

<b>LOCATION:</b>	Unit 9, Stanhope Road, Camberley, Surrey, GU15 2BW,
<b>PROPOSAL:</b>	Demolition of existing two-storey building and construction of a three-storey building to facilitate a change of use from B1c (light industrial) to a car mechanic and body workshop, showroom and sales suite, office and car park (Sui Generis)
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Mr Mark Myddelton
<b>OFFICER:</b>	Navil Rahman

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

**RECOMMENDATION: GRANT, subject to conditions**

**1.0 SUMMARY**

- 1.1 The application relates to the demolition of existing two-storey building and construction of a three-storey building to facilitate a change of use from B1c (light industrial) to a car mechanic and body workshop, showroom and sales suite, office and car park (sui generis i.e. in a class of its own) together with the construction of a front gate and wall, and associated landscaping.
- 1.2 The proposed redevelopment of the site is considered acceptable in principle, providing a land use that is compatible with the surrounding area, and delivering additional employment floorspace within the designated Core Employment Area. The design of the proposed development responds to the local context and raises no significant concern, whilst there would be no adverse impact upon the character of the area, residential amenity, highway network and users, nor on flood risk or ecological grounds.
- 1.3 The application is therefore recommended for approval, subject to conditions.

**2.0 SITE DESCRIPTION**

- 2.1 The application site comprises a two-storey detached commercial building situated on rectangular plot measuring circa 0.2 Ha on the southern side of Stanhope Road, within the settlement of Camberley. The surrounding area is industrial in character, sited within the Yorktown Industrial Estate which is bounded by the A30 and A331 whilst residential development is found approximately 150m to the east. Many of the original buildings within the industrial estate have been redeveloped with modern replacements, including the sites adjoining the east and south of the application proposal.
- 2.2 The building originally built in the 1950's was a long elongated single-storey building with a two-storey frontage however the single-storey element has since been demolished. The previous grant of permission under application ref.18/1119 sought the demolition of the single-storey element and construction of a three-storey rear

extension. The permission has since lapsed, however, the applicant sets out that demolition work and foundations were laid as of March 2022. The Council as part of application ref.22/0573/PMR considered no lawful start has been made to the development as pre-commencement conditions had not been discharged.

2.3 The remaining building following the demolition, is flat roofed, measuring 6.2m depth x 14m width and has an area of hardscaping to the frontage utilised for informal off-street parking. The existing front elevation of the application building has some Art Deco/Modernist style features, including white painted Crittall windows.

2.4 The site falls within a Core Employment Area, and lies within the “Industrial Estate and Infrastructure” Character Area, as set out in the Western Urban Area Character SPD.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 18/1119 Erection of three storey rear extension including front gates and walls, internal car lifts for second floor parking and front landscaping/alterations, following part demolition of existing Class B1c (Light Industrial) building to facilitate change of use to a car mechanical and body workshop, showroom and office (sui generis)

*Granted 05/04/2019*

3.2 22/0244 Discharge of conditions 6 (contamination), 9 (method of construction statement) and 10 (landscaping) of planning permission 18/1119 dated 5th April 2019

*Refused 05/10/2022*

3.3 22/0573 Variation of Condition 4 of planning permission reference 18/1119 granted 05/04/2019 so as to allow the development to be constructed in accordance with an amended drainage strategy

*Refused 05/08/2022*

### **4.0 PROPOSAL**

4.1 Planning permission is sought the demolition of the existing building and construction of a part two-storey, part three-storey building to facilitate a change of use from B1(c) (light industrial) to a mixed use car mechanic, body workshop, showroom and sales suite, office and car park (sui generis i.e. in a class of its own) together with the construction of a front gate and wall, and associated landscaping.

4.2 The proposed development is to be occupied by a company who specialise in refurbishing vintage cars and providing MOTs and services for high-end cars for private clients. The company is the world’s oldest specialist in Rolls Royce and Bentley Cars and are looking to expand the business through this new facility. The facility will act as a one-stop shop for owners for their MOT/Service and repair needs, as well as full restoration projects and sales of classic cars to private collectors.

4.3 The proposed development would retain a two-storey frontage, albeit rendered white rather than the light buff brick existing, maintaining the existing width of the building and extending a depth of 18.6m before stepping up to three-storey in height with a depth of 76m being the extent of the site. The three-storey element would be a steel framed factory unit. The development would have a flat roof, whilst providing PV panels to the three storey roof.

