

<b>LOCATION:</b>	Watchmoor Park, Watchmoor Road, Camberley, Surrey.
<b>PROPOSAL:</b>	Hybrid planning application comprising: Full planning application for the erection of one industrial and logistics unit within Use Classes E(g)(iii), B2, and B8 together with access, parking and landscaping and Outline application (all matters reserved) for the erection of up to 19,000 sqm of flexible industrial and logistics floorspace within Use Classes E(g)(iii), B2, and B8 following demolition of existing buildings on land at Watchmoor Park.
<b>TYPE:</b>	Full Planning Application
<b>APPLICANT:</b>	Watchmoor Park Camberley Prop Co Limited
<b>OFFICER:</b>	Navil Rahman

This application was reported to the 22 February Planning Applications Committee because the proposal is a major development (i.e. development of over 1000 sq.m).

This application is being reported back to the Committee to allow for the demolition of the vacant buildings to be considered as a separate phase (phase 2).

**RECOMMENDATION: GRANT, subject to conditions and legal agreement**

- i) This application was reported to the Planning Applications Committee on 22 February 2024 and the committee resolved to grant planning permission subject to conditions and the completion of the legal agreement.
- ii) Since the committee resolution, the applicant wishes to include an additional phase to allow for the demolition of the buildings that form the outline application to result in a total 3 phases. Phase 1 would relate to the demolition and construction of the full application proposals (north of Riverside Way), the new Phase 2 would relate to the demolition of the buildings that form the outline permission (south of Riverside Way) whilst Phase 3 would relate to the construction of the buildings that form the outline permission (following agreement of reserved matters).
- iii) The additional phase allows for the vacant buildings to be demolished prior to agreement of the reserved matters, with two of the five buildings south of Riverside Way already vacant. This allows efficiencies in the construction process, with the demolition of the two vacant buildings to occur alongside the construction process of Phase 1, as well as the avoidance of additional costs associated with vacant building rates and running costs (maintenance, security etc). The buildings will not be re-occupied for office use. Minor amendments to the wording of condition 2 to facilitate this additional phase as per the wording below with the amendments in bold. No other changes are proposed.

2. Approval of the details of the access, layout, scale, design, and landscaping of the development (hereby referred to the "the reserved matters") shall be obtained in writing from the Local Planning Authority before any development (**notwithstanding site clearance, investigation works, and demolition**), subject to the outline permission is commenced.

(a) Application(s) for approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission.

(b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters.

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.

The original officer report follows with the amended condition 2.

## **RECOMMENDATION: GRANT, subject to conditions and legal agreement**

### **1.0 SUMMARY**

- 1.1 The application is a hybrid planning application (i.e. part outline and full planning application) for the demolition of the existing office buildings and construction of up to 29,358sqm of flexible E(g)(iii) (industrial processes which can be carried out in residential areas without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) space together with associated landscaping and parking.
- 1.2 The proposed full application (Phase 1) relates to the construction of a single unit, comprising of 10,358sqm floorspace which is to be marketed to a single large occupier. The units to be demolished to facilitate this development are currently vacant and works are proposed to commence this summer. The proposed outline development (Phase 2) with all matters reserved (access, appearance, landscaping, layout, and scale) proposes the demolition of five buildings, three of which remain in occupancy with the earliest lease due to expire in 2026.
- 1.3 With no end occupier for either part of the development confirmed, the speculative nature of the proposal allows flexibility for the future occupant. Notwithstanding this, the redevelopment of the site is considered acceptable in principle, providing a broad land use that is compatible with the surrounding character and appearance of the area, and delivering additional employment floorspace within the designated Core Employment Area.
- 1.4 The worst-case scenario for trip generation has been tested and would result in less traffic movements during peak hours when compared to the full occupation of lawful uses, whilst the site's location directly adjacent to A331 ensures that the highway network is able to support any increased HGV use on the site. The proposal would result in no adverse impact upon the character of the area, residential amenity, nor on flood risk or ecological grounds.
- 1.5 The application is therefore recommended for approval subject to conditions and legal agreement relating to securing biodiversity net gain and Travel Plan auditing fee of £6,150.

### **2.0 SITE DESCRIPTION**

- 2.1 The application relates to an area of land measuring 10.65 ha. in size that forms part of Watchmoor Park, an established business park situated towards south of the York Town industrial area, a designated Core Employment Area. The area comprises of seven buildings ranging from two to three storeys in height in Use Class E(g)(iii) uses.
- 2.2 The site is largely hardstanding, with areas of decorative soft landscaping around the buildings and respective car parks. The site falls within Flood Zone 2 (medium risk). Land west of the site adjacent to the access from the A331 is within Flood Zone 3 (high

risk) and this area is also designated as Countryside beyond the Green Belt. The A331 provides direct access to the M3 motorway.

- 2.3 The business park was established in the 1980's, and has a formal layout designed around Riverside Way which runs through the centre of the site from the A331 to the east, reaching the Parkview building, a part four-storey building which acts as the prominent feature in the park.
- 2.4 Adjacent to the A331 are two attenuation ponds either side of Riverside Way, which provides a verdant landscape between the busy A331 and the business park and contributes towards the semi-rural feel of the park. Riverside way is formally lined by mature London Plane trees to the edge of the public footway which softens the back drop of the car parking found either side of the highway, and the two larger (two-storey) office buildings set further behind. Car parking is also found to the rear and side of these buildings, with a further three smaller units (of a two-storey level) found towards the rear of the buildings to the south. Each of the larger buildings benefit from their own access off Riverside Way.
- 2.5 The site lies within the Parkland Commercial Character Area as identified in the Western Urban Area Character SPD and falls within the Yorktown Landscape SPD. To the north is the recently built STIHL headquarters development which relates to a single large industrial style building. To the east are three-storey office buildings which form part of Watchmoor Park, immediately to the south is the Sainsburys supermarket whilst the A331 separates the site to the land to the west. The business park comprises of office buildings however some of these, including the two buildings to the north in the red line boundary are vacant.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 The most recent and relevant history is listed below:

