

LOCATION: UNIT 2, TRAFALGAR WAY, CAMBERLEY, GU15 3BN
PROPOSAL: Erection of a trade warehouse with ancillary offices (Class B8) and associated service yard, loading bay and parking following demolition of existing storage warehouse (Class B8).
TYPE: Full Planning Application
APPLICANT: Mr James Smith
Coal Pension Properties Ltd
OFFICER: Mr N Praine

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 Permission is sought for the erection of a trade warehouse with ancillary offices (Class B8) and associated service yard, loading bay and parking following demolition of existing storage warehouse (Class B8). The proposed building would comprise a maximum footprint of 76 metres by 45 metres, a maximum height of 12 metres with a floor area of 3436 square metres and would offer parking for 50 vehicles.
- 1.2 The report concludes that the proposal is acceptable in principle and also acceptable in terms of its impacts upon the character of the area, residential amenities, matters of parking and highway safety, contaminated land and flooding. The proposal also brings significant economic benefits and is therefore recommended for approval subject to conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site is located to the western side of Trafalgar Way also sharing a boundary with the eastern edge of Nelson Way both of which sit within the Yorktown Business Park which is a designated Core Employment Area. It is set back by approximately 30 metres from the A30, London Road which runs parallel to the application site. The site measures 0.73 hectares and the existing building is sited to the north western edge of the application site. The existing building abuts the site's north, east and western boundaries comprising a maximum footprint of 80.1 metres by 55.5 metres and maximum height of 8.1 metres with a floor area of 3716 square metres. The remainder of the site is laid to hardstanding with formal parking for 49 vehicles with associated access and circulation routes.
- 2.2 The immediately surrounding area is characterised by industrial units of varying styles and design. Of particular prominence is the 'Big Yellow' storage building to the north west which sits at three to five storeys with a maximum height of 17.5 metres.

The industrial units are all served by hardstanding which function as loading bays and parking areas associated with the units.

3.0 RELEVANT HISTORY

3.1 There is no recent or relevant history.

4.0 THE PROPOSAL

4.1 Permission is sought for the erection of a trade warehouse with ancillary offices (Class B8) and associated service yard, loading bay and parking following demolition of existing storage warehouse (Class B8).

4.2 The proposed warehouse would be sited further south than the existing building creating a service area to the rear of the site and the new building would be sited approximately 57m from the London Road. The proposed building would have a maximum footprint of 76 metres by 45 metres and maximum height of 12 metres; with a floor area of 3436 square metres. The remainder of the site is proposed to be laid to hardstanding with formal parking for 50 vehicles to the southern and eastern boundary with associated access. Landscaping is proposed to the northern boundary in the form of a 'Green Wall' on the northern boundary and this would comprise a 2.4 metre high fence with green wall vegetation to soften the fence and part screen the servicing area when viewed from the London Road.

5.0 CONSULTATION RESPONSES

5.1 Surrey County Council Highway Authority No objections subject to conditions and informatives.

5.2 Environment Agency No objection subject to condition.

5.3 Senior Environmental Health Officer No objection subject to condition.

5.4 Economic Development Officer Comment - Should its application to locate into Camberley be successful, the applicant (Selco) would be joining a number of other building supply type companies. These include: Howdens, Tool Station, Topps Tiles, Screw Fix etc., in effect providing an agglomeration (or cluster) of this type of business in Camberley. The benefits of agglomeration are widely recognised in economics, and the advantages of having a number of similar complementary firms situated on the same business park within close proximity to one another bear mention.

In terms of employment, the application states that the applicant would employ between 40-50 full time employees.

These jobs would be a cross section including managers, supervisors, technical, manual and administrative roles (Selco also states that its employment policy is to recruit locally wherever possible). This represents a significant increase on the current employment numbers which employs 4 members of staff. GVA (Gross Value Added) figures for Surrey state that each person in employment contributes £51,000 to the UK economy (the national average is £39,000). Were Selco to employ 50 people the GVA calculations show that £2,550,000 would be contributed to the economy, as opposed to the £204,000 currently added.

