



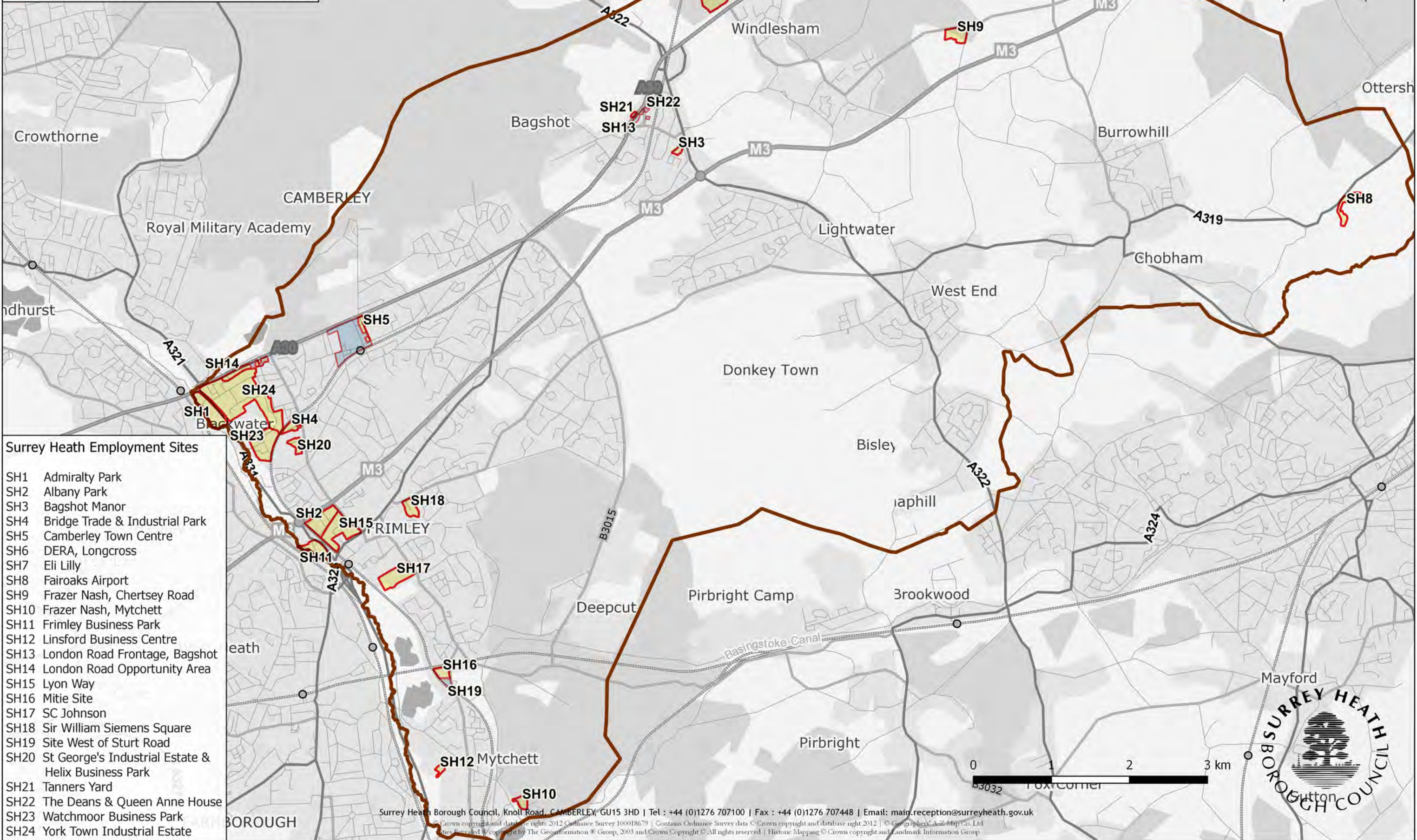

SECTION 3

SURREY HEATH
BOROUGH
EMPLOYMENT SITES

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Legend

-  Surrey Heath Administrative Boundary
- Surrey Heath Sites**
-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area of existing site



- Surrey Heath Employment Sites**
- SH1 Admiralty Park
 - SH2 Albany Park
 - SH3 Bagshot Manor
 - SH4 Bridge Trade & Industrial Park
 - SH5 Camberley Town Centre
 - SH6 DERA, Longcross
 - SH7 Eli Lilly
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 - SH9 Frazer Nash, Chertsey Road
 - SH10 Frazer Nash, Mytchett
 - SH11 Frimley Business Park
 - SH12 Linsford Business Centre
 - SH13 London Road Frontage, Bagshot
 - SH14 London Road Opportunity Area
 - SH15 Lyon Way
 - SH16 Mitie Site
 - SH17 SC Johnson
 - SH18 Sir William Siemens Square
 - SH19 Site West of Sturt Road
 - SH20 St George's Industrial Estate & Helix Business Park
 - SH21 Tanners Yard
 - SH22 The Deans & Queen Anne House
 - SH23 Watchmoor Business Park
 - SH24 York Town Industrial Estate



Site No: SH1	Site Name: Admiralty Park, Camberley	LPA: Surrey Heath
Site Area: 5.4ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

The site is located at the north western extremity of the Camberley settlement area, immediately south of the Meadows Gyratory. The point where the three counties; Surrey, Hampshire and Berkshire meet is located just to the northwest of the site. There is a mix of light industry, ancillary office, storage and distribution use, as well as car servicing and trade counter occupiers. The site is divided into 5 zones – A to E. Where natural gas storage was previously held, this area of the site has been cleared.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 2.1km away, via the A331 primary route.	Rail Access: Located 2.7km from Camberley Station and 0.5km from Blackwater Station.
Quality of local roads: Admiralty Way is accessed from the A331 primary route at a traffic light junction just south of the Meadows Gyratory. Connectivity is good. The immediate section of the A331 is a well-used dual carriageway route that connects the M3 and A30, and provides further access to Camberley town centre, Farnborough and Aldershot.	Proximity to settlements: 2.7km driving distance to Camberley town centre, 5.1km driving distance to Farnborough town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

The site is less than 800m from both a large superstore with a café and the local shops and services in Blackwater District Centre.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Zone B is currently occupied by Gravity force Ltd Trampoline Centre, a D2 use. Zone B covers the smallest area of all the distinct zones within Admiralty Park and as such, accounts for less than 20% of the overall uses. There are some Sui Generis uses, with trade counter businesses.

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

The site consists of large warehouses segregated into zones, with good vehicular access throughout. There is limited landscaping around the borders of the site.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

No conflicting neighbouring uses. The site is bordered to the west and south by the Hawley Meadows and Blackwater Park SANG, with the North Downs railway line at the SANG's western edge. The A331 and A30 routes border the site to the east and north, with further industrial, office and warehousing uses beyond.

ACCESS & PARKING

Car

Good access from a traffic light junction with the A331 primary route. The entry road is wide and well lit.

HGV

Wide entry junction to the site with plenty of room for HGVs. The internal layout of roads is good, with large areas for turning. The zones D and E at the southern end of the site are slightly more crowded and as such have a surplus of parked cars creating some difficulty for movement of HGVs.

Public Transport

Within 800m of Blackwater station and bus stops, as well as the bus stop at the Meadows Shopping Complex which provides a wider range of bus routes.

Servicing

Good.

Parking

Parking bays and designated areas for parking are provided which satisfies the needs for the amount of vehicles in most zones. There is however an area of apparent undersupply around zones D and E, which are slightly overcrowded with vehicles.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2 & 3)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

Part of the site was previously used for natural gas storage and distribution. This is now a cleared area.

Planning Status (select all that apply):

- | | | |
|---|---|---|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input checked="" type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

The cleared area which previously housed two gas holders is an excluded site in the SLAA.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

An area of the site adjacent to the A331 where natural gas was previously stored. This use has now ceased and the area has been cleared. This may be utilised for future employment or a mix of uses and should still remain within the boundary of this employment site.




Vacant Premises Yes (please provide further information below) No

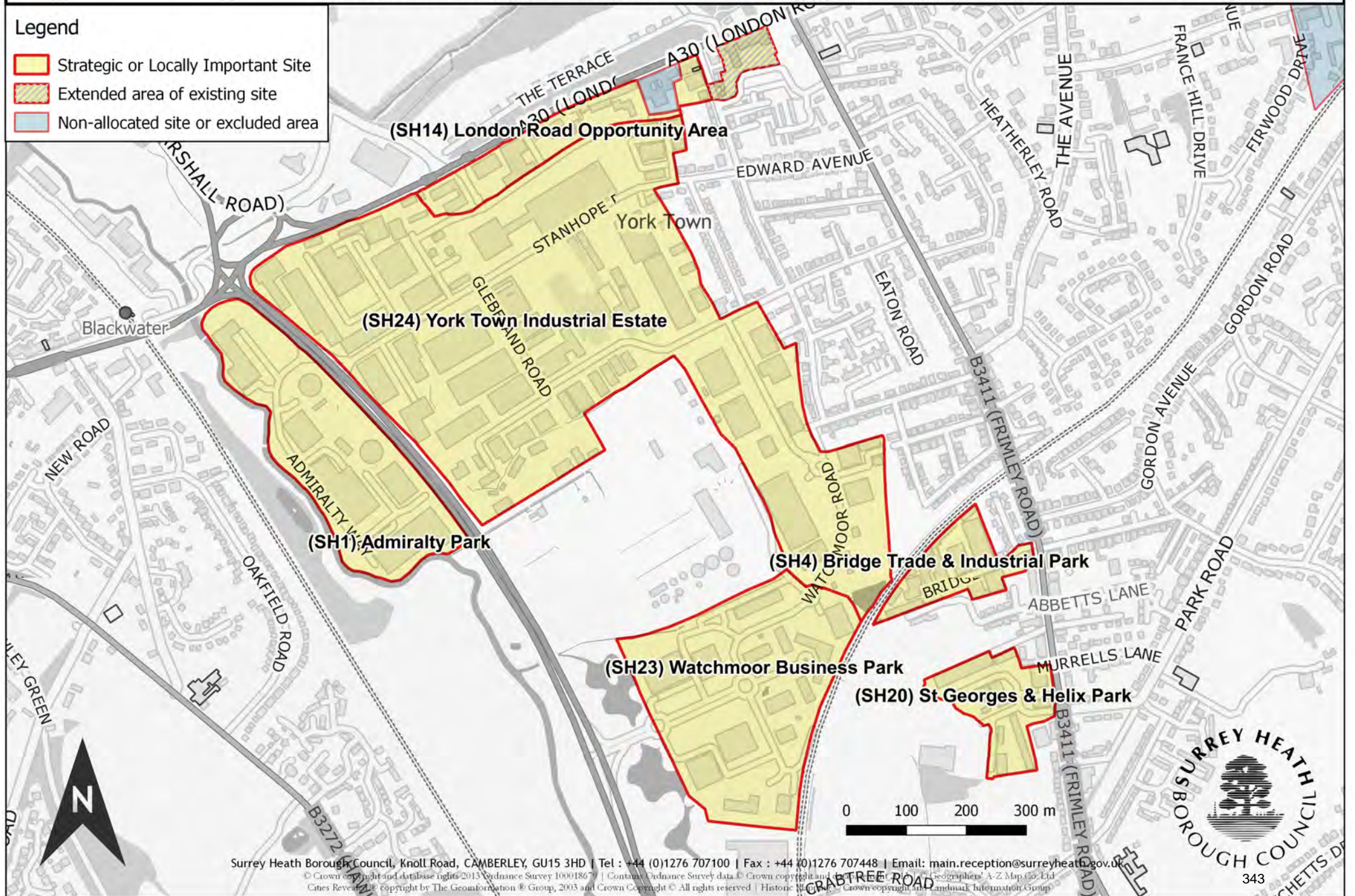
Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 6	B2/B8	1291 sqm					No
Unit 10	B2/B8	1433 sqm					No
Unit 15	B2/B8	880 sqm					No

CONCLUSIONS**Comments / Observations**

The site is well located with good strategic and local connections and meets the needs of a range of industrial, storage and distribution and office based occupiers. It consists of relatively large industrial and warehouse units and accommodates some large national and multi-national companies as well as SMEs. There were 3 vacant units at the time of assessment. Being surrounded by SANG land with mature vegetation and busy highways, the site is well separated from neighbouring uses and as such is a good locality for bad neighbour uses in the borough. There is capacity to attract and accommodate future economic development on the cleared site area that previously contained natural gas storage, although it would need to be checked for contamination.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH2	Site Name: Albany Park, Frimley	LPA: Surrey Heath
Site Area: 7.4ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / Small and medium sized enterprises (SME) Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

This is a large site that has been arranged in various different 'phases', numbered 1-6 and Albany Court. It is located adjacent to the M3 which borders the site to the north. The motorway is well screened and runs along a raised embankment above the site. The site is also close to Frimley District Centre, with good pedestrian and vehicular access. The site appears to be well managed and has a good layout, with well signposted areas. There is a mix of light industrial, warehouse and office uses, which are clustered together in the different phased areas. Occupiers range from SMEs to multi-national companies.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 1.6km car journey. Access to M3 from the site is 2.9km due to the nature of the road layout.	Rail Access: Located 1.1km from Frimley Station, 3.0km from Farnborough Main Station and 2.9km from Farnborough North Station.
Quality of local roads: Primary frontage and access is on to the B3411 Frimley Road, which can be used to access Camberley Town Centre and the A325 which is	Proximity to settlements: 1.0km driving distance to Frimley town centre, 2.7km driving distance to Camberley town centre,

0.6km away. This provides access to the A331, M3, Farnborough and Aldershot.	3.5km driving distance to Farnborough town centre.
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FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children’s Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

A large, spacious site with seven different phases/areas. These are not separated and the overall site is unified in nature. There is little in the way of landscaping as a result of the nature of the site, which contains mostly warehouses and light industrial uses.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The site is bordered to by the M3, the North Downs railway line, the B3411 Frimley Road and Lyon Way Business Park and construction site.

ACCESS & PARKING

- Car Accessed from a roundabout junction with the B3411 Frimley Road.
- HGV Good access for HGVs. There are parking restrictions in place to ensure roads remain clear and large service areas in front of most of the warehouse and industrial accommodation.
- Public Transport There are bus routes on the adjacent Frimley Road and at Frimley High Street, both within 800m.
- Servicing Servicing is good.
- Parking Each unit has designated parking areas and additional bays around the perimeter of the site, with further restrictions ensuring only off-street parking is used.

Is the access and parking adequate for the uses within the site?

- Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone 2 & 3) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 1 Phase 4	B1	354 sqm					No
Unit 5 Phase 4	B2 or B8	225 sqm					No
Unit 2L	B2 or B8	596 sqm					No
Unit 2G	B2 or B8	586 sqm					No
Unit 5 Phase 3	B1	1065 sqm					No

CONCLUSIONS




Comments / Observations

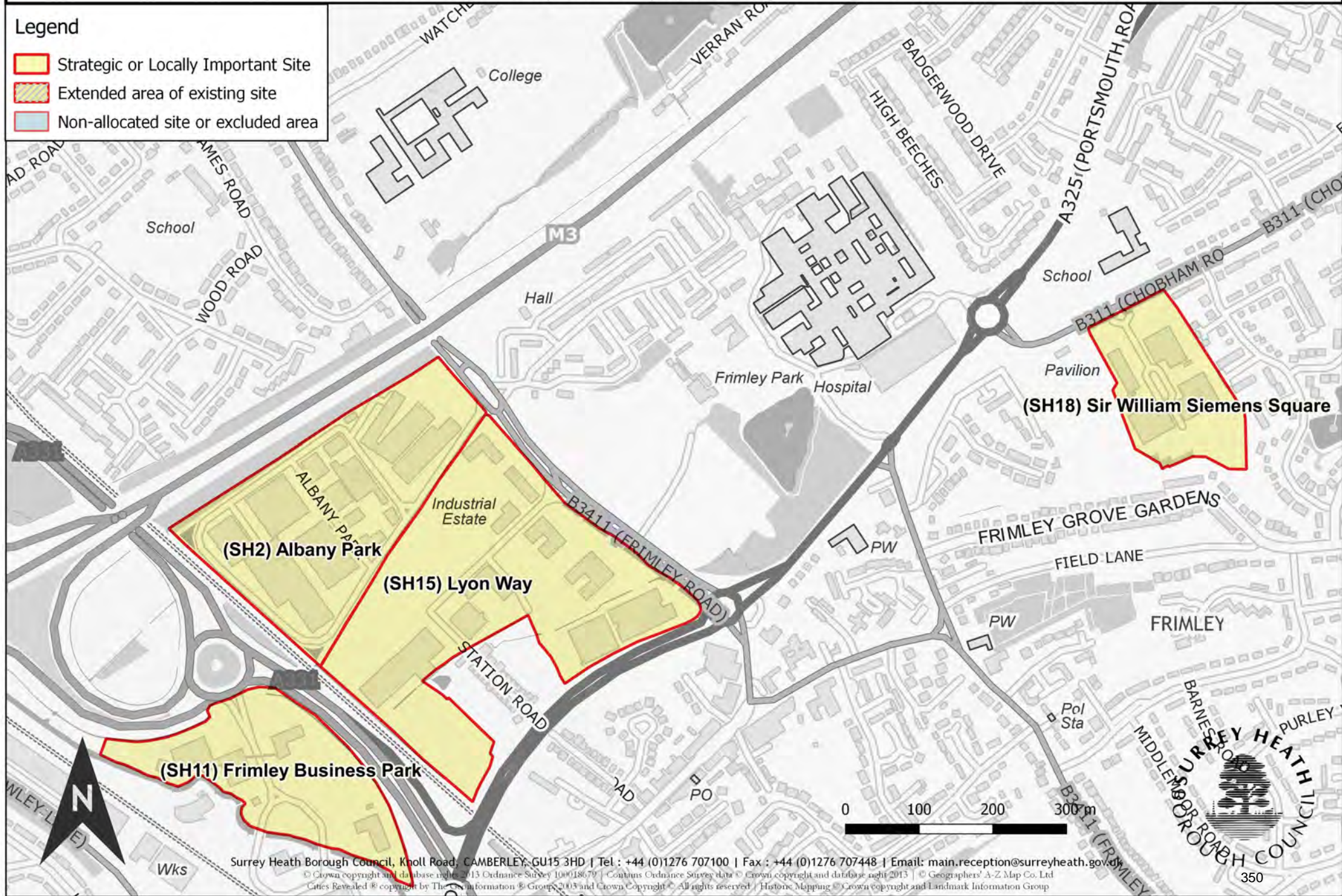
This is a large site with good strategic and local access. There are no conflicting neighbouring uses, as it is bordered by a main road, motorway and railway. The site contains exclusively B class uses. The environment of the site is fit for purpose, with a spacious layout and well allocated parking areas. There are a wide range of occupiers including offices, with an SME/technology cluster at the Albany Court Phase, as well as large multinational companies occupying warehouses and light industrial units. Due to the size and location of the site and the type of accommodation, it is in a good position to attract and accommodate future economic development. It currently houses both head offices and production warehouses for international companies such as Krispy Kreme and Amazon Filters. Although there are some vacant units, it is important to take the large size of the overall site into account. When analysed in this context, there is not a disproportionately high amount of vacant units.

Hart Rushmoor Surrey Heath Employment Land Review - Frimley Sites

Not to a standard scale

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH3	Site Name: Bagshot Manor, Bagshot	LPA: Surrey Heath
Site Area: 1ha	Survey Date: 04/01/2017	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s): Steljes	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

This small site located in a residential area of Bagshot near the A322 and M3, providing good strategic connections. It is occupied solely by Steljes, an international company that specialises in innovating and supplying new technology solutions for organisations. The site appears well maintained and landscaped and has two car parks. The shops and services of Bagshot District Centre are within walking distance. It is not a prominent site, with frontage on Green Lane, a small residential road to the south of Bagshot.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 1.2km away.	Rail Access: Located 0.3km from Bagshot Station, 5.7km from Sunningdale Station and 4.8km Camberley Station.
Quality of local roads: Primary frontage onto Green Lane, a small residential road. The site is in very close proximity of the A322 primary route dual carriageway. The A30 is also within easy reach either by residential roads of the	Proximity to other settlements: 3.1km driving distance to Camberley town centre, 8.7km driving distance to Bracknell town centre, 12.2km driving distance to Woking town centre.

A322.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

- Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

The site appears to be well maintained and managed. There is a large car park adjacent to the main office building, landscaped areas and mature, protected trees to the rear of the site.

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

ACCESS & PARKING

Car

The site has two accesses, one leading to a visitor car park and the other to the main car park. Both access points are from Green Lane, a small residential road within easy access of the A322 primary route and M3 junction 3.

HGV

Due to the nature of uses on site, it is unlikely HGVs will regularly need access. HGVs could be fairly constrained as the site is accessed from a small residential road and access points are not wide.

Public Transport

Within walking distance of bus stops and Bagshot Station.

Servicing

There are designated servicing areas on site.

Parking

Parking provision is good. There is a large car park for employees as well as a separate visitors' parking area.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone___)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

There is an area of protected woodland to the rear of the site. This beyond this to the east of Whitmoor Road is the Green Belt, although there is no Green Belt land within the site boundary.

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

A developable site in the SLAA.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Although there is undeveloped land at the rear of the site, this is protected by TPOs.

Undeveloped Land

- Yes (please provide further information below) No

There is protected woodland at the rear of the site.

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	




Site entirely occupied by Steljes.