- 3.2 83/0940 Erection of five small industrial units in two buildings with all ancillary service and parking areas at land at rear of Monk Engineering Co. Ltd., Watchmoor Park, Camberley. Granted 1 January 1987.
- 3.3 88/1303 Erection of Unit 3 as a minimum of twenty individual units under Class B1. Granted 25 January 1991.
- 3.4 94/0548 Part reserved matters application in respect of outline planning permission SU/85/0173 (siting/design/external appearance/means of access/landscaping - all to be considered) for the erection of No.3 x 3 and 4 storey Buildings for Class B1 use and creating a total new floor area of some 12,635 sq.m. (136,000 sq.ft.) along with ancillary car parking and internal circulation roads. Granted 23 November 1994.
- 3.5 95/0400 Erection of a four-storey office (B1) building with ancillary car parking and landscaping. Granted 19 January 1996.
- 3.6 PRE/22/0037 A series of pre application meetings were undertaken concluding with this application which included a design review process (see Annex B for a copy of the comments from the design review panel).

- 3.7 23/0553/SCR Request for a screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for demolition of existing buildings and redevelopment of the site for industrial and logistics use (within Classes E(g)(iii), B2 and B8) and ancillary sports facilities and cafe with surface car parking, access, landscaping, and associated works. Environmental Impact Assessment not required 13 July 2023.

#### 4.0 PROPOSAL

4.1 Hybrid planning permission is sought comprising of a:

- Full planning application for the demolition of Buildings 1 and 2, and the construction of a single building, 'Unit 1' with a flexible E(g)(iii) (i.e. industrial processes which can be carried out in residential areas without detriment to its amenity), B2 (i.e. general industrial) and B8 (i.e. storage and distribution) Use Class, together with associated access, parking, and landscaping.
- Outline planning permission with all matters reserved for the construction of up to 19,000sqm of flexible E(g)(iii), B2 and B8 Use Class floor space following the demolition of buildings 7-11.

*Full planning application (north of Riverside Way):*

- 4.2 Unit 1 would be sited over the area of the 2 demolished buildings located to the north of Riverside Way. The building would measure 72m depth by 134m with a maximum height of 18m appearing as a flat roofed design from street level. It would be set approximately 13m from the Riverside Way, set behind the line of existing mature trees. The existing access off the first roundabout on Riverside Way from the A331 would be utilised for access to the staff parking area which is laid out to the north west of the site, whilst the secondary existing access adjacent to Building 3 to the north east of the site, would be utilised for operational vehicle movement with parking towards the rear for these vehicles. The central access would be closed and soft landscaped.
- 4.3 The main entrance to the building would be to the south west corner, where there would be double level glazing, louvres, and an overhanging canopy which to the other street facing elevations would be polycarbonate panels and metal cladding.
- 4.4 The building would have a reception/lobby area to the south west corner with office space found at first-floor mezzanine level which would run across the southern facing elevation. It would have a total of 10,358sqm floorspace together with 102 total car parking spaces including six blue badge spaces and 50% active EV charging points. Cycle storage would be provided via a dedicated store to the west of the building allowing for thirty-two spaces.
- 4.5 A total of seventeen trees are proposed to be removed to facilitate the proposals including 4 category A (high quality), 1 category B (moderate quality), and 9 category C (low quality adequate for retention but should be considered for replanting where they significantly impinge on development) individual trees and a group of category B and two groups of category C trees. The proposed development proposes the planting of seventy-one trees. The London Plane trees adjacent to Riverside Way would be retained aside from the removal of three trees.
- 4.6 This part of the proposal (Phase 1) is expected to begin in the summer of 2024 with the current vacant buildings to be demolished.

- 4.7 No restriction is proposed to the operational hours as per the existing development on site.

*Outline planning application (south of Riverside Way):*

- 4.8 This part of the proposal is an outline submission only with all matters (access, appearance, landscaping, layout, and scale) reserved for future reserved matters submission(s). Notwithstanding this, a parameters plan has been submitted which outlines that any development would be no greater than 19,000sqm in floorspace, 19m in height and having a flexible use of E(g)(iii), B2 and B8. The illustrative plan indicates that this total floorspace would be a total of 4 buildings with the largest building fronting Riverside Way.
- 4.9 To accommodate this proposal, five existing buildings would be demolished. Three out of five of the buildings are still occupied, albeit at a reduced rate due to a fall in demand. This proposal would therefore come forward after the final lease expires in 2026. The outline nature of the development provides an element of flexibility for the developer to respond to future market needs at the time of the expected development.

*Applicant's justification for the overall proposal:*

- 4.10 The proposed redevelopment of the site is sought in connection with the falling demand for office space. It was originally envisaged that the two office buildings north of Riverside Way would be retained and refurbished to Grade A office stock. However, with the market trending further towards the need for E(g)(iii), B2 and B8 uses, it was not considered an optimal use of the site. Class B2 and B8 uses typically have similar building needs in terms of the size of the units, and their design and layout; and therefore, retaining flexibility for a range of appropriate employment area uses is sought.
- 4.11 The applicant states that the development is expected to generate net 406 permanent jobs (on and off site) for residents of Surrey Heath together with 137 net (on and off site) jobs during the construction phase. It anticipates a £40.6 million per annum to be added to the local economy and £3.15 million to be generated for the local government (through business rates over 20 years). They also estimate a £5.2 million social value to be generated through apprenticeships, NHS savings, reduction in unemployment and supporting local businesses through local procurement during the construction phase.
- 4.12 No restriction is proposed to the operational hours as per the existing development on site.
- 4.13 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
  - Air Quality Impact Assessment
  - Flood Risk Assessment
  - Noise Impact Assessment
  - Transport Assessment
  - Travel Plan
  - Stage 1 Risk Assessment
  - Arboricultural Impact Assessment
  - Outline Arboricultural Method Assessment
  - Framework Biodiversity Net Gain Plan

- Preliminary Ecological Appraisal (including bat roost assessment, newt survey, and badger sett survey)
- Office and Industrial & Logistics Needs Assessment
- Energy Assessment
- Sustainability Assessment
- External Lighting Assessment
- Health Impact Assessment
- Landscaping Plan

