



DECEMBER  
2023

# Surrey Heath Employment Land Supply Assessment

Final Report

Iceni Projects Limited on behalf of  
Surrey Heath Borough Council

December 2023

ICENI PROJECTS LIMITED  
ON BEHALF OF SURREY  
HEATH BOROUGH COUNCIL

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Surrey Heath Employment Land Supply  
Assessment  
FINAL REPORT



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## 1. INTRODUCTION

- 1.1 The purpose of this document is to provide an up to date review of existing employment land in Surrey Heath. It is to be read alongside the Surrey Heath Employment Land Technical Paper (2023) which examines need.
- 1.2 This document is intended to review existing larger employment sites only. This is to identify potential further employment land supply within them and to make recommendations for a policy response to each site within the Local Plan.
- 1.3 The additional potential supply is drawn from vacant and under-used land that would be suitable for development. We have also identified sites that are under construction and vacant properties with no realistic chance of being reused in their current form.
- 1.4 This is not a full assessment of each site as wider considerations, such as viability, flood and other mitigation, site assembly costs etc. need to be fully understood to be 100% certain of a site's development potential.
- 1.5 We also identified vacant properties which in time may be reused for other uses. Although these sites do not form part of the core supply.

### **Sites Assessed**

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- 1.6 Table 1.1. sets out the 16 sites that were assessed and the relative size of each. Site assessments took place in November 2022. This report has been brought up to date with some additional commentary around completion of under construction sites.

**Table 1.1 Surrey Heath Employment Sites Assessed**

<b>Site ref</b>	<b>Site Name</b>	<b>Site Size (ha)</b>
SH1	Admiralty Park	7.9
SH2	Albany Park	7.0
SH3	Bridge Trade & Industrial Park	2.1
SH4	Longcross Studios	8.9
SH5	Erl Wood	8.9
SH6	Fairoaks Airport	4.9
SH7	Highams Park, Chobham	4.6
SH8	Mytchett Place, Mytchett	4.5
SH9	Frimley Business Park	4.7
SH10	Linsford Business Centre	1.0
SH11	Lyon Way	10.7
SH12	SC Johnson	8.3
SH13	St George's Industrial Estate & Helix Business	2.3
SH14	Tanners Yard	0.3
SH15	Watchmoor Business Park	10.5
SH16	Yorktown Industrial Estate	40.3
		<b>124.5</b>

## 2. SITE ASSESSMENTS

2.1 The following tables set out the findings of our site assessments for each site. Each sites was assessed on the following criteria:

- Site Description;
- Accessibility;
- Facilities;
- Other uses; and
- Access and Parking

2.2 The site assessments also set out the development context including existing policy, planning history, physical and environmental constraints before making a recommendation for each including whether to allocate the site or release it for other uses.

2.3 The site assessments also include a map for each site which also identify:

- Vacant sites;
- Sites under construction;
- Undeveloped Sites;
- Residential Conversions; and
- Sites with unimplemented planning permission.

<b>Site No:</b> SH1	<b>Site Name:</b> Admiralty Park, Camberley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 7.9 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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**

This 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 uses, as well as car servicing and trade counters. The site is divided into 5 zones – A to E. An area just off the entrance to the site, adjacent to the A331, where natural gas storage was previously held has been cleared but remains undeveloped. There is limited activity on the site and some vacant industrial floorspace across units 14 – 16 and 17 – 22, Admiralty Way. In addition, a large new industrial/warehousing unit (Class B1, B2, B8) (advertised as 9,486 – 19,090 sq. ft), is also located adjacent to the A331 by the site entrance, is currently under construction within the site boundary.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 4, 2.1km away, via the A331 primary route.</p>	<p><b>Rail Access:</b> Located 2.7km from Camberley Station and 0.5km from Blackwater Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to settlements:</b> 2.7km driving distance to Camberley town centre, 5.1km driving distance to Farnborough town centre.</p>



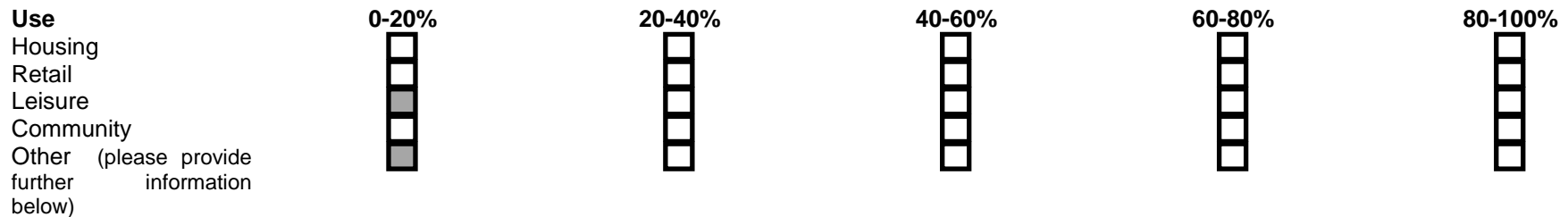
## **FACILITIES**

	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 checked="" type="checkbox"/>
Other (please provide further information below)	<input checked="" 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.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:



Zone B is currently occupied by Jump In Adventure Park, an E Class use. Zone B covers the smallest area of all the zones within Admiralty Park and as such, accounts for less than 20% of the overall uses. There are some Sui Generis uses, including 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 medium/large warehouses and industrial units segregated into zones, with good vehicular access throughout. Units are predominantly of 1980's construction and 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 managed 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. 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):

- Planning Consent
  Site Allocation: Core Employment Area
  Site/part of site in SLAA  
 Fully Implemented
  Partially Implemented
  Cleared Site  
 Greenfield
  Brownfield
  Green Belt

**Additional comments:**

The entire site is recognised as an employment site in the SLAA.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

Planning consent granted subject to conditions for replacement of two storey building for use as car sales with revised vehicular access from Admiralty Way, roof deck parking, ancillary vehicle repairs, office space and valet buildings at units 1 – 5, Admiralty Way in Dec. 2018 (Ref. 18/0491). This site is now complete (620 sq.m office).

**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 Number	Unit Name /	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 17 – 22, Admiralty Way	B1, B2, B8	19,576 sq. ft.					No	
Units 14-16, Admiralty Way	B1, B2, B8	8,023 sq. ft.						

## **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 medium/large industrial and warehouse units and accommodates some large national and multi-national companies as well as SMEs. There is a significant amount of vacant industrial floorspace across units 14 – 16 and 17 – 22 Admiralty Way, along with a large new industrial/warehouse construction which is still ongoing. 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 and if so mitigated.

<b>Site No:</b> SH2	<b>Site Name:</b> Albany Park, Frimley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 6.9 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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. A number of light industrial units are vacant across phase 3 and 4 of the site and a large industrial/warehouse unit, located by the entrance to the site adjoining Hudson House, is currently undergoing refurbishment works.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> 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.</p>	<p><b>Rail Access:</b> Located 1.1km from Frimley Station, 3.0km from Farnborough Main Station and 2.9km from Farnborough North Station.</p>
<p><b>Quality of local roads:</b> 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 0.6km away. This provides access to the A331, M3, Farnborough and Aldershot.</p>	<p><b>Proximity to settlements:</b> 1.0km driving distance to Frimley town centre, 2.7km driving distance to Camberley town centre, 3.5km driving distance to Farnborough town centre.</p>

## **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"/>

An area to the north of the site, that is not included within the boundary of the employment site, houses an industrial unit that has undergone a change of use to retail and associated car park which is now owned by Matalan.

### **OTHER USES**

If there are other 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 six 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.

## **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):

Planning Consent  Site Allocation: Core Employment Area  Site/part of site in SLAA

- Fully Implemented     
  Partially Implemented     
  Cleared Site  
 Greenfield     
  Brownfield     
  Green Belt

**Additional comments:**

The entire site is recognised as an employment site in the SLAA. Prior approval has been granted for the demolition of unit 1M and 2M and the erection of a 3 storey building (use class B1c, B2, B8) though this has not yet commenced.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

The recently developed Albany Point (marked as a site with unimplemented planning permission) resulted in the net loss of 5,005 sq.m of B2 floorspace

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

		<b>floorspace marketed</b>					
Phase 4, Unit 2, 3, 6 and 7 (within units 2 – 8)	B1, B8	2,491 sq. ft					No
Phase 3, Unit 2H	B1, B2, B8	6,394 sq. ft					No
Phase 3, Unit 2E	B1, B2, B8	5,812.5 sq. ft* (Estimated no advertisement on site or online)					No
Phase 3, Unit 2B (ex cable net unit)	B1, B2, B8	6,673 sq. ft* (Estimated no advertisement on site or online)					No

