

COMMITTEE AGENDA REFERENCE: 5A

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| APPLICATION REF: | RU.21/0207 |
| LOCATION | Land West of Byfleet Road (rear of 98-138 Byfleet Road),New Haw, KT15 3LA |
| PROPOSAL | Development of the site to provide industrial, storage and distribution (Class E(g)/B2/B8) floorspace, with ancillary office accommodation, associated parking, landscaping and infrastructure works (Revised plans received 27/05/22) |
| TYPE | Full Planning Permission |
| EXPIRY DATE | Extension of time agreed to 29/05/2024 |
| WARD | New Haw |
| CASE OFFICER | Katherine Appleby |
| REASON FOR COMMITTEE DETERMINATION | Major Development |
| <i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i> | |

1. SUMMARY OF RECOMMENDATION

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| It is recommended the Planning Committee authorises the HoP: | |
| 1.1. | To approve the application subject to the completion of a S106 under the Town and Country Planning Act 1990 (as amended) and relevant conditions. |
| 1.2. | The HoP be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the HoP would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the HoP. |

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1. The site occupies an area of 7.54 ha and is located within the urban area and is a greenfield site comprised of open land with scrub vegetation and is bound on two sides by the River Wey to the west and the Rive Ditch to the south. The site is predominately flat with soft landscaping containing groups of trees, thick vegetation and grassed areas. There are two electricity pylons (four over the whole of the site) and a path that extends through the site to the river in the south with a fenced off electrical plant compound along the northern boundary. The site is located within flood zones 1, 2 and 3, with the south east corner of the site falling within flood zone 3, a central portion of the site falling within flood zone 2 and the remainder of the site falling within flood zone 1 and covered by

TPO422 (which comprises woodlands W1 and W2) along the northern and western boundaries with the M25 flyover to the west and to the south, the South West main railway line between Byfleet and New Haw Station and West Byfleet Station. The eastern and northern boundaries abut residential properties fronting Byfleet Road and Fairwater Drive. The West Weybridge Substation and its entrance is located east of the site as well as Addlestone Quarry which also uses the same entrance. Adjoining the site to the west is a non-statutory designated site, the Wey Navigation SNCI and the Basingstoke Canal SSSI which is also a conservation area. Part of the site is also located within the Biodiversity Opportunity Area. The site lies directly north of the established industrial and commercial areas of the Byfleet Industrial Estate and the Brooklands Centre. An area extending along the M25 motorway and into the application site close to the western boundary is located within the Runnymede Air Quality Management Area (AQMA).

- 2.2. Access into the site is via an existing access point off Byfleet Road located to the northeast of the site. The site was originally used to cater for the electrical cables that extend to and from the West Weybridge Substation located opposite to the site.

2.3. **BACKGROUND**

- 2.4. A previous similar application RU.19/0378 was submitted prior to the adoption of the new Runnymede Local Plan. It was subsequently withdrawn to allow time for the then emerging Local Plan to be further considered and to allow the applicant to consult further with the Council, relevant statutory consultees, and the local community.
- 2.5. The application site is included in the Council's 2016 Employment Land Review (ELR) and SHLAA 51 (2021). Following the adoption of the Runnymede 2030 Local Plan the application site is a site allocated for development by the Runnymede 2030 Local Plan, Adopted 16th July 2020 (by Policies SD2 and IE1).
- 2.6. In the context of the proposed development at the site, the applicant submitted a request to RBC for an Environmental Impact Assessment (EIA) Screening Opinion (LPA Ref. RU.20/1116). The proposed development was screened for a maximum of 17,515sqm of gross floorspace (GIA), comprising 15,317sqm of commercial / industrial floor space (Use Class E / B2 / B8) and 2,198sqm of ancillary office floor space in units ranging from 8.8m to 11m, with a maximum of 369 car parking spaces. The Council issued its formal Screening Opinion on 28 September 2020 confirming that an EIA was not required for the proposed development.
- 2.7. An online Public Consultation event was held prior to the submission of the application and responses received were in relation to traffic, building heights/layout, drainage and the demand for office space.

2.8. **APPLICATION DETAILS**

- 2.9. This is a full planning application for the development of 12 industrial units consisting of 17,128 sqm of floorspace (GIA): The applicants are applying for a flexible planning permission whereby each of the buildings could be used for a variety of industrial uses, these are as follows:

E(g)(ii) - Research and development (an example can include a research lab),

E(g)(iii) - Industrial processes, (being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit),

B2 -(General Industrial) (an example can include vehicle repair company) and

B8 - (Storage or distribution) (many uses fall within this definition, such as warehouse used for distribution, a self-storage company, indeed the nearby Toolstation with a trade counter would fall under B8).

Ancillary office accommodation is also proposed.

All of the proposed units include car parking and loading areas for the direct unloading of materials into the commercial units. Permission is sought for up to 1,712sqm (10%) of the proposed development as Use Class B2 (General Industrial) floorspace, not inclusive of ancillary office space. The development is proposed in two phases, with the first phase comprising Units 2 – 9, and Phase 2 comprising Units 10 – 13.

- 2.10. A range of unit sizes are proposed to suit a range of business uses and sizes. Within Phase 1, units range from 730sqm to 2,486sqm GIA and in Phase 2 units range from 1,200sqm to 1,944sqm GIA. In total, 10,574sqm of employment floorspace is proposed on Phase 1, comprising industrial / warehouse and distribution floorspace and ancillary office space. Within Phase 2, 6,554sqm of industrial / warehouse and distribution floorspace and ancillary office space is proposed.
- 2.11. The proposed scheme delivers a total of 367 car parking spaces, spread evenly across the site, and each unit features its own car parking area. 227 car spaces are proposed as part of Phase 1 and the remaining 140 will be provided as part of Phase 2. Disabled parking provision will be provided in accordance with the standards, corresponding to a minimum of approx. 5% of overall parking provision. Landscaping including boundary treatments is proposed and lit, secure cycle parking (35 spaces) will be provided located close to the entrances to the units.
- 2.12. A new 5m wide segregated pedestrian/cycle path connecting Byfleet Road to the River Wey towpath is proposed. The western and eastern boundaries are lined with mature trees which offer effective visual screening of the site from its surroundings. The large tree belt to the north and western boundaries of the site would be retained.
- 2.13. The applicant is seeking planning permission for these buildings to have the ability to operate 24 hours a day, seven days a week.
- 2.14. Pre-application discussions have taken place regarding the proposed redevelopment of the site. Following these discussions the proposals were amended to incorporate a footpath to improve connectivity to the River Wey Navigation, and the proposed units were separated to reduce the bulk of the units. The current proposals result in a considerable reduction in overall floor area compared with the previous scheme from 19,632sqm to 17,128 sqm and changes in the massing and layout of the proposed units in order to minimise their impact on adjacent residential properties.
- 2.15. According to the applicant the constraints that dictate the layout are the electrical installations. It is these areas that have defined the development zone within the site. The TPO trees have been retained and are incorporated with the development layout which would include new landscaping. Flood risk has been accommodated within the drainage design to ensure the development does not restrict or increase the risk. Environment Agency access to the Rive Ditch has been retained to ensure riparian rights are preserved. The location of the residential properties has been considered in the proposed layout to reduce and restrict the risk of noise. The current site access requires amending to improve

ingress and egress on to Byfleet Road. The required changes will improve access to ensure traffic navigates effectively on to the existing network.

- 2.16. Following the submission of the application concerns were raised by National Grid in relation to the proximity of unit 1 to overhead lines and as a consequence of this the scheme was amended to reduce the footprint of the proposals and increase the setback from pylons running through the site which has resulted in a reduction in the proposed floor space and the removal of unit 1 and thus a reduction in the number of proposed units from 13 to 12 with associated changes to landscaping and car parking (and why the units are numbered 2-13). Other changes include the widening of the segregated pedestrian/cycle path connecting Byfleet Road to the River Wey towpath to 5m, amendments to the original flood compensation scheme and the relocation of a proposed toucan crossing.

3. RELEVANT PLANNING HISTORY

- 3.1. The following history is considered relevant to this application:

| Reference | Details |
|------------|---|
| RU.19/0378 | Redevelopment of the site to provide Class B1c/B2/B8 floorspace, with ancillary office accommodation, associated parking, landscaping and infrastructure works.- Withdrawn 18/04/19 |

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

- 4.1. The Borough's current adopted Development Plan comprises of the Runnymede 2030 Local Plan which was adopted on 16 July 2020 and the policies have to be read as a whole. The relevant policies are considered to be:
- SD1 – Spatial Development Strategy
 - SD2 – Site Allocations
 - SD3 – Active & Sustainable Travel
 - SD4 – Highway Design Considerations
 - SD5 – Infrastructure Provision & Timing
 - SD7 – Sustainable Development
 - SD8 – Renewable & Low Carbon Energy
 - SL1 – Health and Wellbeing
 - EE1 – Townscape and Landscape Policy
 - EE2 – Environmental Protection
 - EE9 – Biodiversity, Geodiversity and Nature Conservation
 - EE11 – Green Infrastructure
 - EE13 – Managing Flood Risk
 - Policy IE1: Employment allocations
 - Policy IE2: Strategic Employment Areas
 - Policy IE3: Catering for modern business needs

Other Material Considerations

- 4.2. National Planning Policy Framework (revised December 2023)- acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. At the heart of the NPPF is a presumption in favour of sustainable development. The document, as a whole, forms a key and material consideration in the determination of any planning permission. The supporting National Planning Policy Guidance (NPPG) is also a material consideration for decision making, as is the National Design Guide (2019) and the Nationally Described Space Standards (2015).
- 4.3. SPDs which can be a material consideration in determination:
- Runnymede Borough Parking Guidance (2022)
 - Runnymede Design Supplementary Planning Document (2021)
 - Green and Blue Infrastructure Supplementary Planning Document (2021)
 - Thames Basin Heaths Supplementary Planning Document (2021)
 - Infrastructure Delivery and Prioritisation (2020)
 - Parking Strategy: Surrey Transport Plan (2020)
- 4.4. Other material considerations include the Runnymede Strategic Flood Risk Assessment (2016 and 2017)

5. CONSULTATIONS CARRIED OUT

Consultees responses

| Consultee | Comments |
|---|------------------------------------|
| Natural England | No objection |
| Environment Agency | No objection subject to conditions |
| National Highways (formerly Highways England) | No objection subject to conditions |
| Basingstoke Canal Authority | No objection |
| The National Trust – Wey Navigation | No comments received |
| SCC County Highway Authority | No objection subject to conditions |
| SCC Lead Local Flood Authority | No objection subject to conditions |
| SCC Archaeology | No comments received |
| SCC Rights of Way | No comments received |
| RBC Arboricultural Officer | No objection subject to conditions |
| RBC Contaminated Land Officer | No objection subject to conditions |
| RBC Environmental Health Officer | No objection subject to conditions |

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| RBC Deputy Direct Services Manager | No comments received |
| RBC Planning Policy | No objection subject to conditions |
| RBC Heritage Officer | There will be some harm to the Conservation Area however this harm is at the lowest end of the scale. <i>Officer Comment – subject therefore to the development resulting in public benefits that over weigh this small amount of harm the proposal can be considered to comply with the NPPF (Heritage Assets)</i> |
| National Grid | Object to the proposal which is in close proximity to High Voltage Transmission Overhead Lines and Underground Electricity Cables. |
| Adjoining Authority Woking BC | No objection subject to no impact on Nos.1-17 Gorselands Close, which are the closest residential receptors within Woking Borough. Surrey County Council, in their capacity as the County Highway Authority, should also be satisfied that the proposal would not give rise to an unacceptable impact on highway safety and that the residual cumulative impacts on the road network would not be severe, particularly upon nearby Oyster Lane (A318) and Parvis Road (A425). |
| Network Rail | No objection |
| South West Trains | No comments received |
| UK Power Networks | No objection |
| SSE Power Distribution | No comments received |
| Surrey Wildlife Trust | No objection subject to conditions |
| Surrey Bat Group | No objection subject to condition |
| Thames Water Utilities | No objection subject to condition |
| West Surrey Badger Group | No objection |

Representations and comments from interested parties

- 5.1. 192 Neighbouring properties were consulted in addition to being advertised on the Council's website in the local press, and by notices displayed at the site and 230 letters of representation have been received in regard which can be summarised as follows:
- Flooding
 - Layout, density and siting of building(s)
 - Overlooking/loss of privacy/visual harm/shadowing
 - Visual impact on local area
 - design of the proposal
 - Impact on the character and appearance of the area
 - Impact on the amenities of neighbouring properties
 - Construction impacts
 - Impact on the amenity of the River Wey Navigation Conservation Area, recreation resource

- Noise and disturbance from proposal
- Impact on air quality
- External design and appearance and materials
- Impact on road network including servicing vehicles
- Adequacy of parking/loading/turning
- Road access and highway safety
- Nature conservation and loss of trees
- Landscaping

5.2. I letter of objection has also been submitted on behalf of 28 (plus 4 residents wishing to remain anonymous) local residents which can be summarised as follows:

- the lack of adherence by the applicant to national and local planning policies and guidance.
- the lack of engagement and advice sought from Statutory Consultees and local residents.
- the lack of understanding of the impact of the proposals, not only on residents, but the whole infrastructure of the site and surrounding area, particularly its vital natural environment with respect to flooding / climate change; and
- the adverse impact on travel and pollution in an already very congested part of Runnymede Borough.