## 5.0 CONSULTATION RESPONSES

5.1 The following external consultees were consulted, and their comments are summarised in the table below:

External Consultation	Comments received
County Highways Authority	<p>Raise no objection to the proposal subject to:</p> <p>£6,150 Travel Plan auditing fee and full Travel Plan to be secured by legal agreement.</p> <p>Conditions in relating to:</p> <p>Phase 1:</p> <ul style="list-style-type: none"> <li>- Implementation of modified vehicle, pedestrian, and cycle routes.</li> <li>- Parking arrangement.</li> <li>- EV charging points.</li> <li>- Cycle parking facilities.</li> <li>- Construction Transport Management plan.</li> </ul> <p>Phase 3:</p> <ul style="list-style-type: none"> <li>- Layout of roads, footpaths, footways, and cycle routes.</li> <li>- EV charging points.</li> <li>- Parking layout.</li> <li>- Cycle parking facilities.</li> <li>- Travel Plan details.</li> </ul> <p>See Annex A for a copy of their comment.</p>
National Highways (formerly Highways England)	Raise no objection.
Active Travel England (ATE)	<p>Raise no objection.</p> <p>Recommend a minor amendment to allow the short continuation of the shared foot/cycleway at the entrance of the estate and securing the cycle path improvements by condition.</p> <p>Revised Framework Travel Plan has not been received, however, ATE are satisfied for the LPA to determine the merits of the plan.</p>
Rushmoor Borough Council	Raise concern that the balance between supply and demand for high quality office accommodation in business park locations across the functional economic area which

	could impact upon future growth and investment.
Hart County Council	Raise no objection.
Surrey County Council Archaeology	Raise no objection.
Environment Agency	Raise no objection subject to conditions relating to flood risk, contamination, piling, infiltration, and boreholes. Recommend that the sequential and exception test are applied however raise no objection in respect of the flood risk element of these tests.
Natural England	Raise no objection.
Local Lead Flood Authority	Raise no objection subject to SuDS condition.
Thames Water	Raise no objection and recommends conditions in respect of surface water network upgrades.
Surrey Police	Site is recognised as a potential hotspot for car meet and therefore recommend SBD Commercial Gold award.
Surrey Fire and Rescue	Insufficient detail to demonstrate full compliance with Part B1 and B5 of the Building Regulations.  Officer response: Building Control would ensure the development is compliant with all relevant parts of the Building Regulations. No objection has been raised to the principle of the development.
Surrey Wildlife Trust	Raise no objection and recommend conditions in respect of Biodiversity Net Gain, Construction Environmental Management Plan (CEMP) and Landscape and Ecology Management Plan as well as recommendations of ecological appraisal to be followed.

5.2 The following internal consultees were consulted, and their comments are summarised in the table below:

<b>Internal Consultation</b>	<b>Comments received</b>
Arboricultural Officer	Raise no objection and recommends conditions for detailed Arboricultural Method Statement and landscaping details.
Urban Design Consultant	Raise no objection subject to condition requiring material details.  See Annex C for a copy of their comment.
Environmental Health Officer	Raise no objection and recommend contaminated land condition, noise condition, and compliance with CEMP.
Planning Policy	Raise no objection and recommend skills and training opportunities for residents explored. Recommend BNG applied.
Climate Change officer	Raise no objection.
Economic Development officer	Recommends condition in relation to skills and training plan.

## 6.0 REPRESENTATION

- 6.1 A total of 754 letters of consultation were sent on the 2 November 2023 to neighbouring residents, together with a site notice dated 2 November 2023 and press notice issued on the 15 November 2023. One letter of objection was received as part of the public consultation exercise summarised below.

<b>Material Reason for Objection</b>	<b>Officer Response</b>
Proposal would eliminate access from Surrey Avenue to Sainsburys. Access to public right of way shouldn't be impacted during demolition works.	The proposed access would remain unaffected by the development, during the construction phase and post development.

## 7.0 PLANNING CONSIDERATIONS

- 7.1 In considering this development regard is given to Policies CP1, CP2, CP8, CP11, CP12, CP13, CP14, DM1, DM7, DM9, DM10, DM11 and DM17 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 (CSDMP), the National Planning Policy Framework (NPPF), the associated technical guidance and the National Planning Practice Guidance (PPG) and the National Design Guide. Regard is also had to Western Urban Area Character Supplementary Planning Document 2012 (WUAC), Yorktown Landscape Strategy Supplementary Planning Document 2008 (YLS) and the Surrey County Council Vehicular Cycle and Electric Vehicle Parking Guidance for New Development 2023.

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

- Principle of the development and need assessment.
- Impact on the character and appearance of the area.
- 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 the development and need assessment.

- 7.3.1 Policies CP1 and CP8 of the CSDMP are relevant. Policy CP1 sets out that employment growth will be achieved through the redevelopment of existing sites, focused on Core Employment Areas (CEA), such as this site. Policy CP8 of the CSDMP refers to the promotion of more intensive use of existing employment areas through refurbishment and regeneration.
- 7.3.2 The proposed development would result in flexible storage and distribution and industrial floorspace, a use that would be compatible with that of a Core Employment Area. The site benefits from direct access to the strategic road network via the A331, and therefore lends itself to such a use.
- 7.3.3 The Council's Document Surrey Heath Employment Land Technical Paper 2019 (SHELTP) outlines that the demand for office space in the functional economic area relates to high quality (Grade A) smaller office stock. The paper recognises that there is a limited availability of such stock, however, also outlines that such uses tend to have marginal viability and therefore are not attractive for developers when considered against the alternative uses.