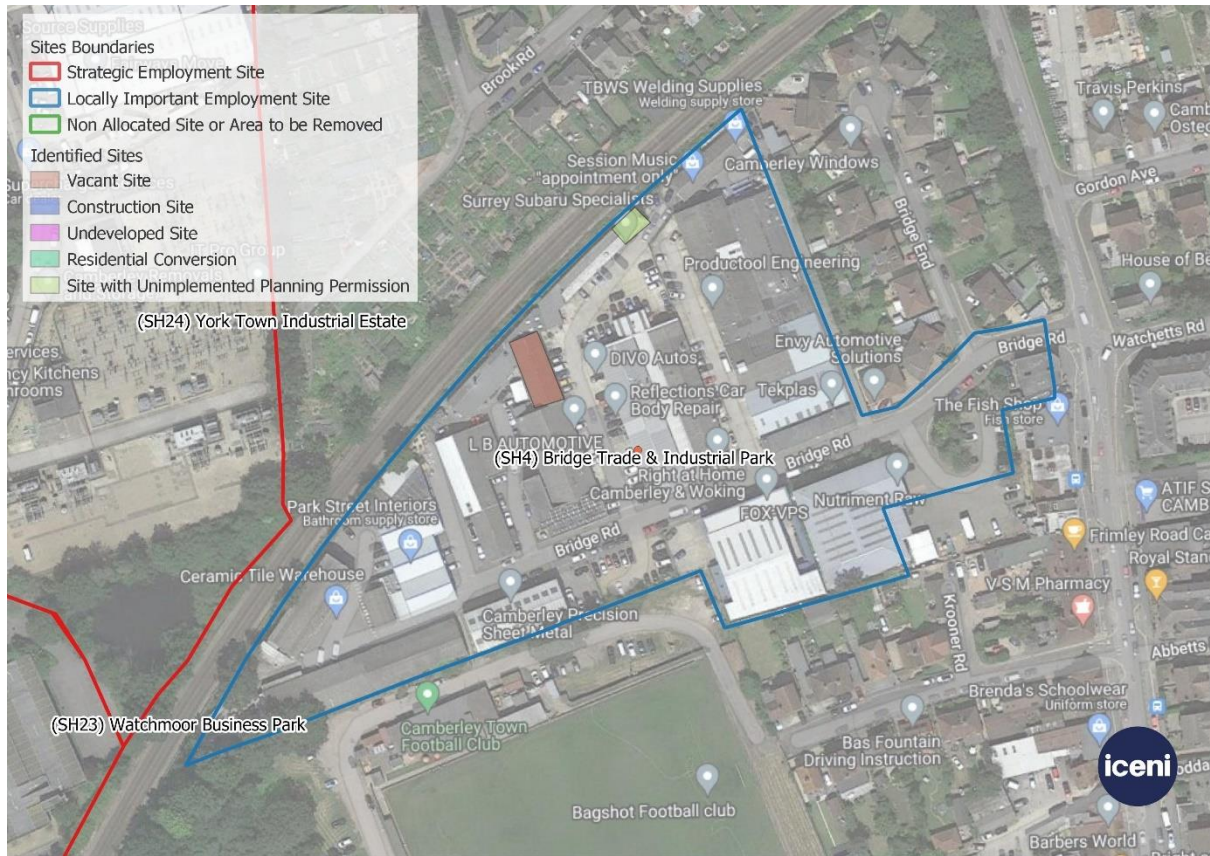
## **CONCLUSIONS**

### **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 (now Matalan is removed). 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 multi-national 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 a number of 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 number of vacant units. However, the number of vacancies has increased since the last site assessment was undertaken in 2020.

<b>Site No:</b> SH3	<b>Site Name:</b> Bridge Trade & Industrial Park, Camberley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 2.1 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 Camberley. 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 predominantly local businesses occupying small industrial units, workshops and warehouses. The site is well occupied, however, the units are somewhat dated. Bridge Road is accessed from a small junction with Frimley Road and is shared by the occupying businesses and a neighbouring residential area.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> 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.</p>	<p><b>Rail Access:</b> Located 1.3km from Camberley Station, 2.3km from Blackwater Station and 2.3 km from Frimley Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to settlements:</b> 1.3km driving distance to Camberley town centre, 1.9km driving distance to Frimley district centre, 4.2km driving distance to Farnborough town centre.</p>



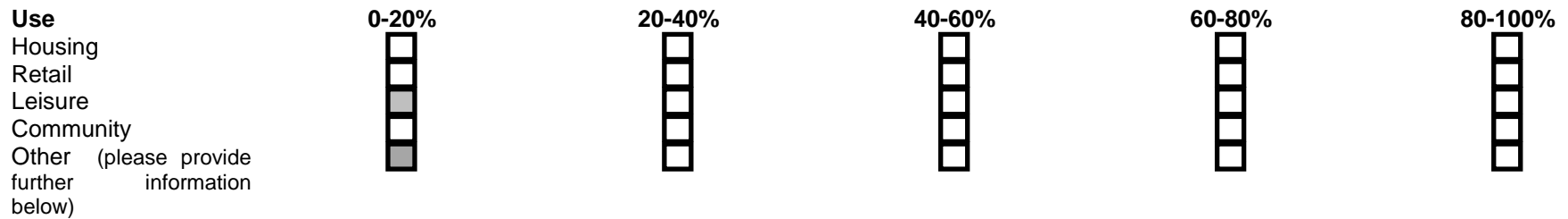
## **FACILITIES**

	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 checked="" 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.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:



Sui Generis: Motor vehicle servicing and repair uses

D2: Barbell/Gym and Strengthening and conditioning Gym.

## **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 well maintained and generally houses lower grade, older 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 ground.

Although not within the employment zone, there is a vacant office across the road from the site at Dolphin House, 103 Frimley Road where some 2,005 sq. ft of Class B1(a) floorspace is available to let.

**ACCESS & PARKING**

Car

Access to Bridge Road from a small junction with Frimley road. However, the site exhibits tight internal circulation.

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.

Public Transport

Bus stops are within walking distance, on Frimley Road. Camberley Station is 1.3km away.

 Servicing

Generally adequate for the needs of the occupying businesses.

 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):

- Planning Consent                       Site Allocation: Core Employment Area                       Site/part of site in SLAA  
 Fully Implemented                       Partially Implemented                       Cleared Site  
 Greenfield                       Brownfield                       Green Belt

**Additional comments:**

The entire site is recognised as an employment site in the SLAA. Planning consent for a change of use of 1a Bridge Road from first floor offices (B1) to C3 has been approved however this has not yet commenced. This is also the case for Unit 5 Bridge Trade and Industrial Park which will provide an additional 56 sq.m of B2 floorspace.

**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 Number	Unit Name / 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	
Bridge Road	B1	2,930 sq. ft					

**CONCLUSIONS****Comments / Observations**

This relatively small site is well occupied, with only one vacant unit. It provides a good opportunity for SMEs that require small units, workshops and 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 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.

<b>Site No:</b> SH4	<b>Site Name:</b> Longcross Studio, Chobham	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 8.9 ha (area in Surrey Heath)	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 sit7e**

DERA (Defence Evaluation and Research Agency) is a former Ministry of Defence site that has housed Longcross Film Studios since 2006, and 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 majority of the site is in Runnymede Borough.

It is located to the southwest of Virginia Water, and is a Major Developed Site being brought forward by Crest Nicholson within the Green Belt. At the time the assessment was undertaken, Longcross studios was the only active portion of the site, with the rest under construction as part of the Crest Nicholson scheme. The M3 lies immediately to the southeast and the Reading to London Waterloo trainline immediately to the north. Directly to the west is Chobham Common, which is part of the Thames Basin Heath 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**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 3 is 8km away. Access to M25 junction 11 is 7.7km away.</p>	<p><b>Rail Access:</b> Located 0.3km from Longcross Station, 4.5km from Sunningdale Station and 4.3km from Virginia Water station and 9.7km from Woking Station.</p>
<p><b>Quality of local roads:</b> Locally accessed from the B386 Chertsey Road/Longcross Road. This provides access to other local B roads leading to settlements such as Woking, as well as the A30 which provides access to Camberley, Staines and the M25.</p>	<p><b>Proximity to other settlements:</b> 10.5km driving distance to Staines town centre, 15.4km driving distance to Bracknell town centre, 9.7km driving distance to Woking town centre.</p>

## **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"/>



## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:

<b>Use</b>	<b>0-20%</b>	<b>20-40%</b>	<b>40-60%</b>	<b>60-80%</b>	<b>80-100%</b>
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 a limited rail service 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. 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 in the Development Plan at the time of the survey. 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):

- Planning Consent     
  Site Allocation: Core Employment Area     
  Site/part of site in SLAA  
 Fully Implemented     
  Partially Implemented     
  Cleared Site  
 Greenfield     
  Brownfield     
  Green Belt

**Additional comments:**

A planning application has been approved by Runnymede Borough Council for the redevelopment of the part of the site in Runnymede to deliver Longcross Garden Village, which will contain a mix of residential and employment land, as well as other uses including supporting infrastructure.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**Opportunity for intensification of employment uses at the site:**

Yes (please provide further information below)  No

It is possible there could be opportunity for intensification of uses through redevelopment, subject to design and consistency with Development Plan policies.

**Undeveloped Land**

Yes (please provide further information below)  No

Some areas of the site adjoining Burma Road remain largely wooded and undeveloped but these are likely to form part of the setting and buffer to Chobham Common.