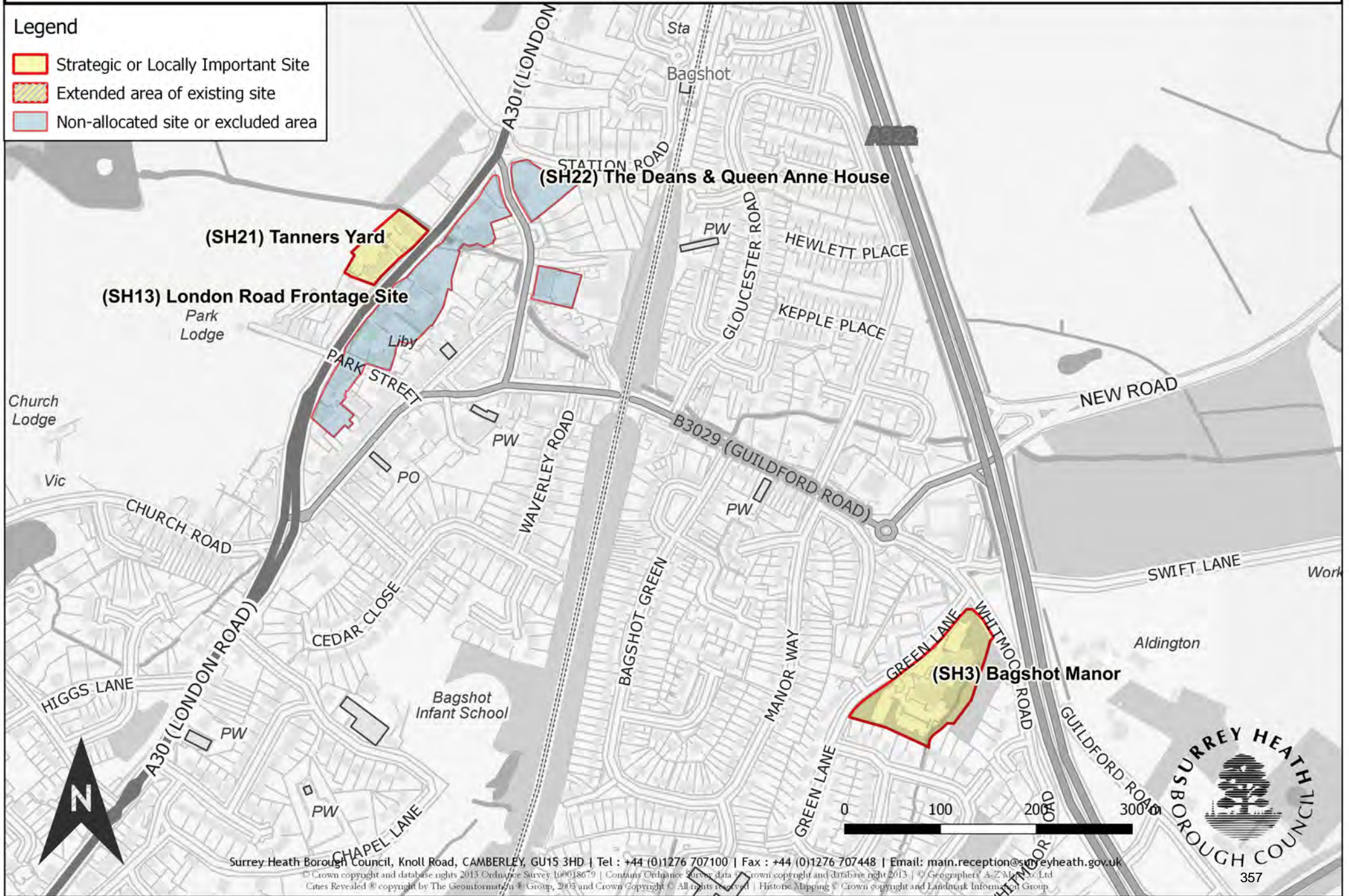
CONCLUSIONS

Comments / Observations

Bagshot Manor has good strategic connections, being within walking distance of Bagshot Station and short drive from junction 3 of the M3. The sole occupier is now well established at the site, which is fully in use and seemingly well maintained. The office use is set back from the road and therefore does not appear to cause conflict with the surrounding residential area, although it lacks prominence due to the relatively inconspicuous locality. The provision of parking is suitable to accommodate the needs of the occupier and there are parking restrictions in place on the entry roads in order to prevent vehicle obstruction. The site's sole occupier is an international company specialising in IT and digital media, which aligns with the Enterprise M3 priority sectors. However, further development of the site in future would potentially be constrained by the protected woodland to its rear and the closely surrounding residential areas.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH4	Site Name: Bridge Trade & Industrial Park, Camberley	LPA: Surrey Heath
Site Area: 2.1ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

The site is located in the west of the Camberley settlement area. It is bordered by the Ascot to Guildford railway line to the northwest and Krooner Park football ground to the south. Uses are primarily industrial, with many local businesses occupying the smaller industrial workshops and warehouses provided on site. Bridge Road is accessed from a small junction with Frimley Road and is shared by the occupying businesses and a neighbouring residential area.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 2.7km car journey. Access to M3 from the site is 3.7km due to the nature of the road layout. A longer access route would be required for HGVs due to width restrictions on the local road network.	Rail Access: Located 1.3km from Camberley Station, 2.3km from Blackwater Station and 2.3 km from Frimley Station.
Quality of local roads: The site is accessed from Bridge Road which directly connects to the B3411 Frimley Road. Vehicles must pass through a residential area in Bridge Road in order to access the site. This route provides direct access to the A30, A325 and A331.	Proximity to settlements: 1.3km driving distance to Camberley town centre, 1.9km driving distance to Frimley district centre, 4.2km driving distance to Farnborough town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

The site is within close proximity of Frimley Road which has a range of local shops and services at Watchetts neighbourhood centre.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sui Generis: Motor vehicle servicing and repair uses

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Although the overall condition of the site shows that it is not highly maintained and generally houses lower grade, older building stock, it fulfils the needs of the occupying businesses. The small workshops and industrial buildings provide appropriate accommodation for the current uses.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

Residential areas are in very close proximity to site, with no screening. Retail and other services can be easily accessed at the Frimley Road neighbourhood centre. The site is also bordered by the Ascot to Guildford railway line and Krooner Park Football round.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Access to Bridge Road from a small junction with Frimley road.
<input checked="" type="checkbox"/> HGV	HGVs can access the site. However, turning room is limited and access to smaller units on side roads branching off from Bridge Road is somewhat restricted.
<input checked="" type="checkbox"/> Public Transport	Bus stops are within walking distance, on Frimley Road. Camberley Station is 1.3km away.
<input checked="" type="checkbox"/> Servicing	Generally adequate for the needs of the occupying businesses.
<input checked="" type="checkbox"/> Parking	The availability of parking varies across the site. One unit has a dedicated car park, whilst the majority have smaller designated parking bays at their frontage. However, cars are parked on both the main access road and side streets, despite some limitations. This indicates a need for further parking provision, although the site may lack capacity for this.

Is the access and parking adequate for the uses within the site?

Yes No (please provide further information below)

Moderately adequate. There is however an overspill of on street car parking, causing a difficulty for HGV access and manoeuvring. Car access is adequate and HGVs seem to negotiate the site well despite the constraints.

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

There is already a dense arrangement of existing units.

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 7G	B2	173 sqm					No
Unit 4	B1 and B2	99 sqm					No

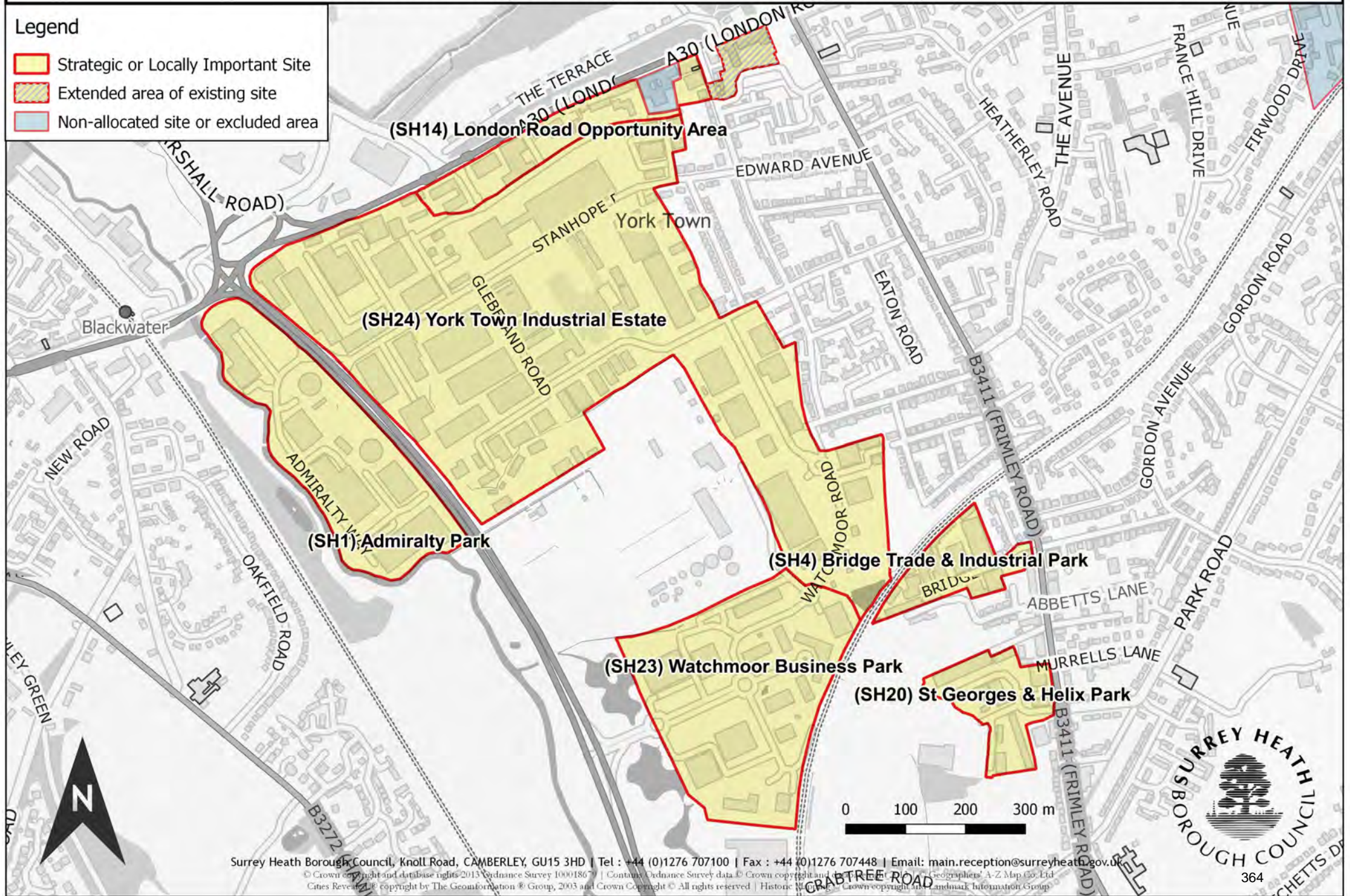
CONCLUSIONS

Comments / Observations

This relatively small site is well occupied, with only two vacant units at the time it was surveyed. It provides a good opportunity for SMEs that require workshops, small warehouses and generally lower grade/cost accommodation. It is however necessary to note that the close proximity of the site to neighbouring residential areas could indicate some potential conflict. Most units are fairly dated, with little sign of modernisation and low maintenance. However, the site fulfils the needs of the occupiers and as such serves as an important employment site and functioning part of Surrey Heath's Core Employment Area. Furthermore, the site plays an important role in accommodating bad neighbour activities nearby other industrial and trade estates in west Camberley.

Legend

- Strategic or Locally Important Site
- Extended area of existing site
- Non-allocated site or excluded area



Site No: SH5	Site Name: Camberley Town Centre	LPA: Surrey Heath
Site Area: 1.8ha (revised boundary)	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input checked="" type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input checked="" type="checkbox"/> Other: See below		

General comments / description of site

There are a wide range of town centre uses including purpose built office units. Pembroke Broadway and the London Road frontage are undergoing a period of change, as set out in the Camberley town Centre (CTC) Area Action Plan. This has seen a reduction in employment uses in these two locations. However, policy guidance in the CTC Area Action Plan does recognise the importance of providing suitable commercial space within the town centre. Therefore a commercial cluster of office based accommodation is identified at the Knoll Road Commercial Area, in the east of the town centre.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to the M3 at junction 4, 4.2km away, and junction 3, 6km away.	Rail Access: Located 0.2km from Camberley Station and 2.6km from Blackwater Station.
Quality of local roads: The A30 London Road runs along the northern edge of Camberley town centre and provides access to the M3 either by the A331 to the west or the A322 to the east, both of which are primary routes. The A30 does however suffer from congestion at peak hours.	Proximity to other settlements: 5.6km driving distance to Farnborough town centre, 12.4km driving distance to Aldershot town centre, 13.2km driving distance to Bracknell town centre, 16.6km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hotel	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

Camberley town centre has an extensive supply of retail and local services.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

Knoll Road provides a pleasant and appropriate environment for offices. Most buildings have some minimal landscaping at their frontage. The street scene contains trees and green space. There are parking restrictions to ensure good traffic flow and a toucan crossing is in operation.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

Neighbouring areas to the town centre are predominantly residential. There is a school to the east, the Royal Military Academy to the northwest and the Ascot to Guildford railway line to the south.

ACCESS & PARKING

- Car Good access from various entry points around the town centre. Direct access from the A30 that marks the northern boundary of the town centre area.
- HGV Good access overall with servicing areas for the retail units. HGVs are not necessary for the current office uses and as such do not require access to Knoll Road.
- Public Transport Camberley Station is within the town centre and there are bus routes to surrounding towns.
- Servicing Good servicing provision.
- Parking Most offices have underground parking or individual car parks. There are also three large multi-storey car parks within the town centre that businesses can use.

Is the access and parking adequate for the uses within the site?

- Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

Partially opposite the RMA/Staff College/London Road Frontage Conservation Area to the northwest of the A30 London Road. This is, mostly screened and buffered both visually and physically by mature trees, vegetation and fencing.

Planning Status (select all that apply):

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: CTC Area Action Plan | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Pembroke House at Pembroke Broadway has been demolished and a care home is now under construction to on the existing site. The town centre has also been affected by prior approval office to residential conversions and has consequently lost some of its B1a use office stock through this process. There are 16 sites in Camberley town centre that are identified for residential use in the SLAA. In general, non-employment uses are resisted in the Knoll Road Commercial Area. However, offices at 3 Knoll Road have been converted to residential accommodation through a prior approval, and Norwich House, Knoll Road also has a prior approval for conversion to residential, but this has not yet been implemented.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises (in Knoll Road Commercial Area only)

- Yes (please provide further information below) No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
2 nd & 3 rd floor St George's House, Koll Road	B1	422 sqm					No – Knoll Rd Commercial Area
3 rd floor and 1 st floor, Norwich House	B1	895.4 sqm					No – Knoll Rd Commercial Area

CONCLUSIONS




Comments / Observations

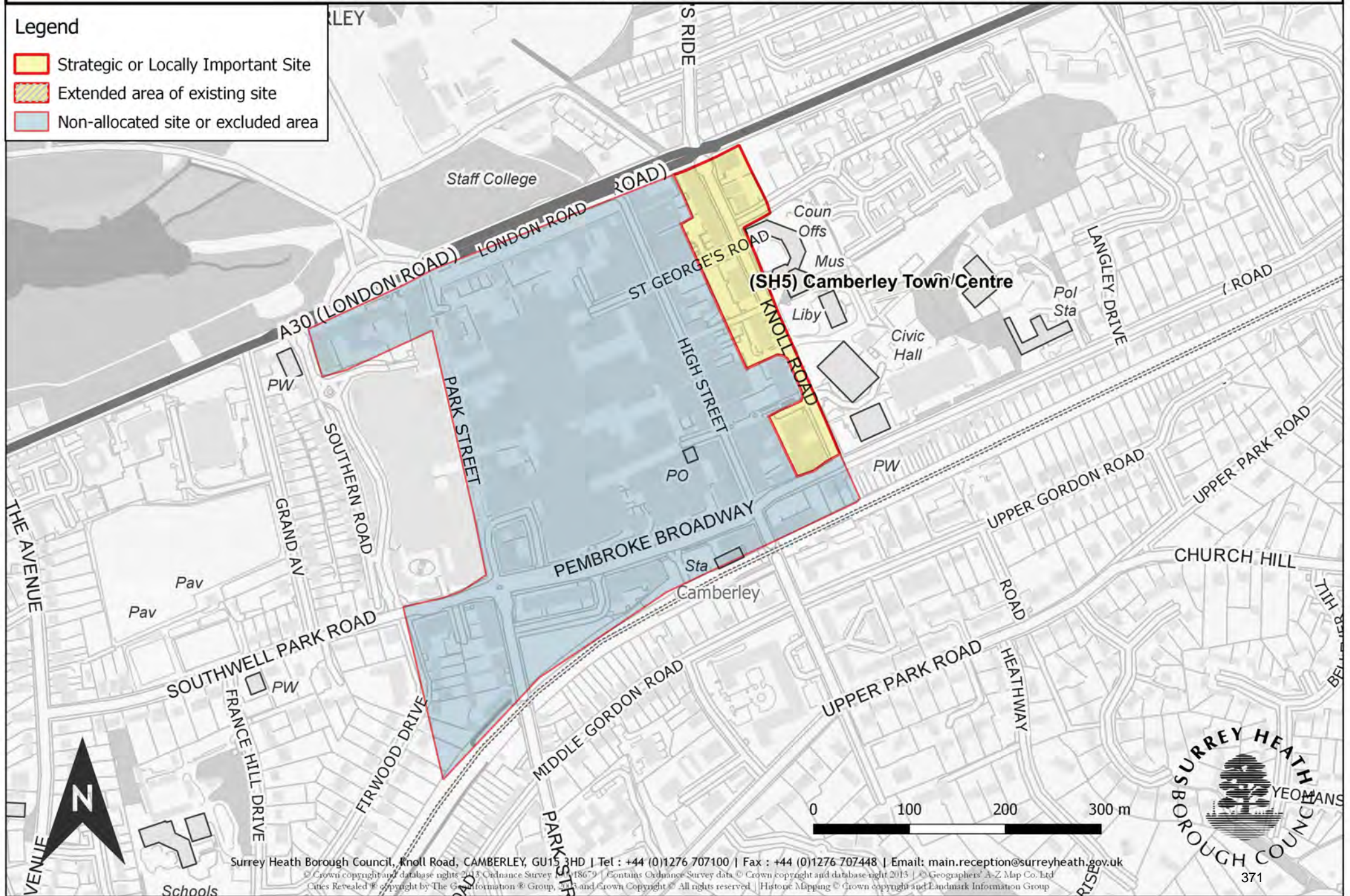
As recognised in the CTC Area Action Plan, there is a surplus of vacant offices within Camberley town centre. In order to establish an optimum level of supply and demand, it is feasible to allow some office space to be lost to other uses, whilst maintaining the role of the town centre as an important employment centre. It is also fully recognised that some office floor space must be retained. As set out in Policy TC5 of the CTC Area Action Plan, the council will seek to retain the cluster of remaining office uses in the existing Knoll Road commercial hub, which will function as the Knoll Road Commercial Area.

Policies TC15, TC16 and TC 17 of the CTC Area Action Plan provide guidance for the redevelopment of offices on Pembroke Broadway with mixed use and retail space to the north and residential uses to the south of the Broadway. As such, some redevelopment of the existing office buildings has already taken place. The remaining buildings have unimplemented planning consents, are under construction or are earmarked for redevelopment over the coming years.

Some of the occupying businesses in Knoll Road form a technology cluster, including ICT and computer programming companies, which aligns with both the Enterprise M3 priority sectors and FEA core growth sectors. There could be some potential to attract similar businesses, as the surplus of vacant office accommodation in other parts of Camberley town centre is reduced through the policies in the CTC Area Action Plan.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



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Site No: SH6	Site Name: Former DERA Site, Longcross near Chobham	LPA: Surrey Heath
Site Area: 8.6ha (area in Surrey Heath)	Survey Date: 04/01/2017	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input checked="" type="checkbox"/> Other: See below		

General comments / description of site

DERA (Defence Evaluation and Research Agency) is a former Ministry of Defence site that has housed Longcross Film Studios since 2006, and also contains associated uses including offices, warehousing and workshops. Approximately 20% of the site is in Surrey Heath, at its western extremity, which primarily contains offices and workshops falling within use classes B1-B8. The large majority of the site is in the borough of Runnymede. It is located to the southwest of Virginia Water, and is a Major Developed Site within the Green Belt. The M3 lies immediately to the southeast and the Reading to London Waterloo mainline immediately to the north. Directly to the west is Chobham Common, which is part of the Thames Basin Heaths Special Protection Area and the part of the site in Surrey Heath is entirely within the 400m buffer zone of the SPA. The site is accessed from a large roundabout with the B386 Chertsey Road/Longcross Road.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3 is 8km away. Access to M25 junction 11 is 7.7km away.	Rail Access: Located 0.3km from Longcross Station, 4.5km from Sunningdale Station and 4.3km from Virginia Water station and 9.7km from Woking Station.
Quality of local roads: Locally accessed from the B386 Chertsey Road/Longcross Road. This provides access to other local B roads leading to settlements such as	Proximity to other settlements: 10.5km driving distance to Staines town centre, 15.4km driving distance to Bracknell town centre,

Woking, as well as the A30 which provides access to Camberley, Staines and the M25.	9.7km driving distance to Woking town centre.
---	---

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children’s Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

- Very good Good Adequate Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The site is bordered by Chobham Common, part of the Thames Basin Heaths Special Protection Area.

ACCESS & PARKING

Car

Good access to site from wide entrances at Burma Road and Chobham Lane.

HGV

Good wide access points and on site HGV parking provision.

Public Transport

Longcross Station is adjacent to the site but has limited rail services at this time. It is intended that the number of trains stopping at Longcross station will increase as development is occupied on the strategic Longcross redevelopment site located in Runnymede. There is also a limited bus service accessible from nearby Longcross Road.

Servicing

Good servicing on site.

Parking

Large parking areas are provided at the site.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone___)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

The entire site is a designated Major Developed Site in the Green Belt. It is entirely surrounded by Green Belt land. The part of the site that is within Surrey Heath is entirely within the 400m buffer zone of the SPA.

Planning Status (select all that apply):

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

A planning application has been approved by Runnymede Borough Council for the redevelopment of the site. This will provide a mixture of B1 employment (79,025sqm) and residential (up to 200 dwellings) uses with community infrastructure, retail and services following the demolition of existing buildings. Surrey Heath Borough Council has approved a Reserved Matters application pursuant to a separate outline permission from some years ago, in respect of a proposal to demolish existing buildings and implement an ecological buffer zone within the Surrey Heath Borough area of the site.

Furthermore, it is notable that the site is classified as a developable employment site in the 2016 Surrey Heath SLAA. The submitted representation for the site suggests provision of 28,000sqm employment land including offices, light industry and storage/distribution uses.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Site is located within the Green Belt but is previously developed and a Major Developed Site. It is possible there could be opportunity for intensification of uses through redevelopment, subject to design.