4.4 The building would not extend the width of the site, setback 5.9m and 3.6 from the western boundary as the existing building does. The side would be laid with permeable

paving and provide vehicle access, via 1.8m high sliding (electronically operated) gates which are proposed either side of 0.8m high railings.

- 4.5 The building would internally comprise of a car showroom area to the front at ground floor level with office and staff amenity at upper floor level. Towards the rear there would be an extensive workshop area at ground and first-floor level, including storage areas, whilst the second floor would provide 30 car parking spaces for staff parking and vehicle storage accessed via two internal car lifts. It would have a gross internal area of 3,740m<sup>2</sup>.
- 4.6 The application proposes operational hours between 07:00 and 19:00 on all days. The vehicle path adjacent to the proposed building provides space for on site servicing.
- 4.7 It is anticipated that up to 20 new jobs could be created from the development with the site having been vacant since 2018.
- 4.8 The proposal is in essence a renewal of the planning permission ref.18/119 granted 05/04/2019, with further supporting information provided at application to minimise need of pre-commencement conditions.
- 4.9 In support of the application, the application has provided the following information and relevant extracts from these documents will be relied upon in section 7 of this report:
- Design and Access Statement
  - Planning Statement
  - Ground Investigate Report
  - Drainage Strategy
  - Method Of Construction Statement
  - Transport Statement
  - Parking Provision Statement
  - Preliminary Bat Roost AssessmentLandscape Plan

## 5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Highway Authority Raise no objection subject to condition relating to parking, EV charging facilities, cycle storage and Construction Transport management plan being adhered to. *See Annex A for a copy of the response.*
- 5.2 Local Lead Flood Authority Raise no objection subject to a SuDS condition.
- 5.3 Arboricultural Officer Raises no objection subject to prior to occupation tree planting condition.
- 5.4 Environmental Health Officer Raise no objection subject to condition relating to demolition and construction, asbestos survey, noise management plan, hours of construction to be restricted between 07:30 and 18:00 Monday to Friday, 08:00 and 13:00 Saturday and no works on bank or public holidays. Hours of operation 07:00 and 19:00 deemed acceptable.
- 5.5 Drainage Officer Raise no objection and recommend the submission of a CEMP at condition stage.

- 5.6 Surrey Fire and Rescue Raise no objection on fire safety grounds however recommend further details to demonstrate compliance with Fire Safety Order. This is covered by separate legislation, post application stage and therefore not a material planning consideration.
- 5.6 Surrey Wildlife Trust Raise no objection.
- 5.7 Thames Water Raise no objection.

## **6.0 REPRESENTATION**

- 6.1 A total of five letters of consultation were sent on the 10/01/2023 to neighbouring residents, together with a site notice dated 10/01/2023 and press notice issued on the 18/01/2023. No letters of representation were received as part of the public consultation exercise.

## **7.0 PLANNING CONSIDERATIONS**

- 7.1 The application site falls within the settlement of Camberley falling within the "Industrial Estate and Infrastructure" Character Area as outlined in the Western Urban Area Character Supplementary Planning Document (WUAC SPD) 2012. In considering this development regard is given to Policies CP1, CP2, CP8, CP14, DM9, DM10 and DM11 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), the Yorktown Landscape Strategy SPD 2008 (YLS SPD), the guiding of the WUAC SPD and the National Planning Policy Framework (NPPF).

- 7.2 The key issues to be considered within this application are:

- Principle of development
- Impact on the character, appearance, and trees
- Impact on residential amenity
- Impact on highway safety and parking capacity
- Impact on flood risk and drainage
- Impact on biodiversity and ecology
- Other matters.

### **7.3 Principle of development**

- 7.3.1 Policy CP1 of the CSDMP sets out that employment growth will be achieved through the redevelopment of existing sites, focused on Core Employment Areas such as in Yorktown. Policy CP8 sets out the aspiration for up to 7,500 new jobs up to 2027, delivered through the creation of flexible high-quality employment floorspace, promoting a more intensive use of existing employment areas through refurbishment and regeneration. Policy CP8 also states that *sui generis* uses dependent on the strategic network will be encouraged to relocate to these areas.
- 7.3.2 The application site benefits from a lawful B1(c) use across a relatively small building given the overall plot size. The surrounding area is characterised by more intensive industrial development, and the application site, falling within the Core Employment Area, lends itself to operating a more intensive form of development as is anticipated within such designated areas.
- 7.3.3 The proposed *sui generis* use would provide a mix of uses, albeit predominantly forming of industrial activity which would be considered appropriate for this location, benefitting from access to strategic road networks.