**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	

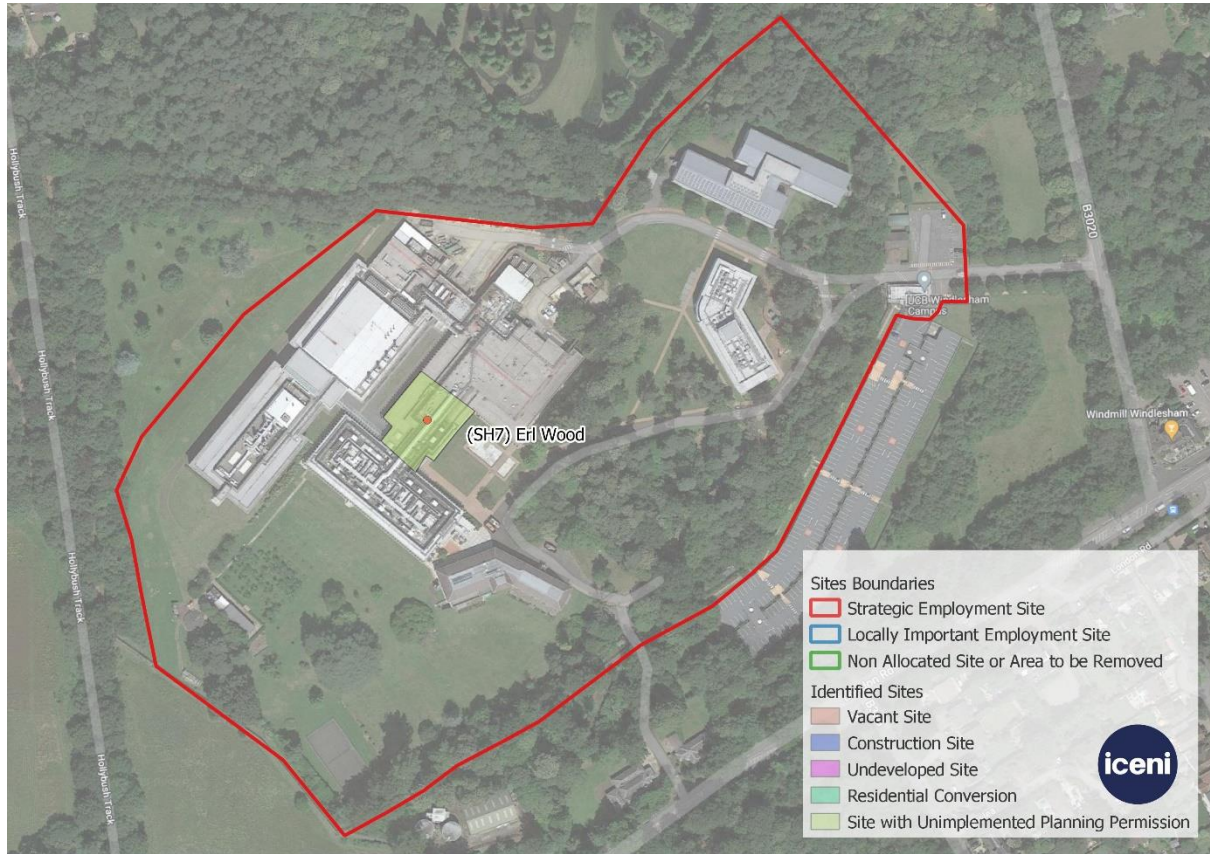
## **CONCLUSIONS**

### **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 has since been occupied by Longcross Film Studios. Planning permission has been granted for large scale redevelopment in the Runnymede section of the site, including a large supply of B1 office uses and is now currently under construction.

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, when surveyed, comprises previously developed land within the Green Belt and is a Major Developed site in the current Development Plan. These considerations will all need to be accounted for in any potential forthcoming regeneration or intensification proposals.

<b>Site No:</b> SH5	<b>Site Name:</b> Erl Wood (London Road), Windlesham	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 8.9 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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**

Now occupied by UCB as a new campus for its UK operations supporting and development the early manufacturing and commercialisation of medicines. 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**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 3, 2.6km away. Access to M25 junction 13 via A30, 11.9km away.</p>	<p><b>Rail Access:</b> Located 2.4km from Bagshot Station and 3.4km from Sunningdale Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to other settlements:</b> 6.9km driving distance to Camberley town centre, 8.4km driving distance to Bracknell town centre, 2.4km driving distance to Bagshot district centre.</p>

## **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.

## **OTHER USES**

If there are other 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 set within 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):

Planning Consent                       Site Allocation: Core Employment Area                       Site/part of site in SLAA  
 Fully Implemented                       Partially Implemented                       Cleared Site  
 Greenfield                       Brownfield                       Green Belt

**Additional comments:**

The entire site is recognised as an employment site in the SLAA.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

Planning consent for alteration to buildings and landscape, demolition of Biology East and construction of a three storey collaboration hub and link building was granted in January 2022. This would result in the addition of 1542 sq.m of B1b floorspace.

**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

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

### Vacant Premises

Yes (please provide further information below)

No

Unit Number	Unit Name /	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	

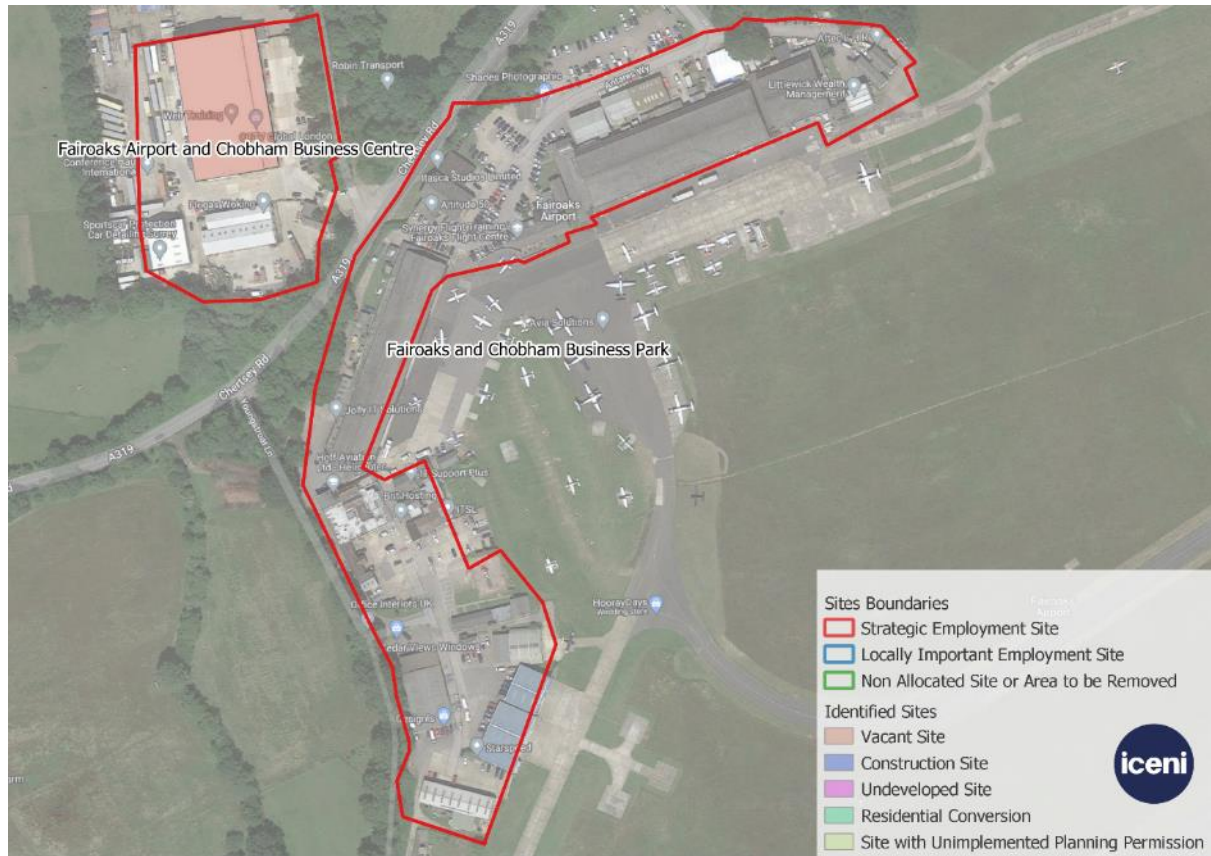
## CONCLUSIONS

### 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.

<b>Site No:</b> SH6	<b>Site Name:</b> Fairoaks Airport and Chobham Business Centre	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 7.3 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 checked="" 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 and also includes Chobham Business Centre which is situated northwest of Fairoaks Airport immediately across Chertsey Road. The business centre at Fairoaks Airport is a designated Major Development Site in the Green Belt in the current Development Plan. There are a range of uses at Fairoaks Airport and Fairoaks Business Park, 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 park also accommodates a number of industrial, storage and office based companies which are not directly related to the aviation activities at Fairoaks, including car repairs and film studios and associated companies. Fairoaks Business Park is low density and units are of relatively poor quality but well occupied.