- 7.3.4 The existing buildings comprises of Grade B office space which the SHELTP identifies as having low demand. This is evidenced by the applicant by the vacancy rates in Watchmoor Park alone rising from 14% to 68% from 2020-2023 despite rents at their lowest level since 2015 although it is recognised that across the borough the average is 4.3% whilst Rushmoor and Hart Borough Councils have rates of 9.4% and 9.9% respectively. Demand for office space has consistently fallen below supply within the last 10-year period within the functional economic area (FEA). The lack of overall demand for office development is not considered a result of poor-quality stock, with 12.3% and 13.7% availability rates for average and good office stock respectively.
- 7.3.5 National and local trends evidence a strong market demand for the proposed uses against falling office demand. This is a response against changing trends, with the culture of working from home, and boom of online shopping. The submitted needs assessment estimates that Surrey Heath has a 35.2 hectare need over the 18-year plan period for industry and logistics uses. This assessment is not considered unreasonable based on the changing market demand.
- 7.3.6 The proposed development would result in the loss of circa 20,000sqm of office floor space, and result in the creation of 10,358sqm (full application) and up to 19,000sqm of flexible E(g)(iii), B2 and B8 floorspace. The needs assessment highlights that the FEA has more office space, and less industry and logistics space compared to the national average.
- 7.3.7 The loss of the office floorspace, in lieu of the proposed uses would be considered appropriate in land use terms, and in meeting market demands at an increased overall level of employment floorspace, would be considered to meet the objective of Policy CP8.
- 7.3.8 When applying the high vacancy rates at the site, the existing office space currently provides the full time equivalent of 152 jobs. The proposed development is expected to provide a total 511 full time equivalent jobs, in addition to 137 jobs created through the construction process. It would therefore deliver increased employment benefit of 496 jobs as well as increased employment floorspace relative to the existing uptake of the office uses.
- 7.3.9 The sector also allows for a more diverse range of jobs in comparison to office development. The needs assessment outlines that 5 similar use developments have been built in Surrey Heath over the last 5 years (Doman Road, Albany Point and Lyon Way) with all developments having 100% occupancy rates. Given this demand and the shortfall of this type of floorspace in the FEA, this proposal is likely to be attractive for potential occupiers.
- 7.3.10 On this basis of the above, there is no objection to the principle of this redevelopment within the CEA, with the proposal in accordance with Policies CP1 and CP8 of the CSDMP.

#### **7.4 Impact on the character and appearance of the area**

- 7.4.1 Policy DM9 of the CSDMP promotes high quality design. The guiding principles of the WUAC set out that within this Parkland Commercial area particular regard should be paid to the following criteria: (a) the incorporation of strong formal landscaping, especially through car parking areas and along road corridors and boundaries; (b) buildings to be set in broad landscaped settings; (c) contemporary architectural design will be welcomed; and (d) buildings principally 2 – 3 storeys.

- 7.4.2 The full application results in the creation of one single unit. This building would be approximately 24m wider (from 110m to 134m), 1.3m taller (from 16.7m to 18m) and set a minimum of 7.3m closer to Riverside Way than the existing buildings to be demolished. This scale of development is that which could be expected and appropriate within Core Employment Areas. The building would be sited to the area of existing built development and hardstanding. Whilst it is recognised that the proposed building would have a more prominent presence within the business park, when considered in context of the STIHL headquarters (which has larger proportions, is closer to the A331 and is therefore more prominent) the size and scale of the proposal would not appear incongruous.
- 7.4.3 The STIHL building is located within the Countryside beyond the Green Belt. Part of this site also lies within the designated countryside, including the western part of the site, to the perimeter of the grassed area adjacent to the attenuation ponds that flank the A331; and an area of hardstanding currently used for car parking to the north western corner of the red line plan. The proposal does not seek to increase the built development to these areas, and the area of hardstanding would be reutilised for car parking. It would therefore not impact upon the objectives of this countryside designation.
- 7.4.4 In respect of the design, materials and treatment, the full planning application proposal takes a simplified approach utilising a small number of materials. The proposed development, in respect of its box form, use of metal cladding, and large panelling, appears as an industrial unit which is considered appropriate and acceptable given its location. The proposal utilises different size panels, as well as its fenestration design, to break up the mass on the elevations, providing contrast to each street facing elevation. The use of glazing to the entrance and south facing elevation, in particular, helps to introduce activity to this frontage, whilst also softening the large expanse of development. The proposed high parapets mask the roof, and subsequently any plant or equipment installed above, providing a sleek, clean view of the building.
- 7.4.5 The proposed simplified approach is one that was supported by the Design Review Panel, who raised no objections to the overall size and scale of the building subject to its treatment. The Council's Urban Design Consultant has similarly raised no objections to the proposal, however, to ensure the quality of the development recommends a condition to secure the details of the materials.
- 7.4.6 Turning to the outline permission, all matters, including access, appearance, landscaping, layout, and scale are reserved. Owing to the layout of Riverside Way, any development would be restricted in width to that similar to the proposed Unit 1. The proposed parameters plan, which restricts the finished floor levels and maximum height close to that proposed for Unit 1 is considered acceptable. Any forthcoming reserved matters application would need to accord with the relevant design policies which would ensure a high-quality design in any instance.
- 7.4.7 The proposed development would result in the loss of seventeen individual and three groups of trees and the proposed planting of 71 trees, predominantly to the area around the attenuation pond.
- 7.4.8 The proposed landscaping proposals are considered to result in an overall benefit to the site, with a range of indigenous species and age of trees proposed. The application has been reviewed by the Council's Arboricultural officer who has raised no objections to loss of trees and considers the proposed planting will result in overall long-term benefit. Conditions are recommended in respect of a detailed Arboricultural Method Statement and landscaping details to be secured.

7.4.9 On balance, the proposed development's siting, scale, design, and landscaping would respect the character and appearance of the area. The proposed development would comply with the objectives of Policy DM9, the guiding principles of the WUAC and the NPPF.

## **7.5 Impact on residential amenity**

7.5.1 Policy DM9 states that the amenities of the occupiers of the neighbouring properties should be respected by proposed development.

7.5.2 The application site is surrounded by commercial development, road network and designated countryside and there is no residential property in close proximity to the site. The nearest residential development to the industrial estate is on Sinhurst Road located north east of the site and over 200m away. It is therefore not considered that the development would result in any significant adverse harm in respect of noise and disturbance even though the use would operate 24 hours, 7 days a week. This level of operation is typical for a unit of this size and use, particularly given its siting away from residents or sensitive noise receptors.