5.3. A further letter of objection has been submitted from the New Haw Residents Association which includes a petition from around 127 local and non-local residences which can be summarised as follows:

- there will be an enormous increase in traffic, particularly from large HGV's and delivery vehicles.
- loss of open space for exercise
- loss of wildlife habitat

5.4. A letter of objection has also been received from the Byfleet, West Byfleet and Pyrford Residents' Association which can be summarised as follows:

- The revised Plans do little if anything to address the many concerns.
- This proposal is unfit for purpose in the chosen location.
- The Application talks about redevelopment of the site, but this land has never been developed.
- Additional trips on the local highway network would be around 734 per day including 61 HGVs.
- The single access and exit is dangerous.
- The environmental impact on the surrounding community will be so detrimental that it almost does not bear contemplating.
- Flooding issues
- Loss of open green space.

5.5. 38 residents have also signed individual generic letters of support which can be summarised as follows:

- The site is currently unused and contributes nothing to the local area.
- The plans will provide high quality new business space, bringing hundreds of much needed jobs and investment to Runnymede.

- The site has been allocated for employment use by Runnymede Borough Council's Local Plan
 - The development will include substantial landscaping and sustainability measures.
 - The applicant has made changes to the layout and building heights in response to local feedback
- 5.6. Cappagh – raises concerns regarding its shared access and the off-site highway works associated with the proposed Toucan (signalised) crossing immediately south of their access which will adversely affect the safety and use of that access – (The proposals have since been amended to provide a Toucan crossing to the north of the application site access – Despite being advised of this, no further comments have been received from Cappagh)

6. PLANNING CONSIDERATIONS

6.1. 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 following key planning matters are also considered relevant:

- Principle of development and the presumption in favour of sustainable development
- Design Considerations
- Impact on the setting of the adjacent Conservation Area
- Highways Considerations
 - Highway Capacity
 - Proposed access and wider highway safety considerations
 - Parking Considerations
 - Sustainable transport/ highways capacity considerations
 - Highways Conclusion
- Impact on Neighbouring Amenity
 - Potential impact in terms of noise and disturbance
 - Potential impact in terms of overlooking, loss of privacy and /or overbearing impact
 - Potential impact in terms of lighting
 - Neighbouring Amenity Conclusions
- Flooding Considerations
 - The need for the Sequential and Exception Test
 - Flood protection and mitigation
 - Sustainable Urban Drainage
- Ecology and biodiversity
- Renewable Energy
- Other Considerations
 - Air quality
 - Contaminated Land
 - Archaeology
- Other matters

6.2. **Principle of development and the presumption in favour of sustainable development**

- 6.2.1. In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The Runnymede 2030 Local Plan was adopted on 16th July 2020 and within this Policy SD1 of the Local Plan advises that a business park in the region of 20,000sqm has been allocated at Byfleet Road, New Haw to meet identified employment need during the period of the Local Plan (2015-2030). The application site is also included in the Council's 2016 Employment Land Review (ELR) and SHLAA (2021).
- 6.2.2. Policy SD2 states that sites listed within this policy are expected to deliver the level of development subject to complying with specific requirements set out in the individual site allocation policy which in this case is Policy IE1 which has allocated the site for development to provide in the region of 20,000 net additional sqm of B1C/B8 floorspace.
- 6.2.3. Policy EE13 of the Local Plan is also clear that development proposals must also avoid causing flood risk whether on site or elsewhere. Any proposal that might lead to additional flood risk either on site or elsewhere, would be considered contrary to the development plan. Following the review of new information in the revised Level 2 Strategic Flood Risk Assessment (SFRA) The Environment Agency raised no objection in principle to the development of 'less vulnerable' use within the site subject to it not causing additional flood risk, either on the site or elsewhere.
- 6.2.4. Local Plan Policies IE1 and EE13 provide a strong and clear basis upon which to enable employment development of the site whilst being able to refuse any planning application which fails to agree an appropriate scheme of flood mitigation and compensation measures.
- 6.2.5. Policy IE3 seeks to attract businesses to the Borough; support the retention, creation and development of local businesses, promote business competitiveness and allow for flexibility to cater for the changing needs of the economy including by encouraging a range of types and sizes of new employment floorspace and supporting provision of small warehousing units. Paragraph 8.22 of the supporting text states that "it is essential that existing Small Medium Enterprises (SME) are supported and new business encouraged so that a thriving business ecosystem is nurtured". A range of units are proposed, ranging from 730sqm to 2,486sqm. The smaller units in particular will be well suited to the requirements of small to medium sized enterprises (SMEs) and new emerging industrial sectors. Furthermore, should market conditions require additional smaller industrial units, the units proposed as part of this scheme could be further subdivided to suit this purpose.
- 6.2.6. According to the submitted Planning Statement in support of this planning application the proposed development will result in the creation of up to 413 Full Time Equivalent (FTE) new jobs on the site during operation. These are in addition to jobs created through the construction phase. This increase in local workforce will result in significant economic and social benefits, including through increased local spending.
- 6.2.7. In addition to the above, paragraph 81 of the NPPF (2021) sets out that decisions should help create the conditions in which businesses can invest, expand and adapt. The NPPF also states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.2.8. The proposal is for the redevelopment of the site to provide a total of 17,128 sqm of flexible employment floorspace which fall under the use class order of being Classes E(g), B2 (General industrial) and/or B8 (storage and distribution) use, with ancillary office accommodation associated parking, landscaping and infrastructure works. In

terms of the principle of the proposed development, the policies seek to support proposals such as this which seek to intensify employment generating uses. As such the principle of the development accords with the Development Plan policies and in particular Criteria a) and b) of Policy IE1 which will help to deliver Local Plan Objective 12 and is appropriate development subject to wider considerations set out below.

6.3. Design Considerations

6.3.1. Policy EE1 sets out that all development proposals will be expected to achieve high quality and inclusive design which responds to the local context including the built, natural, and historic character of the area while making efficient use of land. Development proposals will be supported where they:

- Create attractive and resilient places which make a positive contribution to the Borough's townscape, public realm and/or landscape setting.
- Create developments which promote social interaction and design out crime.
- Contribute to and enhance the quality of the public realm/ and/or landscape setting through high quality and inclusive hard and soft landscaping schemes.

6.3.2. The NPPF (2023) sets out that there is a clear focus that proposed developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF (2023) sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, with an emphasis that development should function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

6.3.3. Although the site is currently undeveloped and whilst there are some residential properties to the east, north and west of the site, to the south of the site sits the established industrial and commercial areas of the Byfleet Industrial Estate and the Brooklands Centre, which offer a mix of employment uses and the main railway line to Byfleet & New Haw railway station, with the Byfleet Electricity Switching Station and Addlestone Quarry to the east and the M25 flyover to the west. The site is surrounded by commercial, industrial and residential uses and as such, the proposal would not have a significant urbanising effect in a previously non urbanised area. There are also a number of physical constraints on the site which dictate where development can take place and which impact the form of development which include the principal access from Byfleet Road, the pylons with overhead electricity wayleaves, flooding, the River Wey to the west, the Rive Ditch to the south, and railway line to the south, the M25 flyover and the protected trees. However, the site is relatively level and regular in shape, which is able to accommodate the rectangular proportions ideal for the type of buildings proposed.

6.3.4. Although the buildings would have a utilitarian design, the elevations of the proposed units would vary and would be built in high quality, contemporary long lasting materials and would also be designed to suit the varying and changing demands of the industrial, distribution and logistics industry. A combination of metal cladding profiles and colours have been incorporated in the warehouse design to break up the elevations. The office entrance areas incorporate curtain walling and glazed entrance doors and the walls comprise horizontal profile cladding panels in various colours, separated by vertical and horizontal flashings and ribbon windows that visually break the walls into smaller components.

- 6.3.5. Phase 1 would comprise 4 individual blocks with various sized units and Phase 2 would comprise 1 block with 4 units. The scale and massing of the proposed buildings varies across the site providing flexibility for future occupiers as well as to respond to the constraints across the site, such as the existing pylons and to protect the amenity of nearby residents.
- 6.3.6. The site is visually well contained by the existing established belts of woodland and individual trees on the northern and western boundaries and at the site entrance off Byfleet Road, by the adjoining railway embankment with associated wooded slopes to the south, the M25 flyover to the west and Byfleet Road residential area and associated garden trees and hedges to the east. In terms of landscaping, landscaping plans and a landscaping maintenance and management report have been submitted in support of this planning application. More importantly the existing site boundaries and woodland which surrounds this part of the site would not be affected by the proposal. Thus, whilst these buildings have large floorplates and scale, they will have limited visual impact within the wider street scene. Whilst they have been designed to be industrial buildings, their size, scale and bulk mean that they would not be an overly prominent, dominant and visually overbearing form of development. Full details can be secured by way of recommended conditions. Further biodiversity enhancements and strengthening of the existing woodland areas and landscaping are discussed further below. As such the impact on the character and appearance of the area in general is considered acceptable.

6.4. Impact on the character of the adjacent Conservation Area

- 6.4.1. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of the Conservation Areas. The NPPF (2021) states that in determining planning applications, local planning authorities should take account the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.
- 6.4.2. Policy EE5 of the Local Plan also sets out that development within or affecting the setting of a Conservation Area, including views in or out, should protect, conserve, and wherever possible enhance, the special interest, character, and appearance of the Conservation Area.
- 6.4.3. The site is adjacent to the Towpath and River Wey Navigation Conservation Area (designated August 1999). The designation of the Runnymede section of the Wey Navigation as a Conservation Area formed part of the comprehensive strategy to designate a linear conservation area along the total length of the Wey and Godalming Navigations. It was considered that this whole area, some 20 miles in length, merited Conservation Area designation by reason of its antiquity, appearance and special quality.
- 6.4.4. The proposed 12no. structures, by reason of their scale, massing, design, and materiality, would be industrial in character and appearance. Although this reflects the industrial history of the River Wey (particularly in the nineteenth century), this section of the conservation area is no longer characterised by industrial or commercial activity, and it would be in stark contrast to the existing and historic undeveloped and open character of the Site as it exists today. As the buildings would be visible from within the conservation area, particularly in winter months, they will have an adverse visual impact on the setting of the conservation area.