Undeveloped Land

- Yes (please provide further information below) No

Some areas of the site remain largely wooded and undeveloped.

Vacant Premises

Yes (please provide further information below) No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

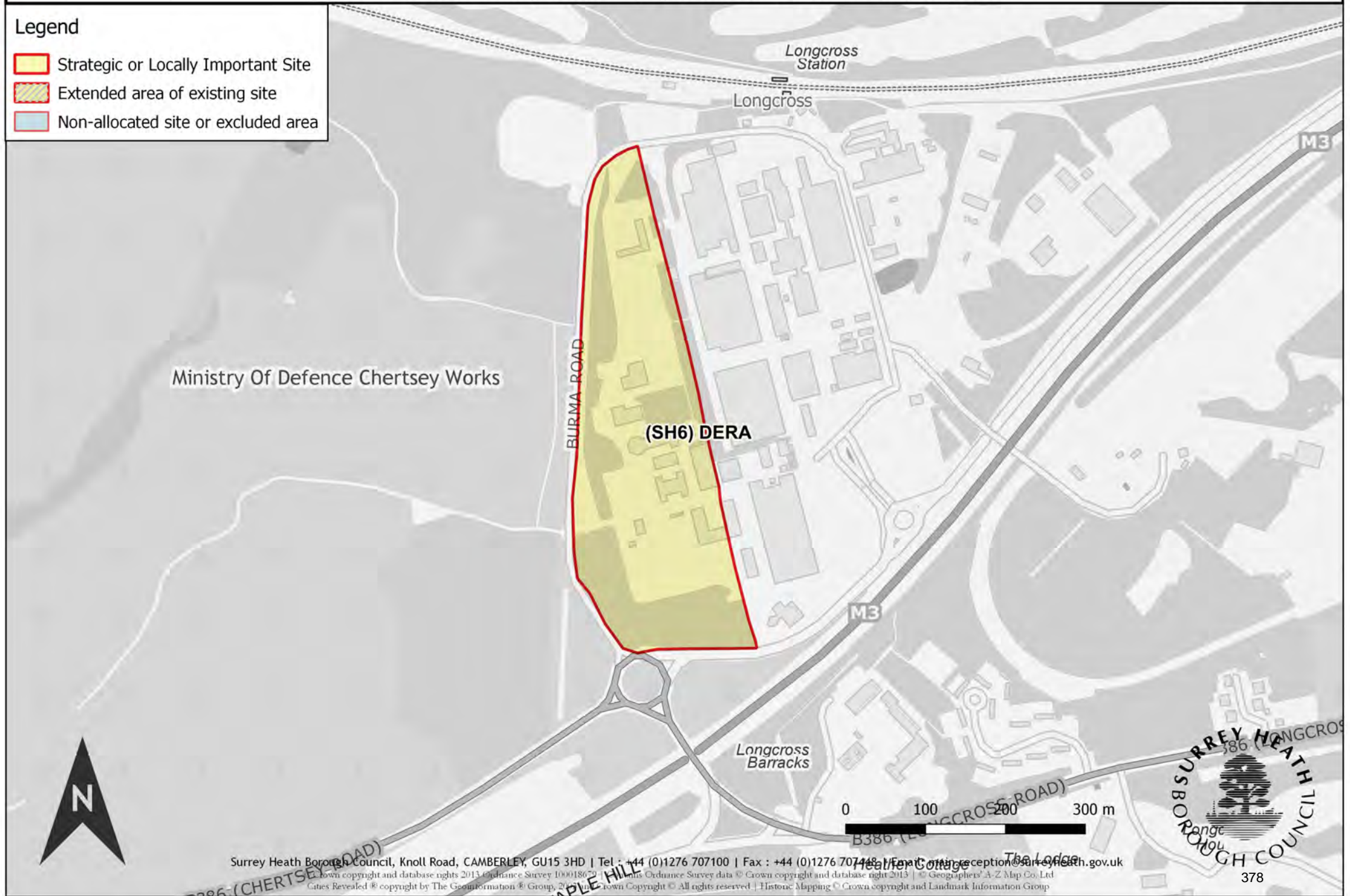
CONCLUSIONS

Comments / Observations

The former DERA site has moderate connections to the strategic motorway network, with the nearest junction of the M25 being almost 8km away. Having been vacated by the Defence Evaluation and Research Agency in 2005, the site is now solely occupied by Longcross Film Studios. An unimplemented planning permission has been granted for large scale redevelopment in the Runnymede section of the site, including a large supply of B1 office uses. As part of this strategic plan, rail services at Longcross Station adjacent to the site could be increased, enabling direct access to the rail network. The existing buildings in the part of the site falling within Surrey Heath are in use as offices and workshops associated with Longcross Studios. The site is previously developed land within the Green Belt and is a Major Developed site. These considerations will all need to be accounted for in any potential forthcoming regeneration or intensification proposals.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH7	Site Name: Eli Lilly, A30 (London Road), Windlesham	LPA: Surrey Heath
Site Area: 8.8ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: See below		

General comments / description of site

Site occupied by Eli Lilly European Centre for Neuroscience research and development. It is located to the northwest of Windlesham and is entirely within the Green Belt. The A30 London Road runs east to west immediately south of the site, separating it from the Windlesham settlement area. The site has good links to the strategic motorway network as well as adjacent bus stops on the A30. A new building was completed in 2012 which houses further research and development uses.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 2.6km away. Access to M25 junction 13 via A30, 11.9km away.	Rail Access: Located 2.4km from Bagshot Station and 3.4km from Sunningdale Station.
Quality of local roads: Primary frontage onto the A30 London Road and close proximity to the A322 primary route dual carriageway. Good local access but both these routes can suffer from peak time congestion.	Proximity to other settlements: 6.9km driving distance to Camberley town centre, 8.4km driving distance to Bracknell town centre, 2.4km driving distance to Bagshot district centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

Although the site appears secluded, there are pubs, restaurants and a petrol station with a convenience store on the A30, nearby.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Well maintained site with extensive landscaping and a mixture of modern and older offices which have undergone refurbishment. There is a large car park area set within the grounds of the site.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

Surrounded mostly by Green Belt land.

ACCESS & PARKING

Car

The site is gated, with its only access point being from Sunninghill Road, which in turn provides direct access to the A30.

HGV

A wide entry road, with access levers in place. These have been built so as not to impede HGV access, as they are required on site for some of the current uses.

Public Transport

Bus stops are adjacent to the site.

Servicing

Adequate servicing provision

Parking

A large dedicated parking area is provided within the site's ground. There are various smaller parking areas within the site.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

Oil and gas pipelines border the site to the west. The site is entirely within the Green Belt.

Planning Status (select all that apply):

- | | | |
|---|--|--|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

It is a low density site, lending an opportunity for the intensification of employment uses. However, the site is entirely within the Green Belt.

Undeveloped Land

- Yes (please provide further information below) No

The site is fully implemented, but does contain extensive landscaping and greenfield land, contributing positively to the character of a site within the Green Belt.

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

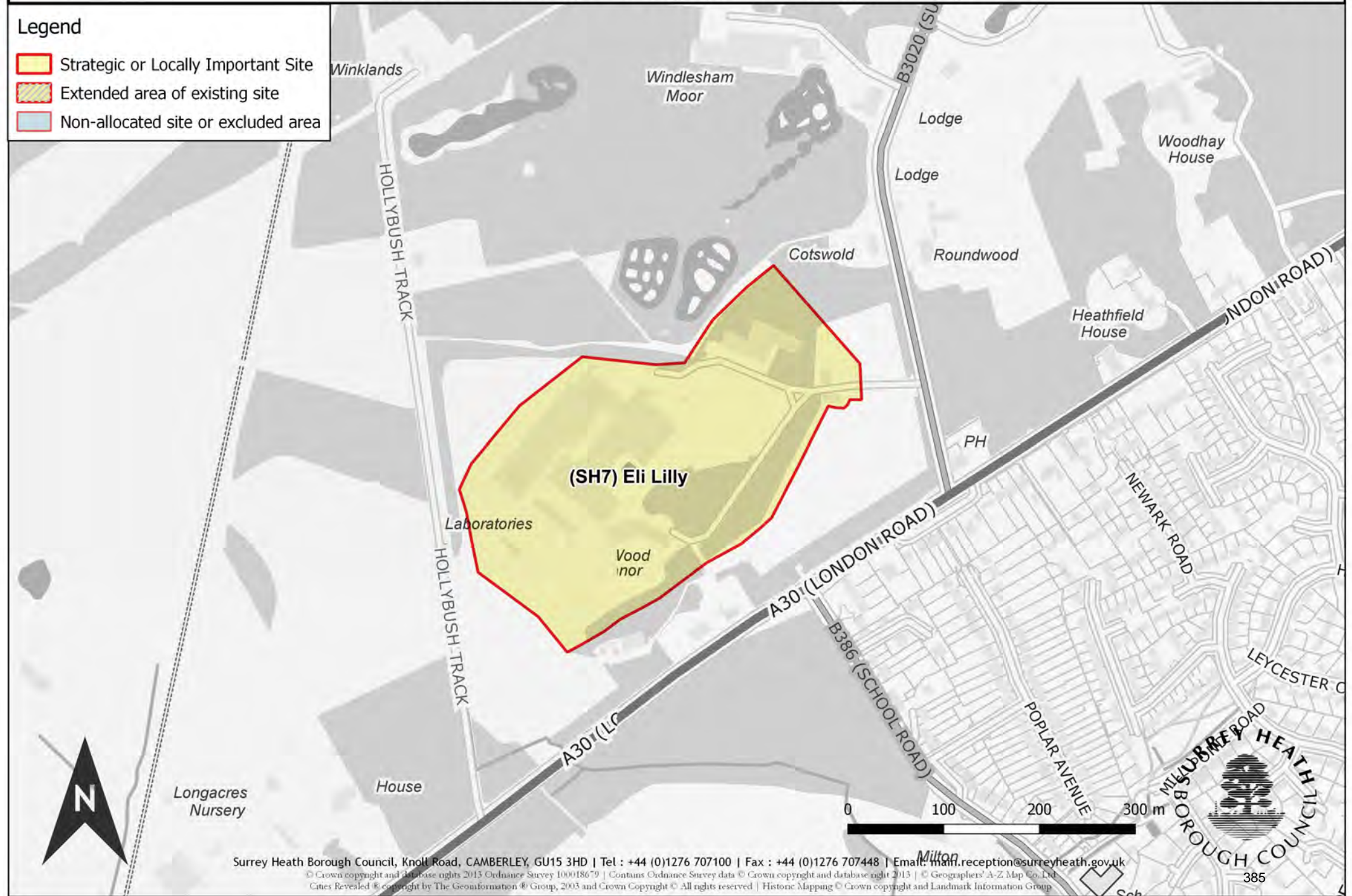
CONCLUSIONS

Comments / Observations

This is a large, well maintained site with a high profile sole occupier. It borders the A30, near Windlesham, but it is not prominent due to natural screening in the form of mature trees and vegetation. The site is entirely within the Green Belt and its character remains predominantly rural in nature, with extensive landscaped green space throughout. There is good strategic access to the motorway and railway networks, although the site is not within 800m walking distance of a local centre. There are however, convenience retail and hot food services within 800m walking distance on the A30. Eli Lilly specialises in neuroscience and pharmaceuticals, both of which are Enterprise M3 priority sectors. The office floor space grew in 2012, with the completion of a building that is used for further research and development uses.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH8	Site Name: Fairoaks Airport	LPA: Surrey Heath
Site Area: 5.8ha	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: Current uses are mostly associated with the aviation sector. Some high profile aviation based companies located at Fairoaks.		

General comments / description of site

The site is part of Fairoaks Airport in the far east of the borough, near Chobham. The business centre at Fairoaks Airport is designated Major Development Site in the Green Belt. There are a range of uses at the Fairoaks Airport Business Centre, associated with the aviation sector. These include aircraft hangars, specialist aviation and avionics engineering and maintenance enterprises, aircraft leasing charter companies and headquarters of aviation authorities. The business centre also accommodates a number of industrial, storage and office based companies which are not directly related to the aviation activities at Fairoaks. The industrial units are well occupied, whilst some of the ancillary offices are currently vacant.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M25 junction 11 via A319 and A320, 4.7km away. Access to M3 junction 2 via M25, 8km away	Rail Access: Located 5.5km from Woking Station, 3.6km from Chertsey Station and 8.4km from West Byfleet station.
Quality of local roads: Primary frontage onto the B386 Chertsey Road. This provides access to other local B roads leading to settlements such as Woking and the A30 which provides access to Camberley, Staines and the M25.	Proximity to other settlements: 15km driving distance to Camberley town centre, 8.4km driving distance to Weybridge town centre, 5.5km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Aircraft hangar storage

ENVIRONMENT

Quality of environment for current use:

- Very good Good Adequate Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

The majority of the airport's warehousing and industrial buildings date back to the Second World War and early 1950s. These include the aircraft hangars as well as the business park's workshops, industrial and office units. The building stock appears to be in need of redevelopment or upgrading.

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The surroundings are predominantly rural. However there is a small separate industrial area to the north of the A319, opposite the site.

ACCESS & PARKING

- Car The site is accessed from two different junctions with the A319. Both are wide access points.
- HGV Although the initial access points are wide, the service roads on site are in poor condition in places with little signage.
- Public Transport There are no bus stops within close proximity of the site. The nearest are located in the village of Ottershaw, 1.5km northeast of the site.
- Servicing Varies across the site. Units nearer the entry points generally have more favourable servicing provision than those further away.
- Parking There is an unmarked surface car park at the northwest of the site accessed from the A319 Chertsey Road. In addition, there are small areas of car parking adjoining units throughout the business park.

Is the access and parking adequate for the uses within the site?

- Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

Fairoaks Airport Business Park is a Major Developed Site in the Green Belt. The rest of the airport and surroundings are within the wider Green Belt.

Planning Status (select all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Major Developed Site | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

Major Developed Site in the Green Belt.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Limited opportunity within Major Developed Site area.

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
A19	B1	171.9 sqm					No

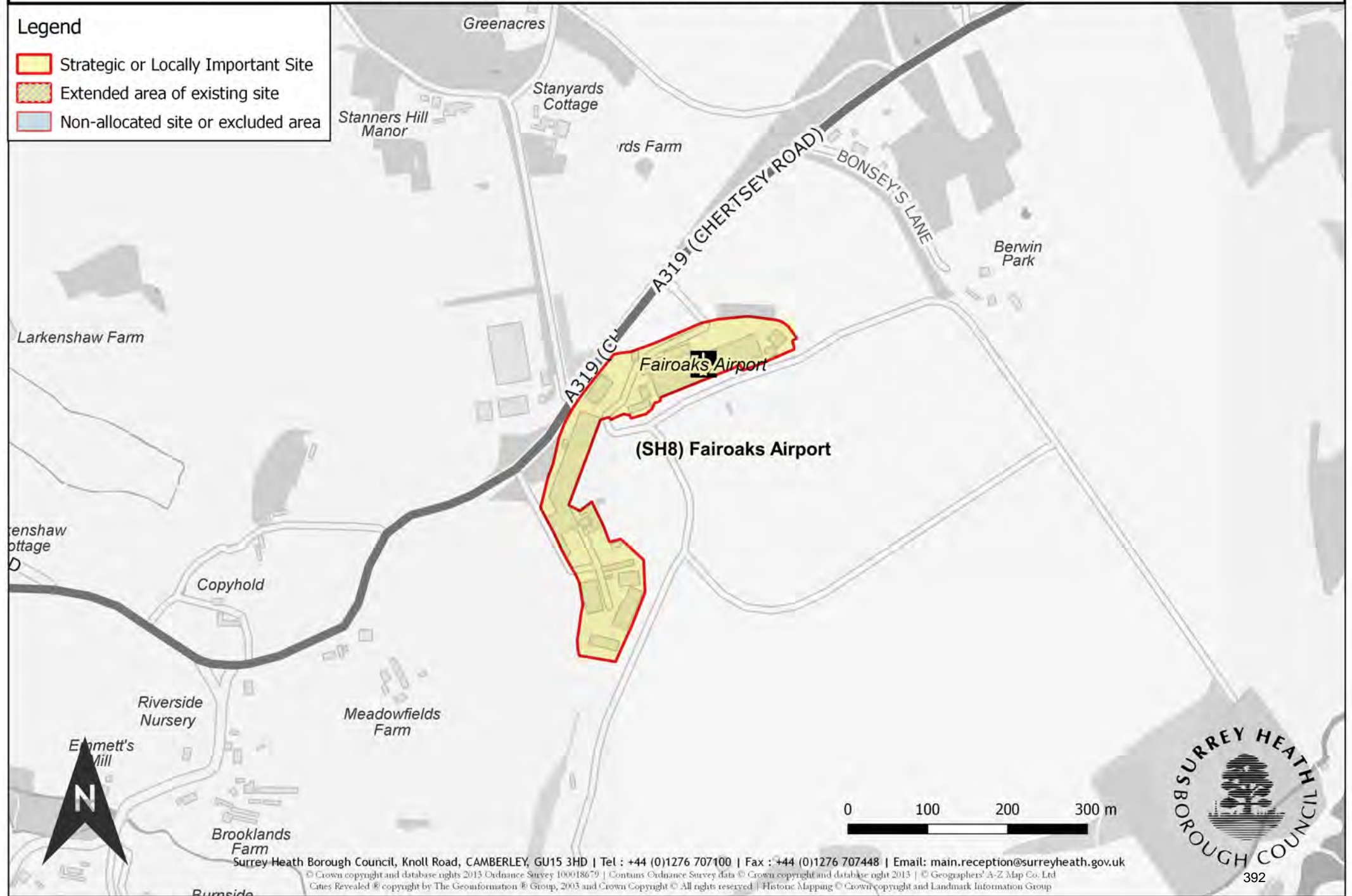
CONCLUSIONS

Comments / Observations

Fairoaks Airport is in a rural location, not within walking distance of retail uses or services. Strategic connections are accessed via the A319. The building stock is dated and in need of refurbishment. However, this hasn't impacted majorly on occupancy rates, as all industrial and warehouse units are currently let, although there are some vacant ancillary office units. A notable number of the occupiers are aviation related, including high profile companies such as Gama Engineering Ltd and Synergy Aviation. These aviation and specialist engineering uses align with the Functional Economic Area's core growth sectors. There are also a cluster of SMEs that contain uses unrelated to the airport. Future development will be highly limited by the tightly drawn Major development Site boundary.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Fairoaks Airport
 (SH8) Fairoaks Airport



Site No: SH9	Site Name: Frazer Nash, Chertsey Road, Windlesham	LPA: Surrey Heath
Site Area: 8.4ha	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: See below		

General comments / description of site

This site is now solely occupied by Frazer Nash, a professional services firm providing engineering analysis and procurement support. The company recently purchased the site from Linde Group after it had been vacant for a number of years. It is a gated site in a secluded, rural setting to the southeast of Windlesham, within the Green Belt. The site is currently being redeveloped in accordance with an approved planning permission that extends the office space on site and enables the implementation of car-testing facilities. The M3 lies immediately to the south. Fields border the site to the east and west, and part of the Thames Basin Heaths Special Protection Area heathland is to the north, beyond the B386 Chertsey Road from which the site is accessed.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 4.8km away. Access to M25 junction 11 via A30, 10.5km away.	Rail Access: Located 5.5km from Bagshot Station, 4.2km from Sunningdale Station and 10km from Woking station.
Quality of local roads: Primary frontage onto the B386 Chertsey Road. This provides access to other local B roads leading to settlements such as Woking and the A30 which provides access to Camberley, Staines and the M25.	Proximity to other settlements: 9.8km driving distance to Camberley town centre, 12.4km driving distance to Bracknell town centre, 10km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children’s Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

- Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

The site is within a parkland setting that has enabled bespoke conversion for Frazer Nash to implement test tracks and a monorail.

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The site is wholly within the Green Belt. The M3 runs east to west, just south of the site and the Thames Basin Heaths SPA is directly to the north of the site, beyond Chertsey Road.

ACCESS & PARKING

- Car There is good access from the B386 Chertsey Road, with one main access point and a secondary access point at the junction with a smaller local road and a further access point from Highams Lane.
- HGV There are no access barriers at the main entry point that would restrict HGV access.
- Public Transport There are bus stops adjacent to the site on Highams Lane, but no train stations within walking distance.
- Servicing Good servicing provision.
- Parking There is a car park to the front of the site, but it is yet to be fully determined if there is adequate provision of spaces, once the occupier inhabits the site.

Is the access and parking adequate for the uses within the site?

- Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

The site is entirely within the Green Belt as well as the 400m buffer zone of the Thames Basin Heaths Special Protection Area.

Planning Status (select all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

The redevelopment of the site by Frazer Nash is currently underway.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

The site has extensive landscaped grounds. However, it is entirely within the Green Belt and 400m buffer of the SPA.

