

STATEMENT OF CASE

APPEAL UNDER SECTION 78 OF THE TOWN AND COUNTRY PLANNING ACT 1990

(AS AMENDED)

BY

BRIDGE UK PROPERTIES 7 LP

**AGAINST THE DECISION BY RUNNYMEDE BOROUGH COUNCIL TO REFUSE
PLANNING PERMISSION FOR THE REDEVELOPMENT OF WEYBRIDGE BUSINESS**

PARK

SEPTEMBER 2023

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1. INTRODUCTION

1.1 On 6 May 2022, Bridge UK Properties 7 LP (the Appellant) submitted an application for full planning permission to Runnymede Borough Council (RBC) for the redevelopment of land at Weybridge Business Park (the site). Runnymede Borough Council are the Local Planning Authority (LPA).

1.2 The application was assigned the reference RU.22/0776. The description of the development given to the application by RBC was as follows:

“Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works following the demolition of the existing buildings”

1.3 The submission followed an extensive period of pre-application consultation with officers at RBC. This comprised the following:

- Site visit on 2 Feb 2022
- Initial meeting on 7 Feb 2022
- Design meeting on 2 March 2022
- Design and wider discussion meeting on 30 March 2022

1.4 As part of these discussions a Planning Performance Agreement (PPA) was agreed to provide a framework for the application, and this was signed on 25 March 2022¹. Following these meetings, officers provided written feedback on the proposals in April 2022². The feedback concluded with the comment below.

‘The principle of the proposed use is acceptable and [is] supported by our Local Plan.’

¹ Appendix 23

² Appendix 24

1.5 In advance of the planning application submission in May 2022, the Appellant also consulted members of the public on the proposals. Further details of this engagement can be found within the submitted Statement of Community Involvement³.

1.6 Following the submission in May 2022, further discussions took place with officers to review the feedback from consultees and 3rd parties, and this resulted in revisions to the proposal which were agreed with officers and were formally re-submitted in October 2022. The below is a summary of the key scheme changes that were made:

- The siting and footprint of Building 100 was revised to move the building away from the eastern boundary of the southern land parcel, thereby increasing the separation distance with the River Wey Conservation Area to 46m.
- As a result of the re-siting and re-designing of Building 100, the service yard was re-located behind the building (on the eastern side), with the associated large vehicle access re-located to Addlestone Road.
- Staff parking remained split in two locations however the second entrance from Addlestone Road was omitted in favour of a new access from Hamm Moor Lane.
- The height of Building 100 was also reduced from 18.5m to 15.0m and the building footprint was reduced by 893 square meters GIA. This resulted in a significant reduction in the building volume.
- The elevational treatment of Building 100 was also changed, to assist the reduction in the apparent bulk and massing and to further enhance the scheme appearance.
- Less significant changes were also proposed to the northern land parcel in response to the Environment Agency's feedback, and as a result of the changes to the southern land parcel; and
- It was necessary to reduce the total number of car parking spaces from 180 to 131 as a result of the changes to address the feedback.

³ Appendix 26

- 1.7 The revised proposals were presented to members of the RBC Planning Committee on 22 March 2023. Following the publication of the officer's report⁴ recommending approval, but prior to the RBC Planning Committee meeting, the Environment Agency provided a further response confirming their outstanding objection on flood risk grounds was withdrawn. This update is captured within the Addendum Report⁵ published by RBC immediately prior to the Planning Committee meeting.
- 1.8 There were no objections from any statutory consultees including the Environment Agency, Surrey County Council Highways Authority and National Highways. Officers recommended the application for approval.
- 1.9 Despite the officer's recommendation contained within the report to the Planning Committee, and the further advice officers gave to members of the Planning Committee during the item's consideration, members resolved to refuse the application against advice.
- 1.10 The decision notice⁶ was issued on 24 March 2023. The Reasons for Refusal given were as follows:
1. *The proposed 'Building 100' by reason of its position, form, scale, mass and significant bulk would result in an overtly prominent, dominant and visually overbearing form of development which would have a detrimental impact to the character and appearance of the area. This is contrary to Policy EE1 of the Runnymede 2030 Local Plan (2020), Runnymede Design Guide (2021), the National Planning Policy Framework (2021) and the National Design Guide (2019).*
 2. *The proposed use would result in a loss of residential amenity to surrounding residential properties. This loss of amenity would be due to noise and*

⁴ Appendix 1

⁵ Appendix 2

⁶ Appendix 3

disturbance from both the on-site operations as well as disturbance from the likely significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night. This is contrary to Policy EE2 of the Runnymede 2030 Local Plan (2020), the National Planning Policy Framework (2021) and the associated National Planning Policy Guidance relating to Noise and disturbance.

3. In the absence of a completed legal agreement the proposed development has failed to secure the provision of the necessary infrastructure needed to make this development acceptable in planning terms. The proposed development is therefore contrary to policies SD3, SD4, SD5 and EE9 of the Runnymede 2030 Local Plan (2020) and the National Planning Policy Framework (2021) and its associated guidance.

1.11 A list of the drawings and other documents submitted with the application is provided⁷. The Appellant will seek to agree this list with RBC through the Statement of Common Ground (SoCG) process.

1.12 The Appellant requests that the appeal proceeds via a public inquiry under the Town and Country Planning (Inquiries Procedure) (England) Rules 2000. This Statement of Case explains why the Appellant considers that a public inquiry is the most appropriate procedure for the appeal.

1.13 This Statement of Case sets out the Appellant's case explaining why the appeal should be allowed and planning permission granted. It also describes the evidence which the Appellant proposes to call in support of its case at the inquiry.

⁷ Appendix 4

2. THE SITE AND SURROUNDING AREA

- 2.1 The full address of the site is Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP.
- 2.2 The site measures approximately 3.72ha and comprises two parcels of land which are separated by Addlestone Road. The northern parcel is smaller and currently contains a T-shaped office building which is accessed via a single vehicular entrance on Addlestone Road.
- 2.3 The southern parcel, which is to the south of Addlestone Road is much larger and currently contains six office buildings surrounded by large areas of hardstanding laid out for car parking. The southern parcel has three existing points of vehicular access: one from Hamm Moor Lane and two from Addlestone Road.
- 2.4 The Weybridge Business Park, including both land parcels forming the site are designated within the adopted Local Plan as Strategic Employment Area 5. The policy consequences of that are set out in Section 5 of this Statement.
- 2.5 The site does not contain any listed buildings and it does not form part of any Conservation Area. However, the River Wey Navigation which abuts the eastern edge of the southern parcel forms part of the River Wey Conservation Area. Land beyond the River Wey to the east and to the north (rear of the northern parcel) is designated Green Belt. The River Wey is a designated Site of Nature Conservation Importance (SNCI), and the site is located within a designated Biodiversity Opportunity Area.
- 2.6 The site is very well located in terms of access to the strategic road network. The Link Road gives immediate access to the A317 Weybridge Road, which in turn provides access to the M25 motorway at Junction 11.
- 2.7 Addlestone train station is located approximately 1km (12 minutes walking time) west of the site. Train services operated by Southwestern Railway from Weybridge

are available to a variety of surrounding locations including London Waterloo (northbound), Woking and Guildford (southbound).