- 6.4.5. The loss of the open and green character of the Site, the loss of views across the Site, and the introduction of industrial buildings would result in an adverse impact on the setting of the conservation area and less than substantial harm to the heritage asset, making Paragraphs 206, 208 and 212 of the NPPF relevant. Given that the impacts are indirect (although it is acknowledged that there will be minimal direct impacts arising from the proposed new footpath which will link Byfleet Road to the Wey) and that the impact is confined to a relatively small section of the conservation area, it is considered that the harm is at the lowest end of the scale.
- 6.4.6. As such, it is considered that proposals would fail to preserve or enhance the significance of the Wey Navigation Conservation Area and the proposals would constitute a scheme which would lead to 'less than substantial' harm to the designated heritage asset. Whilst this harm is considered to be limited it remains that the NPPF (2023) is clear that an assessment is therefore required to weigh this harm against the public benefits of the proposal.
- 6.4.7. The National Planning Policy Guidance on Historic Environment sets out that public benefits could be anything that delivers economic, social or environmental objectives. It is clear that they should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.
- 6.4.8. One of the key benefits of this site is the provision of allocated strategic employment land which has been designated for such uses in the Council's Local Plan. The other public benefits which flow from the development are largely the economic benefits of the proposed development including the creation of construction and operational jobs. Overall and given the level of harm associated with the impact on the significance of the Conservation Area it is considered that the public benefits outweigh the harm. As such the proposed development is considered acceptable adjacent to the Conservation Area.

6.5. **Highways Considerations**

- 6.5.1. Policy SD4: Highway Design Considerations states that 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. The NPPF (2023) is clear that 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.
- 6.5.2. The applicant is seeking planning permission for a "flexible" employment use where a variety of different end users could occupy the proposed buildings. Future users are unknown, and it is important, in supporting employment generating uses that permission allows for flexible uses to occupy the building. However, this in turn means ensuring that the matters regarding highway safety, capacity and parking are fully considered from the onset.

Highway Capacity- residual cumulative impacts on the road network.

- 6.5.3. One of the key areas of discussion is the activities associated with the proposed use of these buildings. In highways terms one of the considerations is the impact on both the

local road network and the wider strategic network (which includes local motorways and junctions- i.e., the M25 and Junction 11, and to some lesser extent the A3 and the Cobham junction). Again, it is important to highlight that the NPPF is clear that a refusal on cumulative impacts on the road network should only be where it is demonstrated that a proposal would have a severe impact.

- 6.5.4. When this site was allocated under Policy IE1 for employment use in the Local Plan, high level highways capacity work was undertaken to assess the potential impact the proposed Plan would have on existing traffic networks, particularly given the Council’s strategy to include this site for employment generating uses. However, given this was high-level and the varying uses which could take place for an employment generating use it is necessary to assess in further detail.
- 6.5.5. The manner in which this is modelled is based on using Trip Rate Information Computer System (TRICS) which is an industry recognised standard for assessing trip generation of new developments. The Transport Evidence submitted by the applicant includes all the supporting TRICS information to understand fully the assumptions which have been made. This has all been reviewed by the Highway Authority. The applicants have modelled the potential trip generation of all buildings operating in the above uses. The assessment is also one where you look at potential vehicle trips, with a focus on peak hours. The focus on peak hours is to assess if the proposed development would result in increased pressures on the local and strategic highway network, notably at peak rush hour times where there is inherently a greater level of traffic. That is not to say that there would be no vehicle movements outside of peak hours, only that the potential impact on highway capacity would not be as great an issue. The numbers being referred to are 12-hour (7-7) as the TRICS outputs do not provide 24-hour rates and most surveys are 12-hour only. To provide a robust assessment, the higher vehicle trip generation figures in Table 6 have been used for assessment purposes in the submitted Transport Assessment.
- 6.5.6. The proposals would generate a significant level of vehicle movements with employees coming to and from said offices, particularly during peak times (08:00-09:00 and 17:00- 18:00). The TRICs data in Table 6 below shows that as an industrial estate during the morning peak there could be up to 74 vehicle trips in the AM peak (largely those coming to the site) and around 57 vehicle trips in the PM peak (largely those leaving the site) and up to 6 HGV trips in the AM peak and around 2 HGV trips in the PM peak.

Table 6 – Vehicle Trip Rates and Trip Generation (Industrial Estate)

| | Morning Peak (08:00 – 09:00) | | | Evening Peak (17:00 – 18:00) | | | 12 Hour (07:00 – 19:00) | | |
|------------------------------|---------------------------------|--------------|--------------|---------------------------------|--------------|--------------|----------------------------|--------------|--------------|
| | IN | OUT | TOTAL | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Vehicles | | | | | | | | | |
| Trip Rates per 100sqm | 0.271 | 0.152 | 0.423 | 0.083 | 0.241 | 0.324 | 2.068 | 2.127 | 4.195 |
| Trip Generation | 47 | 27 | 74 | 15 | 42 | 57 | 362 | 372 | 734 |
| HGVs | | | | | | | | | |
| Trip Rates per 100sqm | 0.015 | 0.018 | 0.033 | 0.006 | 0.008 | 0.014 | 0.173 | 0.178 | 0.351 |
| Trip Generation | 3 | 3 | 6 | 1 | 1 | 2 | 30 | 31 | 61 |

Summary Table: vehicle trips modelled

- 6.5.7. In terms of HGVs, it has been assumed that the vast majority of traffic would route to/ from the north via Byfleet Road due to the 2.9m height restriction at the railway bridge to the south. Different locations for the scope of assessment were agreed with Surrey County Council in their role as the highway authority and undertaken for the existing situation and for a 2025 future year at full build out which included the site access, New Haw Road/ Byfleet Road/ Woodham Lane Roundabout, Byfleet Road Railway Bridge and the A425/ A318 Roundabout. No reduction in trips to allow for future mode shift as a result of the implementation of a Travel Plan was included within these assessments, to provide a robust analysis.
- 6.5.8. As set out in the consultation response from the highway authority, it is recognised that the proposed use of the site is expected to generate additional trips on the local highway network. It is also recognised that currently congestion occurs towards the Railway Bridge, where this can bottleneck during peak hours due to the traffic lights and single lane access under the bridge. However, it is also the case that the Byfleet Road the access to the application site is an A class road, the A318. This is a local distributor route, which by its nature carries significant levels of traffic on a daily basis. Considering the impact of this sites redevelopment in this context, it is considered that the resultant increase in traffic on the capacity of the network is acceptable and will not result in a severe impact.

Proposed access and wider highway safety considerations

- 6.5.9. Vehicle access to the site is currently achieved through the access point in the north east. This access junction is to be improved as part of the proposed development to facilitate safe and efficient vehicle access and egress.
- 6.5.10. A Stage 1 Road Safety Audit (RSA) of the site access proposals was originally undertaken which considered two potential crossing arrangements on the A318 Byfleet Road to the south of the site access. Following concerns raised regarding possible conflicts between the crossing arrangements and the existing access from Addlestone Quarry, a further Stage 1 Road Safety Audit (RSA) was carried out and the proposed Toucan crossing has been relocated to the north of the proposed access that will benefit pedestrians and cyclists and will enable the crossing of Byfleet Road in safety.
- 6.5.11. Significant works are required in order to ensure that HGV access only takes place according to a right turn in, left turn out arrangement (There would be a 'Turn Left All HGVs' sign at the site entrance). This is to limit the risks associated with bridge strikes for the railway bridge adjacent to Byfleet & New Haw Railway Station. Additional signage will also be provided to forewarn drivers of both approaches to the bridge along Byfleet Road and Oyster Lane.
- 6.5.12. The Transport Assessment also reviewed personal injury collision data for the local highway network which does not highlight any existing safety issues that would need to be mitigated as part of the development proposals. Nevertheless, due to the number of railway bridge strikes in previous years on Byfleet Road to the south of the site a S106 contribution will be made to improving warning signage on the approach to the railway bridge, which would include electronic displays (VAS – Over Height Vehicle Activated Signs), to reduce the number of larger vehicles that may attempt to use that route.
- 6.5.13. Highways England has been consulted as it has an interest in the M25 and a small part of the motorway and its supporting pillars below are located in the south western corner of the site. They have raised no objection to the proposal. However, the proposal will be required to maintain Highways England Access for maintenance.

- 6.5.14. Overall, in terms of highway safety it is considered that the Applicant has demonstrated that an access can be constructed that will comply with current highway standards and provides appropriate visibility to ensure that both users of the access and users of Byfleet Road will not be compromised. As such the proposal is considered acceptable in this regard.

Parking Considerations

- 6.5.15. Policy SD4 of the Local Plan states that parking standards for vehicle and cycle parking within development proposals will be assessed against the Council's current adopted guidance. The Council have recently adopted Parking Guidance SPD in November 2022. This guidance sets out recommended parking standards for different uses. However, as set out above the uses being sought for permission vary in terms of the need for parking provision. The recommended parking for a B2 (general industry) use is 1 car space per 30sqm with no lorry parking required and a warehouse (distribution) use would require 1 car space per 70 sqm with 1 lorry space per 200sqm. This SPD sets out that some larger scale non-residential developments may benefit from a bespoke car parking scheme, appropriate to that use and/or its location, particularly when taking account of other policies and practices in place and which are associated with the operation of the development. In such circumstances, a site-specific parking and travel plan can take detailed account of the location of the development, the ability of people to walk, cycle or travel by public transport to the development and the policy of the institution to provide or subsidise public transport services, and/or restrict car travel to their site. It is considered that this is one of such planning applications where a bespoke car parking scheme is necessary in order to ensure that the correct level of parking is provided to cater for such a wide-ranging uses which could take place.
- 6.5.16. Parking is shown to be provided throughout the site predominantly in front of each of the units and along the sides of units 2,10 and 13 with a total of 367 car parking spaces being proposed across the site. 227 car spaces are proposed as part of Phase 1 and the remaining 140 will be provided as part of Phase 2 with a total of 15 docking bays for HGVs. Disabled parking provision will be provided in accordance with the standards, corresponding to a approx. 5% of overall parking provision.
- 6.5.17. The applicant has stated that they are committed to providing Electric Vehicle Charging Points at the site. Under the Council's Parking SPD 20% of the spaces need to be EV fast charging and a further 20% need to be passive. The wider area is currently experiencing existing electric power supply issues. Therefore, it is proposed to provide 10% EV fast charging points which will be increased as soon as the electric power supply to the site allows. In order to deal with this matter the applicants have also subsequently agreed that all-other parking space (including those for lorries) will be fitted out as passive EVC spaces in the form of EV ducts running to each car parking space, so that pillars and cables can be connected at any time in the future. This would go beyond the 20% passive provision required by planning policy. This is one measure which they are seeking to go beyond policy to "future proof" the buildings so that parking for the site is adaptable to future needs as required. This can be secured by way of condition.

Sustainable transport/ highways capacity considerations

- 6.5.18. Policy SD3 of Local Plan deals with Active and Sustainable Travel. This sets out that the Council will support proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel. This includes supporting developments which integrates with or provide new accessible, safe and attractive active and sustainable travel networks and routes to service and

employment centres and rail interchanges. The policy also requires proposals which generate significant traffic movement to submit and implement Travel Plans demonstrating how active and sustainable travel options have been considered.