Undeveloped Land

- Yes (please provide further information below) No

See above

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

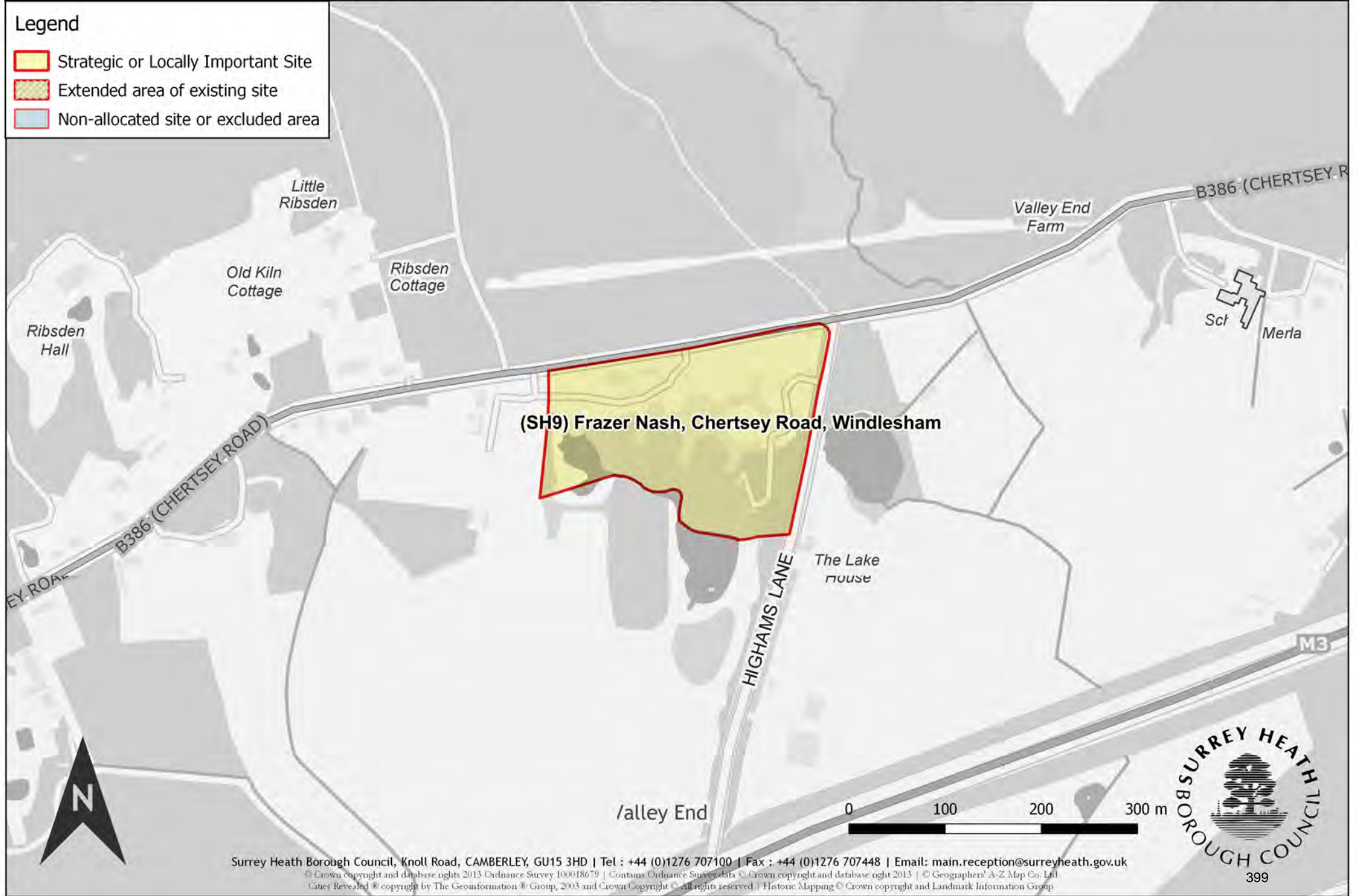
CONCLUSIONS

Comments / Observations

This is a low density site which has recently been purchased by Frazer Nash, a professional services firm providing specialist engineering; an M3 priority sector and an FEA growth sector. It is quite isolated, in a rural area to the east of Windlesham. The M3 borders the site, although it is a 4.8km journey southwest to access the strategic road network at junction 3 of the motorway. Local retail facilities and services are not available within 800m of the site, aside from one pub/restaurant. There are however on site café facilities. Planning constraints affecting the site include the 400m buffer zone of the Thames Basin Heaths SPA and Green Belt. The site is currently under construction in accordance with the approved plans submitted in a planning application by the new occupiers, Frazer Nash. This will provide a large employment site with addition B1 employment uses.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH10	Site Name: Frazer Nash, Mytchett Place, Mytchett	LPA: Surrey Heath
Site Area: 2.0ha	Survey Date: 04/01/2017	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: See below		

General comments / description of site

The Mytchett Place site is used for research and development, falling within Use Class B1b, and is the UK headquarters for Frazer-Nash Research Ltd. The site is situated to the east of the Mytchett settlement area in the southwest of the Borough located in Countryside beyond the Green Belt and within the 400m buffer zone of the Thames Basin Heaths Special Protection Area. It is a gated site with offices located in a locally listed building. A planning permission has been secured for an electronics laboratory linked to existing accommodation together with two detached buildings for use as a Test Garage and Prototype Facility.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 4.6km away. Access to A331 via Coleford Bridge Road, 1.9km away.	Rail Access: Located 1.6km from North Camp Station, 1.8km from Ash Vale Station and 3.5km from Farnborough Main station.
Quality of local roads: Primary frontage onto Mychett Place road which is unclassified but a fairly side well used route. This provides access to the centre of Mytchett, local A roads and the A331 via Coleford Bridge Road.	Proximity to other settlements: 4.0km driving distance to Farnborough town centre, 7.7km driving distance to Camberley town centre, 13.2km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

1 restaurant within 400m of site. Retail facilities are just outside 800m of site.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

The site contains a locally listed building that houses the main office uses and its grounds which house testing facilities.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The site adjoins some military housing which is naturally screened by vegetation. It is wholly within Countryside beyond the Green Belt. The Thames Basin Heaths SPA is northwest of the site.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	There is one main access from Mytchett Place Road, which is adequate for the vehicles likely to be using the site.
<input checked="" type="checkbox"/> HGV	There are no visible access barriers at the main entry point that would restrict HGV access.
<input checked="" type="checkbox"/> Public Transport	There are bus stops in nearby Mytchett within 800m of the site, but no train stations within walking distance.
<input checked="" type="checkbox"/> Servicing	Adequate servicing provision.
<input checked="" type="checkbox"/> Parking	There is a car park to the front of the site.

Is the access and parking adequate for the uses within the site?

Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

The main office building is locally listed. The site is within Countryside beyond the Green belt as well as the 400m buffer zone of the Thames Basin Heaths Special Protection Area.

Planning Status (select all that apply):

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Approved permission for the erection of a part 3 storey, part 4 storey extension and the erection of two detached buildings for use as Test Garage and Prototype Facility.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

The site is set within the curtilage of the main building. However, there are environmental and heritage constraints as previously outlined.

Undeveloped Land

- Yes (please provide further information below) No

See above

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

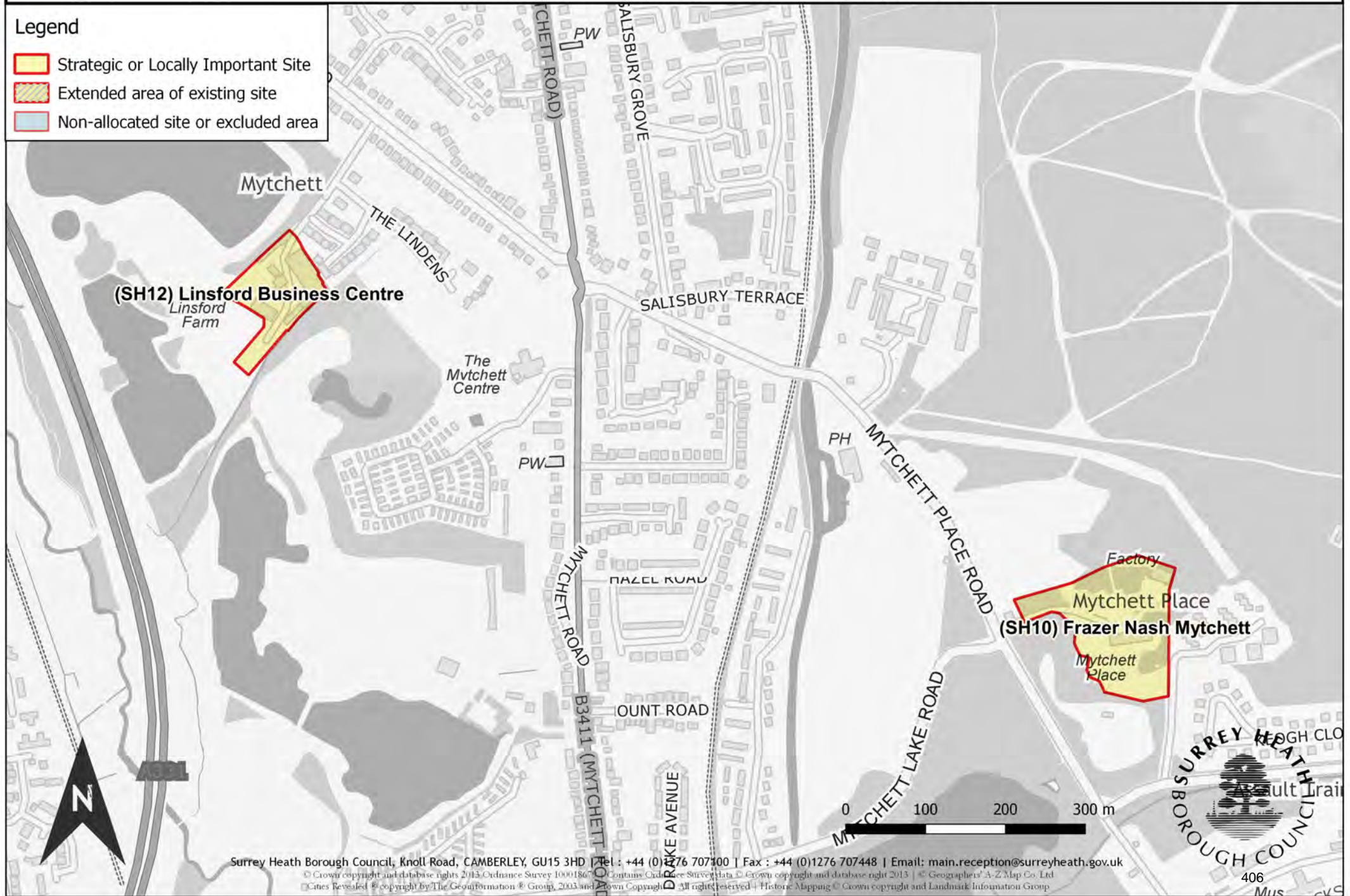
CONCLUSIONS

Comments / Observations

The sole occupier of the site is Frazer Nash, a professional services firm providing engineering analysis and procurement support. . The site is well established and houses the Frazer Nash UK headquarters for research and development specialisations, which are M3 priority sectors and FEA growth sectors. There are a number of buildings and structures associated with the existing use including workshops and testing equipment and a small guard house located close to the access. The site benefits from an approved planning permission which grants permission to expand the existing Mytchett Place building and erect two detached buildings to be used as a Prototype Facility and a Test Garage. The extended building will provide additional accommodation for electronic laboratories as well as associated office space, expanding the site and the number of employees working within its B1 use class.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH11	Site Name: Frimley Business Park	LPA: Surrey Heath
Site Area: 5.5ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input checked="" type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

Frimley Business Park is located adjacent to M3 junction 4, with access from the junction 4 south roundabout. Just under half of the site is in Surrey Heath, with the slight majority in Rushmoor. It is a modern business park which contains areas that have undergone refurbishment and redevelopment in recent years. Part of the rear of the site which is located in Rushmoor is currently being redeveloped with modern flexible units replacing the previous vacant and outdated buildings. There is a hub area in the middle of the site which includes on-site facilities such as a gym, café and refreshment facilities. Occupying businesses on site are mostly large national and international companies. The dominant business sectors are research, communication and development technology, with notable clusters of pharmaceutical and aerospace businesses.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 via junction 4, which is a 0.5km car journey from the centre of the site. The entry roads to Frimley Business park and M3 southbound are from the same roundabout. Northbound Motorway access is gained via the A331.	Rail Access: Located 1.6km from Frimley Station, 2.7km from Farnborough Main Station and 2.6km from Farnborough North Station.
Quality of local roads: The site adjoins the A331, to which it has direct access. This primary	Proximity to settlements: 1.4km driving distance to Frimley district centre,

route connects to Camberley, Farnborough, Aldershot, the A31 and local routes such as the A325.	4.5km driving distance to Camberley town centre, 3.5km driving distance to Farnborough town centre.
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FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

There is a hub located in the middle of the site which contains a gym and café. Convenience retail facilities are accessed by clearly defined footpaths that cross the physical barriers of the A331 and A325 dual carriageways by footbridge and underpass. This enables access to Frimley district centre shops and services.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

On-site hub providing a gym and café.

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Well maintained low density site with landscaping incorporated into the design. The River Blackwater and Blackwater Valley Route bisect the site.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

The site is bordered entirely by busy highways around the A331/M3 junction 4 and the North Downs railway line.

ACCESS & PARKING

Car

Access is gained to the site from the M3 junction 4 south roundabout with the A331. A large wide access road leads into the site and a one way system is in operation with numerous service roads leading to different areas of the site.

HGV

Good HGV access, large wide unconstrained road network on site.

Public Transport

Not in close proximity to the public transport network. Frimley Station is approximately a 1km walk away as are bus stops.

Servicing

Good servicing with wide access bays and turning points.

Parking

Units have individual car parks of varying sizes dependent on the size of the unit. There are some additional decked parking areas. There is no evidence of parking issues, but the situation is dependent upon future development's parking provision.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2 & 3)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

Planning Status (select all that apply):

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

A redevelopment proposal for the area to the rear of the site in Rushmoor Borough has been granted planning consent, the majority of which is now under construction. This project has involved the demolition of some relatively dated buildings, and their replacement with more contemporary flexible office/industrial accommodation providing high quality offices, HQ buildings, laboratories and light industrial units.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Building 4.2 located in Rushmoor, is yet to commence construction.

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Building 4.2 (Rushmoor) Unimplemented consent, not yet under construction	B1	6552 sqm					No
Units 4.6-4.9 (Rushmoor) under construction due for completion by end of 2016. Unit 4.8 pre-let	Flexible B1-B8	3175 sqm					No
Units 4.10-4.11, as above (Rushmoor)	Flexible B1-B8	2360 sqm					No

CONCLUSIONS




Comments / Observations

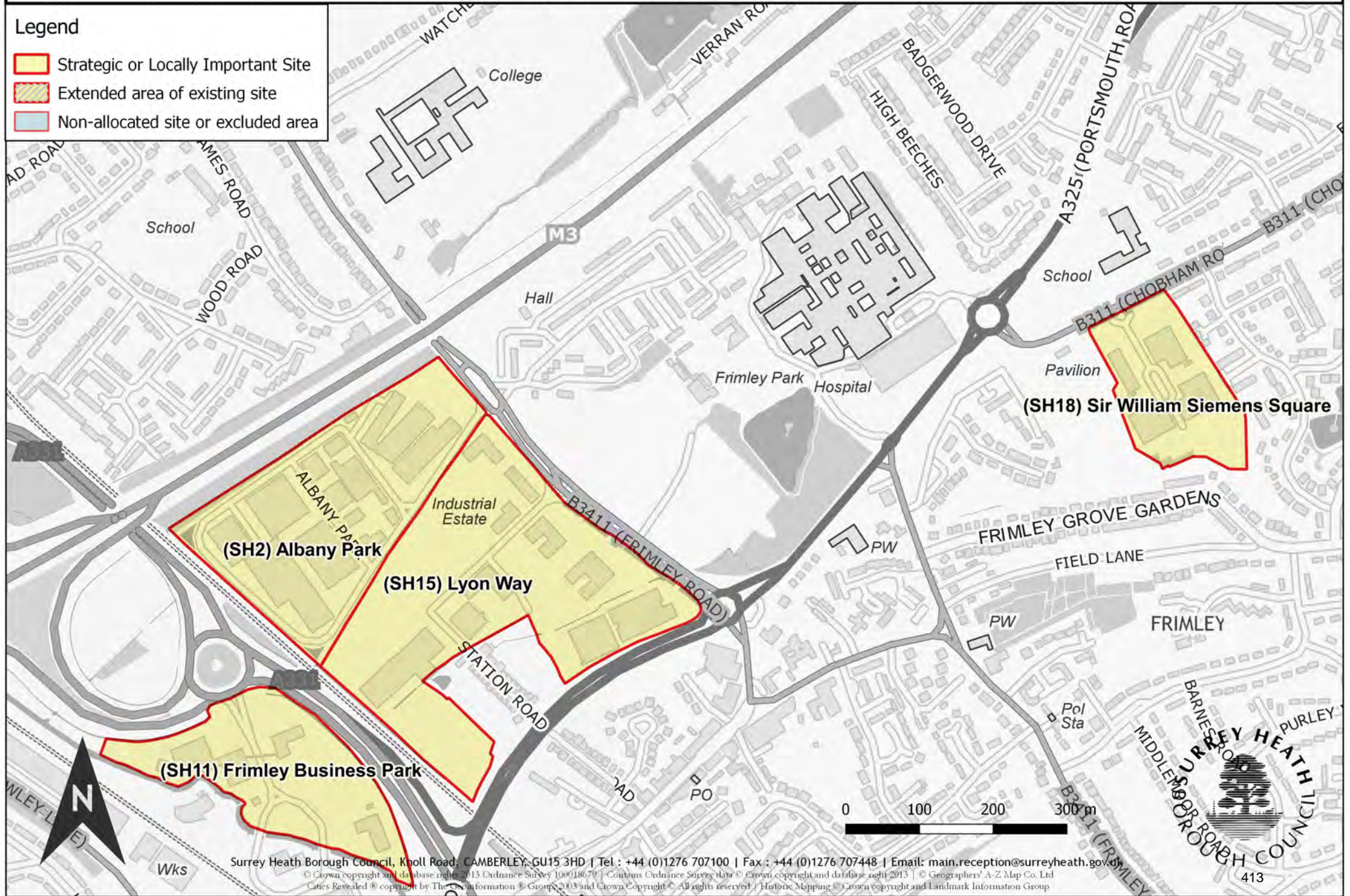
The site is a prominent, modern business park which is well maintained, with high quality landscaping and provision of on-site facilities. Although it appears isolated from local centres and services, Frimley District Centre can be reached by an 800m walk. Much of the area toward the rear of the site that falls within Rushmoor's administrative boundary is being redeveloped as flexible (B1-B8 class) business units with a mix of office, industrial and warehousing accommodation incorporated. The more established areas of the site are well occupied. The business park's dominant uses include aerospace, pharmaceuticals, research and technology, which are well aligned with both the M3 priority sectors and FEA growth sectors.

Hart Rushmoor Surrey Heath Employment Land Review - Frimley Sites

Not to a standard scale

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



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Site No: SH12	Site Name: Linsford Business Centre, Mytchett	LPA: Surrey Heath
Site Area: 1.0 ha	Survey Date: 03/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other		

- **General comments / description of site**

A small site located in a rural area between Mytchett and the A331. It is bordered by countryside to all sides except the northeast, where there is a modern residential area that was recently constructed. The site contains light industrial, storage and office uses. The units are a mix of converted former agricultural buildings at Linsford Farm and more recent purpose built accommodation.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 3.9km away, via a well maintained unclassified main road and the A331 primary route.	Rail Access: Located 2.1km from Farnborough North Station and 2.4km from Farnborough Main Station.
Quality of local roads: The site is accessed by a small, single lane road, which is accessed from a wider, unclassified main road. This provides direct access to the A331 primary route, 1.1km away but has restricted to entry and exit, northbound only. Southbound access can be gained by a 2.4km journey.	Proximity to other settlements: 2.4km driving distance to Farnborough town centre, 7.1km driving distance to Aldershot town centre, 7.2km driving distance to Camberley town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

The site is in a rural location on the very western edge of Mytchett. There are no services within 800m aside from a petrol station and convenience store.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

The site has little in the way of landscaping but has rural surroundings. There are designated parking areas which ensure motor vehicles do not impede HGV access.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

A modern housing area adjoins the site to thre northeast. Protected woodland is to the southeast and open fields and lakes on all other sides.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	The site is accessed from a small residential road that also serves a recently completed residential area that borders the site.
<input checked="" type="checkbox"/> HGV	The road to site is quite narrow and the surfacing is poor in places. However there are no parked cars or other obstructions .
<input checked="" type="checkbox"/> Public Transport	Bus stops within 800m.
<input checked="" type="checkbox"/> Servicing	Adequate for site's current needs, although it may benefit from larger turning areas.
<input checked="" type="checkbox"/> Parking	There are three general parking areas on site, with a total of 103 spaces. At this time provision is good and meets the demand.

Is the access and parking adequate for the uses within the site?

Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (**Zone 2**) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Next to an area of protected woodland, to the southeast of the site

Planning Status (select all that apply):

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

Units T and U have not yet been implemented.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

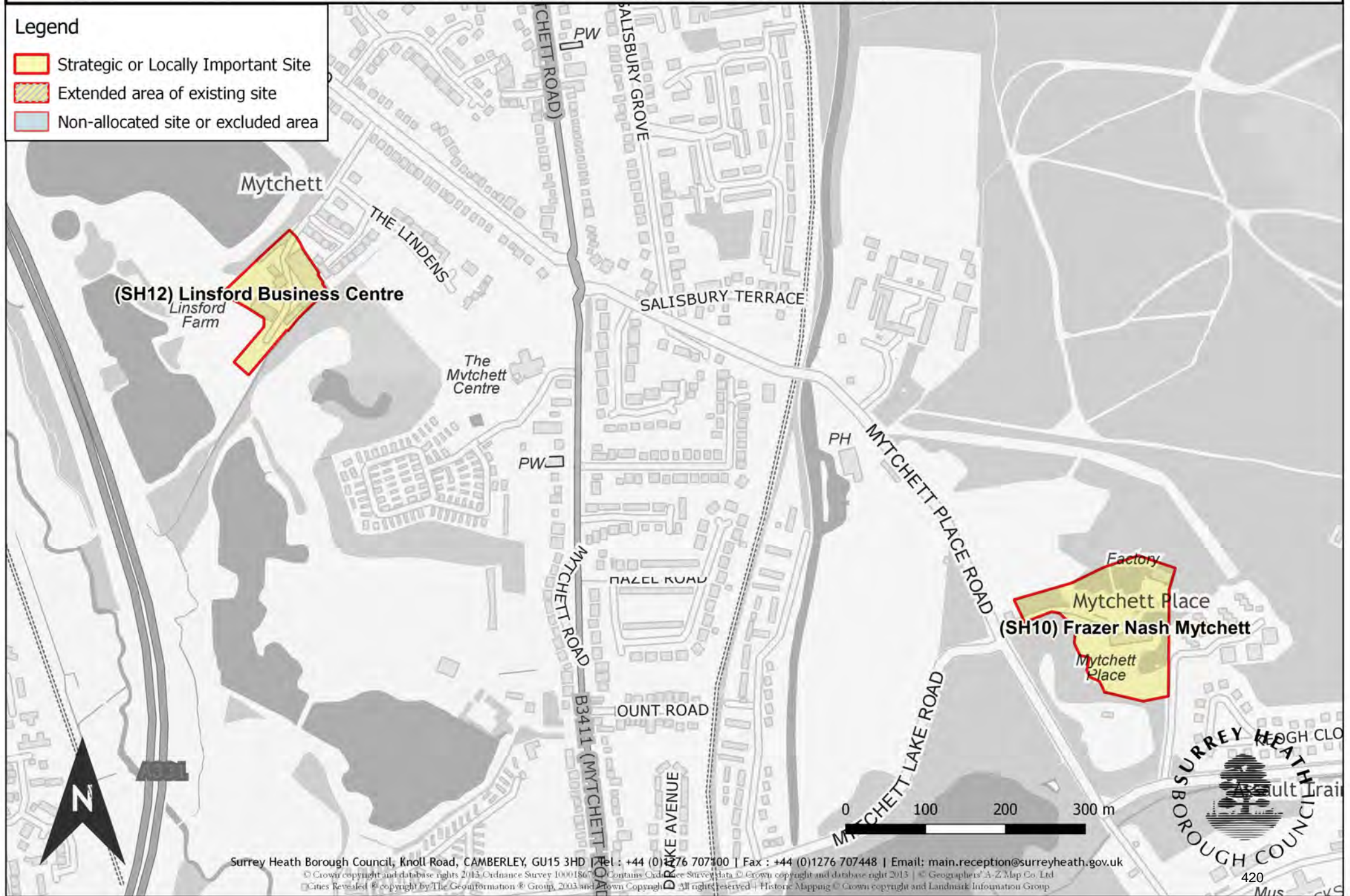
CONCLUSIONS

Comments / Observations

Linsford Business Centre is a well occupied site. Its connections to the strategic road and rail network are adequate and there is quick access to the A331 primary route, which is 1.1km away by road. The direct access onto site is from a small road that is shared with a neighbouring residential area. Due to the site's rural location, there are little services within 800m and only one convenience store is within this distance. The site is well occupied and is expanding its building stock, with two recently completed units and a further two which are yet to be implemented. Linsford Business Centre accommodates a cluster of SMEs and incubator companies, providing an important location for smaller businesses servicing the local economy.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH13	Site Name: London Road Frontage, Bagshot	LPA: Surrey Heath
Site Area: 1.2ha	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input checked="" type="checkbox"/> Other: See below		

General comments / description of site

A mixed use area situated adjacent to Bagshot District Centre, northwest of the High Street. Contains offices, general industry, car hire and vehicle repair. There is prominent frontage on the A30 London Road, from which the majority of buildings are accessed. The building stock consists primarily of offices and vehicle hire and servicing workshops. The offices are individual units with separate access and parking. The site is effectively spread along the A30 where it by-passes Bagshot centre which is located to the south.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 1.4km away. Access to M25 junction 13 via A30, 14.2km.	Rail Access: Located 0.3km from Bagshot Station, 5.6km from Sunningdale Station and 4.8km Camberley Station.
Quality of local roads: Primary frontage onto the A30 London Road and close proximity to the A322 primary route dual carriageway. Good local access but both these routes suffer from peak time congestion.	Proximity to other settlements: 3.1km driving distance to Camberley town centre, 8.7km driving distance to Bracknell town centre, 12.2km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There are restaurants and premises for the sale of hot food consumption also integrated into the London Road frontage, as well as health and community centres. In addition, there are Sui Generis car hire and valeting uses.

ENVIRONMENT

Quality of environment for current use:

- Very good Good Adequate Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

The site stretches along the A30 London Road just northwest of Bagshot District Centre and Conservation Area. It has a cluster of commercial uses and car services of varying quality all accessed from the A30.

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

Adjacent to Bagshot Village Conservation Area.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Direct access from the A30 London Road.
<input checked="" type="checkbox"/> HGV	Some access points can be quite tight which could impede HGV access, although the current uses generally do not require HGV vehicles.
<input checked="" type="checkbox"/> Public Transport	There are bus stops adjacent at Bagshot High Street. Bagshot Station is within 800m.
<input checked="" type="checkbox"/> Servicing	Generally adequate for current uses.
<input checked="" type="checkbox"/> Parking	Most occupiers have individual parking areas or moderately sized car parks.

Is the access and parking adequate for the uses within the site?

- Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone 2 & 3) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

The site falls just outside the boundary of Bagshot village Conservation Area.

Planning Status (select all that apply):

- | | | |
|--|---|---|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Saved Policy E8, see below | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

Saved Policy E8 from the Surrey Heath Local Plan 2000, Land at Half Moon Street. A redevelopment Site where uses such as industrial, offices, residential and small retail units will be encouraged. Not yet implemented.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Some cleared areas to the rear of the site as well as hard surfacing adjoining London Road around the car servicing uses.

Undeveloped Land

- Yes (please provide further information below) No

There is an undeveloped area of hard surfacing to the rear of London Road near Half Moon Street.

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Office space, Seal House	B1	177 sqm					No
Office space, Knightway House	B1	739 sqm					No

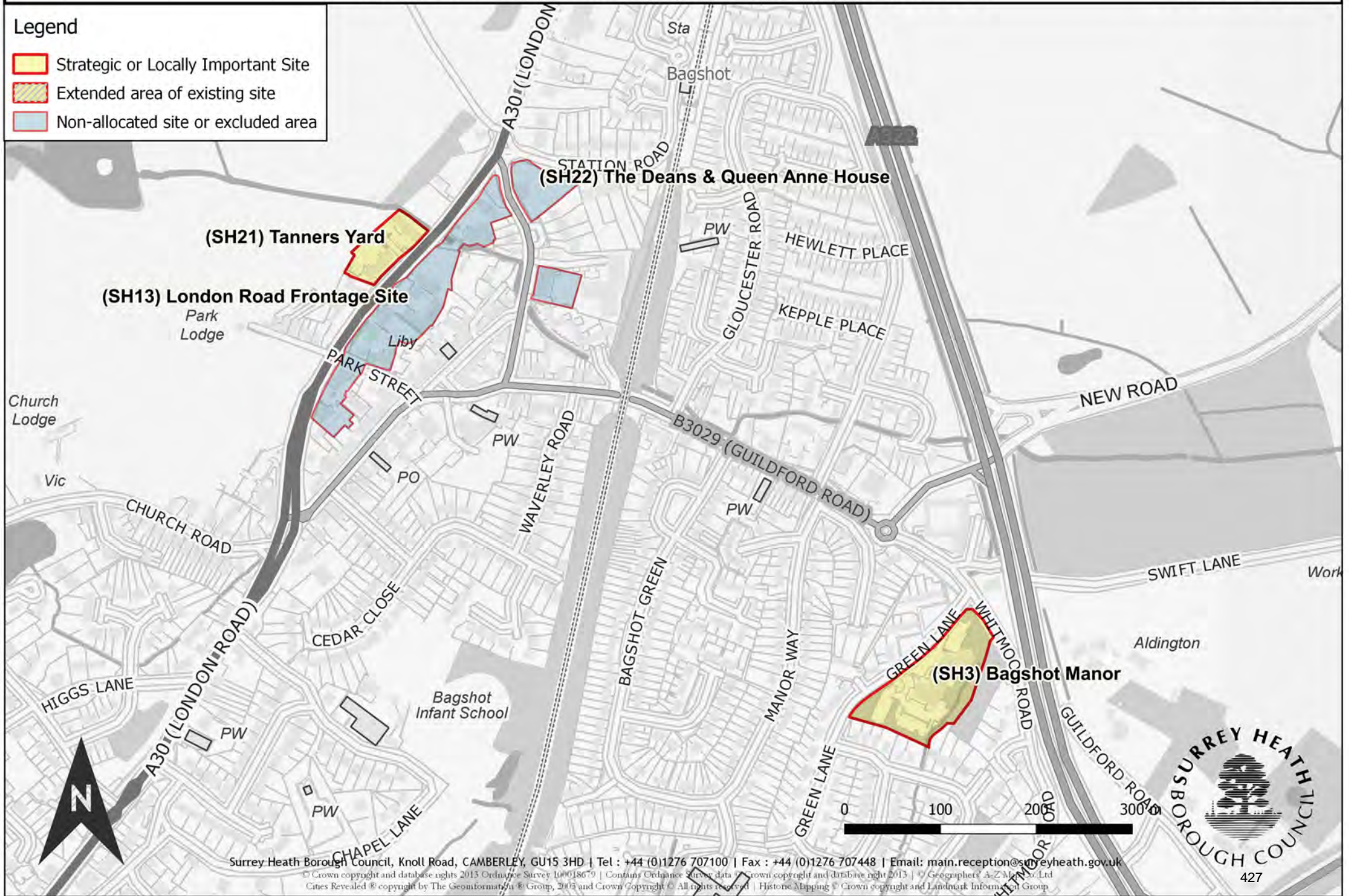
CONCLUSIONS

Comments / Observations

The site is quite prominent owing to its location on the A30 and has a mix of uses with primary frontage onto the highway. There are good strategic connections to both the highway and railway networks. The locality also benefits from close proximity to the shops and services of Bagshot District Centre. Offices and car hire and repair businesses make up the majority of the site’s building stock. The car servicing and showrooms have become quite a dominant use, and there is notable vacant office floorspace, demonstrating a potential lack of demand for office accommodation in this locality. The environment is dominated by the busy A30 and lacks soft landscaping and coherence.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH14	Site Name: London Road Opportunity Area, Camberley	LPA: Surrey Heath
Site Area: 2.9ha (revised boundary)	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input checked="" type="checkbox"/> Other: Retail uses, food and drink premises, professional services and car showrooms		

General comments / description of site

The site is situated in the northwest of the Camberley settlement area. It is located adjacent to the A30 London Road. There are a range of uses, which include offices, retail premises, restaurants, cafes, vehicle servicing workshops and showrooms. The site has good strategic and local connections, being near the A331 primary route and Blackwater Station. Permitted development rights that enable the conversion of offices to a residential use have impacted the number of remaining office buildings at the site. There are however further office buildings in the area adjacent to London road, east of the site's previous defined boundary surveyed in the 2009 ELR. For the purposes of this survey, this area will also be included in the site appraisal as it contains more B class employment uses. The most notable of these is Basepoint, which is marketed as virtual office space, in addition to accommodating occupying businesses.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 2.7km away via the A30 and the A331.	Rail Access: 1.9km from Camberley Station and 0.8km from Blackwater Station.
Quality of local roads: The site's primary frontage is onto the A30 London Road. This has good access to Camberley town centre, the A331 which leads to other	Proximity to settlements: 1.9km driving distance to Camberley town centre, 5.8km driving distance to Farnborough town centre.

local towns such as Farnborough and Aldershot. This stretch of the A30 can suffer peak time congestion and improvement projects have been secured. Rear access can be gained from Tuscam way.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

A mixed use site which contains retail, hot food units and other services.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sui Generis uses: vehicle showrooms.

ENVIRONMENT

Quality of environment for current use:

Very good Good Adequate Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

This mixed use site has seen a decline in B use employment, and is now primarily a combination of retail, restaurants and Sui Generis uses, with some offices. The offices at Pipers Court & Pilgrims Well have now been converted to residential accommodation. The wider area would benefit from regeneration initiatives including environmental improvements.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

York Town Industrial Estate is to the south, with a range of industrial, office and warehouse uses.

ACCESS & PARKING

Car

Buildings can be accessed from either the A30 to the front (north) of the site of Tuscam Way and Sullivan Road to the rear (south). Access from the A30 is limited in places, with some entrances having height and width restrictions. There is also limited to no parking provision for retail units and restaurants, with only on-street parking in some cases.

HGV

Limited access to the rear from Tuscam Way and Sullivan Road, with no HGV parking. Very limited HGV access to the front from the A30.

Public Transport

Blackwater Station is an 800m walk from the site. Bus stops are accessible within the site, on the A30 London Road.

Servicing

Some difficulty in servicing retail units and restaurants from the A30. Most offices can be serviced from the rear service roads.

Parking

Limited on-street parking on the A30 which has time restrictions. Some units (mostly offices) have car parks at their rear. Basepoint Business Centre, McDonalds, the Camberley Audi Showroom and Travelodge Hotel have dedicated larger car parks.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2 & 3)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

Opposite the RMA/Staff College/London Road Frontage Conservation Area to the north of the A30 London Road. This is, however screened and buffered both visually and physically by mature trees, vegetation and fencing.

Planning Status (select all that apply):

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Specific development sites within the area may change use over time and certain employment buildings may be replaced with different uses.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No




Vacant Premises Yes (please provide further information below) No

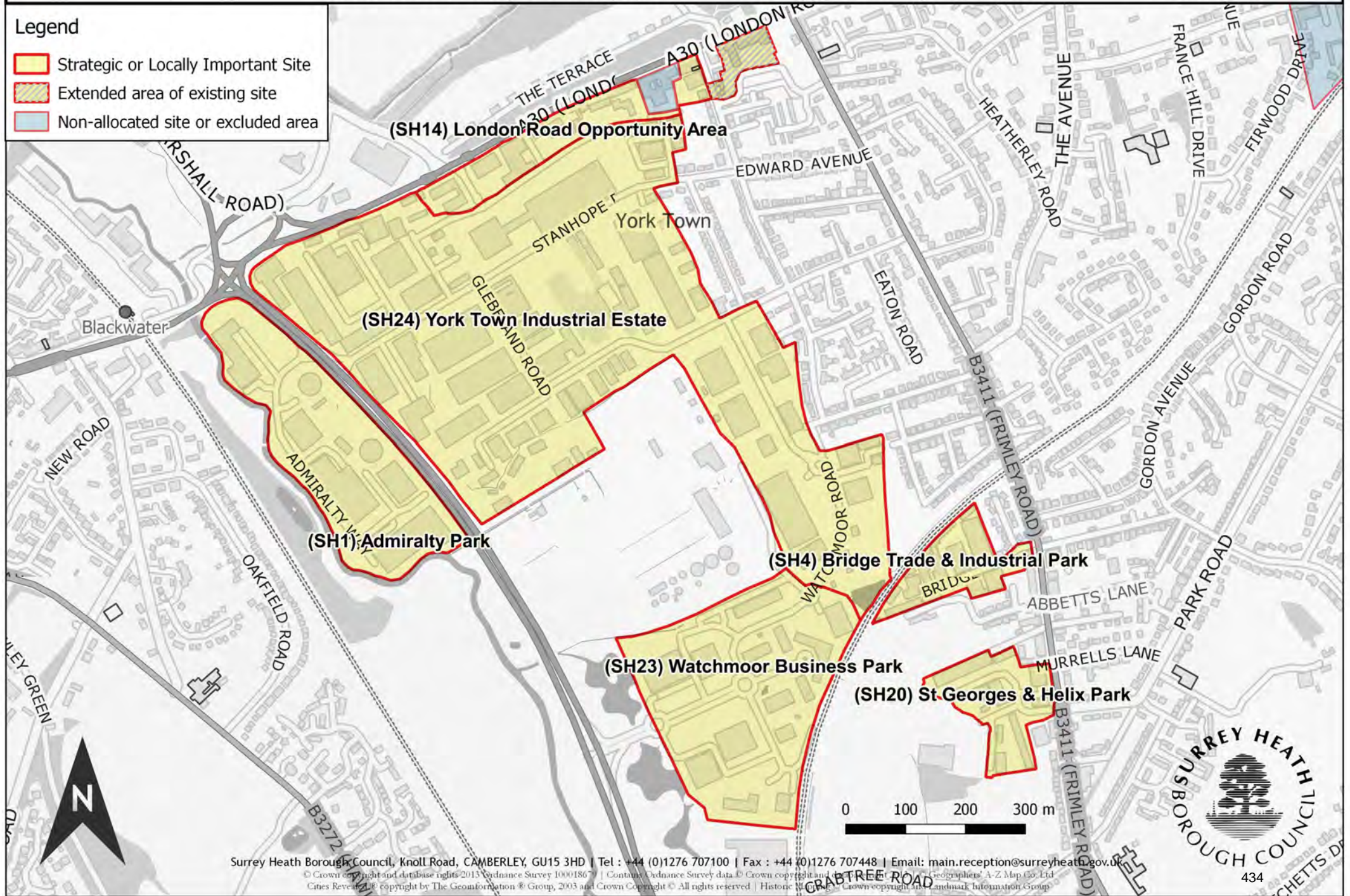
Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Ground floor, Marlin, 459 London Road	B1	200 sqm					No

CONCLUSIONS**Comments / Observations**

The site has good strategic connections and local access. However, some of the individual buildings on site can be quite difficult to access and this part of the A30 can become very congested. The site now contains little B class employment use. The main uses are a wide mix of retail, hot food and restaurants, car showrooms, warehouse storage, residential accommodation and a hotel. There is however, the opportunity to include the area to the east of the site that continues to run adjacent to London Road within its boundary, as there are some office based employment uses in this locality. In particular, Basepoint Business Centre provides valuable accommodation and support for SMEs who are attracted to the development due to the short term leases, flexible and virtual office space.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH15	Site Name: Lyon Way, Frimley	LPA: Surrey Heath
Site Area: 10.4ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other:		

General comments / description of site

The site is located adjacent to Albany Park, south of the M3 and north of the A325 Frimley by-pass. The A325 dual carriageway separates the site from Frimley District Centre to the south. Much of Lyon Way has now been redeveloped to include modern warehousing and storage & distribution units at Trade City Frimley. The front of the site faces directly onto the B3411 Frimley Road and is an established business park with technology, research and development uses. The rear of the site covers an area that was formerly occupied by BAE Systems. This has now been redeveloped as Trade City Frimley which has largely been implemented. There are however some additional unimplemented permissions for light industrial accommodation that are soon to begin construction. Furthermore, there is a large car park that is used by Frimley Park Hospital largely for staff parking. Trade City Frimley differs in character from the existing business park, as it is more focused on storage & distribution, warehousing, and light industry. The existing established business park is well maintained, with incorporated landscaping, modern office buildings and designated parking areas.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 1.4km car journey. Access to M3 from the site is 2.6km due to the nature of the road layout.	Rail Access: Located 1km from Frimley Station, 2.7km from Farnborough Main Station and 2.6km from Farnborough North Station.
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<p>Quality of local roads: Primary frontage and access is on to the B3411 Frimley Road, which can be used to access Camberley Town Centre. The A325 borders the site and can be accessed from Frimley Road in 0.3km. This provides further access to the A331, M3, Farnborough and Aldershot.</p>	<p>Proximity to settlements: 0.6km driving distance to Frimley district centre, 2.9km driving distance to Camberley town centre, 3.2km driving distance to Farnborough town centre.</p>
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FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children’s Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Large car parking area used by Frimley Park Hospital.

ENVIRONMENT

Quality of environment for current use:

- Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

- Yes No (please provide further information below)

The eastern half of the site is a modern, well maintained business park with landscaping and incorporated seating areas. It is well lit and laid out. The other half of the site (Trade City) has mostly been implemented and consists of modern warehousing and light industrial units.

Neighbouring uses:

- Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

There is a residential street that borders the southern area of the site, adjoining Trade city Frimley.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Good access from a traffic light junction with a dual carriageway section of Frimley Road.
<input checked="" type="checkbox"/> HGV	Good access from Frimley Road. The site contains large car parking areas and some parking restrictions to prevent obstruction of the main internal roads. Lyon Way itself is a relatively wide road that is able to sustain HGV use.
<input checked="" type="checkbox"/> Public Transport	There are bus stops adjacent to the site on Frimley Road.
<input checked="" type="checkbox"/> Servicing	Good
<input checked="" type="checkbox"/> Parking	Very good. Ample car parking is available.

Is the access and parking adequate for the uses within the site?

Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2 & 3) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input type="checkbox"/> Fully Implemented | <input checked="" type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

Approximately half of the site has been recently redeveloped or is subject to unimplemented planning permissions that are due to commence construction. These developments have taken place on brownfield land toward the rear of the site, which previously housed relatively low quality outdated units, many of which were vacant.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

See above

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Absolute Frimley	B1	1245 sqm					No
Unit 2, Trade City	B1c/B2/B8	408 sqm					No
2 nd floor, Theta	B1	1551 sqm					No
First & second floors, Building 1, Archipelago Business Park	B1	656 sqm					No
Building 5, Archipelago Business Park	B1	1100 sqm					No

CONCLUSIONS

Comments / Observations




The site is well located, next to Frimley District Centre and in close proximity of strategic highway network and rail access. There are facilities and services within 800m of the site, located in Frimley District Centre. A residential street borders the site, which is screened by mature vegetation, and is inaccessible from Lyon Way. The front of the site hosts a business park for office based uses. It is occupied mostly by ICT and digital media companies, which aligns well with the Enterprise M3 priority sectors. It is a well maintained site with abundant landscaping and large car parks.

