

COMMITTEE AGENDA REFERENCE: 5A

APPLICATION REF:	RU.23/1396
LOCATION	262-264 Chertsey Lane, Staines, TW18 3NF
PROPOSAL	Change of use of garage and workshop from (Class B2) general industrial use to a (sui generis) tyre fitting place and associated works. (Revised plans received 15/12/23)
TYPE	Full Application
EXPIRY DATE	15/12/2023
WARD	Thorpe
CASE OFFICER	Katherine Appleby
REASON FOR COMMITTEE DETERMINATION	NUMBER OF LETTERS OF REPRESENTATION
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the HoP:	
A	The HoP be authorised to grant planning permission subject to conditions as recommended in section 11 of this report.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

2.1. The application site comprises a former garage/showroom building and part of the workshop building to the rear at 262-264 Chertsey Lane, as well as the associated tarmacked forecourt to the front of the site, which is partly covered by a former petrol filling station 'canopy' structure. The site directly adjoins the rest of the industrial workshop building to the west, with a small "Nissen hut" building and open yard storage area and agricultural land beyond this and is principally in B2 light industrial use with incidental storage. To the North are two-storey detached houses with driveways which extend across the pavement to connect to Chertsey Lane; and to the south are detached bungalows which are set back further from Chertsey Lane and are accessed via Norlands Lane. The application site is served by a dedicated access to Chertsey Lane to the southern end of the site. A further access to the northern end was until recently used to access the rear of the site and workshop building for the storage, repair and maintenance of airline equipment, however following the sale of the whole site this part is now being used as a vehicle repair facility.

2.2 The site is set back from the road and separated from this by a deep grass verge and

pavement. This area of verge land, from the edge of the canopy structure and land further to the east of the site is located in the Green Belt, whilst the rest of the site is in the urban area. The front part of the existing building and area in front is located in Flood Zone 3a whilst the rest of the site is located in Flood Zone 2. The site also falls within the designated Thorpe Neighbourhood Area.

3. APPLICATION DETAILS

- 3.1 Full planning permission is sought for the change of use of garage and workshop from (Class B2) general industrial use to a (sui generis) tyre fitting place and associated works. In terms of the use a 'tyre fitting place' comprises a mix of (Class E) retail sales and (Class B2) general industrial activities and has therefore been determined by planning appeals and case law to comprise a "sui generis" use. Accordingly, it is necessary to secure planning permission for a change of use. In addition to the change of use, external works needing to be made to the garage/kiosk building which would comprise the relocation of the existing main entrance and the bricking-in of an existing window in connection with the internal layout changes to create a reception area and parts store; and the installation of a roller shutter - to facilitate easy access for vehicles to enter the retained workshop area (to have their tyres replaced). The materials for the new brickwork and entrance door are proposed to match those to the existing building. In addition, the new steel roller shutter will be similar to those to the rear of the workshop unit and fully in keeping with the appearance of the host building.

Plans have been amended since the initial submission, following concerns raised about the erection of a 2m high chain-link fence and the accuracy of the submitted Parking Site Plan and Swept Path Analysis. The chain link fence has been removed and instead nine 1 metre high fixed bollards and one collapsible bollard (to enable a through route for larger delivery vehicles) are proposed to avoid any vehicular conflicts with vehicular traffic accessing the tyre-fitting operation and the vehicles associated with the applicant's vehicle repair facility to the rear of the wider site at 262-264 Chertsey Lane. The plans have also been updated, accurately depicting a suitable turning space for the 7m rigid van. A recycling/waste bin store is proposed, and the swept paths shows that the 7m rigid van can manoeuvre through the site safely without hitting the recycling/waste bins or the northern boundary of the site.

- 3.2 The application for the change of use just relates to the front part of the building to be used by a local commercial (car) tyre-fitting business currently based in Thorpe but is having to vacate their current premises due to it being redeveloped.