- 6.5.19. Ultimately a number of the likely uses associated with the proposed development could result in increased deliveries and HGV movements. The impact of this in terms of highway capacity or highway safety is considered above. However irrespective of the proposed uses there would be a number of employees working at the proposed buildings and it is important to support that future users seek to utilise sustainable modes of transport.
- 6.5.20. The site benefits from connection to an existing network of footways within the vicinity of the site. The A318 Byfleet Road, from which the site takes access, is subject to a 30mph speed limit and is lit, with a 2.5m shared foot/cycleway running along the eastern side of the carriageway. A footway is provided intermittently along the western side of Byfleet Road. The closest bus stops to the proposed development are located approximately 130m north of the site access. These are served by the no. 593. Additional bus services can be accessed circa 650m to the north on New Haw Road/Woodham Lane. Byfleet & New Haw Railway Station is located approximately 300m to the south of the site access. The station, which is operated by South Western Railway, provides regular and direct connections to London, Waterloo and Guildford. Overall, the site is in fairly sustainable location where active and public transport modes can be utilised by those who work at the site.
- 6.5.21. The proposals have been revised and a 5m wide segregated pedestrian/cycle path from Byfleet Road connecting to the Wey Navigation towpath and hence to the Basingstoke canal opposite via the footbridge over the Wey is proposed. This in turn will provide connection to National Cycle Route (NCR) 221 which runs from West Byfleet to Brookwood along the Basingstoke Canal to the south-west of the development site. This will open up an alternative route for walkers and cyclists, avoiding the busy Parvis Road between West Byfleet and Byfleet.
- 6.5.22. A Framework Travel Plan (FTP) has been submitted in support of this planning application which sets out a strategy for facilitating and encouraging travel by non-car modes, focussed on reducing single occupancy car trips. Prior to occupation of the site, the developer will appoint a site-wide Travel Plan Co-ordinator (TPC) to implement the FTP. The future occupiers of the site will need to appoint a member of staff to work with the TPC in implementing and monitoring the impact of the FTP. This will include introducing measures to encourage and facilitate travel by sustainable modes of transport. Cycle parking will be provided in accordance with the Council's standards and will be lit, secure and appropriately signed, and located close to the entrances to the units and to support this cycle storage and shower facilities are proposed where appropriate. This can be secured by way of condition. The Surrey CC Travel Plan Officer has reviewed the draft Travel Plan and has raised no objections.
- 6.5.23. In terms of public transport, travel packs are proposed for new employees to make them aware of options. In terms of monitoring and reporting it is suggested that the travel plan last for a 5 year period from first occupation but if the identified targets are not met in Year 5 then monitoring will continue to Year 9. The requirement of the overall travel plan would need to be secured by way of a planning obligation.

Highways Conclusion

- 6.5.24. In conclusion, the transport movements associated with various uses which could take place at this site have been modelled. In considering the potential impact of the proposed development on the local highway network, assessments were undertaken

at a number of agreed locations. Overall, the proposal would have an acceptable impact in terms of highway capacity and certainly would not have a severe impact on the highway network (which is the test for the impact on highway capacity). In terms of access, it is considered that the proposal would not raise issues in terms of highway safety (subject to appropriate mitigation) and provides suitable level of parking.

- 6.5.25. In addition the proposal would provide measures to encourage active or sustainable travel through a Toucan crossing and a footway/cycle way link that will benefit pedestrians and cyclists and will enable the crossing of Byfleet Road in safety. It would also provide additional opportunities, through the proposed Travel Plan, for people to travel by means of transport other than the private car.

6.6. **Impact on Neighbouring Amenity**

- 6.6.1. As set out above the proposal is for flexible employment use and the operations which could take place under these employment uses vary significantly. The applicants are looking for the buildings to operate as flexibly as possible and that means the operations could take place 24 hours a day, seven days a week, however this will very much depend on the end user. As the end user is currently unknown the following officer assessment, in terms of impact on neighbouring amenity, is taken on a worst-case scenario.

- 6.6.2. The closest residential properties potentially affected by the proposed development include the two storey predominantly detached dwellings located to the east of the site, most notably numbers 98-138 Byfleet Road which are set back from the road frontage. To the north of the site are the two storey detached properties numbers 72 and 74 Byfleet Road and to the rear of these numbers 1-7 Fairwater Drive. To a lesser degree numbers 103 -119 Byfleet Road, Westfield Court, 3 storey high Westfield Parade and 2½ storey high flatted block 1-5 White Oaks with dwelling numbers 7-9 behind and 55-69 Byfleet Road which are sited opposite and to the north of the site. Across the canal are properties 64 – 92 Common Lane.

6.7. Potential impact in terms of noise and disturbance

- 6.7.1. In addition to the above considerations the justification for policy EE1 highlights how the Government's Noise Policy Statement (NPSE) for England sets out the importance of promoting good health and quality of life through the effective management of noise in relation to sustainable development. The NPPG on Noise also sets out a noise exposure hierarchy of when action including mitigation, avoidance or prevention is likely to be required where external noise impacts exceed the Lowest Observed Adverse Effect Level (LOAEL) or the Significant Observed Adverse Effect Level (SOAEL).
- 6.7.2. The NPPF requires new development to be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 6.7.3. The NPPF makes reference to the NSPE, but neither of these documents, nor the PPG section on Noise, provide any numerical definitions of LOAEL or SOAEL. Rather, these must be judged on the circumstances of each individual case. That said, the NPSE does refer to the World Health Organisation (WHO) Guidelines for Community Noise (1999)76, which suggests that guideline values for amenity which relate to external

noise exposure are set at 50 or 55 dB(A)⁷⁷, representing daytime levels below which most of the adult population will be protected from becoming moderately or seriously annoyed, respectively.

- 6.7.4. As set out above, although the site is a greenfield site comprised of open land with scrub vegetation, four electricity pylons are established across the site, the Wey Navigation and associated Towpath is situated adjacent to the western boundary, a small part of the M25 flyover is situated to the south west of the site and to the south east lies the South West main railway line. As such the site, and the wider area is already subject to significant levels of background noise from this transport infrastructure. That being said, this proposal would introduce new industrial uses close to an areas where there are a number of residential properties. Accordingly, the following assessment is regarding the potential impact on noise and disturbance due to the activities associated with the proposed development which could have an impact on the amenities of the occupiers of surrounding properties. However, the focus of this assessment is in terms of potential impact during late evenings, night-time, and early mornings and weekends where there would be an expectation of a greater level of amenity than that experienced during other times of the day.
- 6.7.5. A Noise Assessment has been submitted in support of this planning application and has identified the 10 closest noise source receptors (NSRS) as properties along Byfleet Road, Fairwater Drive and Common Lane. A “baseline” survey was undertaken at 2 locations representative of the receptors. The primary source of noise at the residential properties was identified as the road traffic from the M25 with secondary noise sources being local road traffic and low-level rail noise. The original Noise Assessment submitted with the application has been updated during the consideration of the application, following comments received from the Council’s Environmental Health Officer and a peer review carried out by an independent noise consultant at the request of the Council. Whilst it is acknowledged that the baseline survey data is from 2018, the baseline conditions and dominant noise sources in the area are not considered to have materially changed given the location of the site and the return of road traffic noise levels back to pre-pandemic levels and having viewed DfT data, the noise consultant and the Council’s EHO considers that this is reasonable.
- 6.7.6. The main anticipated sources of operational noise from the development are from heavy goods vehicles (HGV) movements including loading/unloading activity occurring during both the day (07:00-23:00 hours) and night-time period (23:00-07:00 hours). The Noise Assessment is based on a number of assumptions including that the data provided to the noise consultants shows the average 24-hour HGV profile for the development has been broken down into hourly flows which has resulted in a peak hour of HGV activity for both the daytime and night-time which is 13 HGVs during 10:00-11:00 and 17 HGVs during 06:00-07:00. Other hours contain lower levels of activity, therefore it is likely that these would result in lower levels of operational noise. Following the guidance provided in BS4142:2014+A1:2019, predictions of noise from HGV activities (reverse, load/unload and pull-away) were carried out for the peak hour of the day and for a 15-minute period during the peak hour of the night. For the daytime period although it is unlikely that there would be the arrival of 8 HGVs, loading/unloading of 13 HGVs and 8 HGVs departing in the same hour, however this has been assumed as the worse-case scenario for the modelling. For night-time period although it is unlikely, it has been assumed that within the peak 15 minutes 2 HGVs would arrive, 3 HGVs would be loaded or unloaded and 2 HGVs would depart, however this level of operation has been assumed to provide a robust assessment.
- 6.7.7. The average 24-hour car profile for the development has also been broken down into hourly flows which has resulted in a peak hour of car activity for both the daytime and

night-time which is 50 arrivals and 26 departures during 10:00-11:00 and 35 arrivals and 13 departures during 06:00-07:00. Other hours contain lower levels of activity, therefore it is likely that these would result in lower levels of operational noise. Predictions of noise from car parking activities (reverse, door open/close, pull-away and pass by) were carried out for the peak hour of the day and the peak hour of the night. Noise levels have been predicted from different locations and heights (daytime assessment have been predicted at ground floor level at 1.5 m and night-time assessments have been predicted at first floor level at 4.5 m) and by using noise modelling software.

- 6.7.8. The assessment shows that all but two of the noise sensitive properties have predicted noise levels that exceed the typical background sound level. The exceedance above the typical background levels varies between 2 decibels (dB) and 6dB for the residencies, with all exceedances being during the night-time period. As per BS4142:2014+A1:2019 'A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context'. The predicted level at 74 Byfleet Road of +5 dB above the typical background level would suggest an adverse impact during the night time. The potential impact of maximum sound levels that may occur during operational activity at night has also been considered at each receptor, the maximum source level might occur during the coupling of a HGV trailer, although it is unlikely that this activity would occur on a regular basis. From the information submitted the predicted maximum noise levels during the night-time at 5 noise sensitive residences exceed the required nighttime design criteria of 60 dB (albeit this value is currently exceeded by existing noise sources according to the noise survey).
- 6.7.9. To mitigate the predicted noise levels that exceed the typical background noise level, a 2.4m high acoustic barrier is proposed on either side of the entrance road which would reduce both daytime and night-time noise to levels that are equal to or below the typical background levels. The greatest insertion loss provided by the barrier is at 74 Byfleet Road during the daytime with a decrease in level of 8 dB. It is therefore considered unlikely that there will be adverse impact at any of the noise sensitive receptors. Acoustic heat maps showing the predicted noise from the sources to the receptors with and without the inclusion of the acoustic barrier clearly show the improvements with the proposed mitigation measures. Details of the barrier can be secured by way of condition.
- 6.7.10. The Assessment shows that with a maximum increase in road traffic noise of 0.4db it is considered that adverse impacts are highly unlikely. The predicted levels from car park activities at the noise sensitive receptors are also unlikely to cause any adverse impacts.
- 6.7.11. As there is no information regarding the proposed occupiers of the units to determine the level of potential level of noise break out from within the units, and each plot is likely to be occupied by a different business, undertaking their own activities it is difficult to determine the level of break-out noise with any certainty. For example, the occupant could be a trade counter (in which case there would be no breakout noise) or it could be an occupier that fabricates parts, which could potentially generate high levels of noise. Subject to a minimum specification covering the performance of the building envelope which would mitigate this concern for trade counter, or similar uses that typically generate low levels of noise, a condition would be imposed requiring a noise impact assessment before occupation of the units demonstrating a Rating Level equivalent to or below the representative background sound levels provided in table 4 of the Vanguardia report (November 22 revision 5) and where necessary, to identify what further mitigation would be required to achieve this.

6.7.12. During construction there is likely to be a short-term increase in noise levels from construction vehicles and plant especially to residential properties along Byfleet Road, Fairwater Drive and Common Lane which would be managed through the compliance with legislative requirements e.g. appropriate working hours and mitigation measures secured through a CEMP. The noise consultant and the Council's EHO have raised no objections subject to the recommended conditions which shall also include a condition to secure any alternative/additional mitigation if needed as a result of the scheme being built out in phases.

6.8. Potential impact in terms of overlooking, loss of privacy and/or overbearing impact

6.8.1. Policy EE1 sets out that "all development proposals will be expected to ensure no adverse impact ...to neighbouring property or uses". The Runnymede Design SPD states that "All dwellings must be designed with high quality internal and external space, in an appropriate layout, to accommodate different lifestyles and a range of private and communal activities. Accommodation must be designed to provide suitable levels of natural daylight and sunlight to new and existing properties ...". The document also provides further guidance of such matters including, sunlight and privacy.