- 5.5 Surrey Heath No objection subject to conditions.
 Drainage Officer

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no letters of objection and no letters of support have been received.

7.0 PLANNING CONSIDERATION

- 7.1 The National Planning Policy Framework (NPPF); Policies CPA, CP2, CP8, CP14, DM9 DM10, and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) are material considerations. The Western Urban Area Character Supplementary Planning Document (WUAC SPD) 2012 and Yorktown Landscape Strategy Supplementary Planning Document (YLS SPD) are also relevant.
- 7.2 It is considered that the main issues to be addressed in determining this application are:
- The principle of the development;
 - Impact on the character of the area;
 - Impact on residential amenities;
 - Whether the development is acceptable in terms of parking and highway safety;
 - Impact on flooding and drainage; and,
 - Other matters.

7.3 The principle of the development

- 7.3.1 The National Planning Policy Framework (NPPF) states that development should contribute to building a strong, responsive and competitive economy to support growth. Paragraph 12 states the Local Planning Authorities should proactively drive and support sustainable economic development to deliver the industrial units

to respond to opportunities for growth within business communities. Paragraph 19 of the NPPF also advises that significant weight should be placed on the need to support economic growth through the planning system. Finally the NPPF advises at paragraph 187 that economic factors must be balanced with social and environmental factors.

- 7.3.2 The Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP) echoes the advice within the NPPF and states that employment growth will be achieved through redevelopment of existing sites, these being largely focussed on the Core Employment Areas including Yorktown (Policy CPA). The application site lies within the Yorktown Core Employment Area and seeks to retain the existing B8 industrial use on the site. The applicants advise that the existing self-storage unit has been marketed for some time and there has been no interest in the existing unit with its current layout and design. The provision of only one service loading bay and very high ceilings presents difficulties in letting the building. The current building having been built over 40 years ago is considered to be no longer fit for purpose and therefore does not meet the requirements of modern occupiers.
- 7.3.3 The proposal is for a new modern purpose built unit and Policy CP8 of the CSDMP states the Borough Council will seek to make provision for up to 7,500 new jobs in the period up to 2027. The Council's Economic Development Officer (see paragraph 5.4 above) advises that the proposal will create up to 44 additional full time jobs at this site. Additionally a number of construction and related jobs to the site for the duration of the work to erect the proposal, as well as supply chain jobs once complete would be delivered as part of this proposal. It is considered that these economic benefits weigh in favour of the proposal.
- 7.3.4 Therefore having regard to the reasoning as laid out in paragraphs 7.3.1, 7.3.2 and 7.3.3 above and the comments received from the Economic Development Officer (see paragraph 5.4 above) given the B8 use is to be retained on site, with the regeneration of an outdated building and associated job creation and opportunities, no objections are raised in regard to the principle of the development subject to the detailed considerations below.

7.4 Impact on the character of the area

- 7.4.1 The NPPF has a presumption in favour of sustainable development and to secure high quality design, as well as taking account of the character of different areas. Paragraph 59 of the NPPF requires design policies to concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area generally.
- 7.4.2 Policy CP2 (Sustainable Development and Design) of CSDMP 2012 is reflective of the NPPF as it requires development to ensure that all land is used effectively within the context of its surroundings and to respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 (Design Principles) of CSDMP 2012 also promotes high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density.