4. RELEVANT PLANNING HISTORY

- 4.1. The site was in use as a petrol station and garaging since the 1950s. The open land to the rear was historically an agricultural holding. There is a detailed planning and enforcement history relating to the site, including the land at the rear. In approximately 2002-2003 the authorised historical use of the premises as a petrol filling station ceased. Instead, the site was jointly occupied. The forecourt and buildings to the front of the site were used as a car dealership for second hand car sales (Thorpe Car Sales) with Bridge Autos and then T and R Autos occupying the garaging at the rear of the site for MOT servicing and car repairs. When the car sales activities ended the site was used for the storage, repair and maintenance of airline equipment.
- 4.2. There was a recent public inquiry on the site (which includes the rest of the attached building and the hard surfaced and green areas of land to the rear) where the Inspector

concluded that the site is a single planning unit in, principally, B2 light industrial use with incidental storage. The whole site has recently been purchased by the applicant who wishes to use only the existing workshop and land to the rear of the building as a vehicle repair facility. The garage/showroom building to the front of the site and a relatively small area of the workshop has been identified to be surplus to the applicant's needs and therefore the applicant wishes to let this space out.

The most recent and relevant history is set out below.

Reference	Details
RU.23/1143	Existing lawful development certificate for the mixed use of land comprising B2 light industrial and agriculture -Yet to be determined
APP/Q3630/C/18/3196414	Appeal against Enforcement Notice alleging a material change of use of land from agricultural use to storage use (including but not limited to unit load devices, vehicles associated with the storage use, pallets, storage containers, metal sheeting and gallery carts).- Enforcement notice quashed 06/01/2023
RU.19/0738	Existing lawful development certificate for the use of building and land for a mixed B2 and B8 use with ancillary offices -Yet to be determined
RU.17/1107	Existing lawful development certificate for the use of building and land for a mixed B2 and B8 use with ancillary offices - Granted 11/07/2017 - Revoked 06/02/2019
RU.04/1291	Retrospective planning permission for enlargement of rear car park and retention of 2m high fence.- Refused 08/02/2005 - Enforcement Notice served May 2005 -Withdrawn July 2005
RU.04/1175	Retrospective change of use from petrol filling station and car sales to car sales for the storage of 26 cars for external display and 4 cars on internal display together with the erection of 2 metre high palisade fencing along the frontage - Refused February 2005 with an Enforcement Notice served April 2005
RU.04/0952	Retention of portacabin at the rear of the site for 1 year - Refused February 2005 with an Enforcement Notice served April 2005 – Appeal allowed March 2006 and the Notice quashed. The portacabin was, in any event, removed and the car sales business subsequently ceased.
RU.03/1487	Full planning permission for the change of use of the open land to the rear of Nos. 254-266 Chertsey Lane for the open storage of motor vehicles for use by both Bridge Autos and Thorpe Car Sales Ltd. - Refused May 2004. An Enforcement Notice - Material Change of Use -was issued on 11th July 2004 requiring the permanent removal of the unauthorised vehicles, plant, machinery and materials – Appealed and dismissed but varied to permit a slightly enlarged parking space at the rear of the site in connection with the commercial use (i.e. the Inspector allowed the area that had been refused under RU.04/1291)
RU.03/1377	Retrospective change of use from petrol filling station with car sales to

	car sales only for Thorpe Car Sales Ltd - (Refused May 2004, due to the unsatisfactory layout with cars parked on Green Belt land, with enforcement action agreed. The cars were subsequently removed off Green Belt land)
RU.03/1376	Advertisement Consent for retention of three signs attached to the existing illuminated canopy plus bunting and balloons for Thorpe Car Sales Ltd - Granted May 2004
RU.03/1375	Advertisement Consent for retention of two plastic faced canvas signs, two A frame signs and two swing board signs to the front of the property for Bridge Autos - Refused May 2004 with enforcement action agreed to remove the signage.-complied with
RU.95/0426	The insertion of 4 windows to the southern elevation of the extension to the workshop. - Granted 27/06/1995
RU.94/0682	Internally illuminated double sided pole sign (Amended description.) (Revised plan received 14/09/1994 to show amended location of sign within site.) - Granted 10/10/1994
RU.94/0497	Extension and alteration to existing workshop comprising raising of roof by 1.7 metres to provide workshop and store - Granted 12/08/1994
RU.89/1208	Display of illuminated shop fascia and forecourt signs - Granted 28/11/1989
RU.88/0625	Illuminated fascia signs to existing canopy and shop - Granted 11/08/1988
RU.87/0403	Illuminated twin stanchion petrol station pole sign (5m x 1.7m) - Granted (on appeal) 26/04/1988
RU.82/0722	Detailed application to raise the roof line over part of the existing workshop - Granted 11/11/1982
RU.80/1223	Redevelopment of existing petrol forecourt with new canopy and pump islands and new showroom and sales area.- Granted (on appeal) 21 December 1981
EGH.61/7432/1	Erection of workshop at rear of garage- Amended plan of workshop T.P.3 no. 6851 - Granted 21/12/1961