6.8.2. Paragraph 135 of the National Planning Policy Framework also sets out that all proposals are expected to provide high standard of amenity for all existing and future users.

6.8.3. In regard to the amenities of the neighbouring properties, the proposed units range in height from approx. 8.8m to 10.5m. Units 2 – 6, being those closest to the nearest residential neighbours 98 -114 Byfleet Road, the ridge height is limited to 8.8m and is slightly sloping so as to minimise impacts on the nearest residential properties. Units 7-9 the ridge height is 10.5m as these units would be located further away from the nearest residential properties 116- 138 Byfleet Road and toward the rear of the site, where there is no sensitive receptors, the phase 2 units 10-13 would also be a similar height. However, it is noted that the existing ground level would also be raised approx. 0.3m-1.3m within the development footprint which is part of the flooding mitigation measures and although this would still be lower than land along the adjacent Towpath it would result in the overall total height of the units ranging from approx. 9.6m to 11.3m.

6.8.4. At its narrowest, units 2-3 are set back 7.4m from the property boundary. This increases to a minimum of 12.4m for units 7 and 8, with Unit 9 being setback 11.4m from the boundary. The rear gardens from Fairwater Drive would face towards the access road into the site with the closest premises being unit 2, however between this is an existing significant green buffer which would be retained and reinforced as well as the introduction of 2.4m high acoustic fence along the access road into the site. A separation distance of approx. 80 m to unit 2 would be maintained.

6.8.5. The units are arranged in two rows, with the car parks, turning areas and access track predominantly located between the two rows of units. This ensures that activity associated with the site will be contained within the development site, with the units themselves acting as an acoustic barrier, preventing potential impacts on the surrounding dwellings such as those associated with noise from vehicles moving within the property boundary.

6.8.6. The nearest residential dwellings along Byfleet Road are a considerable distance from the proposed units. At their closest, a separation of approximately 40.1m is provided, with this extending to approximately 51.3m at the furthest point. The western and eastern boundaries are lined with mature trees which offer effective visual screening of the site from its surroundings. The large tree belt to the north and western boundaries of the site would be retained. Vegetated slopes of the adjoining railway embankment to the south

of the site, and the associated garden hedges and trees of the residential area to the east, further increase the visual containment of the site. The rear of Units 2 to 9 will be planted with a native hedgerow with occasional trees to enhance the planting within the gardens. This approach will soften the built form when viewed from the gardens.

- 6.8.7. Given the proposed elevations of the units (varying from 9.6m to 11.3m), some adverse visual impacts are likely to be experienced by nearby receptors such as the residential properties which abut the eastern boundary off Byfleet road, particularly towards the south eastern corner of the site where unit elevations are the highest and the current screening ability of the vegetation is limited due to immaturity which is a negative of the scheme. However, the scale and massing of the proposed units has carefully considered their potential impact on the nearest residential dwellings, with heights being minimised where they have the potential for impact and setbacks to the property boundary maximised where possible, taking into account the constraints of the site. Further, units have been broken up with gaps provided between, introducing three breaks of 3-4m so there are now four groups of units; to allow views through and to reduce the apparent bulk of the building when viewed from the east.
- 6.8.8. It is important to note that the height of the units where they are closest to the nearest residential dwellings are broadly similar in height to a two storey dwelling, with difference in height being largely attributed to the change in ground level. Changes have been made to the scheme originally submitted which include a reduction in the maximum height of Units 7-9 backing onto Byfleet Road to 10.5m to ridge (a 500mm reduction) and a reduction of the eaves height to 8.6m (a 500mm reduction), an alteration in the shape of the roof to reduce the impact of the height and moving units 7-9 further away from the boundary by a further 5m (increased to a minimum of 11.4m).
- 6.8.9. On this basis, and given the separation distances and landscape screening proposed, as well as the heights, orientation and layout, it is not considered that the proposed development will result in significantly unreasonable impacts on the neighbouring properties in terms of overbearing, or in relation to daylight and sunlight. Further, given there are no windows to the relevant elevations, there will also be no impacts associated with loss of privacy or overlooking of those dwellings.

Potential impact in terms of lighting

- 6.8.10. There will be outdoor lighting for each unit. However, the orientation of the proposed units/ proposed lighting will be such that light emissions will be focused inwards at the site. Therefore any impact will be localised and will not significantly affect sensitive receptors in the surrounding area, such as the residential dwellings or ecological receptors. The proposed elevations of the commercial units will not exceed 11.3m, therefore, given absence of sufficiently tall structures, significant daylight/sunlight impacts are not likely. In addition, the buildings will be designed to maximise the use of natural daylight but minimise solar glare and solar gain. As such details of lighting matters could be satisfactorily managed through conditions.

Neighbouring Amenity Conclusions

- 6.8.11. In summary, the applicant has provided a number of supporting documents and assessments which provide evidence on the potential impact on the amenities of the occupiers of surrounding residential properties. This includes a noise assessment which demonstrates that subject to mitigation measures, notably the installation of acoustic fences along the access road into the site, the proposed development would not result in a significant increase of noise over existing background levels, particularly at night-time.

- 6.8.12. In terms of external lighting, this site is located on the edge of a suburban setting where there is already some level of background lighting. Any potential lighting overspill will largely be contained to the site and lighting overspill can be designed to minimise impact on residential properties and on wildlife through conditions.
- 6.8.13. The site is well screened and is not visually prominent in the landscape. The elevations of the proposed units would vary with the tallest units and parking being located away from residential properties. This ensures that much of the external activity during the operational phase of the development is contained within the middle of the site with the proposed units acting as a physical barrier between this and the wider area, reducing the impacts on the surrounding area. The large tree belt to the north and western boundaries of the site would be retained. There will be an adverse effect on townscape quality during construction works but these are considered to be short term and intermittent. Transient receptors (in vehicles or bicycles and on foot) on sections of Byfleet Road with views to the site and at occasional points off the footpath along the River Wey Navigation may also experience some adverse visual impacts. However, due to a combination of elevation, vegetation (both woodland blocks and tree belts), together with existing built form, substantial separation distances, views of the site and therefore visual impacts are not considered to extend beyond the immediate site boundary. The site is allocated for employment land adjacent to the M25 and a railway line and built development is already an established and frequent component of the visual character of the area.

6.9. **Flooding Considerations**

The need for the Sequential and Exception Test

- 6.9.1. The site is in flood zone 2 and partly in flood zone 3a. The NPPF (2023), as well as policy EE13 of the Local Plan sets out how to consider the principle of such development in the flood zone. As the proposal is for a conforming use on an allocated site the Sequential Test is not required.
- 6.9.2. The proposal would fall within the category of “less vulnerable” development. As set out in the National Planning Guidance which supports the NPPF (2023) the Exception Test is not required for this type of development located in flood zone 2 or 3a.

Flood protection and mitigation

- 6.9.3. Given the importance of the flood mitigation and compensation works in defining the development capacity of the site, any scheme of flood mitigation and compensation works agreed forms an integral part of the planning application. The site is partially located with Flood zone 2 and 3a and adjacent to the River Wey and Rive Ditch. In compliance with the requirements of the National Planning Policy Framework, the development should not increase flood risk to the wider catchment area as a result of suitable management of surface water runoff discharging from the site.
- 6.9.4. Employment uses proposed are considered to be less vulnerable development in terms of flood risk and therefore is considered appropriate on the site. The development footprint does fall within the 1 in 100-year plus 35% climate change fluvial floodplain, however this is to be mitigated through level for level floodplain compensation in the south of the site and along the eastern boundary. It is recommended to set finished floor levels to be a minimum of 300mm above the maximum fluvial flood depth of 16.02m AOD within the proposed footprint of the development during the 1 in 100-year plus 35% climate change event. It is also recommended that the finished floor levels of each plot are set 150mm above external ground levels to mitigate against the residual risk of pluvial, groundwater and sewer flooding within the site and ground levels should be profiled to encourage pluvial runoff and overland flows away from the built development

and towards the nearest drainage point. Therefore, the proposed units would have a finished floor level at 16.8m AOD in order to help manage the risk of flooding from surface water runoff and the local watercourse.

- 6.9.5. The original FRA and floodplain compensation assessment identified a total lost floodplain volume of 2681.6m³ and a compensation volume of 3493.8m³ which would have represented an 812.2m³ net gain in floodplain volume. However, following objections raised by the Environment Agency to the original proposals the FRA and floodplain compensation assessment was revisited to address the Environment Agency's request for a lesser depth cut off when delineating the floodplain extent which required the assessment of a larger area over a greater range of elevations, and a much more detailed assessment. As a result of this, the predicted amount of over compensation increased as a total lost floodplain volume of 1416.9m³ and a compensation volume of 5584.2m³ were identified. This represents an 4167m³ net gain in floodplain volume which is a betterment of the scheme. Therefore, more floodplain will be available following completion of the scheme.
- 6.9.6. The agreed floodplain compensation scheme is contained entirely within the site. The strategy will prevent the proposed development from making the existing flood risk issues in the wider area any worse. It does not set out to resolve the existing flood risk issues outside of the site. However, some betterment could be expected through the interception and attenuated storage of rain water falling on the development, as well as the additional floodplain storage offered in the compensation scheme.
- 6.9.7. The Environment Agency have reviewed the revised information and are happy with the proposed compensatory storage. Concerns regarding boundary treatment along the eastern boundary that could impede flood flows have also been removed. The eastern boundary is currently comprised of a mix of residential garden fences, and the development proposals do not propose to alter or replace them and the landscaped drawings show that a proposed native hedgerow planting is proposed on the eastern boundary will be permeable to floodwater. Acoustic barriers will be sited within the northern part of the site and whilst the EA has ask for all fencing in flood zone 3 to be permeable due to flood mitigation design, they would not represent a barrier to flood flows or loss of floodplain.
- 6.9.8. The existing pluvial floodplain in the development area will be addressed by the proposed surface water drainage strategy. Therefore, separate compensation for the pluvial floodplain is not required.

Sustainable Urban Drainage (SuDs)

- 6.9.9. In terms of Sustainable Urban Drainage (SuDs), Policy EE13 of the Local Plan requires all new development to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. Paragraph 173 of NPPF states that all 'major' planning applications must incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. SuDS must be properly designed to ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development.
- 6.9.10. A surface water drainage strategy has been submitted and to mitigate the development's impact on the current runoff regime, the surface water drainage strategy will incorporate attenuation and limit the discharge rate of surface water to the equivalent greenfield Mean Annual Flow Rate (QBAR). The drainage network will discharge to the Rive Ditch at the south site boundary, in accordance with the Hierarchy of Drainage. Subject to the details of the design of a surface water drainage scheme and providing effective attenuation on the site to be submitted and approved prior to commencement, Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied this meets the

requirements set out in the technical Standard and Planning Policy Guidance. It is therefore considered that the site is capable of dealing with surface water drainage for the development in a sustainable manner which complies with the NPPF and therefore there are no issues of flooding arising from the proposal.

- 6.9.11. Thames Water has also requested further conditions in respect of Foul water. Overall, the proposed development is considered to demonstrate it would not cause new or exacerbate existing flooding problems, either on the proposed development site or elsewhere. The risk of flooding is also considered to be low and a suitable drainage strategy can be employed subject to conditions already set out above. The Environment Agency raises no objection, the Council's Drainage Officer also raises no objections and it is considered that the proposal is acceptable in flooding and drainage terms and complies with Policy EE13 and the NPPF.

6.10. **Ecology and biodiversity**

- 6.10.1. Policies SD7 of the Runnymede 2030 Local Plan sets out that development proposals will be supported where they protect existing biodiversity and include opportunities to achieve net gain in biodiversity. Policy EE9 of the Runnymede 2030 Local Plan also sets out that the Council will seek net gains in biodiversity, through the creation/expansion, restoration, enhancement, and management of habitats and species. Paragraph 180 of the National Planning Policy Framework states that planning decisions should protect and enhance sites of biodiversity and paragraph 186 sets out that opportunities to improve biodiversity in and around developments should be integrated as part of their design.