- 2.8 The site is accessible via bus also, with two bus stops on the A317 Weybridge Road served by the number 461 and 637 services providing access to a variety of locations such as Kingston and Chertsey.
- 2.9 The majority of the site (approximately 95% according to the Environment Agency's flood map) lies within flood zone 2. A small area along the northern edge of the southern parcel lies within flood zone 3a.
- 2.10 All of the existing buildings on the site have been vacant for several years. In the absence of any building occupiers, investment and general activity, the appearance of the site is gradually deteriorating, and it makes no positive contribution to the vitality of the area. The site represents an opportunity to provide a development which contributes to the objectives of the Local Plan, in particular for development that supports the socio-economic wellbeing of the borough and advances the objectives for Strategic Employment Areas.
- 2.11 The immediate surroundings between Hamm Moor Lane and the Wey Navigation are made up of an established business area, with industrial uses (some with trade counters), workshops or retail warehouses (i.e., hardware stores, builders' merchants, paint shops, vehicle repairs etc.).
- 2.12 Directly to the south of the southern land parcel the Waterside Trading Estate features various trade counters selling kitchens, decorating materials, building materials, tools and other related goods.
- 2.13 The Bourne Business Park is located to the northwest of the southern parcel and west of the northern parcel and features office buildings of three and four storeys. Directly opposite the southern parcel across Hamm Moor Lane, the existing office building at 1 Bourne Business Park is currently being extended via the addition of a third storey.

- 2.14 The area therefore has an established character as a location for industrial and employment uses, and this is well recognised in the Local Plan which identifies the site as part of a Strategic Employment Area. Indeed, the site and the surrounding land has been the focus of industrial activity for many years, dating back at least to the late part of the nineteenth century when the site was occupied by sawmills.
- 2.15 Residential uses lie to the west of the site in a series of suburban streets. To the west of the northern parcel there is a car dealership which contains residential accommodation above known as Bourneside House. To the east of the northern parcel there are a handful of residential dwellinghouses on the northern side of Addlestone Road.
- 2.16 To the west of the southern parcel across Hamm Moor Lane there is a three-storey residential building containing flats with balconies, known as Navigation House. There is also an upper floor flat above 14 Hamm Moor Lane where the ground floor is a café. Behind Hamm Moor Lane and to the southern boundary of Bourne Business Park there are four residential streets.

3. PLANNING HISTORY

- 3.1 The site has been the subject of a number of recent planning applications. A full list of these applications is provided⁸. However, this section focuses on those applications which are considered most relevant to the appeal.
- 3.2 The office buildings on the southern site are believed to have been originally constructed in the late 1980's following the granting of planning permission RU.86/1051 which authorised "Erection of 5-two storey hi-tech industrial buildings with ancillary offices, roads, car parks, landscaping and services, following demolition of the existing factory". This application was granted on 6th February 1987.
- 3.3 The existing buildings have been vacant for a number of years. Units 4, 5, and 6 to the rear of the business park were refurbished in 2017. They were actively marketed by Savills and Knight Frank for at least 4 years after the refurbishment, but no new occupiers were identified. Units 2 and 3 have been vacant since summer 2018 and summer 2019 respectively. Bridge House, to the east, which affords its own access has been vacant since summer 2020. Across Addlestone Road, the building on the northern land parcel has been vacant since Autumn 2018. All of the buildings were marketed for many years prior to the submission of the application for the Appeal Scheme, with no occupiers coming forward.
- 3.4 In 2015, application RU.15/0798 was submitted proposing refurbishment and extensions to Units 4-8 including their part demolition to provide two separate two storey office buildings; and the demolition and redevelopment of Unit 9 to provide a new three storey B1 office building within the southern part of Weybridge Business Park; retaining the associated car parking (261 spaces) and landscape improvement works. The application was granted, and the works completed. The resultant buildings became known as Units 4, 5 and 6.
- 3.5 In 2020 a prior approval application (RU.20/1097) under Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 was submitted for the change of use of Unit 1 from office use (Class B1(a) at the time)

⁸ Appendix 5

to residential use (Class C3). Prior approval was refused by RBC on two grounds relating to residential amenity. It was claimed the application had not demonstrated that in respect of potential ground contamination, the health of future residents would be protected. The second reason for refusal related to the internal daylighting that the ground floor units would receive.

- 3.6 A second, separate, prior approval application (RU.20/1098) under Class O for the same change of use was also submitted in respect of Buildings 2 and 3. This application was also refused for the same reasons described above. Both applications were subject to a significant number of objections.
- 3.7 In 2021, a hybrid planning application (RU.21/0432) was submitted for the demolition of the existing buildings and redevelopment of the site, consisting of: (i) Outline planning permission with all matters reserved (other than access) for hotel accommodation (Use Class C1), leisure and health club and bar/restaurant with associated vehicle parking, landscaping and associated works; and (ii) Full planning permission for a multi storey car park and surface parking, internal roads, vehicle access, landscaping, together with associated and ancillary works including utilities and surface water drainage; and (iii) Full planning permission for replacement plant and new building entrances for Buildings 5 and 6.
- 3.8 The above application was submitted by the Appellant's predecessor in title and was withdrawn by them prior to the Appellant's acquisition of the site.
- 3.9 Since the amount of development proposed within the appeal scheme falls below the relevant criteria contained within The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, no screening or scoping opinion request was submitted to RBC prior to the planning application submission. RBC officers agreed to this position.
- 3.10 Following the refusal of the application which is the subject of this appeal, a revised planning application has been prepared and this application was submitted by the Appellant in July 2023. At the date of the submission of this appeal, the revised application has not yet been determined.