7.5.3 The Council's Environmental Health Officer (EHO) raised no objections to the proposal subject to conditions relating to noise and contamination. A noise condition is recommended to ensure that any plant or machinery does not exceed the relevant noise levels expected within a commercial environment in accordance with the Noise Regulations to ensure future employees are able to work in a safe environment. Given the sites historic landfill use, a contamination condition is also deemed necessary.

7.5.4 Subject to appropriate conditions, the proposed development would be considered acceptable in line with Policy DM9 of the CSDMP and the NPPF.

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

7.6.1 Policy DM11 of the CSDMP relates to the impact on the highway network, including matters of highway safety, access, and parking. The "Vehicular Cycle and Electric Vehicle Parking Guidance for New Development" supplementary planning document provides guidance in respect of vehicle and cycle parking levels.

7.6.2 The application site is situated within a Core Employment Area, where businesses can benefit from access to strategic road network. Large vehicles and frequent trips are therefore anticipated in such locations.

7.6.3 The application proposed a flexible use, and the transport impact of the individual uses are subject to variations. Therefore, a worst-case scenario has considered the whole of the site as a parcel distribution centre. Whilst this is not a realistic scenario owing to the design of the site which prevents such a case, the proposed transport assessment demonstrated that even when considered as a parcel distribution use, the worst-case trip generation remained negative relative to the existing uses on site, resulting in a significant net reduction of -223 trips during AM peak hours and -127 PM peak hours. The proposed development would therefore not be considered to result in any harm in respect of its trip generation numbers. National Highways have been consulted on this application and raised no objection.

7.6.4 The proposal would result in an increase in the number of HGV movements owing to the proposed uses relative to the existing. However, as alluded to earlier, this type of vehicle movement is expected within Core Employment Areas, and the application

site is particularly served by direct and close access to the A331 which makes it a prime location for development which includes this type of vehicle movement. The existing road network does not need to be modified to accommodate HGV's.

- 7.6.5 When considered against the significant reduction of vehicle movements across AM and PM, together with the acceptability of the road network to support the proposed uses, the proposed development is considered acceptable in respect of its use and trip generation.
- 7.6.6 Turning to the parking capacity, the proposed full development (Phase 1) would provide a total of 102 parking spaces, including six blue badge spaces with 50% of the spaces being served by EV charging points. This would accord with the requirements set out in the country guidance for B2 and B8 uses. Additionally, the proposed development would provide thirty-two cycle spaces provided within a dedicated covered, secure store which would be considered acceptable in line with the required standards.
- 7.6.7 The NPPF and Policy CP11 set out the need to prioritise pedestrian and cycle movements in and around development, ensuring a genuine choice of travel for employees. The application is supported by a Framework Travel Plan and addendum which sets out improvements to the cycle network and measures to encourage cycling and walking with a target reduction of 7.6% for drivers and 2.6% increase to car passengers, 1% increase to cycle users, 1% increase to pedestrian users and 3% increase in public transport users.
- 7.6.8 Active Travel England have been consulted on the application and raised no objection and consider the improvements to the cycle and pedestrian network acceptable in principle. These improvements would be secured by planning condition.
- 7.6.9 In respect of the target measures set out in the Travel Plan, it is considered that given the speculative nature of the proposal, there is difficulty in adapting the travel plan as currently proposed to the potential end user. The Travel Plan is considered a live document that would be updated, with final details to be agreed prior to the first occupation of the development. Given no objection has been raised from the highway authorities it is considered that the final details can be agreed appropriately by planning condition. A £6,150 contribution towards a Travel Plan auditing fee has been requested to ensure the development accords with the measures set out in the to be agreed final Travel Plan.
- 7.6.10 Following the comment from Active Travel England, further detail on the cycle improvements were provided which were considered acceptable by Surrey County Council.
- 7.6.11 As such, given the sites location, the net reduction of trips, the acceptability of the existing road network 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.

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

- 7.7.1 Policy DM10 of the CSMDP is relevant. The application site predominantly lies in flood zone 2 (medium risk) with the western part of the site in flood zone 3 (high risk). The application is supported by a site-specific Flood Risk Assessment which has been reviewed by the Lead Local Flood Authority (LLFA) as well as the Environment Agency who have raised no objections on flood risk grounds subject to appropriate conditions.

- 7.7.2 No sequential test for alternative sites has been applied. However, the PPG sets out that where a site has been allocated for development and subject to the test at the plan making stage, the sequential test is not required to be applied. The wider Core Employment Area is expected to remain in its current designation and on this basis, a sequential test would not be required to be applied. The exception test is not required because this type of development is categorised as less vulnerable.
- 7.7.3 Thames Water have also been consulted on the application, and recommended conditions in lieu of insufficient detail submitted at this stage. No objections are raised to the development.
- 7.7.4 As such, the proposed development would be considered acceptable on flood risk and drainage grounds and therefore satisfies the objectives of Policy DM10 of the CSDMP and the NPPF.

## **7.8 Impact on biodiversity and ecology**

- 7.8.1 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.
- 7.8.2 The submitted ecological appraisal outlines that subject to appropriate measures, the proposed development would have no significant adverse impact on protected species and habitats. In respect of the biodiversity net gain, the proposed development once completed as whole, results in a gain of +55.42% habitat units and +78.17% hedgerow units for the full application. It should be recognised that there is no adopted legislative requirement for net gain to be provided and therefore the proposed gain would be a benefit of the proposal. Surrey Wildlife Trust has reviewed the submissions and raised no objections, recommending conditions to ensure that biodiversity and ecology gain is secured on site. To ensure the long-term management and enhancement, the Biodiversity Net Gain shall be secured by S106 legal agreement as is typical.
- 7.8.3 On this basis the development satisfies the objectives of Policy CP14 of the CSDMP.