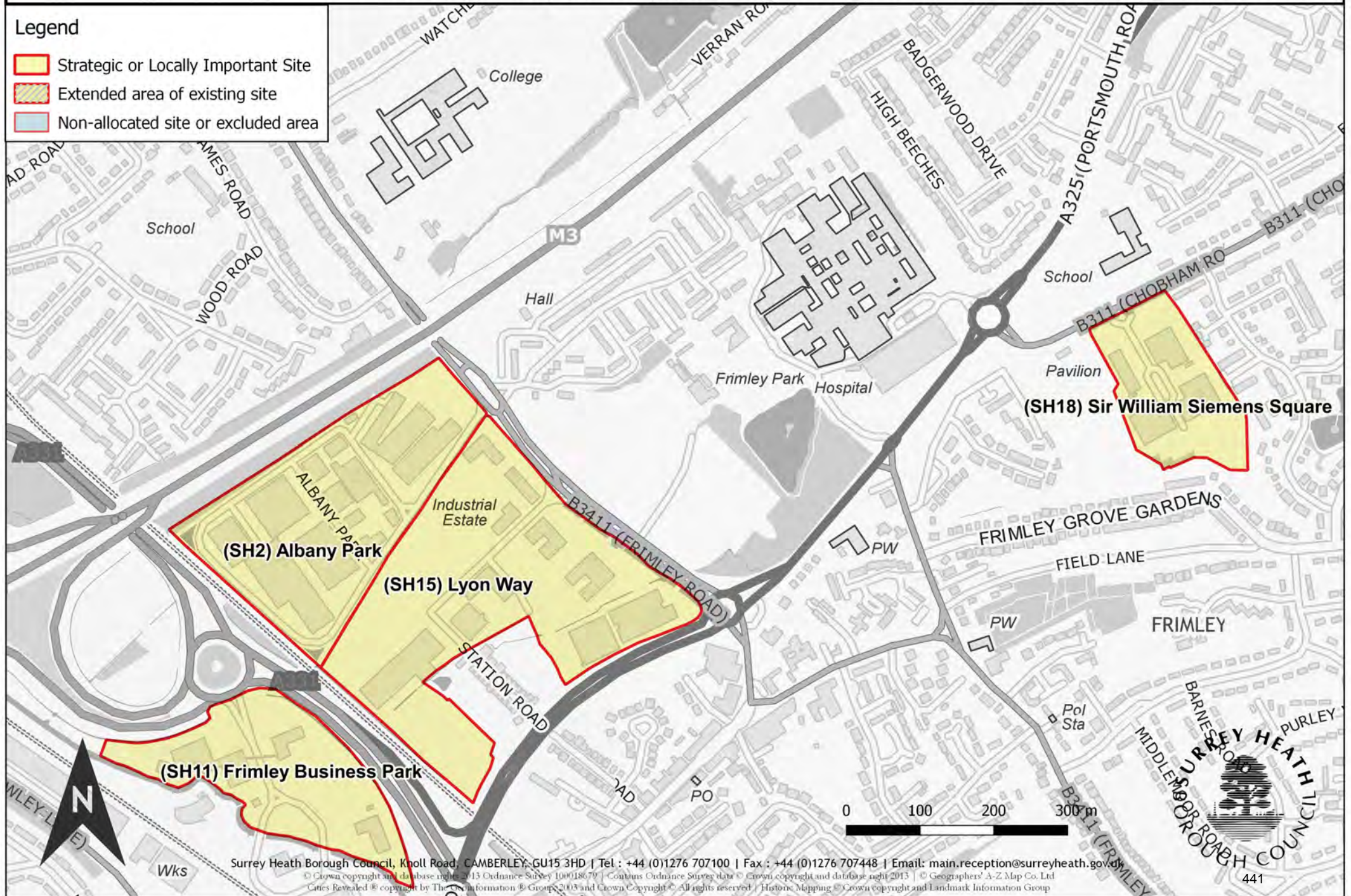
Trade City Frimley and the remaining unimplemented planning permissions at the rear of the site account for almost half of the overall area. Trade City Frimley (under its previous title of Former BAE Systems) has been identified as a prime investment potential site in the Enterprise M3 Commercial Property Market Report. The development is quite distinct from the existing established Business Park that fronts onto Frimley Road.

Hart Rushmoor Surrey Heath Employment Land Review - Frimley Sites

Not to a standard scale

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



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Site No: SH16	Site Name: Mitie Site, Sturt Road, Frimley Green	LPA: Surrey Heath
Site Area: 2.4ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other:		

General comments / description of site

A compact, semi-rural site, located between Frimley Green and Mytchett. The site is bordered by two different railway lines and the B3411 Sturt Road. The sole occupier, Mitie specialises in strategic outsourcing and energy services, with this particular branch focusing on water treatment for South East Water. It is a gated site that is screened from Sturt Road and therefore lacks prominence. There is high quality landscaping which incorporates seating areas and a pond. A large car park is accessed by a road that leads around the main office building. The offices are fairly modern and located all within one building. There is a large field to the rear of the site that appears unused.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 4.2km away, via the A331 primary route.	Rail Access: Located 2.4km from Farnborough North Station and 2.9km from Farnborough Main Station.
Quality of local roads: The site's primary frontage is onto the B3411 Sturt Road from which the site is accessed. This, in turn provides access to the A331 primary route via a local road through a residential area of Mytchett. There is a low railway bridge over Sturt Road heading north from the site, which may be restrictive of HGVs accessing the site from this	Proximity to other settlements: 2.5km driving distance to Farnborough town centre, 7.8km driving distance to Aldershot town centre, 5.6km driving distance to Camberley town centre.

direction.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Ample parking and well landscaped grounds.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

Rural areas border the site to the west, just beyond the railway line. Frimley Lodge Park lies to the east, just beyond Sturt Road. A storage and distribution site is directly to the south.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Accessed from Sturt Road at a small junction with a road leading into the gated site.
<input checked="" type="checkbox"/> HGV	The fairly small entrance could be difficult for HGVs to negotiate, but there is not currently a use for HGVs on site.
<input checked="" type="checkbox"/> Public Transport	Bus stops are in Frimley Green, less than 800m walking distance.
<input checked="" type="checkbox"/> Servicing	Adequate servicing provision.
<input checked="" type="checkbox"/> Parking	There is a large car park to the rear of the office building with plenty of parking provision.

Is the access and parking adequate for the uses within the site?

Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input checked="" type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

The front of the site is developed, with a field at the rear. It is identified in the SLAA.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

A large field to the rear of the site at the western edge, against the railway line remains undeveloped.

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	




CONCLUSIONS

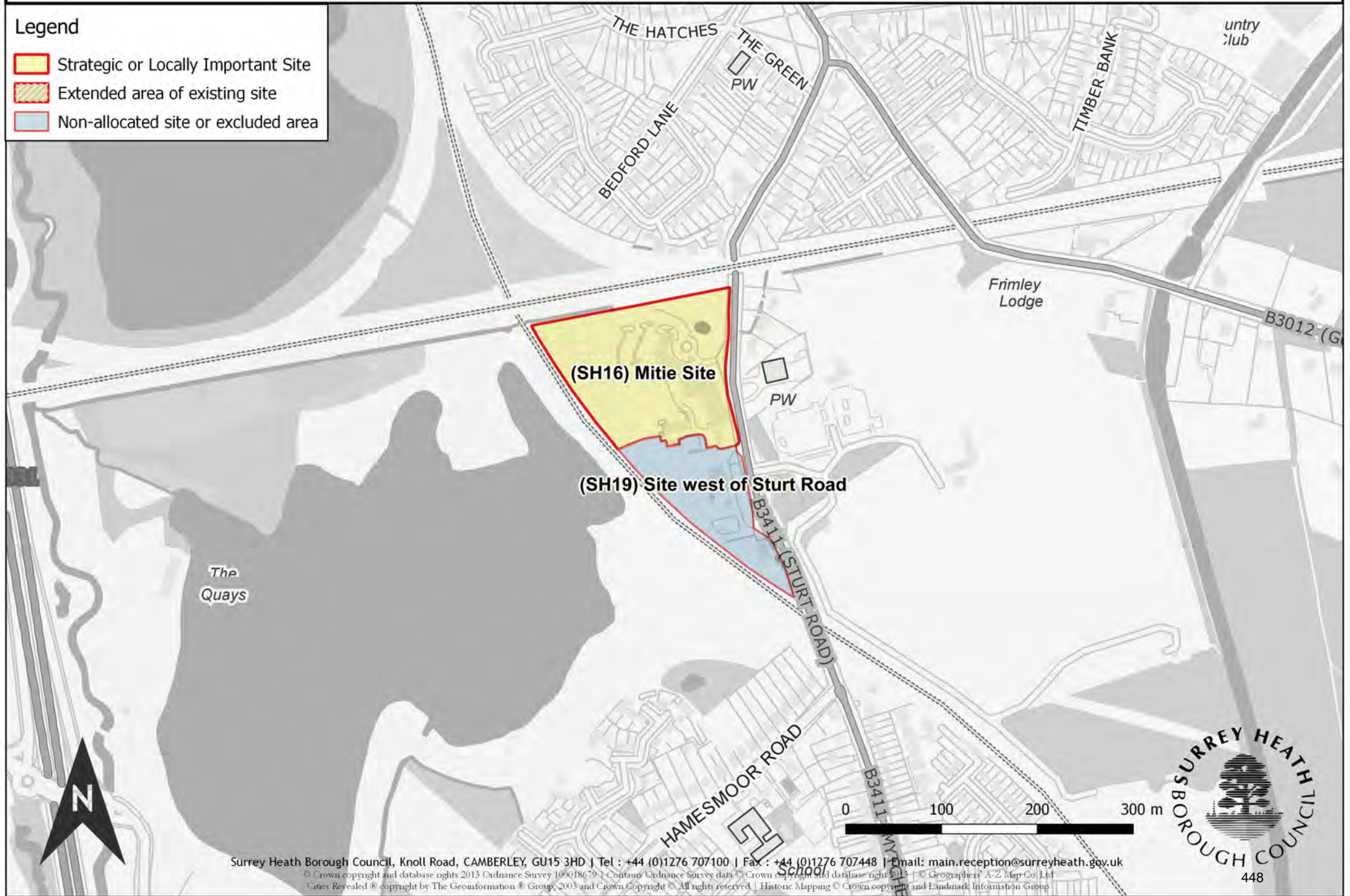
Comments / Observations

A relatively small site that is solely occupied by Mitie. The offices house research and development uses for water treatment, outsourced from South East Water. It is a well maintained fully landscaped site containing a relatively extensive office building. The site is considerably spacious, with a large supply of parking and undeveloped greenfield land at the rear. Overall the site lacks prominence, with only a small gated entry point and some screening from vegetation and fencing. It has close proximity to the A331 primary route, which provides direct access to the M3. It houses an important local employer, with research capabilities and specialist engineering uses.

The site forms part of the Land West of Sturt Road SLAA site which is considered a deliverable residential site. However, it is not clear whether the site is currently being marketed and no formal planning application has been received to date. This employment site is considered locally important.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH17	Site Name: SC Johnson, Frimley Green	LPA: Surrey Heath
Site Area: 8.3ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

Single occupier site (SC Johnsons) located on the northern edge of Frimley Green, bordered by the B3411 Frimley Green Road to the east, the Ascot to Guildford rail line to the west and residential neighbourhoods to the north and south. It contains offices with research and development uses. The site is now only partially used, with much of the original building lying vacant. A section of the offices at the front (east) of the site remain in use, primarily for administration purposes. However, the site is no longer used for manufacturing products. Approximately 70% of the site is undeveloped green space and woodland retaining a green gap between the settlements of Frimley and Frimley Green.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 2.4km car journey. Access to M3 from the site is 3.0km due to the nature of the road layout.	Rail Access: Located 1.4km from Frimley Station, 3.9km from Farnborough Main Station and 3.4km from Farnborough North Station.
Quality of local roads: The site is accessed from a roundabout on the B3411 Frimley Green Road. This route provides direct access to Frimley district centre, the A325, A331 and consequently the rest of the Blackwater Valley towns.	Proximity to settlements: 1.0km driving distance to Frimley district centre, 4.2km driving distance to Camberley town centre, 3.5km driving distance to Farnborough town centre.

FACILITIES

		On site	Within 800m of the site
Convenience retail		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café		<input type="checkbox"/>	<input type="checkbox"/>
Gym / sports facilities		<input type="checkbox"/>	<input type="checkbox"/>
Hotel		<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility		<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail		<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	

Whilst a shop is within 800m of the site, it is more than 800m to Frimley District Centre, where more extensive retail and hot food services are available.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

The site contains a large car park and is well landscaped with attractive vegetation and water features.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

There are residential areas to the north and south of the site. These border extensive open green space and wooded areas contained within the gated site.

ACCESS & PARKING

- Car

Access from a roundabout junction with Frimley Green Road. A good wide entry road with lever controlled entry/exit access.

- HGV

HGV access is good, with a wide entry road and good service roads on site.

- Public Transport

There are bus stops adjacent to the site, on Frimley Green Road.

- Servicing

Servicing is adequate for the needs of the site.

- Parking

There is a large car park located to the south of the main office building.

Is the access and parking adequate for the uses within the site?

- Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone 2 & 3) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

In the SLAA as a site that is not currently developable.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

There is unused green space on site. However, this forms an important gap between the settlements of Frimley and Frimley Green. In addition, the majority of the warehousing and offices on site are currently vacant; therefore intensification may not be practical at this time.

Undeveloped Land

- Yes (please provide further information below) No

There are large areas of open green space and woodland on site.

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	




The site is solely occupied by SC Johnsons. It was previously used for manufacturing, storage and distribution uses, but the majority of this large site now lies vacant. Some of the offices at the front are used for administration purposes.

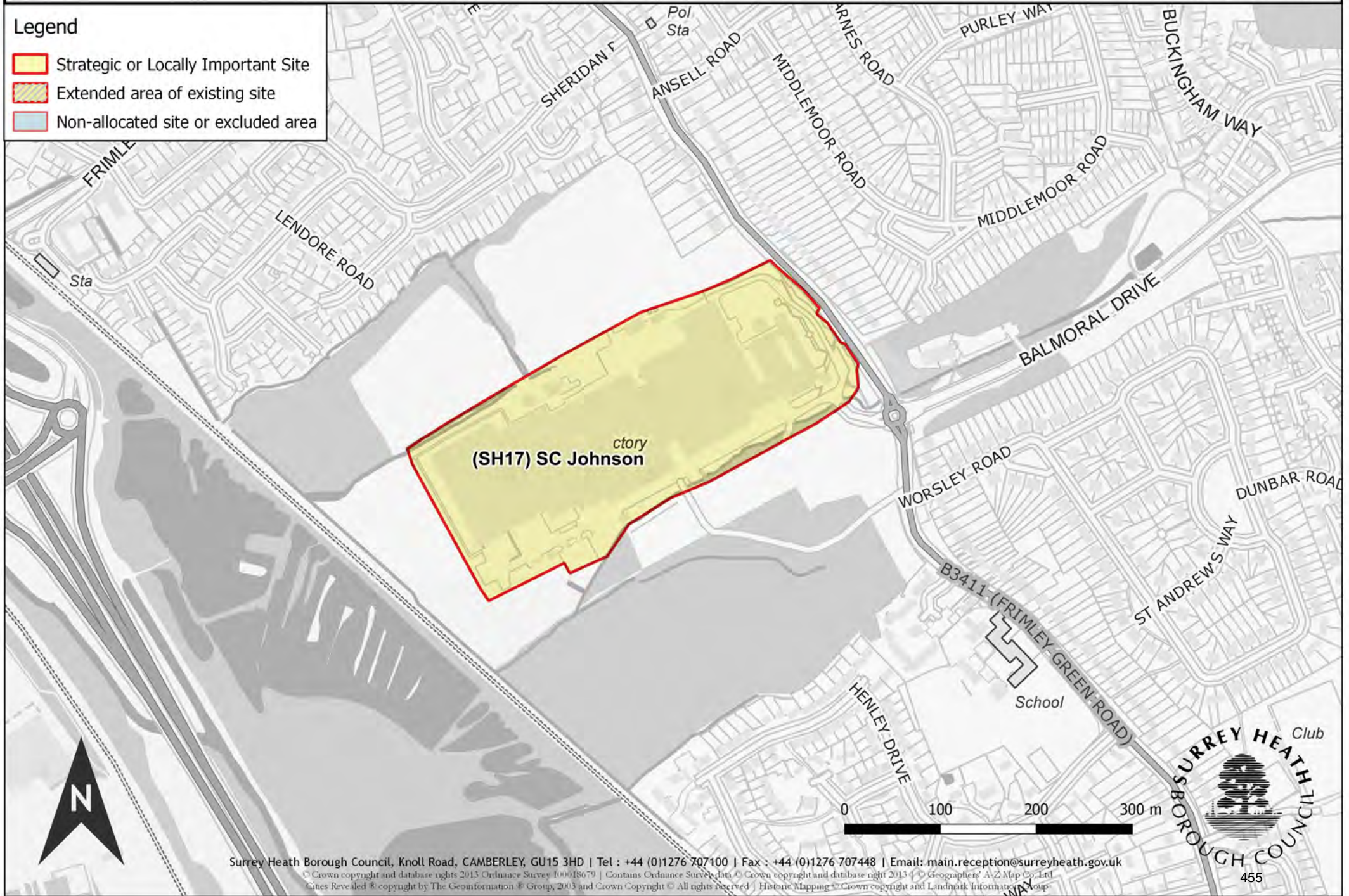
CONCLUSIONS

Comments / Observations

This large site has good proximity to the strategic road and rail network. The building stock consists of offices at the front of the site, with warehouses and industrial units to the rear which were previously used for production use and storage. Much of the site now lies vacant and unused, but remains in the ownership of the sole occupier, SC Johnsons. The quality of the landscaping remains high, as well as site access and parking provision. With the majority of the site now unused, it is well placed to be allocated for redevelopment, with the potential to accommodate a mix of uses. However, the owner’s future intentions and aspirations for the site remain unclear at this time.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



(SH17) SC Johnson factory

School



Site No: SH18	Site Name: Sir William Siemens Square, Frimley	LPA: Surrey Heath
Site Area: 3.1ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input checked="" type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input checked="" type="checkbox"/> Site for Specific Occupier(s): Siemens Plc	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

A compact, high profile site located east of Frimley District Centre, immediately east of Frimley Park Hospital. Solely occupied by Siemens Plc it houses their UK head office. The site consists of office based research and development uses, specialising in ICT, digital media and global research capabilities. It is a high quality site that is well maintained, with modern offices, prominent signage and attractive landscaping. There are strong sightlines which enhance the prominence of the site. The parking areas are clearly designated, with a one way lever entry / exit access point from Chobham Road.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 1.9km car journey. Access to M3 from the site is 2.9km due to the nature of the road layout.	Rail Access: Located 1.4km from Frimley Station, 3.4km from Farnborough Main Station and 4.0km from Farnborough North Station.
Quality of local roads: Site is accessed from the B311 Chobham Road. This provides direct access to the A325 which connects to the A331 Primary Route and the local towns of Camberley, Farnborough and Aldershot.	Proximity to settlements: 1.0km driving distance to Frimley district centre, 3.9km driving distance to Camberley town centre, 3.7km driving distance to Farnborough town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

Farm Road local shops and services are well within 800m of the site, whilst Frimley High Street is just within this in terms of walking distance.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

This is a well maintained, modern site, which has incorporated existing protected trees into the landscaping.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

Chobham Road recreation ground is to the west of the site, residential uses are to the east and south, which are well screened with extensive landscaping. The B311 Chobham Road to lies directly to the north of the site, with a primary school beyond.

ACCESS & PARKING

Car

The site is accessed by a one way entry/exit point from Chobham Road, which to some degree may assist with traffic flow.

HGV

There could potentially be restricted site access for HGVs due to the width of the entry and exit levers, although there is no current need for HGV access due to the nature of uses on site.

Public Transport

Chobham Road has bus stops within 800m of the site. The nearest train station is at Frimley.

Servicing

Servicing for the site is good for its current use.

Parking

Very good on-site parking provision in pleasant, well lit and landscaped surroundings. There is also good permeability and security measures in place.

Is the access and parking adequate for the uses within the site?

Yes

No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

TPO protected trees at the front of the site and around the perimeter.

Planning Status (select all that apply):

- | | | |
|---|--|--|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

CONCLUSIONS




Comments / Observations

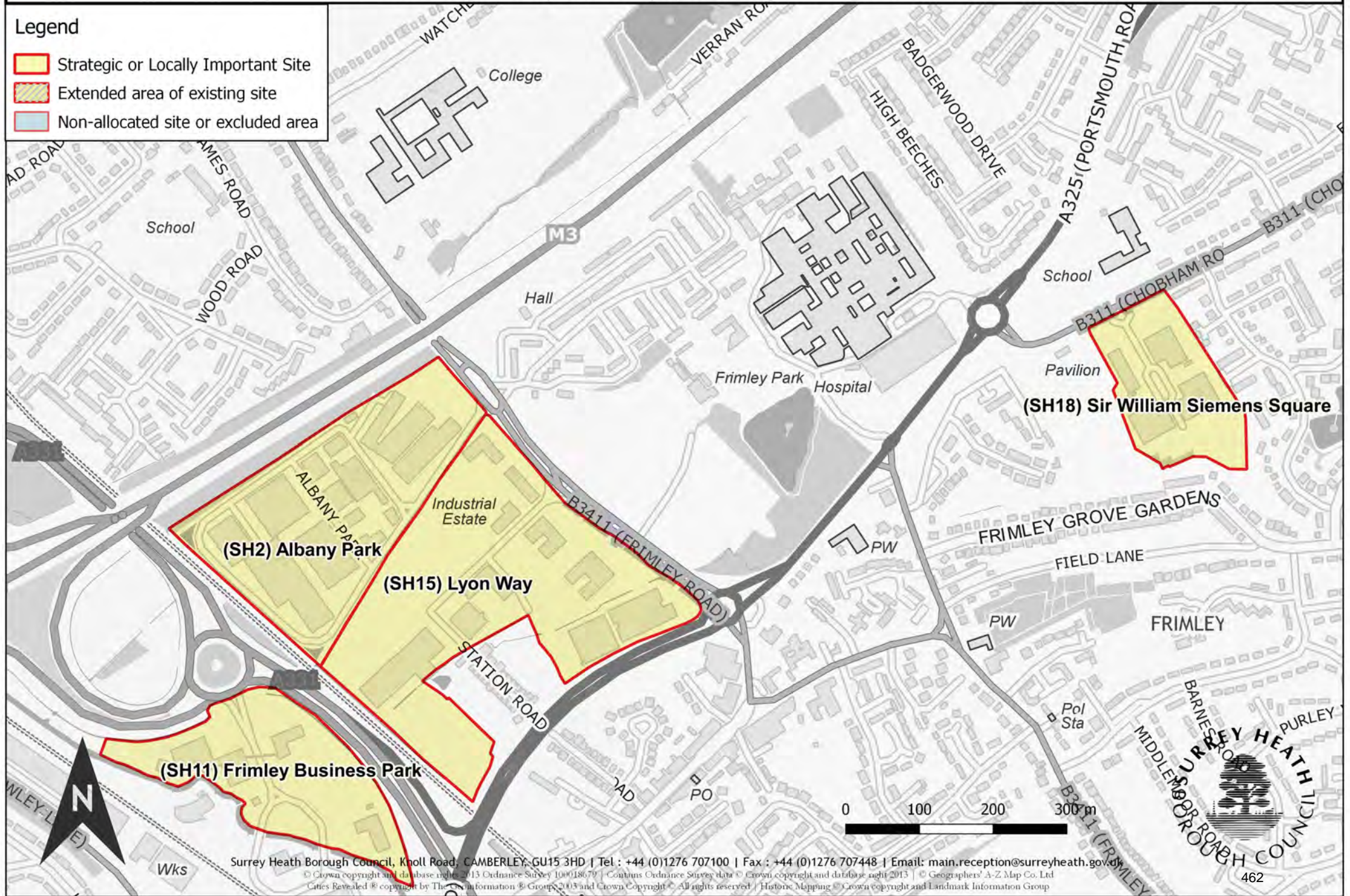
This site is located within a short distance from both the strategic highway network and the rail network. There are some neighbouring residential uses but these are well screened and the uses on site do not appear to be conflicting or disruptive. It has an open frontage, but is fenced to the sides and rear. The site is attractive, with good quality, modern buildings and well landscaped external areas. It is a high quality, high profile site where the sole occupier has now well established its HQ. The main business uses are ICT, digital media and global research capabilities, which all align with Enterprise M3's priority business sectors.