- 6.10.2. In terms of biodiversity proposals, planning policies of relevance to ecology and nature conservation at the time of submission of the application in February 2021 were summarised in Section 6 of the Ecological Assessment (December 2020). In relation to biodiversity net gain, it is important to note that there was no adopted or emerging planning policy relevant to the application which required specific consideration in relation to Biodiversity Net Gain through the prism of calculations using metrics, nor any requirement to use these tools to assist with the consideration of the planning application. Since this time, it is noted that the Environment Act became law in November 2021, with this legislation setting out the requirement for new planning applications to undertake specific assessment in relation to BNG utilising the Defra metric. However, this was adopted some nine months after submission of the planning application and the Government's planning practice guidance on Biodiversity Net Gain specifies that *"biodiversity net gain has only been commenced for planning permissions granted in respect to an application made on or after 12th February 2024. Permissions granted for applications made before this date are not subject to biodiversity net gain"*. It is clear that this legislation does not apply in relation to the current proposals which should be assessed against the NPPF to deliver general net gains.

- 6.10.3. It is therefore necessary for proposed development to first protect and avoid against any impact on ecology, where this is not possible they should then mitigate and then provide biodiversity net gains. The submission by the applicants includes an Ecological Assessment, an Outline Reptile Mitigation Strategy (ORMS) and an Arboricultural Impact Assessment.

- 6.10.4. Adjoining the site to the west is a non-statutory designated site, the Wey Navigation SNCI which is also a conservation area and covered by TPO422 along the northern and western boundaries (which include Woodlands W1 and W3) and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries). Whilst there are a number of habitats present on the site such as broadleaved woodland, semi improved grassland, dense scrub, scattered trees and scrub and tall vegetation with Bracken, and linear features including hedgerows and ditches which are able to support a number of

protected and notable species such as birds, bats, reptiles, great crested newt and other amphibians, rabbits, badger, hedgehog, otter and other mammals, stag beetle and other invertebrates the submitted surveys detected a bat roost in T53, a low population of Slow-worm, Common Lizard and Grass Snake. Invasive plant species have also been recorded.

- 6.10.5. The proposed development involves the clearance of existing areas of semi-natural woodland, grassland and scrub in the central and eastern part of the site. In the areas proposed for the commercial units and hard landscaping, the loss of habitat would be permanent in nature and will therefore reduce the amount of wildlife habitat on site. In turn, this would (in the absence of mitigation) result in fewer opportunities for faunal species through the loss of supporting habitats. Once operational, increased vehicle movements on site and noise and light impacts associated with the proposed development could also potentially adversely affect ecological receptors across the wider site in the absence of mitigation.
- 6.10.6. However, under the development proposals Woodlands 1 and 3 would be retained with the development footprint set back from the woodland edge. The landscape planting types and the species specified throughout have been chosen for their amenity value, opportunity for ecological enhancement and suitability to the local area. The work will involve felling, thinning, infill planting, pruning of dead and damaged wood, creation of habitat log piles and introduction of bird and bat boxes. The aim will be to achieve an age diverse structure to provide screening with habitat enhancement. Throughout the construction period the woodland / trees to be retained will be protected by temporary fencing as illustrated on Drawing 1919/18/02F Tree Retention, Removal and Protection Plan.
- 6.10.7. The alignment of the combined footpath / cycleway through the TPO woodland to the River Wey Navigation has been determined to best suit access to the river and wider area from the site. The route will not result in the loss of any significant trees. A 'no dig' construction will be adopted with either a permeable surface or combination of permeable surface and timber boardwalk / bridge.
- 6.10.8. The site is very constrained in regard to opportunity for further tree planting due to service easements, both underground and overhead and for maintenance access. However, the aim in developing the scheme has been to introduce complementary habitat types in the form of species rich grassland and native hedgerows with occasional new copses of trees. These frame the development with the core active area (roads, car parks, building entrances and service yards) planted with a selection of ornamental shrub species.
- 6.10.9. The access off Byfleet Road will be framed by the retained woodland with a 2m mown grass verge and adjoining species rich grassland. The rear of Units 2 to 9 will be planted with a native hedgerow with occasional trees to enhance the planting within the gardens. This approach will soften the built form when viewed from the gardens. A shade tolerant species rich grassland mix will be sown throughout this margin to enhance the ecological diversity.
- 6.10.10. The scrubby tree and bramble cover on the site side of the Rive Ditch (southern boundary) as well as the invasive species on the site will be removed to allow maintenance access to this EA easement and sown with species rich grassland. Copses of native trees and thicket will be introduced into this area where service and maintenance easements allow. The rear of Units 10 to 13 will be sown with species rich grassland up to the edge of the interface with the TPO woodland. Ultimately the landscape strategy aims to create a development that sits comfortably within its surroundings and is in keeping with the character of the area. Within the development the strong landscape structure as described and illustrated on the scheme drawings will

be enhanced to complement the existing adjoining mature woodland areas. This will create enhanced biodiversity and a positive relationship between the development and its surrounding environment.

- 6.10.11. The submitted Landscape Masterplan demonstrates how development can take place to provide space between buildings and the protected trees and other existing landscape features to ensure adequate amenity for the buildings occupiers and to prevent future pressure for the trees' removal which form part of the character of the area. The proposal has been designed so as to protect existing mature landscaping within the site and the proposed landscaping works are considered to be acceptable. On balance the development has the potential to have a neutral effect on the tree cover accordingly. The Councils Tree Officer does not object to the works subject to landscaping conditions.
- 6.10.12. Following the submission of the initial surveys an Outline Reptile Mitigation Strategy (ORMS) was submitted. The ORMS provides further detail and information regarding the assessment of likely impacts arising to reptiles and to set out mitigation to safeguard reptiles from harm which could potentially otherwise occur as a result of development. It is proposed that all reptiles caught at the site will be translocated to an on-site receptor site and additional land, which comprises approx. 3.5ha in total where there is scope to significantly enhance opportunities for reptiles such that it can support both existing populations that may be present and additional opportunities for the group. Following completion of the translocation exercise, all reptiles would be moved from the development footprint for the construction of the development, following which the reptile fencing will be removed allowing reptiles to recolonise additional habitats.
- 6.10.13. The submitted assessment confirms the presence of a bat roost associated with tree T53 in the central part of the application site which is to be removed. Surrey Wildlife Trust has raised no objections to the development subject to obtaining a protected species licence and conditions including the submission of a bat roost assessment prior to the felling or works to T53, a Landscape and Ecological Management Plan (LEMP), a Construction Environmental Management Plan (CEMP) and a Reptile Mitigation Strategy to ensure that losses to habitats will be mitigated, and that an enhancement to the biodiversity value of the site will be achieved. As such, it is considered that the development proposals would not lead to significant effects in biodiversity terms and it is considered that the proposed development can be carried out without any harmful impacts on protected species or habitats and the scheme complies with Policies EE9, E11 and the NPPF.
- 6.10.14. With the adoption of appropriate avoidance and mitigation measures as outlined above, it is considered that the proposed development would not be likely to lead to any adverse effects upon the Basingstoke Canal SSSI and the Wey Navigation SNCI. The Environment Agency have also requested a scheme for the provision and management of an 8 metre wide buffer zone alongside the watercourse to be submitted which can be secured as a condition. In view of this and for above reasons, it is also considered that the design of the proposals respect the boundaries of the site and can help to deliver against BOA objective R04/O3 (Targets T3b, T3c & T3e) as set out in Policy IE1.

6.11. **Renewable Energy**

- 6.11.1. New development is expected to demonstrate how it has incorporated sustainable principles into the development including construction techniques, renewable energy, green infrastructure and carbon reduction technologies.
- 6.11.2. Policy SD8 promotes renewable energy and seeks to incorporate sustainable design elements into new development including renewable energy and/or low carbon energy. Given the size of the development proposed on this site, the applicant is required to submit an energy statement outlining how they will meet the 10% energy requirement

and that they have explored feasibility of connecting to existing renewable/low carbon/decentralised energy networks in the local area. An Energy Sustainability Statement has been submitted with this application which applies the energy hierarchy set out in the policy and which sets out how the development's energy needs would be met from renewable and/or low carbon technologies by using air source heat pumps (ASHPs) and solar Photo Voltaic panels. The energy statement also considers whether connection to decentralised energy networks is possible. It is acknowledged in the Energy report that heat pumps can generate noise and as such, to protect the amenities of occupiers of nearby properties a condition is recommended. In conclusion, the proposed energy and sustainability measures are acceptable in order to achieve the requirements of Policies SD7 and SD8.

6.12. **Other Considerations**

Air Quality

- 6.12.1. Local Plan Policy EE2 requires proposals that may give rise to adverse impacts on air quality to be accompanied by an air quality assessment, and where the air quality assessment shows the development will have an adverse impact on air quality, planning permission will only be granted where mitigation measures to reduce impacts to acceptable levels can be secured. Paragraph 194 of the NPPF states that, 'the focus of planning policies and decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively'.
- 6.12.2. In terms of air quality, in Addlestone Town Centre there is an area associated with a four-way traffic light-controlled junction (on the A318) which has been declared an AQMA. Whilst the Addlestone AQMA is located approx. 2km to the north of the application site, in terms of HGVs, it is likely that the vast majority of traffic would route to/ from the north via Byfleet Road. This is due to the 2.9m height restriction at the railway bridge to the south which limited the routes an HGV can take to this site, particularly from the strategic highway network. As such it is necessary to consider the potential impact of the proposals would have (cumulative or otherwise) on the AQMA, as well as on air quality more widely.
- 6.12.3. In making this assessment, it should also be noted that the general trend is an improvement in air quality. It is also noted that the site is allocated for employment generating uses in an up to date Local Plan. At the plan making stage consideration was given to air quality in terms of the vehicle movements associated with the proposed allocations. This would have included general assumptions regarding an employment use on the site and the likely traffic movements associated with them.
- 6.12.4. Furthermore Environmental Health Officers have advised that the Borough's Air Quality forecasts takes account of the improving vehicle fleet and growth in traffic that this then suggests that if the national forecast is applied in the two Runnymede AQMA's in terms of traffic growth and fleet turnover the annual mean NO₂ concentrations will be below 30 µg/m³, i.e. less than three quarters of the objective by 2024 and 2026 in the M25 and Addlestone AQMAs respectively.
- 6.12.5. As there are year to year variations in air quality largely due to the weather, but other factors such as road closures/diverted traffic can also impact on measured concentrations, Defra requires three years of monitoring data below the objective to revoke an AQMA. If the 2023 monitoring data for the M25 AQMA continues to be well below the objective the Council will consider revoking this AQMA in 2024. Similarly, if the NO₂ concentrations in the Addlestone AQMA remain below

the objective in 2023 and 2024, the Council will consider revoking this AQMA in 2025.