- 7.3.4 No detail has been provided in respect of existing employment levels and the development site has been vacated since 2018. Notwithstanding the absence of any marketing information, the supporting statement sets out that the development could create up to 20 jobs in addition to a net gain of 3,594 sqm of employment floorspace.
- 7.3.5 Given the above factors, the proposed development would be considered an acceptable and appropriate land use in this setting, providing significant uplift in employment floorspace, and subsequently according with the objectives of the Core Employment Area. The principle of the development is therefore considered acceptable in line with Policies CP1 and CP8 of the CSDMP. However, this must be balanced with other matters including good quality design, residential amenity, highway impact, drainage and biodiversity to demonstrate its overall acceptability.

## **7.2 Impact on the character, appearance, and trees**

- 7.2.1 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 seeks the provision of high quality soft and hard landscaping where appropriate.
- 7.2.2 Guiding Principle IE1 of the WUAC SPD sets out that contemporary industrial architecture is welcomed in the area, whilst buildings should be principally of 2-3 storeys in height. Development should seek to incorporate green infrastructure and landscaping where possible, provide on street parking, screen waste storage and provide high quality boundary treatments.
- 7.2.3 The YLS SPD seeks development to provide high quality landscaping that provides a strong and legible landscape framework between circulation roads and buildings, whilst buildings two storey in height should be setback 7m from the highway and 8m at threes storeys.

### **i) Layout and Context**

- 7.2.4 The proposed development maintains the existing front building line being consistent with the adjacent building. Similar to the adjacent and pre-existing building, it would also maintain a relatively generous separation from the western boundary of the site, with the bulk of the development sited towards the rear of the site, away from public vantage points. The proposed layout responds to the site and by virtue of its setbacks from the front and side, the development would not appear dominant in the street scene and is therefore acceptable in this regard.

### **ii) Scale, Mass, and Bulk**

The proposed development retains a two-storey frontage as the existing building does, consistent with the adjacent building also, mitigating the creation of an awkward and unbalanced relationship with the neighbouring site. At two and three storey level, the proposed development would be consistent with the building heights found in the surrounding area, whilst the setbacks at each respective level accord with the guidance set out in the YLS SPD. Where the expanse of development appears significant in isolation, this is typical of the wider industrial location which comprises a number of substantially larger buildings. The proposed scale would not be dominant relative to its surroundings nor would it be significantly prominent from the street scene to result in harm. The proposed scale and size of the development would therefore be considered appropriate and acceptable in this location.

### iii) Detailing and Materials

- 7.2.5 The proposed elevational treatment and material palette follows an Art-Deco architectural approach, with the use of white render, Crittall windows and its linear appearance. This takes visual cues from the existing building which pointed toward a take on a modernist approach, and the re-use of Crittall windows in particular is supported. To ensure its quality, a condition requiring a full schedule of materials to be submitted is recommended to be attached to any grant of permission.

### iv) Landscaping and trees

- 7.2.6 Given the overall scale of the building, noting its context within an industrial area, there is limited opportunity to provide on the ground landscaping. Soft landscaping has been provided to the front of the site, with three areas of planting beds and a Holly Tree proposed. The proposed landscaping is considered acceptable, representing an enhancement on the existing site.

### Summary

- 7.2.7 The proposed size, scale and appearance of the development together with the landscaping detail would be considered acceptable in this setting, meeting the objectives of Policy DM9 of the CSDMP and the relevant principles of the WUAC SPD and YLS SPD.

## **7.3 Impact on residential amenity**

- 7.3.1 Policy DM9 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.
- 7.3.2 The site falls within an industrial area designated as a Core Employment Area and therefore development as that proposed is anticipated and encouraged in such locations. Relative to the application site, the nearest residential development is sited approximately 150m with the surrounding adjacent sites all comprising of commercial development. Given the relative location of the residential development, together with the scale of the development it is not considered that the development would result in any significant adverse amenity harm in respect of noise and disturbance.
- 7.3.3 The proposed hours of operation controlled between 07:00 and 19:00 Monday – Sunday are considered acceptable in light of the above assessment.
- 7.3.4 The proposed development would therefore be considered acceptable in line with Policy DM9 of the CSDMP and the NPPF.