Hart Rushmoor Surrey Heath Employment Land Review - Frimley Sites

Not to a standard scale

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



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Site No: SH19	Site Name: Site west of Sturt Road, near Frimley Green	LPA: Surrey Heath
Site Area: 1.3ha	Survey Date: 22/12/2016	Name of Surveyor(s):

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input checked="" type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

A small site located just south of Mitie, between Frimley Green and Mytchett. The site consists of a few lower grade workshops used primarily for storage and distribution with extensive outdoor storage and a trade counter use. There are two small access points from Sturt Road which are gated. The site has low prominence as a result of a high fence along the frontage onto Sturt Road. The entry points are wide enough for HGVs which require access to the site for its current uses.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 4.1km away, via the A331 primary route.	Rail Access: Located 2.3km from Farnborough North Station and 2.8km from Farnborough Main Station.
Quality of local roads: The site's primary frontage is onto the B3411 Sturt Road from which the site is accessed. This, in turn provides access to the A331 primary route via a local road through a residential area of Mytchett. There is a low railway bridge over Sturt Road heading north from the site, which may be restrictive of HGVs accessing the site from this direction.	Proximity to other settlements: 2.4km driving distance to Farnborough town centre, 7.7km driving distance to Aldershot town centre, 5.7km driving distance to Camberley town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

Frimley Green's shops and services are just within an 800m walk to the site.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Warehouses and small industrial units with ample adjacent space used for outdoor storage purposes. Although this is not a site with a high quality environment, the uses of storage do not require such conditions.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

The site is isolated from conflicting uses.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	There are two access points from Sturt Road.
<input checked="" type="checkbox"/> HGV	Access points are wide enough for HGVs and there is space on site for them to manoeuvre without particular difficulty.
<input checked="" type="checkbox"/> Public Transport	Bus stops are less than 800m away, in Frimley Green.
<input checked="" type="checkbox"/> Servicing	Servicing is adequate for the site.
<input checked="" type="checkbox"/> Parking	Some designated parking bays to the rear of the site and general provision next to the units. It is not a busy site, so there are not supply/demand issues regarding car parking.

Is the access and parking adequate for the uses within the site?

Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

A deliverable site in the SLAA.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Outdoor areas used for storage purposes only.

Vacant Premises Yes (please provide further information below) No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	

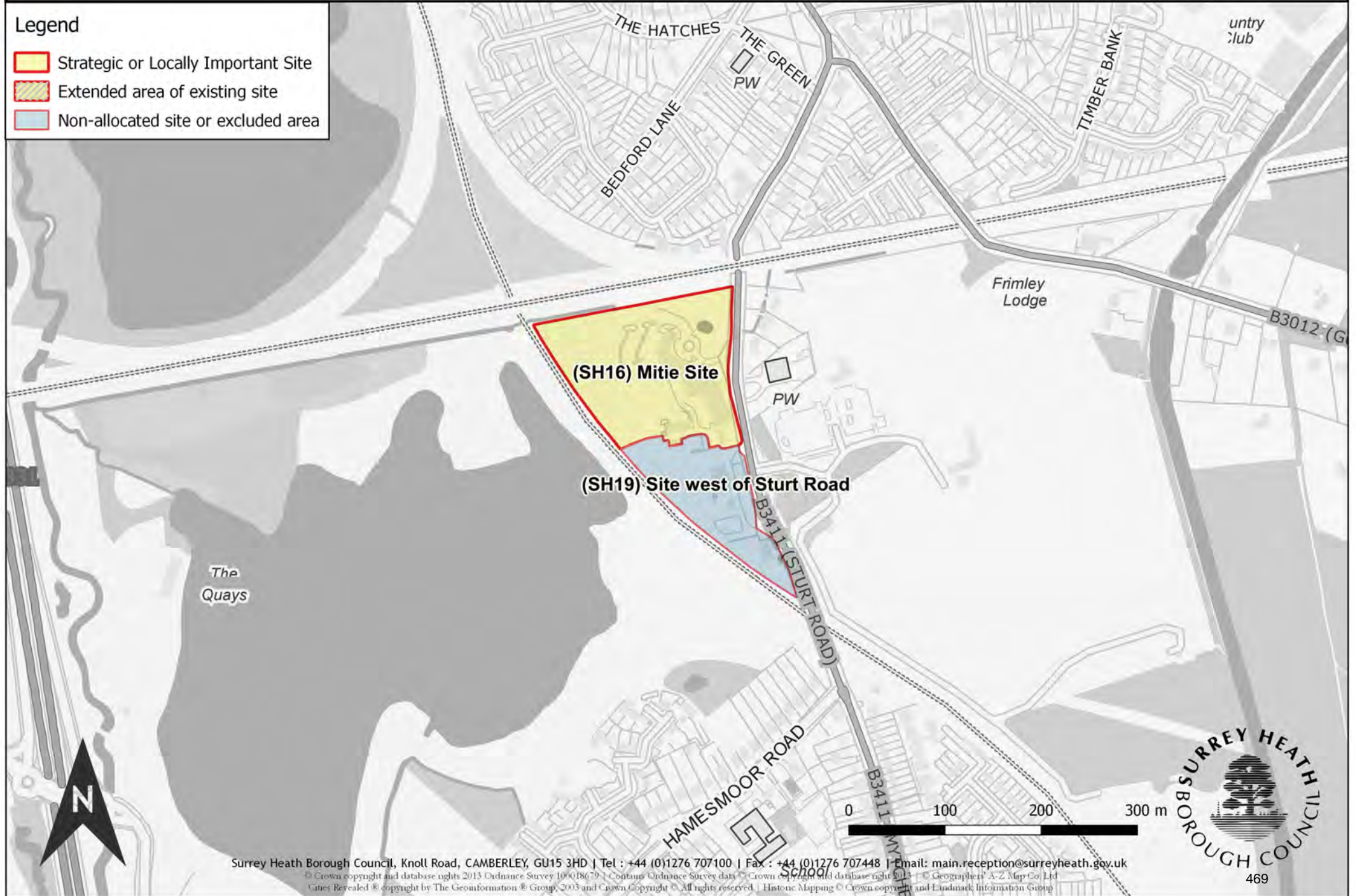
CONCLUSIONS**Comments / Observations**

The site accommodates warehouse and storage based businesses, consisting mostly of external storage yards for materials suited to outdoor conditions. The site is generally not in good condition, with minimal accommodation, all of which is lower grade building stock. Being screened and set back from Sturt Road, the site lacks prominence and could potentially be difficult to identify should there not be knowledge of its existence. This is however, beneficial in separating it from potentially conflicting neighbouring uses. As the site primarily provides outdoor storage space for businesses, it does not contribute much in the form of building stock provision for accommodating SMEs.

The site is principally used for storage purposes. Along with the Mitie premises, it forms part of 'Land West of Sturt Road' which is a deliverable residential site in the SLAA. It is not clear whether the site is currently being marketed and no formal planning application has been received to date

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH20	Site Name: St Georges Industrial Estate & Helix Business Park, Camberley	LPA: Surrey Heath
Site Area: 3.0ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input checked="" type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

St Georges Industrial Estate and Helix Business Park are located in the west of the Camberley settlement area. The two industrial areas occupy a site just west of Frimley Road. Helix Business Park is effectively an extension of the original industrial estate at St Georges. Both areas are well used and contain units of similar size and layout, occupied predominantly by SMEs. The site's main uses are primarily light industrial, warehousing, storage and ancillary offices. There is some limited landscaping and maintenance of the site, but overall it is industrial in character and serves as a location for valuable 'bad neighbour' activities and uses.

ACCESSIBILITY

Distance to Strategic Highway Network: Accessed from M3 via junction 4, which is a 2.4km car journey. Access to M3 from the site is 3.7km (via a different route) due to the nature of the road layout.	Rail Access: Located 1.8km from Camberley Station, 1.9km from Frimley Station and 2.6km from Blackwater Station.
Quality of local roads: The site is accessed from a roundabout on the B3411 Frimley Road, which is a busy stretch of the route that runs north to south through the western suburbs of Camberley. Congestion is an issue at peak	Proximity to settlements: Equidistant to Camberley and Frimley centres at 1.6km driving distance, 4.2km driving distance to Farnborough town centre.

hours. This route provides direct access to the A30, A325, A331 and consequently the rest of the Blackwater Valley towns.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

The site is within close proximity of Frimley Road which has a range of local shops and services.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There is a car showroom located on the site and a St John Ambulance Centre within the site boundary.

ENVIRONMENT

Quality of environment for current use:

Very good Good Poor Very Poor

Is the site environment appropriate for the current uses?

Yes No (please provide further information below)

Good vehicular and pedestrian access, with wide loading and unloading bays at individual units for HGVs.

Neighbouring uses:

Residential Leisure Retail Town Centre Airport Railway Highway Office
 Industrial Warehousing Education Other (please specify)

The site is within a busy, urban area of west Camberley. It is bordered by Krooner Park Football Ground to the north and allotments to the south. Crabtree Park borders the site to the west, whilst retail and other services border the site to the east, as well as the B3411 Frimley road and two residential streets. A waste collection facility is located just to the southwest.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Good access to the site from a roundabout with Frimley Road.
<input checked="" type="checkbox"/> HGV	Adequate access from a small roundabout junction, although potentially quite constrained for HGVs.
<input checked="" type="checkbox"/> Public Transport	Bus stops adjacent to the site on Frimley Road.
<input checked="" type="checkbox"/> Servicing	Adequate for the site's uses.
<input checked="" type="checkbox"/> Parking	Each unit is allocated parking bays, with spaces to spare. There were however, parked cars on the access roads at the time of the visit which could demonstrate a lack of visitor or customer parking.

Is the access and parking adequate for the uses within the site?

Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone ___) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Adjacent to a waste collection facility. No apparent planning constraints have arisen from this.

Planning Status (select all that apply):

- | | | |
|---|---|---|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 6, St George's Industrial Estate	B2/B8	97 sqm					No
Unit 13, St George's Industrial Estate	B2/B8	264 sqm					No
Unit 24, St George's Industrial Estate	B2/B8	222 sqm					No
Unit 14 Helix Business Park	B2/B8	220 sqm					No
Unit 8, Helix Business Park	B2/B8	82 sqm					No




CONCLUSIONS

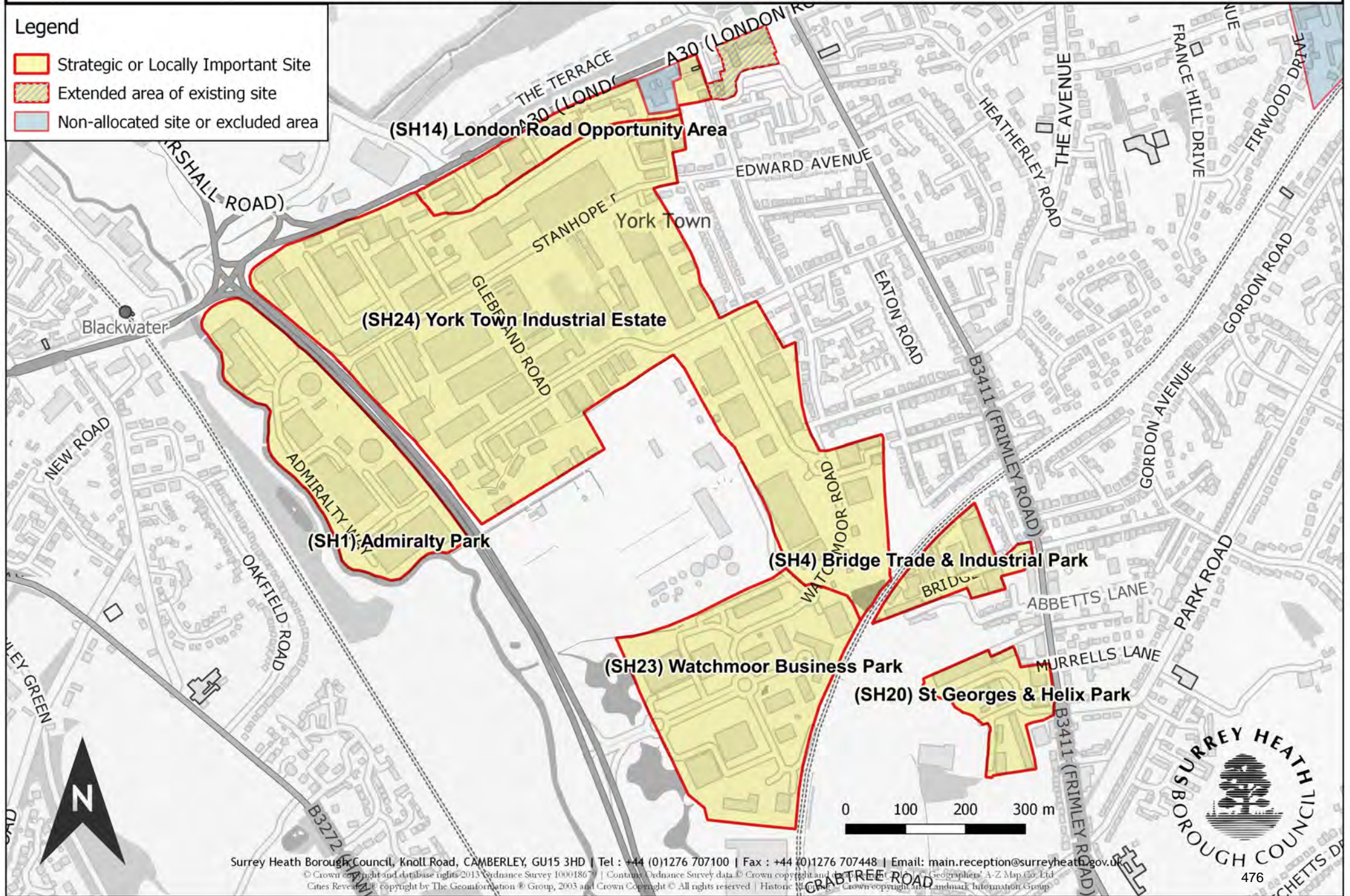
Comments / Observations

A compact, well occupied site that provides a good location and appropriate units for accommodating and supporting SMEs. The site has good access to the strategic highway and rail networks, although entry to the site is from a small roundabout junction which can easily become congested. Onsite access and servicing is good, with large areas built in for turning and manoeuvring, as well as loading and unloading bays at individual units. There are a wide range of shops and services available within a short walk of the site at Watchetts neighbourhood centre on Frimley Road.

The site is relatively well maintained, with some minimal landscaping and good condition building stock. There is a high occupancy rate. Of 43 industrial and warehouse units, just 5 remain vacant, demonstrating that the site assists in meeting the demand for industrial and warehouse accommodation in the Functional Economic Area.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH21	Site Name: Tanners Yard, Bagshot	LPA: Surrey Heath
Site Area: 0.32ha	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: See below		

General comments / description of site

A compact, relatively modern arrangement of office accommodation located to the north of Bagshot District Centre. Tanners Yard contains relatively small office units and appears well maintained and has small scale landscaping. The site accommodates the headquarters of international baking company, Lantmannen Unibake Ltd, which occupies units 1-3 of a total of 8. The remainder of let units contain a small cluster of SMEs. A wide entrance from the A30 London Road provides direct access to a substantial car park. The site has prominence, with its primary frontage on the A30.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 1.4km away. Access to M25 junction 13 via A30, 14.2km.	Rail Access: Located 0.2km from Bagshot Station, 5.6km from Sunningdale Station and 4.8km Camberley Station.
Quality of local roads: Primary frontage onto the A30 London Road and close proximity to the A322 primary route dual carriageway. Good local access but both these routes suffer from peak time congestion.	Proximity to other settlements: 3.1km driving distance to Camberley town centre, 8.7km driving distance to Bracknell town centre, 12.2km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

Described as an urban office village, Tanners Yard is a compact, intimate site, shaped around a courtyard. It has modern office accommodation and is well maintained.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

Bordered to the north by rural land.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Good wide vehicular access point from the A30.
<input checked="" type="checkbox"/> HGV	HGVs not necessary for current uses. However, good access to the site, although the rear car park so no HGV parking provision.
<input checked="" type="checkbox"/> Public Transport	Bus stops nearby on Bagshot High Street. Bagshot Station is within 800m.
<input checked="" type="checkbox"/> Servicing	Servicing is adequate for the site's needs.
<input checked="" type="checkbox"/> Parking	Parking provision is moderate, with one car park that consists of designated bays. This is already almost full to capacity, so if all units are let, there could be an undersupply of parking provision.

Is the access and parking adequate for the uses within the site?

- Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (Zone 2 & 3) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

In close proximity of Bagshot Village Conservation Area.

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

In the SLAA as a residential site, but categorised as not currently developable.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No




Vacant Premises Yes (please provide further information below) No

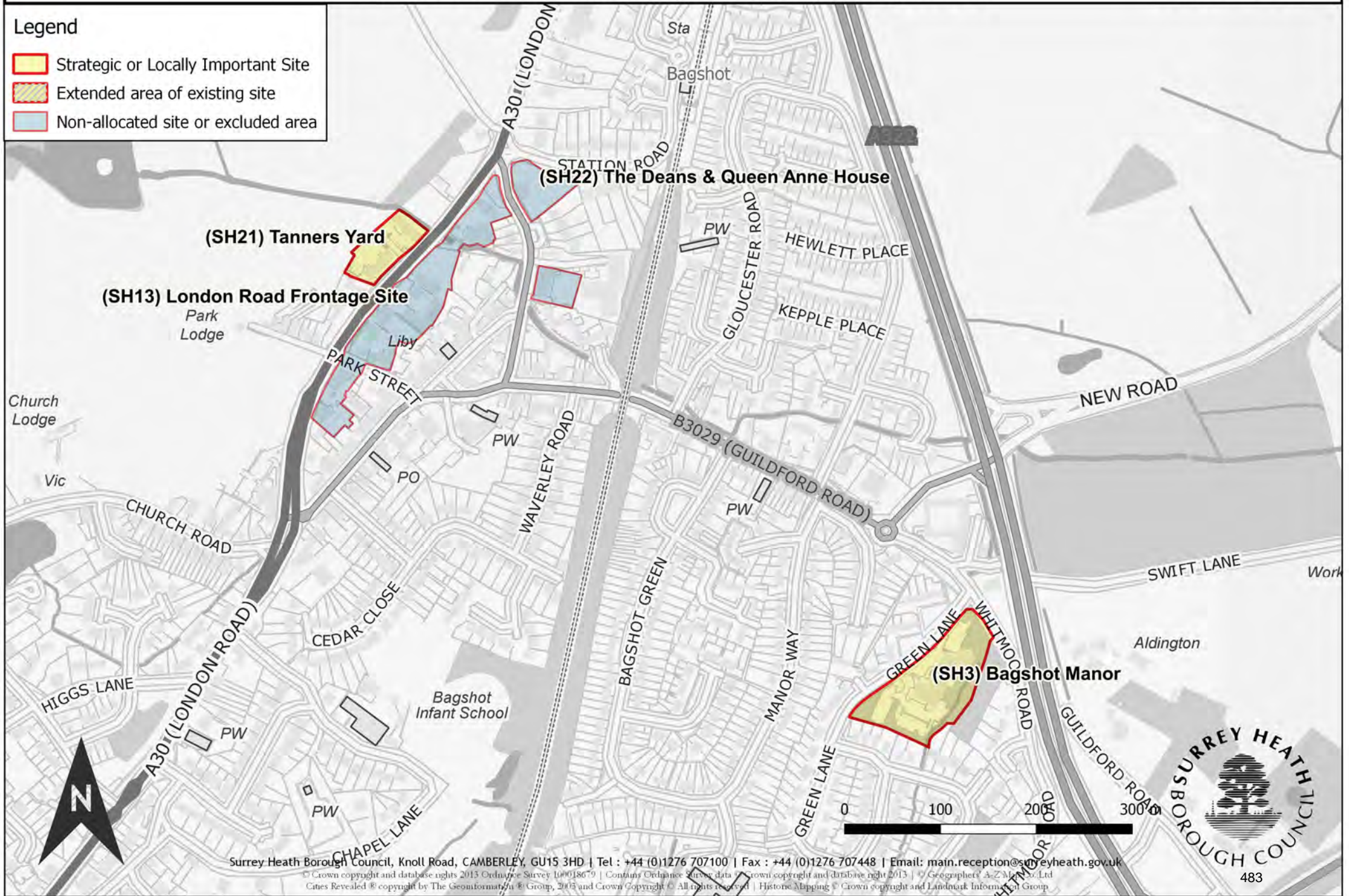
Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 8 Tanners Yard	B1	148.4 sqm					No

CONCLUSIONS**Comments / Observations**

The site has a good strategic location and prominence, on the A30 London Road. Being just outside Bagshot District Centre, there is good access to local shops and services. It provides office accommodation in small units and at the time of this assessment there was just one unit remaining vacant. Overall it is well maintained and the quality of accommodation is good. It is a small and more intimate site which is seemingly attractive to SMEs, although there is also an international company's UK headquarters based here. It is an important site in servicing the local economy.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH22	Site Name: The Deans and Queen Anne House, Bagshot	LPA: Surrey Heath
Site Area: 0.42ha	Survey Date: 22/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input type="checkbox"/> Edge of centre / out of town	<input checked="" type="checkbox"/> Town Centre: - Bagshot district centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input type="checkbox"/> Prominent Site
<input type="checkbox"/> Other:		

General comments / description of site

The site is located in Bagshot District Centre, just east of the High Street and is accessed from two small junctions with Bridge Road. The Deans is accessed via a small turning into a single lane entry point and Queen Anne house is accessed from a wider road that leads to a rear car park. The Deans is a purpose built, relatively modern office development that borders the Bagshot village Conservation Area and as such has been designed with the intention to be sympathetic to its surroundings. Queen Anne House is a statutory listed building, slightly further from the Conservation Area boundary that has more recently been converted into office space.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 3, 1.4km away. Access to M25 junction 13 via A30, 14.2km.	Rail Access: Located 0.2km from Bagshot Station, 5.6km from Sunningdale Station and 4.8km Camberley Station.
Quality of local roads: Direct access to the A30 London Road and close proximity to the A322 primary route dual carriageway. Good local access but both these routes suffer from peak time congestion.	Proximity to other settlements: 3.1km driving distance to Camberley town centre, 8.7km driving distance to Bracknell town centre, 12.2km driving distance to Woking town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hotel	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Crèche / Children’s Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

An attractive listed building and a sympathetically designed modern building, both with vegetation to the front and car parks at the rear.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

There is a care home directly behind The Deans.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Both office buildings are accessed from Bridge Road.
<input checked="" type="checkbox"/> HGV	The Deans has a narrow entry point unsuitable for HGVs.
<input checked="" type="checkbox"/> Public Transport	Within 800m of Bagshot Station and bus stops.
<input checked="" type="checkbox"/> Servicing	Servicing is adequate for site's needs.
<input checked="" type="checkbox"/> Parking	Both office buildings have car parks to their rear with enough provision for their current occupiers.