4. THE APPEAL SCHEME

- 4.1 This section provides a summary description of the Appeal Scheme.
- 4.2 The Appeal Scheme is the same as the revised application proposals that were recommended for approval by planning officers before being refused by the Planning Committee members in March 2023.
- 4.3 Full details of the Appeal Scheme are set out in the Design & Access Statement Addendum⁹ and the Planning Statement Addendum¹⁰ (both dated October 2022) submitted to RBC. These documents should be read in tandem with the original Design & Access Statement¹¹ and the original Planning Statement¹² which were submitted in May 2022. These documents are supplied with this appeal.
- 4.4 The revised scheme proposals were re-consulted upon. However, the original description of development given to the application was not amended as it remained accurate and there was no need to do so.
- 4.5 Currently the existing office buildings (Use Class E) on the site are vacant.
- 4.6 The Appeal Scheme is for the comprehensive redevelopment of the site, including the demolition of the existing vacant office buildings, followed by the construction of new modern, high quality industrial buildings providing 16,925sq.m GIA of floorspace and 131 car parking spaces. The replacement buildings will provide a quantum of employment floorspace which would be flexible enough to suit a variety of potential building occupiers. The proposals will generate significant economic activity and provide a range of employment opportunities and jobs for local people.
- 4.7 The Appeal Scheme comprises two new buildings. The larger building is known as Building 100, and the smaller building is subdivided into two separate units known as Unit 210 and Unit 220. All three units would be capable of being occupied by

⁹ Appendix 6

¹⁰ Appendix 7

¹¹ Appendix 8

¹² Appendix 9

users of differing scales within Use Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) or a combination of these uses. In this manner the Appeal Scheme is flexible and would be attractive to a wide range of potential occupiers in the industrial and logistics market.

- 4.8 As explained within the submitted Design and Access Statement and the subsequent Addendum, the three units proposed have been designed to meet the required institutional standards that potential occupiers in these Use Classes demand. Each building also features ancillary office space, servicing yards, HGV and car parking spaces, and staff welfare facilities.
- 4.9 The demolition and construction activities will create employment opportunities themselves. In operation, it is estimated that the Appeal Scheme will provide in the region of 400 jobs in a variety of roles.
- 4.10 Central to the design ethos of the Appeal Scheme is the imperative to create energy efficient, modern buildings with best-in-class sustainability credentials that go beyond planning policy and building regulation requirements. For example, despite there being no required BREEAM rating stipulated in the Local Plan, the Appellant is seeking to achieve BREEAM 'Very Good', with aspirations of 'Excellent', as well as achieve a 5-star rating under the Global Real Estate Sustainability Benchmark (GRESB) scheme.
- 4.11 To achieve these objectives the Appeal Scheme adopts a fabric-first approach with enhanced air-tightness, efficient mechanical plant and energy-efficient lighting. Renewable energy generation technologies are also proposed including photovoltaic panels and air source heat pumps. Whilst Local Plan Policy SD8 (Renewable & Low Carbon Energy) requires development proposals to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies, the Appeal Scheme would exceed this.
- 4.12 The Appeal Scheme was designed based upon a clear understanding of the site, its opportunities and its constraints, the surrounding context, policy requirements

and the operational requirements of future occupiers. In particular, the Appeal Scheme is the result of an iterative design process, led by the Applicant but also involving stakeholders and planning officers. The fact that the design as originally submitted was subsequently revised indicates that the Appellant was prepared to work constructively with officers.

- 4.13 New and retained vehicular access to the public highway are proposed. All operational activities including servicing and parking will take place on the site. Parking for staff is separated from the operational service yard activities.

- 4.14 In respect of Building 100, larger vehicles will use the service yard which has been positioned to the rear of the building which is enclosed by the building itself, the ancillary offices, and a separate two storey transport office. There are significant advantages to orientating the southern land parcel in this way. For example, Building 100 is moved further away from the adjacent Conservation Area, and the building itself acts as a noise barrier between the service yard and the residential properties to the west. The scheme features level access vehicle docks, staff and visitor parking, including disabled spaces, electric vehicle (EV) charging spaces, and cycle parking spaces all in accordance with the LPA's planning policy standards.

5. RELEVANT PLANNING POLICY AND MATERIAL CONSIDERATIONS

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This requirement is reiterated in the National Planning Policy Framework (NPPF). The purpose of this Section is to identify the key development plan policies and the material considerations (including national and local guidance and other matters) relevant to the determination of the planning application.

5.2 The development plan for the site comprises the following:

- The Runnymede Borough Council 2030 Local Plan (July 2020)¹³

5.3 The Appellant considers that the Local Plan policies which are relevant to the matters in issue in the appeal are the following:

- Policy SD1: Spatial Development Strategy
- Policy SD3: Active & Sustainable Travel
- Policy SD4: Highway Design Considerations
- Policy SD5: Infrastructure Provision & Timing
- Policy SD7: Sustainable Design
- Policy SD8: Renewable & Low Carbon Energy
- Policy EE1: Townscape and Landscape Quality
- Policy EE2: Environmental Protection
- Policy EE9: Biodiversity, Geodiversity and Nature Conservation
- Policy EE11: Green Infrastructure
- Policy EE13: Managing Flood Risk
- Policy IE2: Strategic Employment Areas
- Policy IE3: Catering for Modern Business Needs

¹³ Appendix 10

5.4 With reference to the above list, Reason for Refusal 1 did not allege there would be harm caused to the nearby Conservation Area and did not refer to Policy EE3 Strategic Heritage and Policy EE5 Conservation Areas. Likewise, these policies were not identified in the officer's report as being of importance to the application. However, if the Inspector considers these are relevant matters, the Appellant's evidence will address this and demonstrate that there would be no harm to the Conservation Area.

5.5 The Appellant will seek to agree with RBC the list of development plan documents and policies contained therein which are relevant to the matters in issue in the appeal through the SoCG process.

5.6 RBC are in the early stages of undertaking a review of the adopted Local Plan, however we understand that the Plan's progress has been paused prior to the Issues and Options stage.