## **7.9 Other Matters**

- 7.9.1 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 supported by an energy statement which outlines measures such as PV panels, heat pumps, thermal efficiency and other measures which would ensure the development exceeds the requirements of Part L of the Building Regulations whilst at least 25% of the sites energy demands can be met on site. No objections have been raised by the Council's Climate Change officer.
- 7.9.2 The Fire and Rescue service have reviewed the application and consider there to be insufficient information to demonstrate compliance with Part B1-B5 of the Building regulations at this stage however have raised no objection to the scheme in principle. The proposal would need to satisfy all relevant parts of the building regulations in any case which would be overseen by Building Control.
- 7.9.3 Surrey Police service have recommended that Secure by Design Gold standard is achieved (secured by planning condition) on the basis that the site is a hot spot for car

meets. This is a historic matter which has been improved through management procedures on site. The proposed development would result in the 24/7 operation of the site, with increased CCTV and surveillance which would deter anti-social activity. The proposed condition is therefore not considered necessary.

## **8.0 CONCLUSION**

- 8.1 The redevelopment of the site is considered acceptable in principle, resulting in the redevelopment of an existing Core Employment Area to better meet the market demands. The proposed scale and design of the development, in context of the regeneration of the site is considered acceptable, 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 and S106 legal agreement.

## **9.0 RECOMMENDATION**

**GRANT subject to a legal agreement securing biodiversity net gain and travel plan auditing fee and the following conditions:**

1. The development hereby permitted for the full planning application, hereby referred to as Phase 1, shall be commenced 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. Approval of the details of the access, layout, scale, design, and landscaping of the development (hereby referred to the "the reserved matters") shall be obtained in writing from the Local Planning Authority before any development (notwithstanding site clearance, investigation works, and demolition), subject to the outline permission is commenced.

(a) Application(s) for approval of the reserved matters shall be made to the Local Planning Authority within three years of the date of this permission.

(b) The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters.

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.

3. The applications for the approval of the reserved matters pursuant to this outline planning permission shall be in accordance with the WPCAM-MSA-ST-00-DR-A-20005 Rev PL02 'Parameters plan' received 22 January 2024, with the development comprising a maximum floorspace of 19,000sqm (with no single unit having a floorspace greater than 13,000sqm), no greater than 19m in height, and shall only be used only for purposes falling within Class E(g)(iii), B2, and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In the interests of providing a variety of Employment uses and the visual amenities and character of the surrounding area and to comply with Policies CP1, CP8 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. Phase 1 of the development shall be built in accordance with the following approved plans:

received 27 October 2023

WPCAM- MSA- ST- XX- A- 25011, WPCAM- MSA- ST- XX- A- 25010, WPCAM- MSA- ST- XX- A- 25009, WPCAM- MSA- ST- XX- A- 25008, WPCAM- MSA- ST- XX- A- 25007, WPCAM- MSA- ST- XX- A- 25006, WPCAM- MSA- ST- XX- A- 25005, WPCAM- MSA- ST- 00- DR- A- 25003, WPCAM- MSA- ST- RF- DR- A- 25002 Rev PL02, WPCAM- MSA- ST- RF- DR- A- 25001, WPCAM- MSA- 01- ZZ- DR- A- 20113 Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20016 Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20015 Rev PL02, WPCAM- MSA- 01- XX- DR- A- 20013 Rev PL02, WPCAM- MSA- 01- RF- DR- A- 20012 Rev PL02, WPCAM- MSA- 01- ZZ- DR- A- 20011 Rev PL02, WPCAM- MSA- 01- 00- DR- A- 20010 Rev PL02, WPCAM-MSA-ST-00-DR-A-20007 Rev PL01, WPCAM-MSA-ST-00-DR-A-25000 Rev PL01, WPCAM- MSA- 01- 00- DR- A- 20002 Rev PL01 and WPCAM- MSA- ST- XX- DR- A- 20001 Rev PL02.

received 22 January 2024

WPCAM- MSA- 01- XX- DR- A- 20014 Rev PL03, WPCAM-MSA-ST-00-DR-A-20005 Rev PL02, and WPCAM-MSA-ST-00-DR-A-20006 Rev PL02.

received 06 February 2024

332110790\_5500\_SK020 Rev P01.

And documents:

received 27 October 2023

- o Office and Industrial & Logistics Needs Assessment
- o Heritage Technical Note
- o Preliminary Ecological Appraisal Ref.RT-MME-157701-01-Rev A dated October 2023
- o Framework Biodiversity Net Gain Plan Ref.RT-MME-157701-04 dated October 2023
- o Arboricultural Impact Assessment Ref.RT-MME-157701-03 Rev D dated October 2023
- o Preliminary Bat Roost Assessment Ref.159487-02-Rev B dated October 2023
- o Dusk Emergence & Dawn Re-entry Bat Surveys RT-MME-160081 dated October 2023
- o Great Crested Newt Habitat Suitability Index Assessment & eDNA Survey Ref.RT-MME-159487-04 dated October 2023
- o SITE UTILITY SERVICES OVERVIEW REPORT Rev.2 dated 24 October 2023
- o EXTERNAL LED LIGHTING ASSESSMENT REPORT Rev.2 dated 24 October 2023
- o Landscape and Public Realm DESIGN AND ACCESS STATEMENT Ref.TOWN780(02) 2001 R01 dated 26 October 2023
- o Energy Statement Rev 01 dated 25 October 2023
- o Noise Impact Assessment Report Ref.ACR001 Rev 0 dated October 2023
- o Sustainability Statement Rev 01 dated 25 October 2023
- o Planning Statement dated October 2023

- o Air Quality Assessment Ref.332110790 dated October 2023
- o Transport Assessment Ref.332110790 Rev1.1 dated October 2023
- o Stage 1 Risk Assessment Ref.332110790R1 dated 24 October 2023
- o Flood Risk Assessment and Surface Water Drainage Strategy Ref.332110790 dated October 2023

3 November 2023:

- o HABITATS REGULATIONS ASSESSMENT: Stage 1 and Stage 2 Ref.RT-MME-159487-01 dated October 2023.