Is the access and parking adequate for the uses within the site?

- Yes NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

- Flood Risk (**Zone 2**) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

- Topography Contamination Utilities Infrastructure Other (please specify below)

The Deans falls just outside the Bagshot Village Conservation Area and is within Flood Zone 2. Whilst Queen Anne House doesn't have these constraints, it is an early 18th century statutory Grade 2 listed building.

Planning Status (select all that apply):

- | | | |
|---|--|---|
| <input type="checkbox"/> Planning Consent | <input type="checkbox"/> Site Allocation: Core Employment Area | <input checked="" type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

The Deans is a developable potential residential site in the SLAA. Queen Anne House is a deliverable potential residential site in the SLAA.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Queen Anne House	B1	21 sqm					The building has some suitability for residential use.
Building 4, The Deans	B1	230 sqm					The building has some suitability for residential use, in part due to its appearance.




CONCLUSIONS

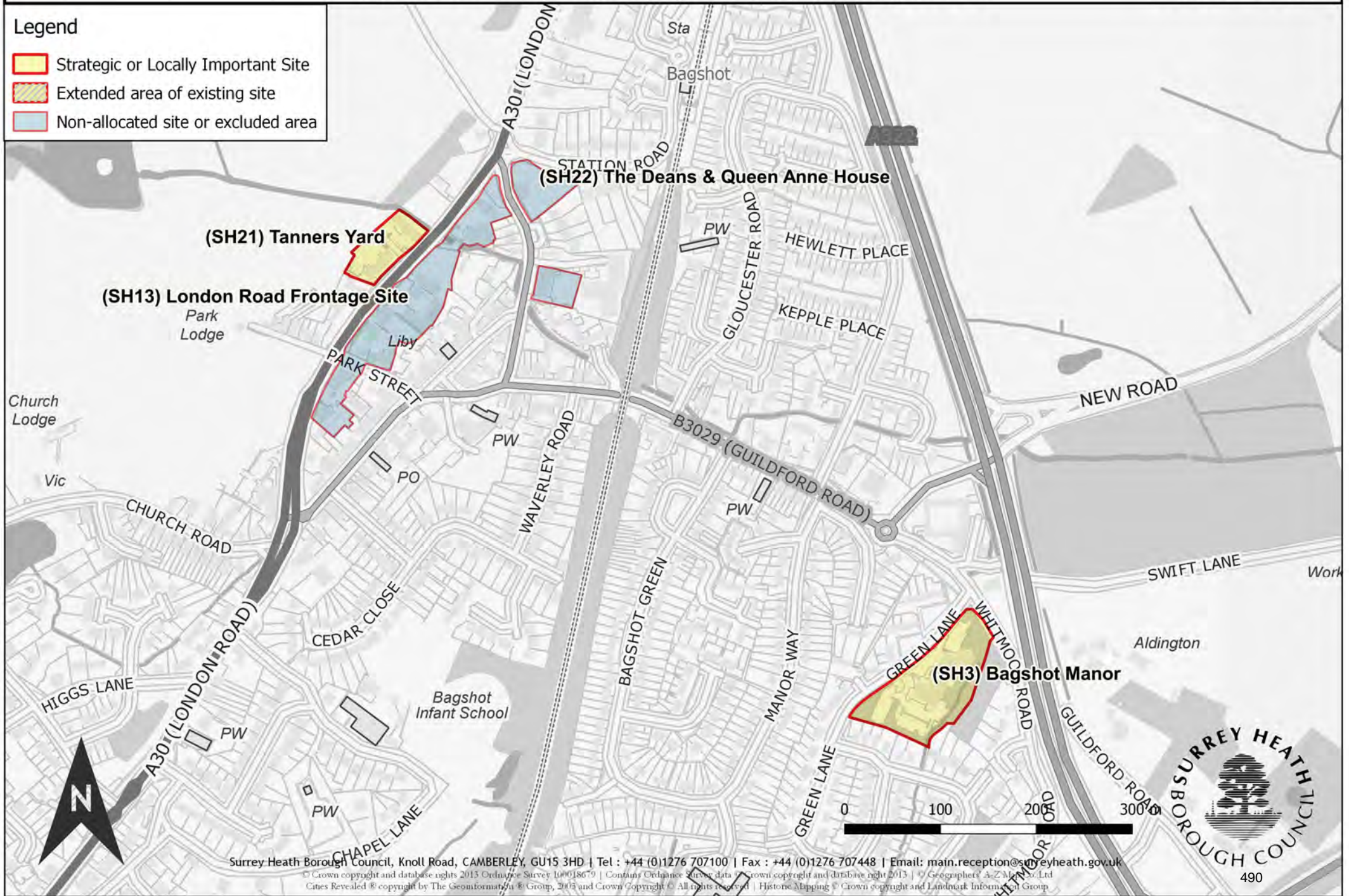
Comments / Observations

This small site is partially within Bagshot District Centre and has relatively low prominence, as it is set back from the A30, with discreet access points and an almost residential appearance. It has good strategic connections, being less than 2km for the M3 junction 3 and within 800m of Bagshot Station. There is limited HGV access, but ample parking provision. Both buildings are well maintained, although The Deans does have some vacant offices.

It should be noted that Queen Anne House is used partially for 'virtual office space', which enables businesses to use the building as an address and to hold meetings or events, whilst not permanently occupying floor space. This could imply that there are possibly more virtual occupiers than in-house businesses. The Deans borders the Bagshot Village Conservation Area and is within Flood Zone 2, so is considerably constrained. Queen Anne House is a Grade II listed building. It is unlikely this small employment area could expand, due to heritage and flooding constraints.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH23	Site Name: Watchmoor Business Park, Camberley	LPA: Surrey Heath
Site Area: 11.4ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input type="checkbox"/> Incubator / SME Cluster Site	<input checked="" type="checkbox"/> Research and Technology / Science Park	<input checked="" type="checkbox"/> High Quality Business Park
<input type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

The site is located on the western edge of the Camberley settlement area. The open countryside, road and rail networks that run parallel to the River Blackwater are to the west of the site, with Hampshire just beyond the River Blackwater. Watchmoor is a prominent business park with a spacious layout, strong visual sightlines, and well maintained landscaping. It contains 11 large, relatively modern, good quality office units, some of which have recently undergone refurbishment. The occupiers are predominantly research and development based international companies, with particular clusters of pharmaceutical, satellite technology and ICT & computer programming related businesses.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 1.3km away, via the A331 primary route.	Rail Access: Located 3.4km from Camberley Station and 1.6km from Blackwater Station.
Quality of local roads: The site is accessed from the A331 primary route at a traffic light junction with Riverside Way, a dual carriageway that leads into the site. Connectivity is good. The immediate section of the A331 is a dual carriageway route that connects the M3, A30, and provides further access to Camberley town centre, Farnborough and Aldershot.	Proximity to settlements: 3.4km driving distance to Camberley town centre, 4.3km driving distance to Farnborough town centre.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants / café	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

Comparison Retail facilities are available by a 0.5km walk to a large nearby superstore.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

The site has good quality building stock, high quality landscaping and is well maintained. It is built at a low density.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

A sewage treatment works site is located to the north of Watchmoor Business Park. A large superstore is located to the south.

ACCESS & PARKING

<input checked="" type="checkbox"/> Car	Riverside Way, a dual carriageway road provides access to the site from the A331 primary route.
<input checked="" type="checkbox"/> HGV	Although HGVs do not appear to require access to the site for the current occupiers, the provision for their access is good.
<input type="checkbox"/> Public Transport	No local bus routes nearby. Blackwater Station is 1.6km away.
<input checked="" type="checkbox"/> Servicing	A spacious site with good provision for servicing.
<input checked="" type="checkbox"/> Parking	Parking provision appears to be good. The site has been designed in order for office buildings to have large individual car parks. There is no sign of unauthorised on street parking. At the rear (east) of the site, a decked car park has been provided for the occupiers of a 4 storey building.

Is the access and parking adequate for the uses within the site?

Yes No (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2) Heritage and Conservation Environmental Designation Tree Preservation Order

Physical Considerations:

Topography Contamination Utilities Infrastructure Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input type="checkbox"/> Brownfield | |

Additional comments:

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No




Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Three Watchmoor	B1	3716 sqm					No
Eight Watchmoor	B1	1184 sqm					No
Ten Watchmoor	B1	4513 sqm					No
First Floor, Eleven Watchmoor	B1	516 sqm					No

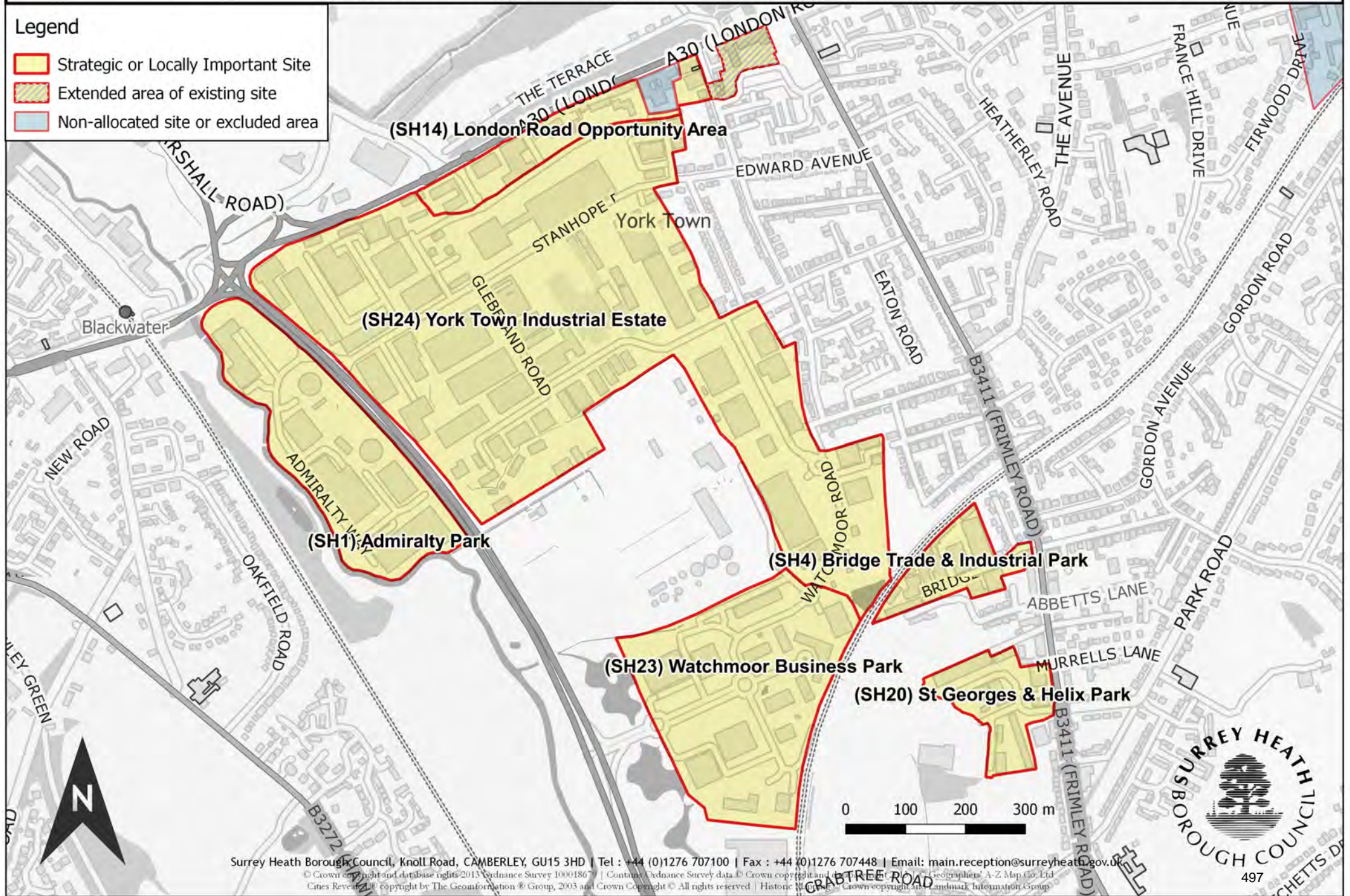
CONCLUSIONS

Comments / Observations

The site has a good strategic location, with direct access to the A331 primary route and close proximity to the M3 junction 4. It is an attractive, low density site, where the landscaping has been designed to include lakes which have capacity to accommodate the flood risk from EA Zone 3. There is an on-site café and a large superstore is within walking distance, but the site is not within close proximity of other services. There are some vacant units; however the majority of these have recently undergone refurbishment and now enable a greater flexibility of uses, which may attract a wider range of businesses. Many of the current occupiers are well established at the site. There are notable clusters of pharmaceutical, satellite technology and ICT & computer programming related businesses which strongly align to both the Enterprise M3 priority sectors and the FEA growth sectors.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area



Site No: SH24	Site Name: York Town Industrial Estate, Camberley	LPA: Surrey Heath
Site Area: 37.0ha	Survey Date: 19/12/2016	Name of Surveyor(s): Chris Kirk

SITE DESCRIPTION

The site can be described as the following (select all that apply):

<input checked="" type="checkbox"/> Edge of centre / out of town	<input type="checkbox"/> Town Centre	<input type="checkbox"/> Rural
<input checked="" type="checkbox"/> Incubator / SME Cluster Site	<input type="checkbox"/> Research and Technology / Science Park	<input type="checkbox"/> High Quality Business Park
<input checked="" type="checkbox"/> Warehouse / Distribution Park	<input checked="" type="checkbox"/> General Industry / Business Area	<input type="checkbox"/> Heavy / Specialist Industrial Site
<input type="checkbox"/> Site for Specific Occupier(s)	<input type="checkbox"/> Recycling / Environmental Industrial Sites	<input checked="" type="checkbox"/> Prominent Site
<input type="checkbox"/> Other: _____		

General comments / description of site

This large site is located to the north west of Camberley, covering an area bordered by the A30 and A331 to the north and west respectively, and a largely residential area to the east. The site is comprised of various warehouse parks, industrial workshops, business centres and trade parks. These are defined areas contained within the overall site, which cluster uses together in sub-zones. There is a wide mix of offices, light and general industry, storage and distribution uses. Building stock ranges from 1950s industrial workshops and manufacturing units to large modern warehouses and is being updated and redeveloped in places. More recent developments mostly consist of warehouse units with flexible office or industrial space.

ACCESSIBILITY

Distance to Strategic Highway Network: Access to M3 at junction 4, 1.9km away, via the A331 primary route.	Rail Access: Located 2.4km from Camberley Station and 0.6km from Blackwater Station.
Quality of local roads: The site has several access points and is integrated into the urban fabric of Camberley. Access to the site can be gained from the A331 onto Stanhope Road at a traffic light junction, and from the A30 at Yorktown Way, also at a traffic light junction. Doman Road and the	Proximity to settlements: 2.4km driving distance to Camberley town centre, 5.1km driving distance to Farnborough town centre.

eastern entry point of Stanhope Road provide access from a neighbouring residential area of Camberley. These two entry points have width restrictions that prevent HGVs from accessing the site.

FACILITIES

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants / café	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gym / sports facilities	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Training facility	<input type="checkbox"/>	<input type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

The site is large and well integrated into the urban fabric. Two neighbourhood centres are within 800m walking distance of the site with a range of retail units and services.

NON-B CLASS USES

If there are non-B Class uses on the site indicate the type and approximate proportion of floorspace below:

Use	0-20%	20-40%	40-60%	60-80%	80-100%
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENT

Quality of environment for current use:

Very good

Good

Poor

Very Poor

Is the site environment appropriate for the current uses?

Yes

No (please provide further information below)

The site is suitable for the current wide ranging mix of uses it contains. The older 1950s developments around Craven Court suitably house industrial, manufacturing and workshop based uses. More recent developments have some minimal landscaping and appear to be maintained.

Neighbouring uses:

Residential

Leisure

Retail

Town Centre

Airport

Railway

Highway

Office

Industrial

Warehousing

Education

Other (please specify)

A sewage treatment works borders the south of the site. Residential areas are immediately adjacent to the east of the site.

ACCESS & PARKING

Car

There are multiple access points to the site, which covers a large area of northwest Camberley. Access can be gained from both the A331, A30 and for non HGV vehicles, from the neighbouring residential area to the east. Watchmoor Point and Watchmoor Trade Centre have more restricted access, with only one entry point from Riverside Way on Watchmoor Business Park. Compton Place Business Centre can only be accessed from Surrey Avenue, a small residential road to the east of the site.

HGV

HGVs can access the site from the A331 and A30. There is restricted access from the neighbouring residential areas to the east.

Public Transport

There are bus stops nearby on both London Road and Frimley Road. Some of the site is within 800m of Blackwater Station.

Servicing

There is generally good servicing provision, but it does vary, as would be expected in such a large site.

Parking

Parking is site dependent. The more recently developed areas have variable parking provision. Some have adjoining car parks and all other have designated bays. The original 1950s units have little to no parking provision, with only small areas at the front of their premises as indicative parking zones. In these localities, motor vehicles are often parked on the service roads and can impede HGV access in certain areas.

Is the access and parking adequate for the uses within the site?

Yes

NO (please provide further information below)

DEVELOPMENT CONTEXT:

Planning Considerations:

Flood Risk (Zone 2 & 3)

Heritage and Conservation

Environmental Designation

Tree Preservation Order

Physical Considerations:

Topography

Contamination

Utilities Infrastructure

Other (please specify below)

Planning Status (select all that apply):

- | | | |
|---|---|--|
| <input type="checkbox"/> Planning Consent | <input checked="" type="checkbox"/> Site Allocation: Core Employment Area | <input type="checkbox"/> Site/part of site in SLAA |
| <input checked="" type="checkbox"/> Fully Implemented | <input type="checkbox"/> Partially Implemented | <input type="checkbox"/> Cleared Site |
| <input type="checkbox"/> Greenfield | <input checked="" type="checkbox"/> Brownfield | |

Additional comments:

There are some more recent developments, consisting primarily of flexible warehouse space. It appears that natural regeneration is taking place, as some of the outdated or unused building stock is gradually being redeveloped or replaced.

Opportunity for intensification of employment uses at the site:

- Yes (please provide further information below) No

Undeveloped Land

- Yes (please provide further information below) No

Vacant Premises

Yes (please provide further information below)

No

Unit Name / Number	Unit Type (B1a/b/c, B2, B8)	Size of unit / amount of floorspace marketed	Market attractiveness				Suitable for conversion to non-employment use? (please specify)
			Good	Refurbishment required	Obsolete	Redevelopment opportunity	
Unit 8 J4, Doman Road	B2/B8	1822 sqm					No
Units 5&6 J4, Doman Road	B2/B8	1446 sqm					No
Unit 4 Camberley Business Centre, Stanhope Road	B2/B8	208 sqm					No
Unit 26, Doman Road	B2	512 sqm					No
Laser House 18 Doman Road	B2	260 sqm					No
1 The Service Centre, Watchmoor Point	B1-B8	1409 sqm					No
1 Watchmoor Road	B2	462 sqm					No
Unit 1, Watchmoor Trade Centre, Watchmoor Road	B1-B8	139 sqm					No
Unit 1, 5b, 10-12 & 9 Stanhope Gate	B1-B8	565 sqm					No
Units 1, 4, 13, 25, 26, 30 Craven Court	B1-B8	1045 sqm					No
4 & 7 Priory Court	B1	223 sqm					No
Units 2 & 3a Compton Place Business Centre	B2-B8	156 sqm					No
3, 4 & 6 Minster Court, Tuscam Way	B1	498 sqm					No

Although there may appear to be a large amount of vacant units from the list above, it should be noted that York Town is a very large site that houses a wide range of businesses in various sub zones. Therefore, when taking account of the many units on site, the overall vacancy rate for York Town Industrial Estate is not overtly high.




CONCLUSIONS

Comments / Observations

York Town Industrial Estate is a large, well established site that has good local and strategic access. It is well integrated into the surrounding urban fabric and has four access points. It plays an important role in housing industrial businesses and SMEs in small clusters of workshops, as well as large modern warehousing. There is minimal landscaping and the overall environment provides a more suitable location for bad neighbour uses than high quality offices. The site fits this purpose well and as such has a low vacancy rate. There are some industrial units with trade counters and whole sale on the western edge of the site.

The eastern edge of the site is in very close proximity to neighbouring residential areas, with no physical buffering. It is well established and has been developed over time in different phases. There appears to be ongoing regeneration of some of the older warehousing, but the existing 1950s industrial core remains, demonstrating a continuing demand for smaller workshops and manufacturing units. There is also a technology cluster focused at Camberley Business Centre, emphasising the wide diversity of uses represented at York town. Due to its size, ongoing development opportunities, wide range of accommodation attracting both SMEs and larger organisations, York Town has the potential and capacity as a site to attract future economic development to the Functional Economic Area.

Legend

-  Strategic or Locally Important Site
-  Extended area of existing site
-  Non-allocated site or excluded area