Chobham Business Centre is a relatively low density rural employment site containing a range of uses, including a training centre, transport and distribution companies, trade counter suppliers and a utility company. Units are again generally well occupied, however a small amount of office floorspace currently stands vacant and is available to let.

## **ACCESSIBILITY**

<b>Distance to Strategic Highway Network:</b> Access to M25 junction 11 via A319 and A320, 4.7km away. Access to M3 junction 2 via M25, 8km away	<b>Rail Access:</b> Located 5.5km from Woking Station, 3.6km from Chertsey Station and 8.4km from West Byfleet station.
<b>Quality of local roads:</b> 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.	<b>Proximity to other settlements:</b> 15km driving distance to Camberley town centre, 8.4km driving distance to Weybridge town centre, 5.5km driving distance to Woking town centre.

## **FACILITIES**

	<b>On site</b>	<b>Within 800m of the site</b>
Convenience retail	<input 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 type="checkbox"/>	<input type="checkbox"/>
Crèche / Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>
Training facility	<input checked="" 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"/>

## **OTHER USES**

If there are other 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, Trade counter Suppliers and Gym					

## **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)



## **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 in the current Development Plan. The rest of the airport and surroundings are within the wider Green Belt.

**Planning Status** (select all that apply):

- Planning Consent     
  Site Allocation: Major Developed Site     
  Site/part of site in SLAA  
 Fully Implemented     
  Partially Implemented     
  Cleared Site  
 Greenfield     
  Brownfield     
  Green Belt

**Additional comments:**

Major Developed Site in the Green Belt in the current Development Plan. Fairoaks Airport is recognised as an employment site in the SLAA.

The site was also identified as a locally important employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**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	
Unit K, Alpha 319	B1, B2, B8	277 – 1,533 sq. ft					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. Some of 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.

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 Market Area's core growth sectors. There are also a cluster of SMEs that contain uses unrelated to the airport.

Chobham Business Centre contains a range of uses, including a training centre, transport and distribution companies, trade counter suppliers and a utility company. Although the site and units are of relatively poor quality and in need of refurbishment occupancy rates are generally high, with a relatively small amount of office space within the Chobham Business Centre the only vacant space at the time the assessment was undertaken.

<b>Site No:</b> SH7	<b>Site Name:</b> Highams Park, Chobham	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 4.6 ha	<b>Survey Date:</b> 22/11/2022	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 site is solely occupied by Gordan Murray Automotives in the Green Belt. It is a gated site in a secluded, rural setting to the southeast of Windlesham. 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. Gordon Murray Auto is the long term occupier and is currently building an additional B1b facilities.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 3, 4.8km away. Access to M25 junction 11 via A30, 10.5km away.</p>	<p><b>Rail Access:</b> Located 5.5km from Bagshot Station, 4.2km from Sunningdale Station and 10km from Woking station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to other settlements:</b> 9.8km driving distance to Camberley town centre, 12.4km driving distance to Bracknell town centre, 10km driving distance to Woking town centre.</p>

## **FACILITIES**

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input 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"/>

## **OTHER USES**

If there are other 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 enabled bespoke conversion for Frazer Nash, who have since moved on, to implement test tracks and a monorail. The site is now owned by Gordan Murray Automotives.

### **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. An oil and gas pipeline is situated approximately 180 foot from the site boundary.

**Planning Status** (select all that apply):

- Planning Consent                       Site Allocation: Core Employment Area                       Site/part of site in SLAA  
 Fully Implemented                       Partially Implemented                       Cleared Site  
 Greenfield                       Brownfield                       Green Belt

**Additional comments:**

Planning permission was granted in 2020 for an additional 12,760sq.m of floorspace as part of an overall site redevelopment into campus for Gordon Murray. This is currently under construction.

The site was also identified as a locally important employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**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 Number	Unit Name /	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 single occupier site, formerly held by Frazer Nash and now owned by Gordan Murray Automotives .

The site 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 being redeveloped into a campus for Gordan Murray and will increase floorspace provision by 12,760sq.m

<b>Site No:</b> SH8	<b>Site Name:</b> Mytchett Place	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 4.5 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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**

Previously the headquarters for Frazer Nash Research Ltd, Mytchett Place site is currently unoccupied. The site is situated to the east of Mytchett in the southwest of the Borough located in the 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.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 4, 4.6km away. Access to A331 via Coleford Bridge Road, 1.9km away.</p>	<p><b>Rail Access:</b> Located 1.6km from North Camp Station, 1.8km from Ash Vale Station and 3.5km from Farnborough Main station.</p>
<p><b>Quality of local roads:</b> Primary frontage onto Mytchett 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.</p>	<p><b>Proximity to other settlements:</b> 4.0km driving distance to Farnborough town centre, 7.7km driving distance to Camberley town centre, 13.2km driving distance to Woking town centre.</p>

## **FACILITIES**

	On site	Within 800m of the site
Convenience retail	<input type="checkbox"/>	<input 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 type="checkbox"/>
Comparison Retail	<input type="checkbox"/>	<input type="checkbox"/>
Other (please provide further information below)	<input type="checkbox"/>	<input type="checkbox"/>

There is one restaurant within 400m of site. Retail facilities are just outside 800m of site.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:

	0-20%	20-40%	40-60%	60-80%	80-100%
<b>Use</b>					
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 housed the main office use and its grounds. The site was previously used as a testing facility.

### **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 the countryside beyond the Green Belt. The Thames Basin Heaths SPA is northwest of the site.

## **ACCESS & PARKING**

Car

There is one main access from Mytchett Place Road, which is adequate for the vehicles likely to be using the site.

HGV

There are no visible access barriers at the main entry point that would restrict HGV access.

Public Transport

There are bus stops in nearby Mytchett within 800m of the site, but no train stations within walking distance.

Servicing

Adequate servicing provision.

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. There is an Area Tree Preservation Order within the Site as well as numerous individual Tree Preservation Orders.

**Planning Status** (select all that apply):

- Planning Consent                       Site Allocation: Core Employment Area                       Site/part of site in SLAA  
 Fully Implemented                       Partially Implemented                       Cleared Site  
 Greenfield                       Brownfield                       Green Belt

**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.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**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 the whole site is vacant.  No

Unit Number	Name / 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 whole site is vacant	B1c	The whole site is 4.5 Ha although it has a much more limited redevelopment potential and currently only provides circa 2,100 sq.m					

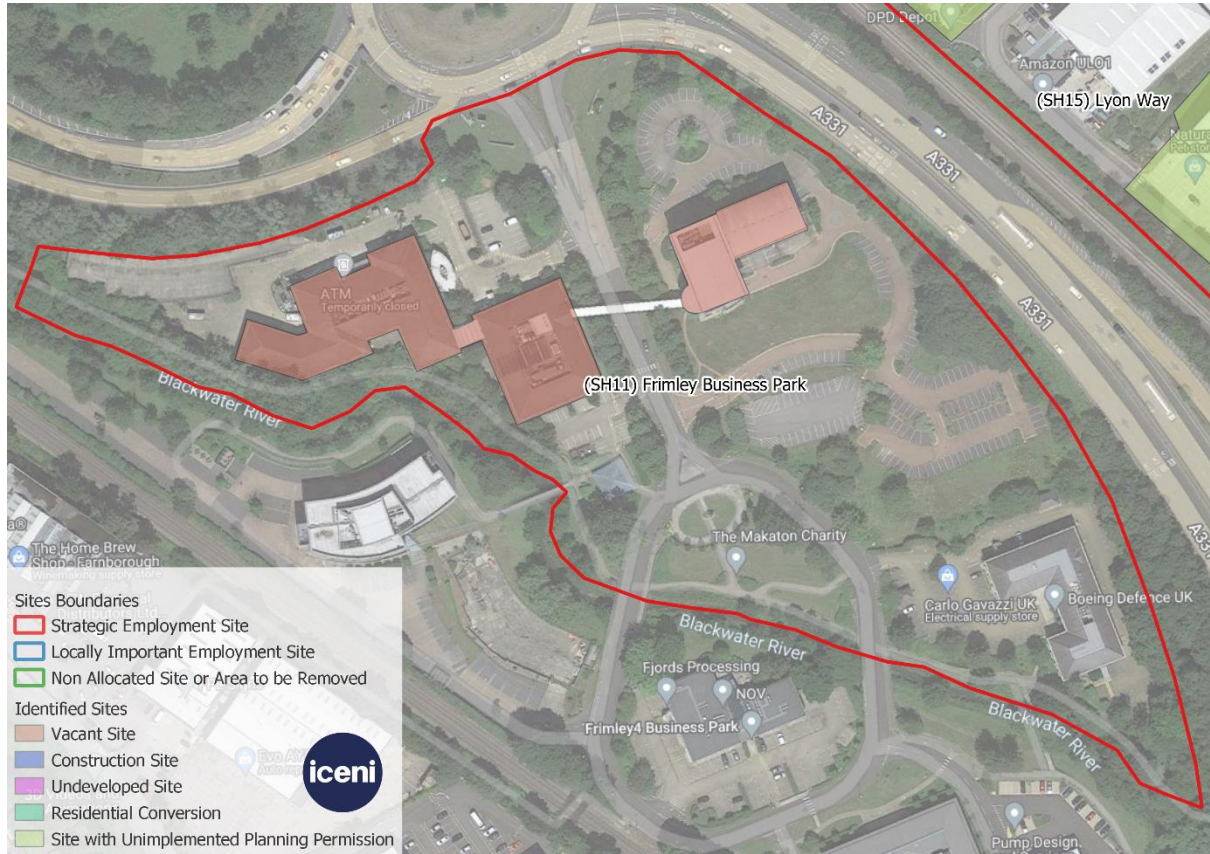
**CONCLUSIONS**

**Comments / Observations**

The site is currently unoccupied since the previous occupier Frazer Nash Research Ltd. moved to an alternative location. There are a number of buildings and structures associated with the previous use including workshops and testing equipment and a small guard house located close to the access.