## **7.4 Impact on highway safety and parking capacity**

- 7.4.1 Policy DM11 of the CSDMP requires 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. All development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians. The “Vehicular Cycle and Electric Vehicle Parking Guidance for New Development” supplementary planning document provides guidance in respect of vehicle and cycle parking levels.
- 7.4.2 The application site is situated within a Core Employment Area and industrial location, whereby business are located in this area predominantly owing to access to strategic

road networks. Large vehicles and frequent trips are therefore anticipated in such locations. The application is supported by a Transport Statement which outlines that owing to the bespoke nature of the proposed occupiers, the number of trips to and from the site by customers would be limited to 1 per day. Deliveries to the site are also limited in number with many of the vintage car parts would be constructed on-site rather than received by delivery, as they are no longer supplied by commercial manufacturers.

- 7.4.3 The site would provide 30 parking spaces for staff and customers within the building to the second floor, whilst 4 visitor parking spaces would be provided to the front of the site. The parking provision is considered appropriate for the scale of development.
- 7.4.4 The application is supported by a method of construction statement which provides detail in respect of site personnel parking, loading and unloading of plant and materials and the storage of plant and materials. All of these activities would occur within the curtilage of the site.
- 7.4.5 The County Highway Authority has reviewed the submissions, raising no objections subject to conditions relating to EV charging, cycle storage, and the method of construction statement being adhered to.
- 7.4.6 Given the site location, the nature of the business and the absence of any objection from the Highway Authority, the proposed development would satisfy the objectives of Policies CP11 and DM11 of the CSMDP.

## **7.5 Impact on flood risk and drainage**

- 7.5.1 Policy DM10 of the CSDMP sets out that development will be expected to reduce the volume and rate of surface water run-off through the incorporation of appropriately designed Sustainable Drainage Systems (SuDS) at an appropriate level to the scale and type of development.
- 7.5.2 The application site lies in a Zone 1 (low risk) flood area and relates to a site of less than one hectare in area. The application is supported by a below ground drainage layout which has been reviewed by the Local Lead Flood Authority, who have raised no objections to the details submitted subject to a condition requiring SuDS details be submitted and implemented. Thames Water have also raised no objection from a foul sewage perspective.
- 7.5.3 The proposed development would therefore not be considered to result in any increased surface water run-off and satisfies the objectives of Policy DM10 of the CSDMP and the NPPF.

## **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 bat roost assessment which concludes that the site is of low ecological value and does not provide any evidence of bat roosts. Surrey Wildlife Trust has raised no objection, and on this basis the development satisfies the objectives of Policy CP14 of the CSDMP.

## **7.7 Other Matters**

- 7.7.1 Policy CP2 of the CSDMP sets out that new development should seek to reduce carbon emissions, utilising low carbon technology and secure water efficiency. The application is not supported by an energy statement, however, the proposed plans

detail PV panels to be installed upon the roof of the three-storey element. It is stated that the development would provide 66,605kWh per year.

- 7.7.2 The use of PV panels ensures that the development generates clean energy on-site which is supported by the Council. The use of Polycarbonate would also reduce energy consumption owing to its thermal properties.
- 7.7.3 Environmental Health have reviewed the application and consider it appropriate to attach conditions in respect of a demolition and construction management plan to control dust and noise arising from construction and demolition, an asbestos survey, noise management plan in respect of noise emissions, and a restriction on the hours of construction. Given the scale and history of the site and surrounds the conditions are considered appropriate.
- 7.7.4 The Fire and Rescue service have reviewed the proposals and have requested further detail to demonstrate compliance with Fire Regulations. This is separate to planning legislation and is dealt with post planning stage, covered by Building Regulations. No objections have been raised by the Fire and Rescue service.

## **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 redevelopment of the site is considered to be acceptable in principle providing a land use compatible with the Core Employment Area, providing additional employment floorspace. The proposed scale and design responds to the local context and raises no significant concern, whilst there would be no adverse impact upon the character of the area, residential amenity, highway network and users, nor on flood risk or ecological grounds. It is therefore recommended that planning permission be granted, subject to the conditions below.