5.7 The following planning documents are material considerations:

- The National Planning Policy Framework (July 2021)
- National Planning Policy Guidance NPPG (2021)
- The National Design Guide (2019)
- Runnymede Borough Parking Guidance (2022)¹⁴
- Runnymede Design SPD (2021)¹⁵
- Runnymede Green and Blue Infrastructure SPD (2021)¹⁶
- Runnymede Infrastructure Delivery and Prioritisation SPD (2020)¹⁷
- The Runnymede Employment Land Review (2016)¹⁸
- Surrey County Council Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2023)¹⁹

5.8 The following other matters are material considerations in the determination of the Appeal Scheme:

¹⁴ Appendix 11

¹⁵ Appendix 12

¹⁶ Appendix 13

¹⁷ Appendix 14

¹⁸ Appendix 15

¹⁹ Appendix 16

- The Appeal Scheme will replace the existing vacant buildings which currently make no contribution towards employment provision or economic activity within the council area. This has been the case for many years. The presence of the existing vacant buildings is preventing the potential re-use of the land for more productive economic uses, in a defined location which the Local Plan prioritises for employment use. The site is allocated in the Local Plan as SEA5 (Strategic Employment Area 5: Weybridge and Bourne Business Park and Waterside Trading Estate). The Appeal Scheme would address this fact.
- The Appeal Scheme involves the re-use of previously developed land, within an area where suitable land for development is constrained by the Green Belt. The NPPF states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs.
- It is agreed there is an acute shortage of larger industrial buildings over 9,300 square meters (100,000 square feet) in the property market area, with zero availability at the present time. This is a need which is demonstrated within the Market Assessment²⁰ report, which was submitted with the application, which remains up to date and relevant. At the same time the Local Plan seeks to redevelop and intensify employment Sites²¹ and to make efficient use of land²², and the Appeal Scheme addresses an identified need and is supported by the Local Plan. The NPPF also states that planning decisions should promote and support the development of under-utilised land and buildings generally.
- The Appeal Scheme would result in the creation of a best-in-class employment development, resulting in the provision of 16,925sq.m GIA employment floorspace. The economic benefits of the scheme are significant. They involve £85m of private investment resulting in the creation of circa 400 new jobs, a substantial net increase compared to the

²⁰ Appendix 17

²¹ Policy IE2 of the Local Plan

²² Policy EE1 of the Local Plan

existing situation. This must be compared against the continued existing use of the site which has been vacant in the long term, contributing nothing to the local economy whilst also preventing new investment from taking place.

- Additional economic benefits flowing from the Appeal Scheme include the creation of circa 89 new jobs in construction, £5.4m of Gross Value Added²³ as a result of the construction activities, and as a result of both the construction and operational jobs created, increased spending in the local economy on nearby goods and services, such as shops, cafés, restaurants etc.
- The estimated Gross Value Added per year in association with the number of jobs created is £8.1m²⁴, and it is estimated that the net increase in business rates income (to be retained by RBC) is £85,400 per year²⁵.
- There would be no harm to any designated or non-designated heritage assets, which is agreed by officers. The tests set out in NPPF paragraphs 201-203 are therefore not engaged.
- The Appeal Scheme results in the demolition of the existing buildings and their replacement with modern, energy efficient buildings incorporating energy, waste and water reduction technologies. The replacement buildings have been designed to achieve a BREEAM rating of 'Very Good' with aspirations to achieve BREEAM 'Excellent'. Through a combination of the fabric first approach, and the proposed PV arrays, the council's requirement to provide 10% of the scheme's energy through renewable sources will not only be met but be significantly exceeded. This approach reduces the building's carbon emissions.
- The Appeal Scheme would result in a net reduction in vehicle car parking spaces, and vehicle trips, compared to the existing number of spaces and the potential trip generation of the existing buildings in their current use

²³ Appendix 30

²⁴ Appendix 30

²⁵ Appendix 30

when fully occupied. Through the scheme's location, the provision of dedicated cycle storage facilities, and a Framework Travel Plan, the proposals encourage transport by more sustainable modes thereby reducing private vehicle usage and its associated adverse effects. The Appeal Scheme also includes EV charging spaces to encourage electric vehicle usage.

- The Appeal Scheme also results in a greener, more environmentally sustainable development. The current site has little ecological benefit associated with it. The proposed development will be constructed within the area of existing hardstanding, to enable substantial new planting and landscaping benefits to be achieved, including the retention of existing trees plus the planting of more than 50 new high-quality tree plantings. The proposals result in a substantial Biodiversity Net Gain.
- Other environmental benefits arising from the Appeal Scheme include the attenuation and reduction in surface water run-off. Presently, run-off flows into public water sewers are unrestricted, whereas through the proposed development's drainage strategy, following development these flows will be restricted to greenfield rates through the use of under-ground storage tanks.

6. THE APPELLANT'S CASE

6.1 The Local Plan was recently adopted and carries significant weight in the determination of the appeal. It encourages developments of this type at the designated Strategic Employment Areas through specific policies. One of the main objectives of the Plan is:

'To maintain the economic role of Runnymede in the wider area and sustain economic growth and competitiveness by protecting the most valued employment Sites'²⁶.

6.2 The Plan acknowledges that Runnymede is strategically positioned at the junction of the M3 and M25 motorways, giving good access to the wider Southeast region by road (para 3.1). One of the Council's main objectives in the Plan is to maintain the Borough's economic role in the wider area and to sustain economic growth and competitiveness by protecting the most valued employment sites (para 5.7(12)), of which the appeal site is one.

6.3 The Local Plan identifies five Strategic Employment Areas (SEAs), which includes the site together with the Waterside Trading Estate and the Bourne Business Park. The five SEAs are the highest tier of employment sites in the Borough. At paragraph 8.16 of the Local Plan, the Bourne Business Park (east and west) is referred to as being of average quality. The appeal site is referred to as Weybridge Business Park (east) – site reference A2 – within Appendix 2 of the 2016 Employment Land Review²⁷. In this assessment, the site scores highly in the majority of categories. These include:

- Public Access including access to local labour supply and access to local facilities (scores 4/5)
- Private Access including access to strategic road network, local road access to existing Sites and parking (scores 4/5)
- Compatibility of adjoining uses (scores 4/5)

²⁶ Local Plan Objective 12

²⁷ Appendix 15

6.4 The assessment criteria on which the site scores less well, thereby reducing the site's overall score to rank as average (18/25) are:

- Quality of environment of site and site characteristics (scores 3/5)
- Market attractiveness (scores 3/5)

6.5 As well as protecting SEAs from non-employment uses, Policy IE2 seeks to protect these areas from non-employment uses:

'in order to accommodate existing and future demand' (para 8.15).

6.6 It also encourages proposals for:

'the redevelopment and intensification of sites for employment uses'

Where they accord with other policies of the plan.

6.7 Referring to the above, this Statement demonstrates in terms of Policy IE2 that the Appeal Scheme is an employment development which is in accordance with the "other policies of the development plan" and therefore ought to be permitted. The site is part of an established commercial area which is well located in relation to the strategic highway network. This is why it was designated as an SEA.