Although the site is designated as a Strategic Employment site it is no longer in employment use and is in a remote location. That said the site had an approved planning permission (14/0450 from 2014) which granted permission to expand the existing Mytchett Place building and erect two detached buildings to be used as a Prototype Facility and a Test Garage. If delivered this would increase the floorspace to 4255 sq.m. However there is no evidence that this permission has been implemented and, as such, this permission has expired.

<b>Site No:</b> SH9	<b>Site Name:</b> Frimley Business Park	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 4.7 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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. However, a significant proportion of the office uses on the site are currently vacant and are available to let. 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**

<p><b>Distance to Strategic Highway Network:</b> 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.</p>	<p><b>Rail Access:</b> Located 1.6km from Frimley Station, 2.7km from Farnborough Main Station and 2.6km from Farnborough North Station.</p>
<p><b>Quality of local roads:</b> The site adjoins the A331, to which it has direct access. This primary route connects to Camberley, Farnborough, Aldershot, the A31 and local routes such as the A325.</p>	<p><b>Proximity to settlements:</b> 1.4km driving distance to Frimley district centre, 4.5km driving distance to Camberley town centre, 3.5km driving distance to Farnborough town centre.</p>

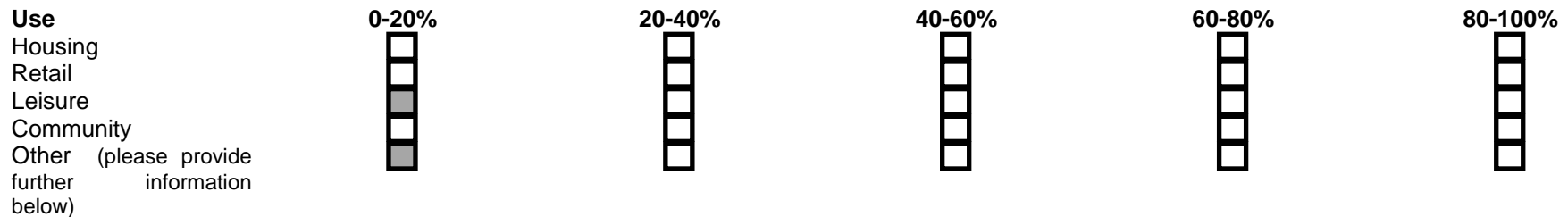
## **FACILITIES**

	On site	Within 800m of the site
Convenience retail	█	█
Restaurants / café	█	█
Gym / sports facilities	█	█
Hotel	█	█
Crèche / Children's Nursery	█	█
Training facility	█	█
Comparison Retail	█	█
Other (please provide further information below)	█	█

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 the shops and services in Frimley District Centre.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:



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 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                            | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

A proposal for the erection of a three storey B1/B2/B8 use class building within the part of the site in Rushmoor Borough has been granted and awaiting construction. The entire site is recognised as an employment site in the SLAA.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

Planning consent (ref. 21/0895) for demolition of existing buildings and redevelopment of the site to provide 4 industrial/warehouse buildings (5 units) (Flexible Use Class B2/B8/E(g)(i)-(iii)) together with associated landscaping works and car parking/servicing at 200 Novartis was granted in June 2022. There is no net loss of employment floorspace within this permission (B1a to Mixed B). The site is included within extant supply position which is netted off from the need position.

**Opportunity for intensification of employment uses at the site:**

Yes (please provide further information below)  No

Potential for redevelopment and intensification of vacant office premises to accommodate a wider range of employment uses, such as R&D, light industrial and industrial development (including ancillary B8).

**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	
200 Frimley Business Park	B1(a)	35,144 sq. ft					No
Office building adjacent to 200 Frimley Business Park	B1(a)	36,597 sq. ft* (Estimated no advertisement on site or online)					No

**CONCLUSIONS****Comments / Observations**

Despite the high-quality environment and recent refurbishment of much of the site, a significant proportion of the large office buildings, particularly those located at the entrance of the site, are currently vacant and available to let.

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.

The area toward the rear of the site that falls within Rushmoor borough and has been recently re-developed as flexible (B1-B8 class) business units with a mix of office, industrial and warehousing accommodation.

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 Enterprise M3 LEP's priority sectors and FEA growth sectors.

<b>Site No:</b> SH10	<b>Site Name:</b> Linsford Business Centre, Mytchett	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 1.0 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 rural employment site located between Mytchett and the A331. It is bordered by countryside to all sides except the northeast, where there is a residential development. The site contains light industrial, storage and office uses. The units are of varying age and quality and are a mix of converted former agricultural buildings at Linsford Farm and more recent light industrial accommodation. The site exhibits a relatively high level of activity and a good occupancy rate with no clear vacancies.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 4, 3.9km away, via a well maintained unclassified main road and the A331 primary route.</p>	<p><b>Rail Access:</b> Located 2.1km from Farnborough North Station and 2.4km from Farnborough Main Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to other settlements:</b> 2.4km driving distance to Farnborough town centre, 7.1km driving distance to Aldershot town centre, 7.2km driving distance to Camberley town centre.</p>

## **FACILITIES**

	<b>On site</b>	<b>Within 800m of the site</b>
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 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 is a petrol station, convenience store, café/restaurant, tennis courts and bowls facilities within 800m of the site.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:

<b>Use</b>	<b>0-20%</b>	<b>20-40%</b>	<b>40-60%</b>	<b>60-80%</b>	<b>80-100%</b>
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 cars 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 the northeast. Protected woodland is to the southeast and open fields and lakes on all other sides.

## **ACCESS & PARKING**

 Car

The site is accessed from a small residential road that also serves a recently completed residential area that borders the site.

 HGV

The road to the site is quite narrow and the surface is poor in places. However, there are no parked cars or other obstructions.

 Public Transport

Bus stops within 800m.

Servicing

Adequate for site's current needs, although it may benefit from larger turning areas.

 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 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                 | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

The entire site is recognised as an employment site in the SLAA.

The site was also identified as a locally important employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**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

Although there is no undeveloped land within the site itself, an undeveloped parcel of land located on Linsford Lane just outside the site boundary could be a potential location for additional development and extension of the Linsford Business Centre.

**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	

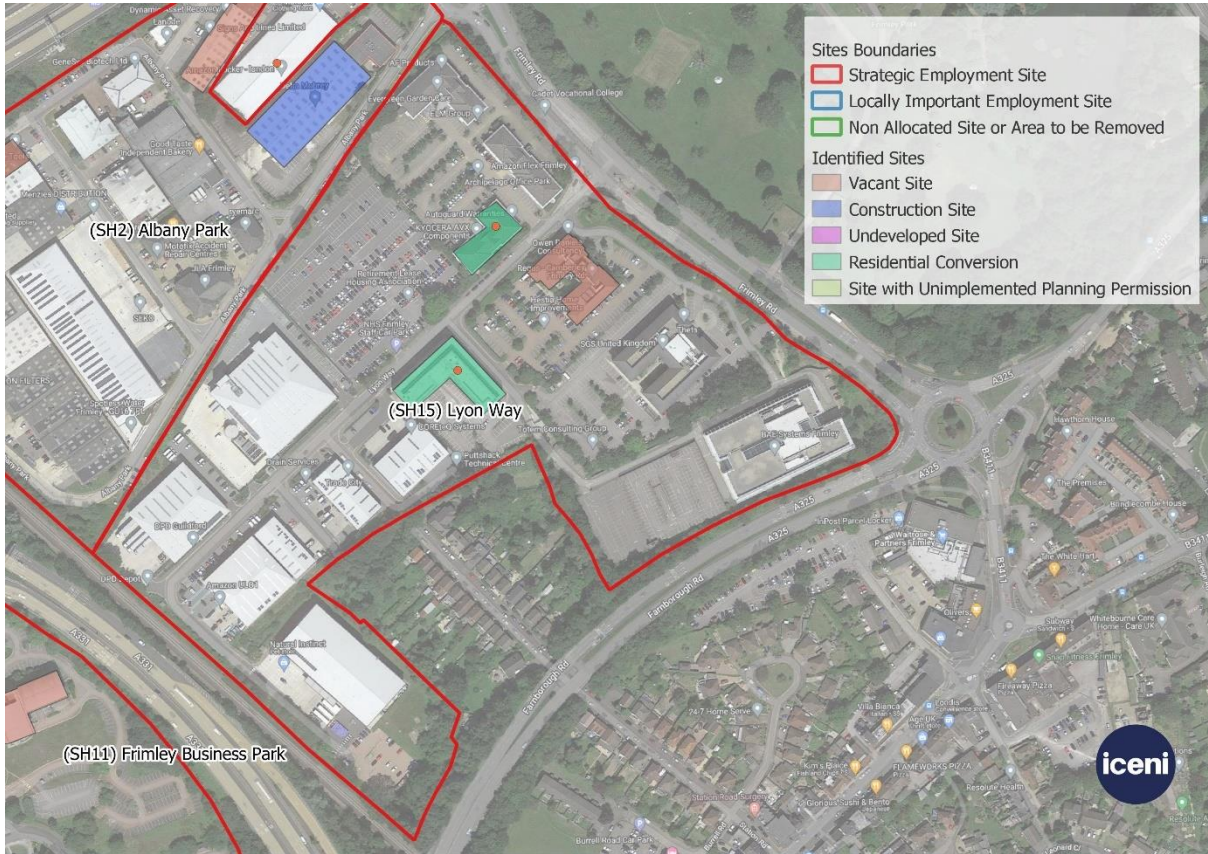
**CONCLUSIONS****Comments / Observations**

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 few services within 800m with only one convenience store within that distance.