5. SUMMARY OF MAIN RELEVANT STRATEGIES AND POLICIES RELEVANT TO THE DECISION

- 5.1. National Planning Policy Framework and Guidance.
- 5.2. The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3. The Thorpe Neighbourhood Plan was adopted on 30 June 2021.
- 5.4. SPDs which can be a material consideration in determination:

- Runnymede Parking Guidance (2022)
- Runnymede Design Guide (2021)
- Green and Blue Infrastructure (November 2021)
- Parking Strategy: Surrey Transport Plan (2020)

6. CONSULTATIONS CARRIED OUT

Consultee	Comments
RBC Drainage Engineer	No objections
RBC Environment Health Officer	Concerns were initially raised from the EHO officer over lack of a noise assessment and there was also a request from them to control the opening hours of the premises. However, given the existing lawful use of the site as a B2 General Industrial site a request for a noise report and a condition to control hours are in planning law terms considered to unreasonable.
SCC County Highway Authority	No objections
Thorpe Neighbourhood Forum	No objections

6.1. Representations and comments from interested parties

6.2. 6 Neighbouring properties were consulted in addition to being advertised on the Council's website. Following this 10 letters of representation have been received from individual addresses, comments made can be summarised as:

- its inappropriateness in a residential area.
- security fencing on the 76.0 metre wide corridor Green Corridor, in Green Belt
- noise/smell/fumes
- visual appearance
- effects on traffic entering/leaving the site from the A320
- not enough parking
- we do not want to live in an industrial neighbourhood

6.3. A letter from Thorpe Ward Residents Association has also been received which raises concerns that the hard standing will be extended and the site will also be used for car and lorry storage

7. PLANNING CONSIDERATIONS

7.1. In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are:

- Principle of the proposed use
- Design Consideration
- Highways
- Residential Amenity
- Neighbouring amenities
- Flooding
- Green Belt
- Ecology and Biodiversity
- Other matters

Principle of the proposed use

7.2. The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development which consists of three roles; An economic role, social role and environmental role and confirms that the planning system should do everything it can to support sustainable economic growth and that planning should operate to encourage and not act as a pediment to sustainable growth.

7.3. Although the site is surrounded by residential properties, opposite the site and further along the main road are commercial enterprises. Bus stops are dotted along the main road in front of the site which is within walking distance of Staines and is in a sustainable location. Although the proposals would result in the loss of (Class B2) employment use, the site is not with any of the Borough's designated Strategic Employment Areas. Furthermore, as the premises do not comprise 'incubator units,' 'small warehousing units' or 'small, serviced office accommodation' there is no requirement to demonstrate that unsuccessful marketing to support a change of use (as would otherwise be required under Policy IE3). Additionally, the use will still be generating employment.

7.4. The proposed change of use comes about due to an existing small local business requiring new premises. The property is existing, in a similar established use and will be converted to provide new bespoke premises enabling the retention of an established local business to remain in the Borough in compliance with Policy IE3.

Design consideration

7.5. Policy EE1 seeks attractive and resilient places that make a positive contribution to the landscape setting, paying respect to layout, form, and scale. Policy EE1 (Townscape and Landscape Quality), seeks to create high quality and inclusive design which responds to local context. Regard should also be had to the Runnymede Design Guide SPD. The NPPF further strengthens the importance of good design.