6.8 Policy IE3 caters for modern business needs and allows for flexibility to cater for the changing needs of the economy. It seeks to:

'Support proposals to redevelop outmoded employment floorspace to cater for modern business needs;'

and:

'Encourage a range of types and sizes of new employment floorspace.'

6.9 In the light of these ambitions, it is clear that the Appeal Scheme would meet the objectives of policies IE2 and IE3. This is evidenced below.

- 6.10 Because of the site's long history of vacancy and wider changes in the economy which have served to reduce the attractiveness of the existing buildings, the existing floorspace is considered to be 'outmoded'. All the buildings on the site have been vacant for at least 3 years, and for up to 6 years in some cases. It is widely accepted that the commercial office market has changed substantially since the Covid 19 pandemic and occupiers are no longer attracted to edge-of town or out-of-town business park settings which are accessible primarily by car. Many businesses are seeking flexible spaces closer to town centres where it is easier to attract and retain staff.
- 6.11 As explained above, all of the buildings on the site have been the subject of marketing campaigns by specialist office agents for many years, without any occupiers coming forward. This includes the period before the Covid 19 pandemic when the market can be considered to have been stronger. The long history of vacancy and the considerable changes in occupier demand demonstrate that the site can be considered to be outmoded. If this was not the case, the site would be more likely to be occupied.
- 6.12 The application was supported by a Market Assessment²⁸ dated April 2022 which highlighted the strong need for larger industrial units within the identified Market Area and the lack of supply of such units. This report is appended to this Statement of Case. The Market Assessment sets out several conclusions which strongly support the provision of a larger format unit on the appeal Site²⁹. The report, which refers to units over 100,000 square feet which is approx. 9,300 square meters, states:
- *There is strong market evidence of an acute shortage of and strong demand for large units (greater than 100,000 sq. ft) in Runnymede and the wider property market area (PMA). There is currently no vacant or available floorspace in Runnymede or the wider PMA comprising 100,000 sq ft of contiguous floorspace.*
 - *Several profound macroeconomic changes have ... disproportionately increased demand for larger units (greater than 100,000 sq ft). The growth*

²⁸ Appendix 17

²⁹ Appendix 17, Market Assessment April 2022, Exec Summary,

in e-commerce has increased the requirement for larger premises that enable tenants to optimise the efficiency of their operations and provide sufficient space so they can flexibly adjust to changes in their operational requirements to manage higher volumes of goods at greater speeds.

- *Additional pressures from the forces of globalisation mean companies must ensure their supply chains are operating with optimal efficiency. Events such as the Covid-19 pandemic and Brexit have made clear the need to ensure stable supplies. Such pressures have forced foreign companies who service the UK market to find new premises in the country. They have also forced UK companies to secure additional industrial floorspace so they can more efficiently store, manage and distribute goods. These forces have disproportionately increased the need for larger units.*
- *Take-up of units over 100,000 sq ft has roughly tripled in the past 15 years and has significantly exceeded the growth in supply. Whilst the changes to the economy have clearly increased demand for all industrial premises, demand for larger industrial premises (greater than 100,000 sq ft) has grown disproportionately.*

6.13 The Market Assessment found that there are no units over 9,300 square meters (100,000 square feet) available within the study area³⁰. Although this report was carried out in April 2022, the authors³¹ have been approached to check its validity and the situation remains unchanged. It can be concluded that the demand is strong for larger units, particularly those over 9,300 square meters (100,000 square feet), and the appeal scheme would address that need.

6.14 The Market Assessment report also highlighted the benefits of the site's location in relation to the strategic road network, which is critical infrastructure needed to support logistics developments. For these reasons the proposal would meet the economic needs of modern business occupiers which is consistent with the objectives of Policy IE3 of the Local Plan.

³⁰ Study area defined within Market Assessment Report Appendix 17

³¹ Savills Economics advisory team

- 6.15 Policy IE2 states that the refurbishment and redevelopment of sites in Strategic Employment Areas for employment use, and proposals for the intensification of sites for employment use will be permitted where they accord with other policies in the plan. Policy EE1 seeks to make the most efficient use of land whilst responding to local context. These two objectives are examined below, whilst other policies in the plan are considered in the subsequent paragraphs.

Intensification and Efficient use of Land

- 6.16 In order to make the most efficient use of the site and to intensify it, a balance needs to be struck between providing as much employment generating floorspace as possible whilst retaining enough areas for efficient vehicle manoeuvring, car parking, ancillary areas and landscaping and boundary treatment. This can be measured by the site's density measured by its plot ratio³². This will vary from site to site according to individual constraints including the shape and proportions of the site. However, for modern logistics developments, a plot ratio of just over 50% represents a good density which maximises the efficiency of the site. Other factors such as the proportions of the building itself, the service yard and car parking areas, are also relevant.
- 6.17 In this case Building 100 would be 13,859 square meters on a plot of 2.627 Ha, which would provide a 53% plot ratio. Considering the irregular shape of the site, this is a very good site density which is considered to make the most efficient use of the site.
- 6.18 When the planning application was under discussion with officers prior to the October 2022 revisions, alternative layouts were explored including a 2-unit scheme on the southern plot. This only achieved a GEA of around 11,895 square meters (128,000 square feet) which gave a plot ratio of only 45%, which represents a less efficient use of land. Being contained within 2 buildings, the scheme would not have addressed the most pressing market need which is for individual buildings over 9,300 square meters (100,000 square feet).

³² The ratio of the land covered by the building expressed as a percentage of the total site area.

- 6.19 When considering the issue of the most efficient use of the site, the height of Building 100 and the way it is utilised is also a relevant consideration. The clear internal height (CIH) of 12.5m is stipulated by market requirements for pallet rack locations as this unrestricted area allows 6 pallets to be stacked inside the building vertically. Any reduction in CIH resulting in 5 pallet locations would decrease the capacity of Building 100 by 17%. CIH is directly relative to footprint and is aimed at maximizing the volume of the building. With a footprint of 13,859 square meters, occupiers and institutional investors will require the CIH to be either 12.5m or 15m. In this instance and in consideration to the site's surroundings, the lower standard of 12.5m has been proposed. All of this allows the building to be used in the most efficient manner possible.
- 6.20 The above sections demonstrate that there is a clear market need for larger units over 100,000 square feet (9,300 square meters) in this area, and that Local Plan policies support the intensification of employment sites and the redevelopment of outmoded sites to suit the needs of modern businesses. The policy which encourages intensification of SEAs (Policy IE2) is subject to accordance with '*other policies in the Plan*', and these are addressed below.