Linsford Business Centre accommodates a cluster of SMEs and incubator companies, providing an important location for smaller businesses servicing the local economy.

<b>Site No:</b> SH11	<b>Site Name:</b> Lyon Way, Frimley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 10.7 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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 been fully implemented and is different in character from the existing business park, as it is more focused on B8 storage & distribution, warehousing, and E(g)(iii) light industry. The existing established business park is well maintained, with incorporated landscaping, modern office buildings and designated parking areas.

## ACCESSIBILITY

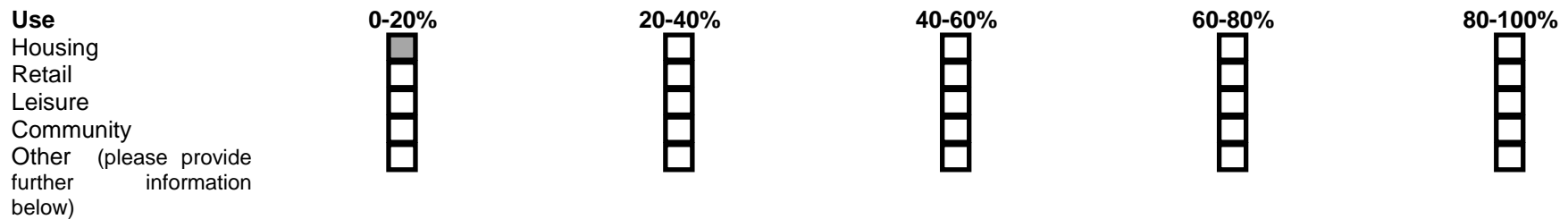
<p><b>Distance to Strategic Highway Network:</b>                  Accessed from M3 via junction 4, which is a 1.4km car journey. Access to M3 from the site is 2.6km due to the nature of the road layout.</p>	<p><b>Rail Access:</b>                  Located 1km from Frimley Station, 2.7km from Farnborough Main Station and 2.6km from Farnborough North Station.</p>
<p><b>Quality of local roads:</b>                  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><b>Proximity to settlements:</b>                  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>

## 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"/>

## OTHER USES

If there are other uses on the site indicate the type and approximate proportion of floorspace below:



## 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 all 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**

Car

Good access from a traffic light controlled junction with a dual carriageway section of Frimley Road.

HGV

Good access from Frimley Road. The site contains large car parks 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.

Public Transport

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

Servicing

Good

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)

Tree Preservation Order's border the site at 29 and 34 Station Road.

**Planning Status** (select all that apply):

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Planning Consent | <input checked="" 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 type="checkbox"/> Brownfield                                       | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

The rear half of the site has recently been redeveloped as Trade City Frimley. This development was on brownfield land toward the rear of the site, which previously housed relatively low quality outdated units which had a high vacancy rate. The Trade City development is now fully implemented and completed. The entire site is recognised as an employment site in the SLAA.

The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

Both Absolute and the Archipelago buildings have prior approval for conversion from office to Residential.

The Archipelago Building will result 73 dwellings (Ref. 21/0796). However, this permission has not been implemented yet. The Absolute building has commenced and will result in 36 dwellings (Ref. 15/0689).

**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	
Quatro House, Lyon Way	B1(a)	32,499 sq. ft					No

**CONCLUSIONS****Comments / Observations**

The site is well located, next to Frimley District Centre and is in close proximity to the 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 LEP's priority sectors. It is a well maintained site with abundant landscaping and large car parks.

Trade City Frimley has recently been developed on the site and was identified as a prime investment potential site in the Enterprise M3 LEP's Commercial Property Market Report.

There is a relatively small amount of vacant office floorspace across two properties on the site but considering the size of site this forms of minor proportion of the overall employment floorspace. In addition, a property located in the middle of the site has been converted to residential use.

<b>Site No:</b> SH12	<b>Site Name:</b> SC Johnson, Frimley Green	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 8.3 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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**

This site could not be fully accessed on the day of the survey and the below is assumed from what was known of the site previously and from what was garnered from outside of the site. It is a 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**

<p><b>Distance to Strategic Highway Network:</b> 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.</p>	<p><b>Rail Access:</b> Located 1.4km from Frimley Station, 3.9km from Farnborough Main Station and 3.4km from Farnborough North Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to settlements:</b> 1.0km driving distance to Frimley district centre, 4.2km driving distance to Camberley town centre, 3.5km driving distance to Farnborough town centre.</p>

## **FACILITIES**

		On site	Within 800m of the site
Convenience retail		☐	☐
Restaurants / café		☐	☐
Gym / sports facilities		☐	☐
Hotel		☐	☐
Crèche / Children's Nursery		☐	☐
Training facility		☐	☐
Comparison Retail		☐	☐
Other (please provide further information below)	☐		☐

While 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.

## **OTHER USES**

If there are other 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	☐	☐	☐	☐	☐
Retail	☐	☐	☐	☐	☐
Leisure	☐	☐	☐	☐	☐
Community	☐	☐	☐	☐	☐
Other (please provide further information below)	☐	☐	☐	☐	☐

## **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)

The Southampton to London oil and gas pipeline (SLPP) runs close to 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 type="checkbox"/> Brownfield                            | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

The entire site is recognised as an employment site in the SLAA.

The site was also identified as a locally important employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**Opportunity for intensification of employment uses at the site:**

- Yes (please provide further information below)  No

There is unused green space on the site, however, this is allocated as a protected green space. The open space forms an important gap between the settlements of Frimley and Frimley Green. The majority of the warehousing and offices on site are currently unused, but could potentially be redeveloped and intensified in future.

**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	
SC Johnson	B2	25,000 sq.m					

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 is now not in use. Some of the offices at the site 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 is now not in use, 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.

<b>Site No:</b> SH13	<b>Site Name:</b> St Georges Industrial Estate & Helix Business Park, Camberley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 2.3 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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. The site boundary has been redrawn to exclude part of the site which is now in residential use.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> 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.</p>	<p><b>Rail Access:</b> Located 1.8km from Camberley Station, 1.9km from Frimley Station and 2.6km from Blackwater Station.</p>
<p><b>Quality of local roads:</b> The site is accessed from a roundabout on the B3411 Frimley Road, which is a busy route that runs north to south through the western suburbs of Camberley. Congestion is an issue at peak hours. This route provides direct access to the A30, A325, A331 and consequently the rest of the Blackwater Valley towns.</p>	<p><b>Proximity to settlements:</b> Equidistant to Camberley and Frimley centres at 1.6km driving distance, 4.2km driving distance to Farnborough town centre.</p>

## **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 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 checked="" type="checkbox"/>
Other (please provide further information below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The site is within close proximity of Frimley Road which has a range of local shops and services. There are also café, restaurant and takeaway services within the employment site.

## **OTHER USES**

If there are other 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.

In addition, Pembroke House located on the frontage of the site adjacent to Frimley Road has been converted to residential use and as such the site boundary has been amended to remove this from the site area.

## **ACCESS & PARKING**

Car

Good access to the site from a roundabout with Frimley Road.

HGV

Adequate access from a small roundabout junction, although potentially quite constrained for HGVs.

Public Transport

Bus stops adjacent to the site on Frimley Road.

Servicing

Adequate for the site's uses.

Parking

Each unit has 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. The site borders community use at Camberley FC and green space at Crabtree park. No apparent planning constraints have arisen from this.

**Planning Status** (select all that apply):

- Planning Consent                       Site Allocation: Core Employment Area                       Site/part of site in SLAA  
 Fully Implemented                       Partially Implemented                       Cleared Site  
 Greenfield                       Brownfield                       Green Belt

**Additional comments:**

The entire site is recognised as an employment site in the SLAA.

The site was also identified as a locally important employment site in the Regulation 18 Draft Surrey Heath Local Plan.