7.4.3 The application site lies within an identified Industrial Estate as set out in the Western Urban Area Character Supplementary Planning Document (WUAC SPD). This document states that the character of the area is defined by a mix of functional buildings of differing ages ranging from post war through to contemporary buildings with large footprints, small scale landscaping and large areas of hard surfacing which are primarily used for parking, storage and manoeuvring. Guiding Principle IE1 states:

New development should pay particular regard to the following criteria:

- (a) Contemporary industrial architectural design will be welcomed.*
- (b) Buildings principally 2 – 3 storeys*
- (c) Incorporation of green infrastructure and landscaping where possible, especially in car parking areas and along front boundaries in accordance with the York Town Landscape Strategy*
- (d) Provision of structured on-site parking*
- (e) Waste storage areas to be screened from roads and public areas*
- (f) Use of high quality boundary treatments.*

7.4.4 The Yorktown Landscape Strategy Supplementary Planning Document (YLS SPD) seeks to create a structured landscape setting for the Yorktown area, including improvement to the approaches to Camberley along the London Road (A30). The YLS SPD also seeks to secure strong palette of good quality but cost effective hard landscape materials and building materials. The SPD sets out a number of principles regarding landscaping, building setbacks and types of building materials and these are considered below.

7.4.5 The character of the area and site description is set out at paragraph 2.1 and 2.2 above. It is noted that the building as proposed (12 metres) is nearly 4 metres higher than the existing building (8.1 metres) however, it is noted that Guiding Principle IE1(b) of the WUAC SPD encourages buildings of up to three storey height. Additionally it is considered that the building will sit in close proximity to the 'big yellow' storage building which is taller still at 17.5 metres. Given the proposed building is setback some 57m from the London Road and will be viewed in the context of the adjoining mixed character area, the change in height is considered to add some interest and variation to the roof scape within these important gateway views from the London Road and the views within the business park.

7.4.6 The current building does not relate well to the boundaries of the site and is constructed hard against the north, east and western boundaries. The proposal does pay regard to the YLS SPD and is separated from the eastern boundary (by at least 14 metres), northern boundary (by at least 35 metres) and southern (by at least 18 metres). Such setbacks are considered to be a vast improvement over the existing arrangement and broadly accords with the YLS SPD.

7.4.7 The applicants have also designed the proposed building in a contemporary industrial design which takes its design cues from the Selco company branding and

incorporates appropriate materials. The final colouring and layout of the materials for the building, boundary treatments and areas of hardstanding is to be agreed by planning condition to ensure a strong palette and good quality finish appropriate to the business park and important gateway views from the London Road.

- 7.4.8 The WUAC SPD identifies that the Yorktown Industrial Estate forms much of the gateway into Surrey Heath from the Blackwater Valley and thus parts of the application site are visually prominent from the London Road. The height and width of the building is considered appropriate for this location and this is addressed above at paragraphs 7.4.5 (height) and 7.4.6 (width). The final material choice and the views from London Road are also addressed at paragraph 7.4.7 above. In terms of landscaping and the rear servicing area, the applicants propose to erect a 'Green Wall' on the northern boundary and this would comprise a 2.4 metre high fence with green wall vegetation to soften the fence and part screen the servicing area when viewed from the London Road which is some 25 metres at its closest point from the London Road in any event. This is considered to accord with the YLS SPD and WUAC SPD and will improve the visual appearance of the proposal when viewed from this 'gateway route'; it is also considered to be an improvement over the existing views from the London Road.
- 7.4.9 The parking layout is formal and this is identified as a positive contribution to the character of the area within the WUAC SPD. As indicated above, it is noted that landscaping has been introduced to the northern section of the site in the form of a 'Green Wall' and the proposal does broadly accord with the principles and policies identified above at paragraphs 7.4.1 to 7.4.4. Therefore while it is desirable to provide more landscaping to the car parking areas, the site constraints, requirements of the end user and broader benefits must be considered when assessing this proposal. The absence of the additional landscaping does not outweigh the broader economic and regeneration benefits this proposal delivers.
- 7.4.10 For the above reasoning, the proposed development is considered to comply with the policy requirements of the Surrey Heath Core Strategy and Development Management Policies 2012, Guiding Principles of the Western Urban Area Character Supplementary Planning Document and the Yorktown Landscape Strategy Supplementary Planning Document. Therefore and in conclusion no objections are raised on these grounds.