## **10.0 RECOMMENDATION**

GRANT subject to the following conditions:

1. The development hereby permitted shall be begun within three years 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:

Plan drawings:

OS Map, Existing Block Plan - Before Partial Demolition, Existing Block Plan - Today, Proposed Block Plan, F520-A-100 Rev A, F520-A-101 Rev A, F520-A-102 Rev A,



F520-A-103 Rev A, F520-A-104 Rev A, F520-A-200 Rev A, F520-A-201 Rev A, F520-A-300 Rev A, F520-A-301 Rev A, FDS01-SPA154-00-PLA-A-0100 Rev A, and

Documents:

Planning Statement dated December 2022

Transport Statement BELC/2018/4427/TS01 dated December 2018

Method of Construction Statement dated December 2022

Design and Access Statement

Drainage Technical Note Rev P02 Ref.E0661-TN-C-0001

Proposed Below Ground Drainage Layout Plan

Ground Investigation Report dated May 2019

Parking Provision Statement dated December 2022

Updated Preliminary Bat Roost Assessment Ref.R3308/a dated December 2022 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. The building works, hereby approved, shall be constructed in external fascia materials as stated in Section 7 of the application form received on 13 December 2022 and as annotated on the approved plans.

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

4. 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. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using maximum staged discharge rates of 1 in 1yr 8.0 l/s, 1 in 30yr 16.8l/s, 1 in 100yr 18.9l/s, 1 in 100yr + 40% 22.1 l/s.
- 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 in line with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

5. 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 Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS in line with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

6. 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 next planting season by specimens of similar size and species in the first suitable planting season. 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 in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7. The development hereby permitted shall not commence until an Asbestos pre-demolition survey report in accordance with the Control of Asbestos Regulations 2012 (CAR) has been submitted to and approved in writing by the Council. The survey will assess any asbestos or asbestos containing materials that are to remain in habitable or communal areas under the provisions of CAR and subject to an asbestos management plan, ensure the building is fit for occupation. The survey will be carried out following vacation of the property by the current tenant and prior to any demolition or refurbishment works being carried out.

Reason: To comply with the National Planning Policy Framework (NPPF paragraphs 178 - 179) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from unacceptable levels of contamination.

8. No development shall commence until an updated Construction Management Plan, to include:
  - Details of noise, vibration, and dust mitigation measures, including monitoring
  - Details of lighting management - If artificial lighting in addition to existing lighting is required for the project, additional section on measures minimising the lighting impacts shall be provided.
  - Complaints and incidents management procedure
  - Site inspection and record keepingDemolition shall be carried out in accordance with the approved details.

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 Surrey Heath Core Strategy and Development Management Policies 2012.

9. Prior to the commencement of development hereby approved, a Noise Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall include detail regarding installations or plant machinery that may generate noise or emissions and how these noise emitting from these will be mitigated.

Reason: To protect the amenities of general public and surrounding residential occupiers in line with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. The use hereby approved, shall only operate between the hours of 7am and 7pm on Monday to Sunday.

Reason: In the interests of the amenities of adjoining residential occupants and to accord with objectives of the Policy DM9 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. 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 so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to accord with policies CP11 and DM11 of the Surrey Heath Core Strategy (2012) and the National Planning Policy Framework 2021.

12. The development hereby approved shall not be occupied unless and until at least 20% of all available staff parking spaces (a minimum of six spaces) 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) and a further 20% are provided with cabling for the future provision of charging points. To be in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the development accords with sustainable transport objectives set out in Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to accord with policies CP11 and DM11 of the Surrey Heath Core Strategy (2012).

13. The development hereby approved shall not be first occupied unless and until the proposed development has been provided with parking for a minimum of six bicycles in a secure, under cover facility in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the development accords with sustainable transport objectives set out in Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to accord with policies CP11 and DM11 of the Surrey Heath Core Strategy (2012).

14. The approved details of the document titled 'Method of Construction Statement' dated December 2022, shall be implemented during the construction of the development.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to accord with policies CP11 and DM11 of the Surrey Heath Core Strategy (2012) and the National Planning Policy Framework 2021.

### **Informative(s)**

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. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent.
3. Sub ground structures should be designed so they do not have an adverse effect on groundwater.
4. The car body workshop may involve regulated activities set out in the Environmental Permitting Regulations (England and Wales) 2010. A permit is required before any of these activities can be brought into operation. Permit conditions will depend on the type of regulated operations and the risks posed to the environment, with consideration to solvent emissions and water discharge.
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. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
6. 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.
7. 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).
8. No construction or demolition activity shall be carried out and no construction related deliveries shall occur, taken at or dispatched from the site except between the hours of 7:30 hours and 18:00 hours on Monday to Friday and 08:00 hours and 13:00 hours on Saturday except in the case of Bank or Public Holidays when no such activities or deliveries shall take place. No such activities or deliveries shall take place on Sundays.