**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 2, Helix Business Park	B1, B2, B8	3,175 sq. ft					No
Unit 3, Helix Business Park	B1, B2, B8	3,175 sq. ft					No
Unit 4, Helix Business Park	B1, B2, B8	4,010 sq. ft					No
Unit 8, Helix Business Park	B1, B2, B8	3,401 sq. ft					No



## **CONCLUSIONS**

### **Comments / Observations**

A compact, relatively well occupied site that in a good location with 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 4 remain vacant, demonstrating that the site assists in meeting the demand for industrial and warehouse accommodation in Surrey Heath.

..

<b>Site No:</b> SH14	<b>Site Name:</b> Tanners Yard, Bagshot	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 0.32 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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**

<p>A compact, relatively modern arrangement of office accommodation located to the north of Bagshot District Centre. Tanners Yard contains small office units and appears well maintained and has small scale landscaping.</p> <p>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.</p>
---

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 3, 1.4km away. Access to M25 junction 13 via A30, 14.2km.</p>	<p><b>Rail Access:</b> Located 0.2km from Bagshot Station, 5.6km from Sunningdale Station and 4.8km Camberley Station.</p>
<p><b>Quality of local roads:</b> 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.</p>	<p><b>Proximity to other settlements:</b> 3.1km driving distance to Camberley town centre, 8.7km driving distance to Bracknell town centre, 12.2km driving distance to Woking town centre.</p>

## 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"/>

## OTHER USES

If there are other 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Planning consent granted for a change of use of a B1 unit to D1 (physiotherapy) use and is now in operation.

## **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**

 Car

Good wide vehicular access point from the A30.

 HGV

HGVs not necessary for current uses. However, good access to the site, although the rear car park so no HGV parking provision.

 Public Transport

Bus stops nearby on Bagshot High Street. Bagshot Station is within 800m.

Servicing

Servicing is adequate for the site's needs.

 Parking

Parking provision is moderate, with one car park that consists of designated bays. This is already almost at 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 Park and 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                 | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

In the SLAA as a mixed use employment and residential site, categorised as developable. Planning Consent was granted in 2019 for a change of use of unit from B1 to D1 use as a physiotherapy treatment centre, which is now operational.

**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**

The site is well located on the A30 London Road and well occupied. Being just outside Bagshot District Centre, there is good access to local shops and services.

The site provides office accommodation in small units.

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 here. It is an important site in servicing the local economy.



<b>Site No:</b> SH15	<b>Site Name:</b> Watchmoor Business Park, Camberley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 10.5 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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. 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. There is a significant amount of vacant office floorspace across the site.

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 4, 1.3km away, via the A331 primary route.</p>	<p><b>Rail Access:</b> Located 3.4km from Camberley Station and 1.6km from Blackwater Station.</p>
<p><b>Quality of local roads:</b> 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 that connects the M3, A30, and provides further access to Camberley town centre, Farnborough and Aldershot.</p>	<p><b>Proximity to settlements:</b> 3.4km driving distance to Camberley town centre, 4.3km driving distance to Farnborough town centre.</p>

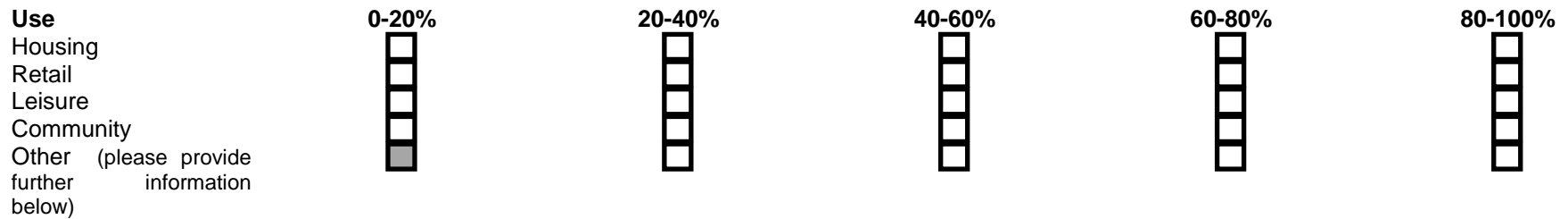
## **FACILITIES**

	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.

## **OTHER USES**

If there are other uses on the site indicate the type and approximate proportion of floorspace below:



On site 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)

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

### Neighbouring uses:

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

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

## **ACCESS & PARKING**

Car

Riverside Way, a dual carriageway road provides access to the site from the A331 primary route.

HGV

Although HGVs do not appear to require access to the site for the current occupiers, the provision for their access is good.

Public Transport

No local bus routes nearby. Blackwater Station is 1.6km away.

 Servicing

A spacious site with good provision for servicing.

 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)

A sewage works adjoins the site.

**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 type="checkbox"/> Brownfield                                       | <input type="checkbox"/> Green Belt                           |

**Additional comments:**

The entire site is recognised as an employment site in the SLAA. Two sites have unimplemented planning permission, these are at Building B and Parkview which have permission for 582 sq.m and 70 sq.m of B1a floorspace respectively

**Opportunity for intensification of employment uses at the site:**

- Yes (please provide further information below)  No

Known interest by current owner for redevelopment for a wider range of employment uses. Potential for redevelopment and intensification of vacant office premises to accommodate a wider range of employment uses, such as R&D, light industrial and industrial development (including ancillary B8).

**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	
Building 2, Watchmoor Park, Riverside Way	B1(a)	14,415 sq. ft					No
Building 3, Watchmoor Park, Riverside Way	B1(a)	8,091 sq. ft					No
Building 9, Watchmoor Park, Riverside Way	B1(a)	10,676 sq. ft					No
Building 10, Watchmoor Park, Riverside Way	B1(a)	4,650 sq. ft					No
Building 11, Watchmoor Park, Riverside Way	B1(a)	14,552 sq. ft					No
Building A, Watchmoor Park, Riverside Way	B1(a)	3,627 sq. ft					No
Arena Business Centre, Watchmoor Park, Riverside Way	B1(a)	11,000 sq. ft					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 supermarket within walking distance, but the site is not within close proximity of other services.

There are a number of 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 on 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.

Finally, there is known interest from the current owner in redevelopment of the site to provide a wider range of employment uses.



<b>Site No:</b> SH16	<b>Site Name:</b> Yorktown Industrial Estate, Camberley	<b>LPA:</b> Surrey Heath
<b>Site Area:</b> 40.3 ha	<b>Survey Date:</b> 22/11/22	<b>Name of Surveyor(s):</b> Nick Ireland & Ben James



## **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. It is the largest employment area in the District, and is well located – in particular reflecting its accessibility to M3 Junction 4.

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.

The 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. At the time the assessment was undertaken a significant number of the premises were vacant and available to let (as shown on the plan above).

The age and quality of stock within the Estate varies. There has been some recent redevelopment of sites, with development of a new 16,456

## **ACCESSIBILITY**

<p><b>Distance to Strategic Highway Network:</b> Access to M3 at junction 4, 1.9km away, via the A331 primary route.</p>	<p><b>Rail Access:</b> Located 2.4km from Camberley Station and 0.6km from Blackwater Station.</p>
<p><b>Quality of local roads:</b> 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 controlled junction, and from the A30 at Yorktown Way, also at a traffic light controlled junction. Doman Road and the 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 through residential areas.</p>	<p><b>Proximity to settlements:</b> 2.4km driving distance to Camberley town centre, 5.1km driving distance to Farnborough town centre.</p>

## **FACILITIES**

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

## **OTHER USES**

If there are other 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"/>

## **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 its current wide ranging mix of uses. 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 cover 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, cars 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): Planning Consent Site Allocation: Core Employment Area Site/part of site in SLAA Fully Implemented Partially Implemented Cleared Site Greenfield Brownfield Green Belt

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**Additional comments:**

There are some more recent developments, consisting primarily of flexible warehouse space. It appears that natural regeneration of the employment area is taking place, as some of the outdated or unused building stock is gradually being redeveloped or replaced. The entire site is recognised as an employment site in the SLAA. The site was also identified as a strategic employment site in the Regulation 18 Draft Surrey Heath Local Plan.

At the north of the site, adjoining the A30 London Road, a prior approval has been granted for the conversion of a B1 office building to C3 housing, however this has not yet commenced.

In addition, a large new light industrial development located just outside the site boundary adjacent to the A331 was under construction (now complete) and will provide a new HQ and warehousing facility for STIHL (19/0420) and the light industrial unit at 9 Stanhope Road (22/1285/FFU - 2,431 sq. m net), within the site boundary, was undergoing redevelopment works at the time the assessment was undertaken. The site boundary has been amended to include the new development adjacent to the A331. By moving to their new site the current Stihl site in Stanhope Road (7,344 sqm) will be released for other uses.

There is also an extant permission (ref. 15/0033) at Unit 2 Trafalgar Way for the demolition and redevelopment of a Class B8 warehouse which has been completed, resulting in the loss of 280 sq. m of B8 floorspace.

Another extant permission (ref. 16/0151) for change of use of Units 10 and 11 Craven Court, Stanhope Road from Class B2 to sui generis could result in the loss of 217 sq. m of employment floorspace.