7.6. The existing building is set back from the frontage and the proposed external alterations would be minor. However, as it was accepted that the original 2 metre high chain-link fence would have some visual impact, 10 x 0.75-1 m bollards are proposed. It is

proposed that used tyres would be stored in a laced pile within a designated area of the forecourt – as shown on the parking and amenities plan – which would be taken from the site (typically weekly) by a local tyre recycling company. As such the proposed works are considered to be visually acceptable to the building and wider streetscene. Furthermore, facilitating occupation by the tyre fitters will ensure efficient use of the land, as well provide active frontage and natural surveillance, as sought by the policy.

Highways

- 7.7. The proposal is within a sustainable location, within walking distance to local amenities and services. Policy SD4 states “The Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network and which take account of the needs of all highway users for safe access, egress and servicing arrangements”. Paragraph 115 of the National Planning Policy Framework states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. It is not considered that the change of use would result in a significant additional increase in vehicular movements which would give rise to cumulative impact upon highway capacity. Nor does the proposal raise any implications in terms of highway safety. The highway authority has raised no objections to this proposal subject to conditions.
- 7.8. Turning to parking provision. Paragraph 4.10 of the Parking Guidance states “*The parking guidance included in this SPD expresses neither a maximum nor minimum standard for residential development. This is to enable development proposals to respond fully and flexibly to the characteristics of their location, taking account of the availability of alternative means of travel in the area, car parking issues in the locality and to make the most efficient use of land.*”
- 7.9. Concerns have been raised regarding a total of only 4 parking spaces being provided on site and that this is not enough. As per the tyre fitters existing operation, it is expected that a substantial majority of customers will pre-book specific time-slots and drive straight into the bay areas within the building. However, it is recognised that there will be some overlap between customers and that a limited number of customers will simply “turn up” without booking a slot – hence the proposed provision of 2no. external customer bays on the forecourt. Whilst staff will be able to provide customers with access to the cycle store, to park their cycles as necessary, this is likely to be a very rare occurrence, as (given the nature of the tyre-fitting business), all customers are expected to travel to/from the site in the car for which they are seeking to replace the tyres.
- 7.10. With regard to sustainability and staff there is the Norlands Lane Bus Stop nearby, bus services arrive at the stop every half hour, i.e. the 446 bus service will arrive in-between either side of the 456 service. Furthermore, the 446 service passes through Woking, Chertsey and parts of Staines before arriving at the Norlands Lane Bus Stop and the 456 bus service from Woking Station passes through Sheerwater, West Byfleet, Woodham, New Haw, Addlestone and Chertsey before arriving at Norlands Road Bus Stop, which shows that the site can be accessed from a number of areas if the staff were to travel solely by bus.
- 7.11. The proposed car parking provision is further supported by the proposed trip generation analysis. The analysis concluded that the proposed tyre-fitting facility could generate 42 total trips over a typical weekday daily profile which would have an immaterial effect on the local highway network. Furthermore, the peak morning hour (08:00-09:00) four vehicular trips would be generated and during the peak evening hour (17:00-18:00) two vehicular trips would be generated. As it is suggested that the typical servicing of a

vehicle at a tyre-fitting facility takes between 25-30 minutes, it is reasonable to assume that two servicing spaces and two parking spaces for waiting customers is sufficient.

- 7.12. Policy SD4 of the Local Plan states that the Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network. Development located in sustainable locations; close to services and public transport links are considered to need less parking than those sites positioned in more rural or inaccessible locations. As such it is considered that the proposal complies with the Parking Guidance, which allows flexibility subject to site specific considerations with no maximum or minimum standard.
- 7.13. The CHA has assessed the updated plans that have been submitted. The plans have been measured and have been drawn accurately to scale. The existing accesses from the site to Chertsey Road allows for two vehicles to pass side by side. In addition, the visibility from both accesses is more than suitable for the proposed development.
- 7.14. The impact of the proposals upon both highway safety and parking have been considered by Officers in consultation with the County Highway Authority and subject to conditions to secure the provision of cycle parking and EV charging points, the proposed development will comply with the councils adopted parking standards and is in accordance with Policies SD3 and SD4 of the Local Plan and sustainable transport policy within the NPPF.