7.5 Impact on residential amenities

- 7.5.1 The NPPF seeks a good standard of residential amenity for all existing and future occupants of land and buildings. Policy DM9 (Design Principles) ensures that the amenities of the occupiers of the neighbouring residential properties and uses are respected.
- 7.5.2 As a warehouse the proposal is not considered to be significantly noise generating and the proposed opening hours of 06.30 to 20:00 (weekdays) 07:30 to 17:00 (Saturdays) and any 5 hours between 08:00 and 16:00 (Sundays) are not considered to be contentious given the business park location.

Due to the retained separation distances of at least 500 metres to the nearest

residential property, it is not considered that the proposed development would result in any adverse impact on residential amenity.

7.6 Whether the development is acceptable in terms of parking and highway safety

7.6.1 Policy DM11 (Traffic Management and Highway Safety) seeks to ensure that no adverse impact on the safe and efficient flow of traffic movement on the highway network results from new development. The applicant has carried out a comparison of the traffic movements generated by the current use of the site as a self-storage warehouse and the proposed use as a trade warehouse. The traffic figures show that there will be a minor increase in traffic movements to and from the site as a result of the proposed development, however these are likely to be spread throughout the day. The site is located on a large industrial estate which has a main traffic light controlled access onto the A30. The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and has advised that is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. It is considered in conclusion that the increase in traffic movements will not lead to a detrimental impact on the local highway network.

7.7 Impact on flooding and drainage

7.7.1 Paragraph 100 of the NPPF seeks to ensure development in regard to flooding is safe without also increasing flood risk elsewhere. At the time of providing advice to the Council the Environment Agency (EA) was the Lead Local Flood Authority (LLFA). The site lies within Flood Zone 2 on the EA Flood Map (between a 1 in 100 and 1 in 1000 chance of flooding in any given year, in accordance with the Flood Zone classifications of the NPPF) and is therefore considered to be at moderate risk of flooding from rivers. The source of the nearest river being the Blackwater River which lies approximately 225m south west of the site. Given this flood risk it is necessary to identify whether there are alternative locations at a lower flood risk i.e. a Sequential Test. The applicant explains that this site was chosen, and others discounted, due to the locational (catchment area), prominence and accessibility benefits to customers that this site provides. Whilst this does not fully justify discounting sites at a lower flood risk, nevertheless, given that this proposal would replace an existing warehouse use and be less floorspace than the existing building (i.e. by 280 sq m) officers are satisfied that the Sequential Test has been passed.

7.7.3 The site is already laid to hard standing and surface water generated from rainfall within the application site currently drains via downpipes and car park drainage into the main public sewer. The Surrey Heath Drainage Officer comments that current site drainage arrangements are noted to be working effectively with no recent flooding incidents. In accordance with the EA's guidance, the applicants propose to provide betterment and Sustainable Urban Drainage System (SuDS) compliant attenuation by restricting the surface water discharge rate to 50%. The Surrey Heath Drainage Officer considers this to be an acceptable approach given the site conditions and agrees with the applicant that the compact nature of this development means that there is no adequate space within the application site to

provide open water features such as ponds and detention basins and the ground conditions are also not suitable to support a surface water management strategy reliant on infiltration techniques. Therefore, the applicant proposes to provide geo-cellular units to allow attenuated flows to be discharged to the public surface water sewer; these are to be designed to withstand flooding up to the 1 in 100 year rainfall event with a 30% allowance for climate change. The applicant also proposes the following:

- Setting finished floor levels above the 1 in 1000 year flood level;
- Providing safe, dry pedestrian access/egress from the proposed warehouse unit to London Road (A30) to the north of the site;
- Arrangement of finished surface levels such that designed storm exceedance flows do not affect buildings or other sensitive areas; and
- Long term maintenance of private drainage systems.

7.7.4 Having reviewed this, the Surrey Heath Drainage Officer raises no objection to this drainage solution subject to conditions to agree the detail. The Environment Agency have also considered the content of the FRA and also raises no objection on flood risk grounds. Therefore subject to condition to agree the final drainage details the proposal complies with Policy DM10 of the CSDMP and the NPPF.