4 December 2023

- o DEMOLITION METHOD STATEMENT
- o CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) Rev R1 dated 16 November 2023
- o Design and Access Statement Ref.31504-DAS-250 Rev A dated November 2023

12 December 2023

- o Health Impact Assessment Ref.WatchmoorParkHIA\_REV3 dated 8 December 2023

16 January 2024

- o Arboricultural Method Statement (Outline) Ref.RT-MME-162197-01-RevA dated January 2024

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.

5. Prior to the commencement of each phase of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, 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 the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. Prior to the first occupation of each phase of the development, a comprehensive lighting scheme shall be submitted to and approved in writing by the Planning Authority. This shall include details of all external lighting including appearance, manufacturer's specifications, automatic sensor controls and timers, hours of illumination and light spillage diagrams.

A 'Sensitive Lighting Management Plan' should also be submitted, and this should comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK - Bats and The Built Environment Series". The approved details shall be fully implemented prior to first occupation of each phase, and thereafter there shall be no changes unless otherwise agreed.



Reason: In the interests of the visual amenities of the area and to ensure no adverse harm to sensitive ecological receptors and to accord with Policy DM9 and CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. Prior to the commencement of each phase of the development, notwithstanding site clearance and investigation works, demolition and construction to slab level, full details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of all hard surfaces, walls, fences, access features, the existing trees, and hedges to be retained, together with the new planting to be carried out and a programme for the delivery of the landscaping works. All planting shall conform to BS3936 Part 1: Nursery stock specification for trees and shrubs. Arboricultural work to existing trees shall be carried out prior to the commencement of development in that phase; otherwise, all remaining landscaping work and new planting shall be carried out prior to the occupation of the development phase or in accordance with a timetable agreed in writing with the Local Planning Authority.

Any landscaping which, within 5 years of the completion of the landscaping scheme, dies, becomes diseased, is removed, damaged or becomes defective in anyway shall be replaced in kind.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No development including demolition of each phase shall take place until an updated detailed Arboricultural Method Statement has been submitted and approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2012 "Trees in Relation to Design, Demolition and Construction" and shall contain details of pruning or removal of trees, specification and location of tree and ground protection (for both pedestrian and vehicular use), all demolition processes, details of construction processes for hard surfaces together with the areas for the storage of materials, indicative services and utilities information, and the construction method of the geocell. The statement should also contain details of arboricultural supervision and frequency of inspection along with a reporting process to the Tree Officer. All works to be carried out in strict accordance with the approved details.

Reason: To preserve and enhance the visual amenities of the locality and to ensure no adverse harm to the retained trees during the construction phase of the development without appropriate mitigation and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. Prior to the commencement of each phase a detailed Demolition and Construction Environmental Management Plan (CEMP) document shall be submitted to and approved in writing by the Local Planning Authority.
  - 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.
  - g) Site working hours (incl. delivery, loading and unloading)
  - h) Details of proposed means of dust suppression and emission control

- i) Details of proposed means of noise mitigation and control
- j) Lighting impact mitigation (if artificial lighting will be used during the development)
- k) Material and waste management
- l) Procedure for implementing the CEMP
- m) Procedure for handling complaints

Reason: To mitigate the impact of the construction activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

10. Prior to the commencement of each phase of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall demonstrate measurably, no net loss and preferably net gain in biodiversity value and should include the following:
- o Description and evaluation of features to be managed.
  - o Ecological trends and constraints on site that might influence management.
  - o Aims and objectives of management.
  - o Appropriate management options for achieving aims and objectives.
  - o Prescriptions for management actions, together with a plan of management compartments.
  - o Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - o Details of the body or organisation responsible for implementation of the plan.
  - o Ongoing monitoring and remedial measures.
  - o Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
  - o Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The LEMP shall be implemented in accordance with the approved details.

Reason: To mitigate the impact of the construction and operational activities on ecology and biodiversity, in accordance with Policies CP14 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

11. Prior to commencement of each phase of the development, a scheme to deal with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- (a) site investigation methodology to address the pollutant linkages identified in the Stage 1 Risk Assessment Ref.332110790R1 dated 24 October 2023
  - (b) a site investigation report based upon (a).
  - (c) a remediation action plan based upon (a) and (b).
  - (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction.
  - (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d).

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and

12. Prior to first occupation of each phase of the development, a verification report appended with substantiating evidence demonstrating the agreed contamination remediation has been carried out.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CP2 and DM9 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

13. Prior to the installation of plant/machinery to each phase of the development, an assessment following BS4142 shall be submitted to and approved by the LPA to establish the cumulative impacts from proposed plants, machineries, traffic, and delivery activities. If necessary, a scheme of mitigation shall be submitted to and approved in writing by the LPA prior to installation, to ensure the noise rating at sensitive receptors during daytime and night-time do not exceed background sound level. The approved mitigation scheme shall be fully implemented prior to the first occupation of each phase.

Reason: In the interests of ensuring a safe working environment and limiting the impact of noise pollution to the public highway and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

14. Prior to the first occupation of each phase of the development, details of petrol and oil interceptors which are to be fitted in all car parking, washing and repair facilities and any associated areas shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the development and shall be maintained and retained for the lifetime of the development.

Reason: To reduce risk of contamination to the land and water systems, and the environment generally in accordance with Policies CP2 of the Surrey Heath Core Strategy and Development Management Policies Document 2012 and the National Planning Policy Framework.

15. Prior to the commencement of each phase of the development, notwithstanding site clearance, investigation works, demolition and construction to slab level, 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 principles set out in the approved drainage strategy.
- b) Evidence that the existing onsite drainage to be retained is fit for purpose.
- c) 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.).

- d) 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.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) 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.

16. Prior to the first occupation of each phase 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.

17. Prior to the first occupation of each phase of the development, confirmation shall be provided that either:
- a. All surface water network upgrades required to accommodate the additional flows from the development have been completed; or
  - b. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan are agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: To ensure the development would not impact upon the water infrastructure network and reduce the risk of flooding and to accord with Policy DM10 of the Core Strategy and Development Management Policies 2012 and the NPPF.