Other Policies of the Plan

- 6.21 Within Section 5 we have identified the key development plan policies which are relevant to the Appeal Scheme. The following summary will demonstrate that the Appeal Scheme accords with those policies.
- Policy SD1: Spatial Development Strategy – the Appeal Scheme accords with Policy SD1 which seeks to direct new growth towards the most sustainable, larger settlements. Policy SD1 expects, as a minimum, the delivery of 11,700 square meters of net additional employment at the Weybridge and Bourne Strategic Employment Area.
 - Policy SD3: Active & Sustainable Travel – the Appeal Scheme accords with Policy SD3 including the requirement to submit and implement a Travel Plan in order to demonstrate how active and sustainable travel options have been considered and how they will be delivered.

- Policy SD4: Highway Design Considerations – the Appeal Scheme accords with Policy SD4 because it would maintain or enhance the efficient and safe operation of the highway network and it takes account of the needs of all highway users for safe access, egress and servicing arrangements. The submitted Transport Assessment considers the impact of the appeal proposal on the highway network and identifies the measures to mitigate impacts to acceptable levels. Relevant design and parking standards for vehicle and cycle parking are also provided in accordance with the Council's current adopted guidance. The Appeal Scheme's compliance with Policy SD4 is evidenced by the fact the highways authority supports the proposals.
- Policy SD5: Infrastructure Provision & Timing states that development proposals, including those allocated in the plan which give rise to a need for infrastructure improvements, will be expected to mitigate their impact, whether individually or cumulatively, and at a rate and scale to meet the needs that arise from that development. The Appeal Scheme accords with this requirement as it includes the highways works which are considered proportionate, and necessary, to mitigate the development's impact.
- The Appeal Scheme accords with the relevant objectives of Policy SD7: Sustainable Design since it incorporates measures for the secure storage of cycles and storage of waste including recyclable waste; Protects existing biodiversity and includes opportunities to achieve net gains in biodiversity as well as greening of the urban environment; and incorporates electrical vehicle charging points in accordance with guidance issued by Surrey County Council.
- The Appeal Scheme exceeds the requirements of Policy SD8: Renewable & Low Carbon Energy since the development will generate in excess of 10% of its own energy needs via renewable energy technologies. This will be achieved via the proposed air source heat pumps and PV panels, in combination with a fabric first approach to the proposed buildings which will reduce their energy needs in the first place.

- The Appeal Scheme achieves the objectives of Policy EE1: Townscape and Landscape Quality which expects all development proposals 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. No objection was raised by the council's conservation officer, and the officer's report to committee at para 7.3.6 in relation to Building 100 concluded that *"whilst it remains a large and substantial building it is not considered it would result in an overbearing or incongruous form of development which would warrant objection in this regard"*.
- The Appeal Scheme also meets the requirements of Policy EE2: Environmental Protection which relates to air quality, noise, land contamination, light, integration of development with existing uses, and construction management. This is evidenced by the fact that the council's contaminated land officer raised no objection. Whilst the council's environmental health officer raised a technical objection in relation to the noise impact upon the residential property at Wey Meadows Farm, this objection was easily resolved once it was made known, with the Appellant proposing to raise the height of the acoustic screen along the eastern boundary of the southern land parcel.
- Policy EE3: Strategic Heritage Policy seeks to protect, conserve and enhance the significance of heritage assets, including their setting. The Appeal Scheme accords with the aims of this policy through framing the backdrop to the Wey Navigation Conservation Area, and maintaining its industrial character, whilst reducing the visibility of built form through the siting of the building and the proposed landscaping which will mature over time. As such the character and appearance of the Wey Navigation Conservation Area will be preserved.
- The Appeal Scheme meets the aims of Policy EE5: Conservation Areas which seeks to conserve and where possible, enhance the character and appearance of Conservation Areas, including views in and out of the area. In terms of the visual change arising from the appeal proposals on the character and appearance of the Wey Navigation Conservation Area , the

submitted materials demonstrate that the buildings would be appreciable from the Conservation Area, but the character and appearance would be preserved as the scheme is reflective of the industrial character and there are notable enhancements to the experience along the Wey.

- The Appeal Scheme meets the objectives of Policy EE9: Biodiversity, Geodiversity and Nature Conservation which seeks net gains in biodiversity, through creation/expansion, restoration, enhancement and management of habitats and features to improve the status of priority habitats and species. The development's Biodiversity Net Gain score contains a 63.25% increase in habitat units and a 122.59% increase in hedgerow units. No objection from the relevant consultees (the council's tree officer, and the council's ecology consultee, Surrey Wildlife Trust) was received.
- Similarly, the Appeal Scheme is compliant with the requirements of Policy EE11: Green Infrastructure. As noted, no objection from the council's tree officer was received and their consultee response recognised that the scheme would provide enhancements in terms of proposed works to trees.
- The Appeal Scheme achieves the requirements of Policy EE13: Managing Flood Risk which seeks to ensure development takes account of the impacts of climate change, flood risk is managed, and developments are safe from flooding. Whilst the Environment Agency initially raised an objection, this was in relation to the original scheme design at planning application stage in May 2022. Following the scheme's redesign in October 2022, additional information was provided which addressed the EA's queries, and the objection on flood risk grounds was withdrawn. The council's drainage officer also raised no concern in this regard.
- The Appeal Scheme accords with the objectives of Policy IE3: Catering for Modern Business Needs which 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. In particular, Policy IE3 states that to achieve these objectives, the council will support proposals to redevelop

outmoded employment floorspace to cater for modern business needs and encourage a range of types and sizes of new employment floorspace. In this regard, the officer's report at para 7.2.9 stated "*Accordingly, there is strong "in principle" support for the proposed development.*"

- 6.22 Therefore, in recommending the appeal proposals for approval, it must also clearly be the case that officers considered that the proposals accorded with the other policies in the development plan (listed above), as required by Policy IE2. The references above to the statements made within the officer's report underline this.

Reason for Refusal 1

"The proposed 'Building 100' by reason of its position, form, scale, mass and significant bulk would result in an overtly prominent, dominant and visually overbearing form of development which would have a detrimental impact to the character and appearance of the area. This is contrary to Policy EE1 of the Runnymede 2030 Local Plan (2020), Runnymede Design Guide (2021), the National Planning Policy Framework (2021) and the National Design Guide (2019)."