7.8 Other matters

7.8.1 The proposed site is adjacent to a former petrol filling station, which has been remediated and there is a shallow water table beneath the site. The submitted Flood Risk Assessment and surface water drainage strategy states the site will be 100% impermeable and this will limit the risk of contamination reaching the groundwater. Additionally the applicants have submitted a Phase 1 contaminated land report. This report has identified the need a detailed Phase 2 ground investigation report following potential contamination from nearby historic uses which includes the former petrol filling station. Both the Environment Agency and the Council's Senior Environmental Health Officer have considered the submissions and raise no objection to the proposal on contamination grounds, subject to conditions requiring the further investigatory work.

7.8.2 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on the 16th July 2014. As the CIL Charging Schedule will come into effect on the 1st December 2014 an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential and retail developments where there is a net increase in floor area. As the proposal does not relate to a residential or retail development, the development is not CIL liable.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE

MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

- 9.1 The report concludes that the proposal is acceptable in principle and also acceptable in terms of its impacts upon the character of the area, residential amenities, matters of parking and highway safety, contaminated land and flooding. The proposal also brings significant economic benefits and is therefore recommended for approval subject to conditions.

10.0 RECOMMENDATION

GRANT subject to the following conditions:-

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

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

2. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to include those used in the warehouse, surface treatments for the hard standing, boundary treatments and any street furniture, external lighting etc. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Yorktown Landscape Strategy Supplementary Planning Document 2008.

3. The green wall landscaping works as shown on drawing 30548/PL/110 works shall be carried out in accordance with the drawing and implemented prior to first occupation and retained thereafter, unless otherwise agreed in

writing with the Local Planning Authority.

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, Western Urban Area Character Supplementary Planning Document 2012 and the Yorktown Landscape Strategy Supplementary Planning Document 2008.

4. The proposed development shall be built in accordance with the following approved plans: 30548/PL/100, 30548/PL/101A, 30548/PL/102, 30548/PL/103A, 30548/PL/106, 30548/PL/107 and 30548/PL/109 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. The use of the development hereby permitted shall only be for Class B8 use (as defined under the Town and Country Planning Use Classes Order 2015, as amended, and any order revoking and re-enacting that Order) and shall be used for no other purpose unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the amenities of the area and parking provision and to comply with Policy DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. Prior to commencement of development the applicant will provide a phase 2 contaminated land report which comprises the following details;

A. Site Characterisation

The applicant will undertake an investigation and risk assessment to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of point 1 above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of point 2 above, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with point 3 above.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the

development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the National Planning Policy Framework.

7. Prior to the first occupation of the development hereby approved on site details of waste storage area(s) and access thereto are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure visual and residential amenities are not prejudiced and to accord with Policies DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. The development hereby approved shall not be occupied until the proposed vehicular accesses to Nelson Way have been constructed in accordance with the approved plans, unless otherwise agreed in writing with the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012).

9. The development hereby approved shall not be occupied until the existing accesses to Trafalgar Way have been permanently closed and any kerbs, verge, footway, fully reinstated, unless otherwise agreed in writing with the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012).

10. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development, unless otherwise agreed in writing with the

Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012).

11. The development hereby approved shall not be occupied until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for loading and unloading 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, unless otherwise agreed in writing with the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012).

12. The development hereby approved shall not be occupied until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure parking of a minimum of 6 bicycles within the

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing with the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012).

13. Prior to the commencement of the development a Travel Statement 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 then the approved Travel Statement shall be implemented before first occupation of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: The above conditions are required in order that the development

should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy Documents, (adopted 2012)

14. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. The scheme shall include no infiltration of surface water drainage into the ground on any part of the site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework and to accord with paragraph 109 of the National Planning Policy Framework (NPPF).

Informative(s)

1. Building Regs consent req'd DF5
2. Advice regarding encroachment DE1
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
4. 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 Highway Service
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs.

Please see

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs

6. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
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)