18. The development shall be carried out in accordance with the submitted flood risk assessment and the following mitigation measures it details:
- o Finished floor levels shall be set no lower than 59.86m A.O.D. metres above Ordnance Datum (AOD)
  - o Level for level compensatory storage shall be provided as shown on Stantec Drawing 332110790\_100\_002 in Appendix D.
  - o No buildings to be located within the design flood (1% annual probability with an allowance for climate change).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, in accordance with paragraph 173 of the NPPF.

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 180 of the National Planning Policy Framework.

20. Piling/investigation boreholes using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 180 of the National Planning Policy Framework and Position Statement N of the 'The Environment Agency's approach to groundwater protection.

21. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the National Planning Policy Framework.

22. Prior to the first occupation of Phase 1 of the development, the modified vehicular, cycle and pedestrian access routes on Riverside Way shall be constructed in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority and subject to Surrey County Council's full technical and road safety auditing requirements under a S278 Highway Works Agreement. The scheme shall be in general accordance with the submitted proposed Drawing No.332110790\_5500\_SK020 Rev P01 received 06 February 2024 and shall provide for a dedicated cycle lane on both sides of Riverside Way linking from the junction with A331 to the existing cycle facility running north from the eastern roundabout. Dedicated footways shall be provided on both sides of Riverside Way. The existing carriageway shall be reduced to a single lane on both sides.

Reason: To ensure the highway network is improved in accordance with promoting sustainable modes of travel and safe access for all highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

23. Prior to the first occupation of Phase 1 of the development, the existing access junction on the northern side of Riverside Way (between the western and eastern roundabouts) shall be permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: To ensure the redundant aspects of the highway network in connection with the existing development are removed and ensure its safe operation in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

24. Prior to the commencement of each phase of the development a Construction Transport Management Plan shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Highway Authority, to include:

- (a) parking for vehicles of site personnel, operatives, and visitors.
- (b) loading and unloading of plant and materials.
- (c) storage of plant and materials.
- (d) programme of works (including measures for traffic management).
- (e) provision of boundary hoarding behind any visibility zones.
- (f) measures to prevent the deposit of materials on the highway.
- (g) on-site turning for construction vehicles.
- (h) measures to prevent the deposit of materials on the highway
- (i) on-site turning for construction vehicles

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, 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 and the National Planning Policy Framework.

25. Prior to the first occupation of each phase of the development, unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

Reason: 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 Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

26. Prior to the first occupation of each phase of the development at least 50% of the proposed new parking 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). 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 promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

27. Prior to the first occupation of each phase of the development the following details shall be submitted to and approved by the Local Planning Authority:

- a) The secure parking of bicycles within the development site, in a sheltered, lockable store.

- b) Facilities within the development site for cyclists to change into and out of cyclist equipment and shower.
- c) Facilities within the development site for cyclists to store cyclist equipment,
- d) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs.

Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure the development promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

28. Prior to the first occupation of each phase of the development a detailed Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the approved Framework Travel Plan document. Once approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development, thereafter, maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: To ensure the development promotes sustainable modes of travel and contribute towards sustainable development and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

29. Prior to commencement of each phase details for the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To comply with Policy DM17 of the Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

30. Prior to the commencement of each phase of the development, notwithstanding site clearance, investigation works, demolition and construction to slab level, the scheme shall demonstrate measures it would incorporate to ensure a BREEAM 'Very Good' rating will be achieved.

Reason: To confirm the target score as indicated in the submission documents and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

31. Within 6 months of the first occupation of each phase of the development, a BREEAM final certificate issued by the BRE or equivalent authorising body, must be submitted to and approved in writing to the Local Planning Authority to demonstrate that the approved BREEAM rating has been achieved. All the measures integrated shall be retained and maintained for the lifetime of the development.

Reason: To confirm the target score as indicated in the submission documents and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

32. The development shall follow and implement the recommendations and carbon offset measures outlined in the hereby approved document Energy Statement Rev 01 and Sustainability Statement Rev 01 dated 25 October 2023, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development adheres to the energy saving and carbon emission reduction measures in accordance with the submitted energy assessment and to meet the objectives of Policy DM7 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

33. The development shall follow and implement the recommendations and mitigation measures outlined in the hereby approved document Air Quality Assessment Ref.332110790 dated October 2023, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development implements mitigation measures to offset any air pollution arising from the development and to accord with the National Planning Policy Framework.

34. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the proposed use hereby permitted shall only be used for the provision of an employment use falling within use Classes E(g)iii, B2 and B8 and for no other purposes (including any other use within Use Class E) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking, amending or re-enacting that Order).

Reason: To safeguard the employment use of the site in the interests of the Core Employment Area designation, having regard to Policies CP1 and CP8 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

### **Informative(s)**

1. This Decision Notice is a legal document and therefore should be kept in a safe place as it may be required. A replacement copy can be obtained, however, there is a charge for this service.
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> .

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

3. The 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. As part of the reserved matters application for layout, details of the internal roads, footpaths, footways, and cycle routes, including the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, pram crossing points and any required signage and road markings shall be submitted.
5. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading, and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. 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.
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. 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 2023.
8. Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment, and disposal are subject to waste management legislation, which includes:
  - o Duty of Care Regulations 1991
  - o Hazardous Waste (England and Wales) Regulations 2005
  - o Environmental Permitting (England and Wales) Regulations 2016
  - o The Waste (England and Wales) Regulations 2011

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

Any hazardous waste must be consigned when it is removed from the producer's premises. There is not de minimis for this. The developer will need to register with the Environment Agency as a hazardous waste producer. Refer to the hazardous waste pages on gov.uk for more information.

9. 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. More details are available on the SCC website. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater. If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk).

10. Surrey Fire and Rescue Service (SFRS) would strongly recommend that consideration is given to the installation of AFSS/ AWSS (i.e.; Sprinklers, Water Mist etc) as part of a total fire protection package to:

- o protect life;
- o protect property, heritage, the environment and our climate;
- o help promote and sustain business continuity; and
- o permit design freedoms and encourage innovative, inclusive and sustainable architecture.

The use of AFSS/AWSS can add significant benefit to the structural protection of buildings in the event of a fire. Other benefits include supporting business recovery and continuity if a fire happens.

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