Neighbouring Amenities

- 7.15. Policy EE1 sets out that “all development proposals will be expected to ensure no adverse impact ...to neighbouring property or uses”. The Council’s Design SPD also provides advice on the impact of development to residential amenity of neighbouring property stating that amenity includes privacy, outlook, overlooking, daylight, overshadowing, noise impact and the visual dominance of the proposed development. All proposals are expected to provide high standard of amenity for all existing and future users in accordance with paragraph 130 of the National Planning Policy Framework (NPPF).
- 7.16. Given the lawful use of the entire site at 262-264 Chertsey Lane has been established as a Class B2 general industrial use, a proposed change of use of part of the property to a sui generis tyre fitting place, will generate less noise. Tyre fitting places typically are often located in residential areas and operate to retail hours and do not generate the levels of noise and disturbance that sees new (Class B2) General Industrial operations which allows heavy industry that is generally directed to industrial estates (and can often operate in unsociable hours is not restricted in terms of hours or types of activities – with the use class allowing for heavy industry, (such as chemical production, steel production and machine manufacture) to operate from the site at all times of the day (and produce associated noise, dirt and smells). The lawful Class B2 use of the site allows for such uses, without the need for planning permission, which clearly would be noisier than a tyre fitting place. As a tyre fitting operation is strictly defined under a sui generis use, this therefore provides certainty as to the nature of activities proposed on the application site.
- 7.17. With regards to visual impact and impact on neighbouring amenity, as no substantial external alterations are proposed there will be no opportunity for the change of use to impact on neighbours visually beyond that of reactivating the use of an existing building.
- 7.18. Concerning noise, the existing Class B2 use is unrestricted in terms of its hours of operation. It is considered that the most likely residential property to be impacted is no.266 located immediately to the south of the application site. However, whilst it is accepted that there would be short bursts of tyre gun noise and the use of hydraulic

ramps (associated with tyre fitting operation), such noises are already being carried out in the existing (Class B2) use of the wider premises (including the application site currently) as a vehicle repair facility and heavy industrial kit (with much higher noise outputs) such as a hydraulic hammer, could be installed in connection with the site's lawful Class B2 use. Therefore, given the lawful use of the site it would be unreasonable to now restrict the hours of use in connection with a (sui generis) tyre fitting premises. Compared to the existing situation it is considered that the proposed change of use would not have an acceptable impact on neighbouring amenities over and above what currently could exist and as such the proposal complies with EE1 of the Runnymede Local Plan.

Flooding

- 7.19. The site is in flood zone 2, however as the proposals would be for a change of use and would not result in the creation of new floor area, it is not considered that a Sequential test is required. A change in use may involve an increase in flood risk if the vulnerability of the development is changed, however, as the proposed sui generis use comprises a Class B2 general industrial and a Class E retail use - both of which are identified as "less vulnerable" uses (by Annex 3 of the NPPF), the proposed change of use (from a Class B2 general industrial use) will not change the vulnerability of the development to flooding. As the proposals comprise minor development and involves a change of use whereby the vulnerability of the use is not increased a Flood Warning and Evacuation Plan is not needed. A Flood Risk Assessment (FRA) has been submitted which identifies the site to be at risk of flooding from rivers, reservoirs and sewers. The SFRA identifies the site to have been affected by flood events in 1947, 1968, 2003 and 2014. However, the re-use of the existing building would not result in any increase in building footprint or level raising, which would normally be the primary cause of development increasing the risk of flooding due to reducing the floodplain's ability to store floodwater. The Council's Drainage has raised no objections and it is considered that the proposed change of use is in compliance with Policy EE13.

Green Belt

- 7.20. The re-use of buildings in the Green Belt is not inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. Only a very small slither of the existing front canopy structure and access drive is located within the Green Belt, whilst the rest of the site is in the urban area. No significant changes are proposed to be made to the canopy or drive. Concerns were initially raised about the impact of the proposed fence on the openness on the Green Belt, however this would have been located in the urban area, nevertheless this has been removed from the scheme and bollards introduced.
- 7.21. In view of the above, it is considered that the change of use would have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. As such the proposal would comply with Policies EE15 and EE19.