- 6.23 The above sections show that the Appeal Scheme accords with Policies IE2, IE3 and other policies in the Local Plan. It also meets one of the objectives of Policy EE1 as it makes the most efficient use of the land. Turning to the remainder of Policy EE1, it is submitted that the design of the buildings would be acceptable and that it would not result in an overtly prominent, dominant, visually overbearing form of development. Evidence on Townscape and Heritage matters supports this point.

- 6.24 Policy EE1 of the Local Plan is referred to in Reason for Refusal 1. It seeks to ensure that all development in the urban areas achieves a high-quality design which:

'responds to local context...while making efficient use of land.'

- 6.25 The policy has a number of objectives which include:

- *Creating attractive places which make a positive contribution to the Borough's townscape, paying particular regard to layout, for, scale, materials and detailing and, any guidance set out in adopted planning guidance;*
- *Create spaces which design out crime, by maximising opportunities for natural surveillance, safe and attractive shared public spaces, active street frontages and legible and accessible connections;*
- *Contribute to and enhance the quality of the public realm and/or landscape setting through high quality and inclusive hard and soft landscaping schemes;*
- *Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses.*

6.26 With these objectives in mind, it is considered that the position, height and general scale of Building 100 is well designed and appropriate for its intended uses and is of a design which responds positively to the increase in mass. The site is an established commercial site which has been in industrial uses for many years prior to the more recent redevelopment for office uses.

6.27 The overall height of Building 100 would not be significantly higher than the existing buildings on the site. There would be no significant loss of light or similar impact in relation to nearby residential properties. Although the scale is greater than the existing, any impact is mitigated through the use of good design and cladding materials, together with landscaping, all of which would break down the perceived mass of Building 100 and would lead to an attractive building of this typology within an industrial setting. It has been reduced in height and the massing has been broken up, following discussions with officers, and it would not be prominent, dominant or visually overbearing particularly when the purpose of the building and the surrounding context are taken into account.

6.28 The layout has been carefully designed to avoid an adverse impact on the canal and the significance of the Conservation Area by moving the building away from the canal edge. It has also been designed to avoid harm to residential amenity by moving the service yard and the main commercial vehicle access away from the residential flats on Hamm Moor Lane.

6.29 As described in this Statement the design of Building 100 has also been arrived at in order to make the most efficient use of the land, which is a national planning policy objective (NPPF para 124) and one of the objectives of policy EE1, without generating harm in heritage and townscape terms. The size of the Building 100 plot is 2.627ha / 26,270 square meters and the footprint of Building 100 is 13,859 square meters which represents 53% coverage of the available plot.

6.30 The design and layout of Building 100 has been devised to meet the institutional standards that occupiers require, referring to design standards in relation to height, layout and operational characteristics which larger industrial buildings require. By doing this, the development would successfully meet the needs of modern business occupiers, which is one of the objectives of Local Plan Policy IE3 which seeks to support proposals

‘to redevelop outmoded employment floorspace to cater for modern business needs’.

6.31 With this in mind it will be demonstrated that Building 100 has been designed to meet the specific needs of a modern logistics operator. Institutional standards stipulating yard depths, loading provisions, building format and clear internal heights are required by operators and therefore development must be responsive. The proposed design offers a 35m deep yard to accommodate HGV movements and docking, while the ‘active elevation’ offers 14 dock levellers, two level-access doors and a transport office incorporating driver facilities. Whether speculative or built to suit for a particular occupier, developments must follow these institutional standards in order to be legible in format to ensure future occupiers are housed effectively and the buildings remain attractive to future occupiers.

6.32 The proposed design of the southern plot which contains Building 100 offers a minimum yard depth of 35m to accommodate HGV movements and docking. Where dock levellers are installed the fall in the yard requires a wing wall that forms an obstruction to manoeuvring. The 35m yard is the most efficient depth to allow docking and turning while adjacent bays are occupied. This ‘active elevation’ offers 14 dock levellers and 4 level access doors in accordance with the industry standard of 1 per 10,000 square feet. The level access doors are situated either

side of the docks to facilitate an efficient goods in / goods out throughput of items across the building.

- 6.33 Located centrally in the yard, the transport office allows logistics teams to survey the yard, ensuring effective operations. Driver facilities such as toilets, showers and break areas are also provided in this office directly located adjacent to the vehicular operations.
- 6.34 Taking into account the required institutional standards, the site's shape and its surrounding context, the building footprint is designed as close to the institutional 2:1 ratio as the site constraints will allow. This ensures an efficient racking installation that allows pallet locations to remain within an appropriate distance to the marshalling areas (a 15m zone situated inside the building behind the dock levellers).
- 6.35 The clear internal height (CIH) of 12.5m is explained at paragraph 6.19 above. It is stipulated by market requirements for pallet rack locations as this unrestricted area allows 6 pallet locations vertically. This allows the building to be used in the most efficient manner possible.
- 6.36 The appeal site sits within a piece of townscape where there are contrasts. The immediate surroundings are commercial in character, but there are also residential buildings near the site. The architectural treatment of Building 100 has been carefully considered to respond to this contrast and offers a suitable aesthetic from a number of key views with differing needs. In particular, the north-western corner offers an engaging façade to the roundabout with a blue accent colour, beyond this vertical bands of receding colour dominance are used to cloak the western and northern elevations.
- 6.37 This architectural language is appropriate in townscape terms and provides identity to the building whilst reducing the perceived mass and dominance associated with a building of this typology. The eastern and southern elevations are clad with a considered pallet of horizontally and vertically laid build up cladding systems with darker, earthing elements to the base of the structure and lighter horizontal colours graduated to the higher building elements. This, allied with the

significant landscape proposals, works to enhance the appearance of the building by mitigating and breaking down the mass into smaller component parts.