The final extant permission (ref. 19/0128) for change of use of Unit 3 Watchmoor Park from Class B1c to D2 (Gym) which could result in the loss of 121 sq. m of employment floorspace.

This is the largest employment area within the District. The age and quality of the stock within the estate varies and there are a number of vacant buildings which are identified herein. Over time, the redevelopment of older stock and intensification of employment uses on the Estate should be encouraged. There are particular opportunities to do so in areas where there are concentrations of older stock such as Doman Road and Glebeland Rd.

**Opportunity for intensification of employment uses at the site:** Yes (please provide further information below) No

The site is relatively intensively developed but has potential for intensification of employment uses and redevelopment of the site over the long term to provide modern commercial floorspace. Over time, the redevelopment of older stock and intensification of employment uses on the Estate should be encouraged. There are particular opportunities to do so to in areas where there are concentrations of older stock such as Doman Road and Glebeland Road. Investment in public realm and street scene on the estate could help to encourage investment.

In addition, there is potential that changing working patterns influences the future space requirements of existing office occupiers on the site, which include the Bank of America and around Tuscan Way. If office space/ sites become available, they may provide potential for light industrial or hybrid space development.

**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	
17 Doman Rd	B1, B2	16,421 sq. ft					No
Units 1 – 6, J4 Camberley	B1, B2, B8	29,003 sq. ft					No
Units 7 – 8, J4 Camberley	B1, B2, B8	4,612 sq. ft					No
Tuscan Trade Park, 8 Trafalgar Way	B1, B2, B8	15,470 sq. ft					No
Unit A, Watchmoor Point, Victoria Road	B1, B2, B8	84,690 sq. ft					No
Units 1 -19, Watchmoor Trade Centre	B1, B2, B8	20,000 sq. ft					No
Unit 4 Watchmoor Point	B1, B2, B8	35,153 sq. ft					No
2 Stanhope Road	B1(a)	2,261 sq. ft					No
1 -3 Priory Court, Tuscam Way	B1(a)	448 sq. ft					No
Units 11 – 14, Camberley Business Centre, Bracebridge	B1, B2, B8	3,072 sq. ft					No

The vacant floorspace on this site has significantly increased by 82,544 sq. ft since the previous employment site assessment was undertaken in 2020. Although there may appear to be a large amount of vacant units from the list above, it should be noted that Yorktown 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 Yorktown Industrial Estate is not high.

## **CONCLUSIONS**

### **Comments / Observations**

Yorktown 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 a range of employment uses than being on the district's high quality office locations. Opportunities to improve the public realm and environment on the estate should be encouraged. A number of the office units currently stand vacant and are available to let. There are some industrial units with trade counters and a wholesaler 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. Over time, opportunities for redevelopment or older space and intensification should be encouraged.

There is also a technology cluster focused at Camberley Business Centre, emphasising the wide diversity of uses represented at Yorktown. Due to its size, ongoing development opportunities, wide range of accommodation attracting both SMEs and larger organisations, Yorktown has the potential and capacity to attract future economic development to the area. Should existing larger office occupiers downsize or relocate, there may be potential for redevelopment to provide of some plots within the site to provide modern commercial space.

Development of a sizeable new light industrial unit located just outside the site boundary adjacent to the A331 was observed during the assessment. As such, the site boundary has been extended to encompass this new development.

### 3. CAPACITY CONCLUSION

- 3.1 This section seeks to draw together the analysis of individual sites to consider the available land and premises which exist on existing allocated employment sites within the District and which can accommodate future economic growth.
- 3.2 In addition, in the context of a constrained land supply and the significant Green Belt coverage within the District, IcenI has sought to consider what opportunities exist for the intensification of existing sites over time to contribute to meeting future development needs in line with NPPF Para 141.
- 3.3 This information is split across two tables. The first table provides information on vacant sites and we have estimated the hectareage while the second table is for sites under construction and where there is a known floorspace.
- 3.4 Taking into account completions and pipeline supply the latest evidence identifies a residual floorspace need to 2041 for between 7,246 sq.m and 16,546 sq.m of office floorspace and between 19,609 sq.m and 44,609 sq.m for industrial/warehousing.
- 3.5 In this section, we consider the potential supply available which can be compared against this. The table below shows the level of vacant/ underused land with development potential available within the District.

**Table 3.1 Capacity by Available Land (ha)**

Site Name	Available Land (ha)	Potential Floorspace (sq.m)	Development/Intensification Type
Admiralty Park (SH1)	0.6	3,000	Undeveloped land (E(g)(i-iii)/B2/B8)
Mytchett Place, Mytchett (SH10)	0.4	4,355	Unoccupied vacant R&D,023 site (E(g)(ii))
SC Johnson (SH17)*	2.5	25,000	Partly unoccupied industrial Site (B2/B8)
<b>Total</b>	<b>3.5</b>	<b>32,355</b>	

Source: IcenI Projects

- 3.6 The former gas storage site at Admiralty Park is vacant and cleared and could be put into a variety of uses. We have calculated the potential floorspace of 3,000 sq.m using a plot ratio of 0.5.
- 3.7 Although Mytchett Place covers a total of 4.5Ha it is unlikely to get fully developed due to its parkland setting and heritage constraints. Furthermore, the site is quite remote and terms as in Countryside Beyond the Green Belt (and it not within a settlement boundary). The council estimate the current footprint to be 2,100 sq.m and permission has previously been granted for additional B1b facilities

- 
- which would take the total floorspace to 4,255 sq.m (0.4 Ha), although this permission has expired but none the less the past approval is indicative of the potentially appropriate expansion of the site.
- 3.8 It is unclear what provision if any the SC Johnson site can deliver. We have estimated that there is 25,000 sq.m of vacant floorspace but whether that comes to market will depend on the company's plans for the site. If it is fully vacated it could deliver as much as 8.3 Ha. It is unlikely that this site will be reused in its current guise hence its inclusion at this point.
- 3.9 In total, the supply from vacant and cleared existing sites is in the region of 32,3345 sq.m. Although there could be some flexibility on what is delivered we estimate that 7,355 sq.m would be suitable for office and R&D use while the remaining 25,000 sq.m would likely come forward for industrial use.
- 3.10 The supply above would therefore address the bottom end of the residual office and industrial need. If the upper end of the office and industrial range is to be met further supply would need to be forthcoming.
- 3.11 Our site assessments also identified a further potential supply of vacant units and premises which could address this future need by coming back into use or providing a change of use, most likely office to industrial.
- 3.12 We are also mindful that some of the larger vacant office blocks (and some of the older industrial blocks) might struggle to be re-let. At this point it may be subject to conversion or redevelopment to other uses (as we suspect the SC Johnson will do). This could be to residential but equally to other employment-generating uses, at which stage it will form part of the supply.
- 3.13 In total, these sites have a combined capacity of around 41,769 sq.m. However, to this point these sites are not included within the core supply as a degree of vacancy within the stock is healthy.
- 3.14 Further potential development opportunities could exist through the introduction of a greater mix of employment space to some existing primarily office-focused business parks, reflecting changes in working patterns and their impacts on the wider office market. The site assessments have identified a concentration of vacant space at both Watchmoor Park and Frimley Business Park (although the latter is also subject to an unimplemented change of use with no net loss).
- 3.15 Both sites are well located and it is appropriate for them to be retained to provide employment floorspace, in particular given the limited land availability in the Borough. They provide the potential to accommodate a wider range of employment uses, such as R&D, light industrial and industrial development (including ancillary B8), but future planning policies should seek to manage the range of uses to limit larger floorplate uses which could generate significant HGV traffic and would conflict with existing uses.

**Table 3.2 Further Potential Capacity by Available Land (ha)**

<b>Site Name</b>	<b>Available Floorspace (sq. m)</b>	<b>Current Use</b>
Admiralty Park (SH1)	2,564	Vacant light industrial (E(g)(iii))
Albany Park (SH2)	1,985	Vacant light industrial (E(g)(iii))
Bridge Trade & Industrial Park (SH3)	272	Vacant light industrial (E(g)(iii))
Fairoaks Airport (SH6)	142	Vacant light industrial (E(g)(iii))
Lyon Way (SH11)	3,019	Vacant office floorspace (E(g)(i))
St George's Industrial Estate & Helix Business Park (SH13)	1,356	Vacant light industrial (E(g)(iii))
Watchmoor Business Park (SH15)	5,473	Vacant office floorspace (E(g)(i))
Yorktown Industrial Estate (SH16)	251	Vacant office floorspace (E(g)(i))
Yorktown Industrial Estate (SH16)	7,344	Vacant Stihl site
Yorktown Industrial Estate (SH16)	19,363	Vacant light industrial (E(g)(iii))
<b>Total</b>	<b>41,769</b>	

- 3.16 In addition, as the report has identified, there is likely to be some potential for future redevelopment of older premises within the wider estate, delivering new, high-quality employment floorspace; and/or for repurposing or redevelopment of existing office floorspace should existing office occupiers reduce their footprints or relocate.
- 3.17 Finally, there will be additional capacity at smaller sites throughout the borough including office development in Camberley Town Centre, These sites are outside of the scope of this work but will contribute to the potential supply.