Ecology and Biodiversity

- 7.22. Policy SD7, EE9 and EE11 deal with sustainability and biodiversity and sets out that development proposals should demonstrate that consideration has been undertaken to maintain and protect the existing biodiversity on site and also demonstrate net gains in biodiversity. The Green and Blue Infrastructure Supplementary Planning Document (SPD) provides further guidance on sustainability and biodiversity and states "development, at whatever scale, can contribute towards delivery of a high quality multi-

functional green and blue infrastructure network by providing, protecting, maintaining and enhancing green and blue infrastructure assets.”

- 7.23. Given the existing use of the site there is nothing to indicate there are any ecological/ biodiversity features which need to be protected or mitigated as part of this proposal. Biodiversity net gains is a requirement of local and national planning permission and given the nature of this proposal it is considered that this can be secured via recommended condition.

Other matters

- 7.24. The Thorpe Neighbourhood Forum have raised no comments on the application and the proposed development is not considered to conflict with the Thorpe Neighbourhood Plan.
- 7.25. Regarding the letters received many concerns raised have been discussed above. Regarding the matter of the continuing use of the site to the rear this falls outside the scope of this assessment.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1. The application does not propose new residential or office development and therefore would not be liable for a Community Infrastructure Levy contribution.

9. EQUALITY AND HUMAN RIGHTS CONSIDERATIONS

- 9.1 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person’s rights under the Convention.

Consideration has been given to s149 of the Equality Act 2010 (as amended), which has imposes a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the decision would have regard to this duty.

10. CONCLUSIONS

- 10.1 In summary the proposal is considered to be visually appropriate, is not considered to raise any highway safety issues and having regard for the site’s sustainable location the level of parking is considered appropriate for this proposal. It is considered that this application would provide a suitable level of residential amenity given the existing situation and is not considered to raise any issues in terms of detrimental impact on neighbouring properties. It is not considered that the proposal raises any other issues and as such is recommended for

approval.

- 10.2 The development has been assessed against the following Development Plan policies – SD3, SD4, EE1, EE2, EE9, EE13, and IE3 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

Recommendation Part A:

The HoP be authorised to grant planning permission subject to the subject to the following planning conditions:

1. Full application (standard time limit)

The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

2. List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans:

P8133 - 105 A

P8133 - 106 B

P8133 - 107 B

P8133 – 101

P8133 - 103

Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF

3. External Materials

Before the development hereby permitted is commenced, further details of the external materials to be used in the external elevations (including windows, doors and shopfront materials) shall be submitted to and approved by the Planning Authority and no variations in such materials when approved shall be made without the prior approval, in writing, of the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In order that the development harmonises with the surroundings in the interests of visual amenity and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

Cycle Parking

4. The development hereby approved shall not be first opened for trading unless and until the development has been provided with bicycle parking in a robust, secure enclosure in accordance with the approved plan and thereafter retained and maintained to the satisfaction of the Local Planning Authority. Within the proposed cycle storage, facilities for the charging of e-bikes are to be provided, consisting of a standard three-point plug socket.

Reason: To ensure sustainable design and to comply with policy SD7 of the Runnymede 2030 Local Plan and the NPPF

Parking & Turning Areas

5. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans ('Parking & Amenities Plan Rev B - Drawing No. P8133 - 106 B' and 'Swept Path Analysis - 7m Delivery Van - Drawing No. 2309027-TK01 Rev C') for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

6. Biodiversity

The development hereby approved shall not be first opened for trading unless and until the development has been provided with details of the measures to improve and enhance biodiversity at the site which shall be submitted to and approved in writing by the Local Planning Authority. Such details as shall be approved shall be fully implemented prior to the first occupation of the development.

Reason: To enhance the biodiversity of the site and to comply with Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF

Informatives:

- 1 Summary of Reasons to Grant Consent

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner

2	It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023.
3	The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other

	areas of public realm.
4	<p>It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.</p>