- 6.12.6. The Air Quality Assessment submitted in support of this planning application predicted a moderate adverse impact on annual mean NO₂ within the Addlestone Air Quality Management Area (AQMA) as a result of traffic generated by Phase 1 of the development. This was based on Phase 1 being completed and operational in 2020. In reality, Phase 1 is not likely to be operational until 2024 at the earliest, and further anticipated reductions in base concentrations have taken place in the intervening period. Furthermore, as set out in the Air Quality Assessment, Phase 2 of the development is not expected to be completed until 2025 at the earliest, when NO₂ concentrations within the AQMA are predicted to have declined sufficiently so that the operational impact of Phase 2 would be negligible. This phasing can be secured by way of condition.
- 6.12.7. In addition, and further to a third-party Peer Review on the air quality issues associated with this planning application a Low Emissions Strategy (LES) has been submitted in support of this planning application. This strategy sets out measures that will be employed at a site with the aim of reducing emissions from *all* possible sources rather than focusing on a single emission source such as vehicles.
- 6.12.8. The LES sets out measures that will be implemented at the site during the operational phase to reduce emissions principally through the appointment of a LES Coordinator to work alongside the Travel Plan coordinator on the site to oversee the rollout of measures and targets within the LES. These include:
- The appointment of an LES coordinator within the first three months of the site becoming operational.
 - Ensuring that the cycle parking and electric vehicle charging spaces proposed are installed prior to operations.
 - Undertake an annual review of the update of electric vehicle spaces and the potential for additional charging points.
 - Consider potential for electric vehicles within delivery fleet(s) of occupiers.
 - Annual review of the LES and the effectiveness of associated measures to include a survey of the use of alternative modes of transport by employees and staff.
- 6.12.9. The implementation of the LES strategy will be undertaken in conjunction with the site-specific Travel Plan which will seek measure for efficient deliveries to minimum HGV use where possible.
- 6.12.10. Turning to the construction phase, air quality can be dealt with through Construction Environmental Management Plans to secure measure to reduce the pollution associated with construction.
- 6.12.11. When considered as a whole and subject to the wider package of air quality mitigation measures which are secured though; the phasing of the development, Low Emissions Strategy and Travel Plan the scheme is considered to have an acceptable impact on air quality.

Contaminated Land

- 6.12.12. The site is greenfield land largely covered in vegetation and has not been used for agricultural purposes. Therefore, contamination associated with the use of fertilisers is not likely. The majority of the site has not been previously developed, therefore ground contamination is unlikely. There is an existing access road and, previously, a hardstanding compound area that has since been broken up. However, it is considered that any contamination would not be unusual or complex in nature and could effectively be dealt with through standard construction practices, controlled through the CEMP, so

that significant environmental effects would not arise. The Council's Environmental Protection Section considers that any source of contamination found could be satisfactorily managed during the application and through conditions. The Council's Contaminated Land Officer has raised no objections to the proposals subject to conditions.

Archaeology

- 6.12.13. As the site covers an area greater than 0.4ha Policy EE7 of the Local Plan requires the applicant to carry out an archaeological review of the site. The submitted report concludes that the site has a low archaeological potential and that no further archaeological work will be required. However, this conclusion does not take account of the lack of previous archaeological fieldwork carried out within the study area which means that the potential would be best described as uncertain rather than low. In order to clarify the archaeological potential of the site, it is considered that it would be appropriate to require further archaeological investigations. In the first instance this should comprise of an archaeological evaluation trial trenching exercise, which will aim to rapidly establish whether archaeological assets are present and enable suitable mitigation measures to be developed. These mitigation measures may involve more detailed excavation of any archaeological assets, but in the event of a find of exceptional significance then preservation in situ is the preferred option. Given that the assessment does not suggest that remains worthy of preservation in situ will be present, It is considered that it would be reasonable and proportionate to secure the evaluation and any further works by condition in compliance with the requirements of Policy EE7.

Other Matters

- 6.12.14. Regarding the letters received many concerns raised have been discussed above. Safety and security concerns have been considered. The building(s) will either be under the tenants' own management or that of the landlord's site management team. CCTV will be provided in the development with the CCTV cameras and cabling to be installed by occupiers. Car parking will be overlooked by the offices where possible and any dark areas will be lit (subject to a sensitive lighting). The unit(s) will be designed to ensure a sense of ownership by the occupier and security could be enhanced by enclosing potentially vulnerable areas with fencing (subject to the landscaping condition). The main activity in the development will be that of the business itself (i.e. industrial / warehousing) and will take place within the building and its service areas and along the access roads to the site. Activity creates general surveillance and is beneficial for security. A dedicated management team will be charged with maintenance, landscaping and security of the site.
- 6.12.15. Regarding National Grid's comments it is not a Statutory Consultee and the matter of Overhead Lines and underground electricity cabling falls outside the scope of this assessment. the above assessment has been made having regard for all surrounding units and residential properties, irrespective of if they are in the Borough of Runnymede, Woking or Elmbridge.

7. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. In line with the Council's Charging Schedule the proposed development would be CIL liable. However, the rate for such a development in our adopted charging schedule is however £0.

- 7.2. As set out above the following planning obligations are considered necessary in order to make the development acceptable in planning terms:
- Travel Plan
 - £6150 Travel Plan auditing fee.
 - Low Emissions Strategy (LES) which shall include a monitoring fee.

9. EQUALITY AND HUMAN RIGHTS CONSIDERATIONS

- 10.1 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

- 11.1 This is a site allocated for development by the Runnymede 2030 Local Plan (by Policies SD2 and IE1). The quantum of development proposed makes an efficient use of an appropriate site and the traffic and highway safety aspects of the application have been reviewed by the County Highway Authority who raises no objections and conclude that the proposed access is safe, and no harmful impacts would arise in respect of the highway network in the area. The development is considered acceptable to have a limited detrimental impact on the Wey Navigation Conservation Area, but this is outweighed by the public benefits. The proposal has an acceptable impact on residential amenity, trees, ecology, contaminated land, archaeology, air quality, noise, flooding matters and other policy requirements. There are economic benefits which flow from this proposed development, including bringing the site into an employment generating use on land designated for employment generating use which weighs significantly in favour of the proposed development. No other technical planning issues have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.
- 11.2 The application has been the subject of a number of objections and the planning issues raising concerns have been discussed above. The proposals would include the protection of key trees and new planting as part of a landscaping scheme which includes biodiversity mitigation and enhancement and safeguards protected species. There would be no significant adverse impact on the character of the area, the visual amenities of the street scene or the amenity of adjoining residents. There would be no harmful effects on archaeology and there are not considered to be any detrimental impacts on highway safety, noise or air quality and flooding.
- 11.3 The development has been assessed against the relevant policies in 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.

12. FORMAL OFFICER RECOMMENDATION

Recommendation Part A:

The HoP be authorised to grant planning permission subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:

1. Travel Plan which shall include measures based on the Framework Travel Plan.
2. £6150 Travel Plan auditing fee.
3. Low Emissions Strategy (LES) which shall include a monitoring fee
4. Off-site Highway works to be completed prior to first being occupied or first opened for trading.
 - VAS (Vehicle Activated Signage) located on Byfleet Road north and south of the Byfleet and New Haw restricted height railway bridge
 - Pedestrian and cycle link from Byfleet Road to the Wey Towpath
 - Toucan crossing on Byfleet Road

And the following 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;

- Rive Ditch Floodplain Compensation LWB-BWB-ZZ-XX-DR-YE-0004, Rev P02
- TREE CONSTRAINTS PLAN Drawing No.01 Rev B
- Landscape Sections Drawing No.04 Rev H
- PROPOSED RIVER WEY NAVIGATION FOOTPATH LINK Drawing No.05 Rev D
- 31118-PL-200 SITE LOCATION PLAN
- 31118-PL-201E SITE LAYOUT PLAN
- 31118-PL-202A UNITS 2_3 FLOOR PLANS

- 31118-PL-203A UNITS 2_3 OFFICE FLOOR PLANS
- 31118-PL-204A UNITS 2_3 ELEVATIONS
- 31118-PL-205 UNITS 4_6 FLOOR PLANS
- 31118-PL-206 UNITS 4_6 OFFICE FLOOR PLANS
- 31118-PL-207 UNITS 4_6 ELEVATIONS
- 31118-PL-208 UNITS 7_8 FLOOR PLANS
- 31118-PL-209 UNITS 7_8 OFFICE FLOOR PLANS
- 31118-PL-210 UNITS 7_8 ELEVATIONS
- 31118-PL-211 UNIT 9 FLOOR PLANS
- 31118-PL-212 UNIT 9 ELEVATIONS
- 31118-PL-213 UNITS 10_13 FLOOR PLANS
- 31118-PL-214 UNITS 10_11 OFFICE FLOOR PLANS
- 31118-PL-215 UNITS 12_13 OFFICE FLOOR PLANS
- 31118-PL-216 UNITS 10_13 ELEVATIONS
- 31118-PL-217 ILLUSTRATIVE ELEVATIONS
- 31118-PL-218A ILLUSTRATIVE REAR ELEVATIONS UNITS
- 31118-PL-220A SITE CONSTRAINTS PLAN
- 31118-PL-221 BYFLEET ROAD STREETScape VIEW

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

3. Use of buildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modifications) no more than 10% of the floorspace of the units hereby approved shall be used for Use Class B2 (General Industrial) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, without the prior approval in writing of the Local Planning Authority.

Reason: In the interest of the character of the area and residential amenities and to comply with Policy IE1 of the Runnymede 2030 Local Plan and guidance within the NPPF

4. Flood mitigation measures

The development shall be carried out in accordance with the submitted flood risk assessment (BWB Consulting dated May 2021, reference LWB-BWB-ZZ-XX-RP YE-0001_FRA) and supplementary letter from BWB dated 31 January 2022, reference IR/RG/BMS2399, and the following mitigation measures it details:

- Compensatory storage shall be provided on a level for level basis, as shown on plan named "Rive Ditch Floodplain Compensation" prepared by BWB Consulting, reference LWB-BWB-ZZ-XX-DR-YE-0004, Rev P02 contained within BWB letter dated 31 January 2022, reference IR/RG/BMS2399.

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

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. This is in accordance with National Planning Policy Framework (NPPF) Paragraph 167 which states that development should only be allowed in areas at risk of flooding where any residual risk can be safely managed.

5. M25 viaduct

No vehicles or plant shall be operated or parked/unloaded/loaded, or materials, liquids or fuels, or waste to be stored or stockpiled under the M25 viaduct at any time, other than those being used during authorised works on or to the M25.

Reason: To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

6. Phasing of development

Prior to the commencement of Phase 2 (units 10-13) of the development hereby approved an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that Phase 2 shall have a “negligible impact” on the Addlestone Air Quality Management Area.

Reason: To prevent exposure to poor air quality that would otherwise have an adverse impact on health and quality of life of people working in the development and to protect neighbouring amenities and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

7. Construction transport management plan

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) measures to prevent the deposit of materials on the highway
- (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (h) on-site turning for construction vehicles
- (i) details of waste management arrangements;
- (j) a plan showing the safeguarded area around and under the M25 Viaduct where no vehicles or plant shall be operated or parked/unloaded/loaded, or materials, liquids or fuels, or waste to be stored or stockpiled at any time;
- (k) contact details of personnel responsible for the construction works.

has been submitted to and approved in writing by the Local Planning Authority.

Only the approved details shall be implemented during the construction of the development.

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.

8. Construction Environmental Management Plan (CEMP)

Prior to the commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP should include adequate details including;

- Risk assessment of potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction
- Location and timing of works to avoid harm to biodiversity features having regards to species specific requirements and the detail of above recommended LEMP report
- Responsible persons and line of communication
- Use of protected fences, exclusion barriers and warning signs

This should relate to the site as whole irrespective of implementation

Reason: In order to avoid adverse impacts on the adjacent Wey Navigation Site of Nature Conservation Importance, the Rive ditch, retained ecological features and protected species present within and adjacent to the development site and to enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

9. Reptile Mitigation Strategy

Prior to the commencement of development a Reptile Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy will need to be prepared by a suitably qualified ecologist and appropriate to the local context. The reptile mitigation strategy should include, but not be limited to following:

- a) Location and map of the proposed reptile mitigation
- b) Assessment of the habitats present, including their ecological function to reptiles
- c) Assessment of the baseline site reptile population size.
- d) Analysis of post-development and during construction habitat carrying capacity.
- e) Details of management measures that are required.
- f) Work schedule (including an annual work plan capable of being rolled forward over a ten year period)
- g) Details of the body or organisation responsible for implementation of the reptile mitigation strategy
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the reptile mitigation strategy will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: In order to avoid adverse impacts on protected species present within and adjacent to the development site and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

10. Landscape and Ecological Management Plan (LEMP)

Prior to the commencement of development a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should have regard to both habitat and species impact avoidance and mitigation measures, and should include adequate details of the following;

- a) Description and evaluation of features to be managed and created including measures to compensate for loss of [specific habitat of concern]

- b) Numbers and locations of bat and bird boxes, including provision integral to the design of the new buildings.
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions
- f) Preparation of a work schedule for securing biodiversity enhancements in perpetuity
- g) Details of the body or organisation responsible for implementation of the LEMP
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms

Demonstration of no net loss of biodiversity and proposals for biodiversity net gain should be clearly recorded and reported through use of an appropriate metric such as the DEFRA Biodiversity Metric 4.0. Natural England advise that any net gain should be fully secured and funded for the lifetime of the development. An appropriate metric should be applied and the results used to inform the above referenced LEMP, with results clearly documented and submitted for approval in writing by the Council. This shall demonstrate how this will be achieved on a phased basis.

