents applicable under the Building Regulations and the effects of legislation under the Building Act 1984.