Reason: To enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

11. Buffer zone

Prior to commence of any development a scheme for the provision and management of an 8 metre wide buffer zone alongside the watercourse shall be submitted to, and approved in writing by, the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the local planning authority, in which case the development shall be carried out in accordance with the amended scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping.

The scheme shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme. This should include selected tree thinning and a native planting scheme that aims to create a mosaic of different habitats. No cultivars or varieties should be used within the buffer zone and we request that these are removed and replaced with locally native species of UK genetic provenance.
- details of how the non-native invasive Japanese knotweed and Himalayan balsam will be eradicated from the site.
- details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- Details demonstrating how the buffer zone will be protected during development, for instance by temporary fencing.
- Details of any proposed fencing or lighting. The buffer zone should be free from lighting that could impact on the behaviour of nocturnal animals such as bats. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting

should be directional and focused with cowlings. For more information see the Institution of Lighting Professionals guidance:
<https://www.theilp.org.uk/documents/obtrusive-light/>
<https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This approach is supported by paragraphs 174 and 180 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. This condition is also supported by legislation set out in the Natural Environment and Rural Communities Act 2006 and Article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats and promote the expansion of biodiversity. It is also supported by Runnymede's Local Plan Policy EE12.

12. Tree Protection

Prior to the commencement of any works hereby approved, including demolition, and before any equipment, machinery or materials are brought on to the site tree protective measures shall be installed in accordance with the approved submitted plan 1919/18/02F and Arboricultural Impact Assessment by BB Trees Ltd Document reference: 501-20 Revision 0 . The works shall be carried out in accordance with the approved protection plan and method statement. Once in place, photographic evidence of the protective measures shall be submitted to the Local Planning Authority (LPA) for approval. The protective measures shall remain in place until all works are complete and all machinery and materials have finally left site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans, be made without the written consent of the LPA.

There shall be no burning within six metres of the canopy of any retained tree(s). Where the approved protective measures and methods are not employed or are inadequately employed or any other requirements of this condition are not adhered to, remediation measures, to a specification agreed in writing by the LPA, shall take place prior to first occupation of the development, unless the LPA gives written consent to any variation.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

13. SuDS

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 6.8 l/s. Evidence should be provided which confirms where possible areas of the site have been drained via gravity.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

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

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

14. Archaeological Work

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15. Bat Roost Assessment

Prior to the felling or works to T53 a bat roost assessment shall take place by a qualified ecologist with the results clearly documented and submitted in writing to the Council.

Reason: To protect the habitat of bats and the ecological value on the site and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

16. Hard and Soft Landscaping

(a) Full details of both hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the above ground construction of the development hereby permitted and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with detailed measures to be taken to ensure that retained trees and their roots are not damaged as well as a programme of works for the land containing the retained trees along the boundary with Wick Road extending from Blays Lane to the boundary with Brook Lodge. This programme should be designed to enhance the existing tree population with native canopy species, ensure a long-term gain of tree canopy cover, enhance the wildlife/biodiversity potential and replace non-native shrubs and understorey with native understorey species. The details to be submitted shall include all vegetation to be removed and the number, size, species and locations of both the individual canopy trees to be planted and understorey planting.

(b) All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development, otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

No tree to be retained in accordance with the approved plans (hereafter known as retained trees and including offsite trees) shall be cut down, uprooted or destroyed and no works to the above or below ground parts of the trees in excess of that which is hereby approved shall be carried out without the written approval of the Local Planning Authority until the expiration of five years from the date of completion of the development. If, within this time, a retained tree is pruned not in accordance with BS3998, removed, uprooted, damaged in any way, destroyed or dies, replacement trees shall be planted at the same place, sufficient to replace the lost value of the tree as calculated using an amenity tree valuation system, unless otherwise agreed in writing by the Local Planning Authority. The number, size, species, location and timing of the replacement planting shall be as specified by the Local Planning Authority.

Any trees or plants (including retained trees) which within a period of five years of the commencement of any works in pursuance of the development is pruned not in accordance with BS3998, die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

Reason: To mitigate the impact of a new parking area being created within land identified as a biodiversity opportunity area, to protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to preserve and enhance the character and appearance of the surrounding area and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF

17. External Materials

No development above slab level shall commence (on a phased basis or otherwise) until details of the materials to be used on the external surfaces of the works hereby approved, 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 the interests of the visual amenities of the area and the character an appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

18. Finishing Materials

No development above slab level (on a phased basis or otherwise) shall commence until a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme.

Reason: In the interests of the visual amenities of the area and the character and appearance of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

19. Modified access

No part of the development shall be first occupied (on a phased basis or otherwise) and/or open to trade unless and until the proposed modified vehicular access to Byfleet Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1000 mm high.

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.

20. Parking and turning

The development hereby approved (on a phased basis or otherwise) shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. all cycle parking shall be secure, covered and lit. 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.

21. EVC Charging points

Prior to the occupation of the development, a scheme setting out the delivery of the proposed electric vehicle charging points (EVCPs), including details of when they will be delivered and how they will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved EVCPs, consisting of an overall of 10% active and 90% passive charging points, (delivered on a phased basis) with 10% active prior to first occupation shall be installed and shall be maintained in accordance with the approved details thereafter.

Reason: in the interest of sustainable development and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

22. SuDS Verification

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.

23. Foul Water drainage

No development (on a phased basis or otherwise) shall be occupied until confirmation has been provided that either:

- Capacity exists off site to serve the development, or
- A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
- All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

24. Boundary Treat Including Acoustic Barrier

Before the development hereby approved is first occupied all boundary treatments, including a proposed 2.4 metre high acoustic barrier (of at least 10kg/m² with no gaps or holes in the barrier – particularly at the interface between the barrier posts and the panels) as identified in the mitigation section of the Vanguardia Noise Assessment report (November 22 revision 5) shall be installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Should the development be bought forward in phases an updated noise report and mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority and the necessary mitigation installed prior to the occupation of the buildings hereby permitted. The boundary treatments shall thereafter be maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and the character and appearance of the area and to minimise noise impacts and to comply with Policy EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

25. Sensitive Lighting Scheme

Before any external lighting is installed at the site, details (which shall include a lighting plan including lux plots illustrating light levels at W1 and the canal surface at a variety of elevations as required in the ILP guidance note 8) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to protect wildlife and to comply with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

26. Heating and cooling technologies

Prior to works above slab level of the development hereby permitted details of modern heating and cooling technologies to be utilised within the development shall be submitted and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: In order to achieve water efficiency and sustainable development and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

27. Renewable energy (details required)

Prior to the first occupation of the development (on a phased basis or otherwise) hereby approved, details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority (LPA)..

Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

In the event of air or ground source heat pumps being the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation. Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the unit(s) and the distance to the closest dwelling.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with Policies SD8 and EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

28. Waste storage

Prior to the first use of the development hereby approved, details of the proposed arrangements for the storage, recycling and disposal of refuse from the premises shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To ensure high quality design, and to protect the environment of the area from nuisance by reason of smell, insects or rodent pests and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

29. Land Affected by Potential Contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions (i) to (iv) or otherwise agreed remedial measures have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until Condition (iv) has been complied with in relation to that contamination.

(i) Site Characterisation

No development must take place until an assessment of the nature and extent of contamination on the site has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include:

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

(b) an assessment of the potential risks to:

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

(ii) Submission of Remediation Scheme

If found to be required no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health,

buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal and remedial options, proposal of the preferred option(s), a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(iii) Implementation of Approved Remediation Scheme

If found to be required, the remediation scheme shall be implemented in accordance with the approved timetable of works. Upon completion of measures identified in the approved remediation scheme, a verification report (validation report) that demonstrates the effectiveness of the remediation carried out must be submitted to the local planning authority.

(iv) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements of Condition (i) or otherwise agreed and where remediation is necessary, a remediation scheme, together with a timetable for its implementation must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Condition (ii) in the form of a Remediation Strategy which follows the .gov.uk LCRM approach. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation (verification) plan and report must be submitted to and approved in writing by the Local Planning Authority in accordance with Condition (iii).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with guidance in the NPPF.

30. Noise Impact Assessment

A noise impact assessment for each unit shall be carried out and submitted to the Local Planning Authority within 3 months of occupation of the relevant unit demonstrating a Rating Level equivalent to or below the representative background sound levels provided in Table 4 of the Vanguardia Noise Assessment report (November 22 revision 5) and where necessary, to identify what further mitigation would be required to achieve this.

Reason: In the interests of the visual amenities of the area and the character and appearance of the area and to minimise noise impacts and to comply with Policy EE1 and EE2 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 If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.
- 3 If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
- 4 The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle_crossovers-or-dropped-kerbs.
- 5 The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> . The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice
- 6 **Mud/debris on the highway**
The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 7 **Damage to the highway**
Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 8 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. Please refer to:
<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
- 9 **Highway impact of contractors vehicles**
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.

- 10 Statutory utility works
The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 11 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 12 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 13 The applicant is advised to open a dialogue with UK Power Networks to discuss working arrangements under the HSE Guidance note GS6 "Avoidance of danger from overhead electric power lines" and the Energy Networks Association Technical Specification (Table 11.1 and sections 43-8). Furthermore the developers should be aware of the requirements under the HSE guidance on Avoiding Danger from Underground Services <https://www.hse.gov.uk/electricity/information/excavations.htm> pre/during/post construction.
- 14 The applicant is advised to contact UK Power Networks General Enquiry team on 0800 029 4285 to obtain further information on mitigation and guidance when working around the electrical apparatus and prior to any building works in order for all parties to manage and co-ordinate the works safely and effectively during the construction phase. This would be the most sensible course of action for all parties and ensure compliance with the relevant HSE legislation and manage any risks during the construction phase accordingly.
- 15 Many trees contain wildlife such as bats and nesting birds that are protected by law. The approval given by this notice does not override the protection afforded to these species and their habitats. You must take any necessary steps to ensure that the work you are carrying out will not harm or disturb any protected species or their habitat. If it may do so you must also obtain permission from Natural England prior to carrying out the work. For more information on protected species please go to www.naturalengland.gov.uk.
- 16 The applicant is advised that biodiversity net gain is provided across the whole site. This is supported by Runnymede's Local Plan Policy EE9 which states 'The Council will seek net gains in biodiversity, through creation/expansion, restoration, enhancement and management of habitats and features to improve the status of priority habitats and species.'

- 17 Network Rail requests the applicant / developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. Our Asset Protection will review the details of the proposal to ensure that it can be successfully implemented without any risk to the operational railway. The applicant /developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-afterthe-railway/asset-protection-and-optimisation/>.
- 18 The applicant is advised to liaise with the Basingstoke Canal Authority to agree the measures needed to ensure the towpath conforms to the 2012, Department for Transport, Local transport Note 1/12, Shared Use Routes for Pedestrians and Cyclists.
- 19 With reference to the condition on EVC charging points Active Electric Vehicle Charging point shall have a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

Recommendation Part B:

The HoP be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the HoP would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the HoP.