- 6.38 The design of the building followed consultation with the LPA, and a request to re-configure the southern parcel by rotating Building 100 by 180 degrees and moving the yard to the east, adjacent to the Wey Navigation as opposed to facing onto Hamm Moor Lane. This fundamental redesign brought significant benefits to the Appeal Scheme by moving HGV operations away from the residential properties to the west, relocating the built form away from the Wey Navigation and allowing opportunities for additional landscaping. This also brought the west side of the building closer to Hamm Moor Lane and at the same time the height was reduced. Careful thought was given to the design of the west elevation and the need to avoid an overbearing appearance, together with any possibility of a loss of light or outlook. The solution was agreed with officers and it involves a set-back from the street to ensure a good separation distance with a landscaped frontage.
- 6.39 Because of the site proportions, there are advantages to be had by relocating the built form away from the Wey Navigation; this allows a longer, better proportioned yard with transport office which ensures the public highway will remain unobstructed. The main office element was further expressed to the north offering a sense of arrival and natural wayfinding when approaching from the north allowing active parts of the building to be sited away from nearby residential receptors and screened from the Wey Navigation.
- 6.40 As a result of these amendments and the acknowledgement that the built form was repositioned further westwards towards the residential properties the architectural façade treatment was redesigned completely to suit the amended siting.
- 6.41 As well as the aforementioned constraints the proposals were developed in accordance with the guidance of the Runnymede Design SPD³³. The Runnymede Design SPD was approved for adoption by the Planning Committee on 23 June 2021 and was implemented on 15 July 2021. It supersedes the Householder Guide (2003) and the Runnymede Urban Area Character Appraisal (2009). The

³³ Appendix 12

document is largely aimed at residential development although the overall aspirations and process have been interpreted for an industrial use class.

- 6.42 The guide details the Four Influences on Good Design These are, Planning Policy, Site and Context, Clients Brief and Design Team and Community Involvement; all of which have been addressed thoroughly through this application. The proposals accord with the SPD checklist where key guidance relative to Analysing Site and Context, Developing a Design Concept, Site Layout and Masterplanning and Detailed Design is stated. The proposals offer a high-quality development that is responsive to and enhances its setting on this allocated employment site.
- 6.43 The Appeal Scheme would cause no harm to the character or appearance of the River Wey Conservation Area, or to any other designated or non-designated heritage asset. Additionally, the Wey Navigation Conservation Area forms part of the wider townscape, and requires consideration. Along the Wey Navigation there is an array of different characters, with the Appeal Scheme perceived as part of an industrial corridor, in keeping with the experiences as one travels along the Wey. This view is supported by the Council's officers.
- 6.44 The Officer's report to Planning Committee³⁴ addressed the question of the impact on the River Wey Conservation Area at paragraph 7.4. The conclusions are set out below:
- *Whilst the proposed development remains one of a large solid built form given the separation distance, the building would not dominate the setting of the Conservation Area and would be perceived as an element in the backdrop of the Conservation Area, as would the service yard area.*
 - *The building and the wider uses are industrial in character, which is the prevalent character along this short part of the Wey Navigation and indeed historically the reasoning for the Conservation Area designation of the canal.*
 - *Overall, the proposed development is considered to have a neutral impact on the setting of the adjoining Conversation Area. Development, which is*

³⁴ Appendix 1

considered to have neutral impact, is established to preserve the setting of a Conservation Area.

6.45 Policy EE5 of the Local Plan is not referred to in the Reason for Refusal. It seeks to ensure 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.’

6.46 The Appellant considers that the scheme would comply with this policy, as the impact would be neutral.

6.47 The Appellant is aware of the views of the National Trust, who objected to the application and whose submissions are summarised on page 15 of the officers’ report. The Trust considers that the building would be visible in views along the Wey Navigation corridor and because of this visibility, it would harm the appearance of the River Wey Conservation Area, although it is accepted that the harm is mitigated to a degree by the proposed landscape planting. This assessment takes the view that the building would be harmful merely because it would be visible, and the Appellant fundamentally disagrees with this approach which makes no attempt to analyse the harm or to explain how it is caused. The Appellant agrees with the officer’s considered analysis at para 7.4.4 of the Planning Committee report which states:

‘The building and the wider uses are industrial in character, which is the prevalent character along this short part of the Wey Navigation and indeed historically the reasoning for the Conservation Area designation of the canal.’

6.48 In summary, the design of the Appeal Scheme and in particular Building 100, has been designed to make efficient use of land, meet the requirements of future occupiers by incorporating institutional design standards, and responds to its setting.

6.49 The National Trust objection also relates to noise and lighting levels and the potential impact on the canal. The canal and the residential building to the east

would be screened by a 2m high acoustic barrier which would mitigate any potential impact in this regard, and this is assessed in the Noise Assessment Addendum³⁵. The application was also accompanied by a Lighting Assessment³⁶ which concluded that there would be no material impact on the canal or the Wey.

Reason for Refusal 2

“The proposed use would result in a loss of residential amenity to surrounding residential properties. This loss of amenity would be due to noise and disturbance from both the on-site operations as well as disturbance from the likely significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night. This is contrary to Policy EE2 of the Runnymede 2030 Local Plan (2020), the National Planning Policy Framework (2021) and the associated National Planning Policy Guidance relating to Noise and disturbance.”

6.50 The Appellant contends that the Appeal Scheme will not result in a loss of amenity to surrounding residential properties through noise or disturbance. It will be shown that the site’s operation will not result in increased noise and disturbance from either the on-site operations such as loading and unloading or the vehicle movements to and from the site especially large vehicles and particularly during the night-time period.

6.51 Policy EE2 of the Local Plan seeks to ensure that development proposals resulting in or being subject to external noise impacts above Lowest Observed Adverse Effect Level (LOAEL) are expected to implement measures to mitigate and reduce noise impacts to a minimum. For all proposals resulting in or being subject to external noise impacts above Lowest Observed Adverse Effect Level, a noise or acoustic assessment will need to be submitted which demonstrates the avoidance, mitigation or reduction measures identified are the most appropriate and capable of implementation.

6.52 Paragraph 185 of the NPPF states that those making planning decisions should:

³⁵ Appendix 22

³⁶ Appendix 25

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life⁶⁵

⁶⁵ See Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).

6.53 Paragraph 5 of the National Planning Practice Guidance (NPPG) on Noise³⁷ states:

Increasing noise exposure will at some point cause the ‘significant observed adverse effect’ level boundary to be crossed. Above this level the noise causes a material change in behaviour such as keeping windows closed for most of the time or avoiding certain activities during periods when the noise is present. If the exposure is predicted to be above this level the planning process should be used to avoid this effect occurring, for example through the choice of Sites at the plan-making stage, or by use of appropriate mitigation such as by altering the design and layout. While such decisions must be made taking account of the economic and social benefit of the activity causing or affected by the noise, it is undesirable for such exposure to be caused.

6.54 The design process and the resulting site layout paid full regard to good acoustic design principles within the wider constraints of the site. The detailed design, including the location of the vehicle accesses and the service yards, and proposed mitigation measures (such as acoustic screening), were assessed in detail and in accordance with the appropriate methodology and guidance. The resulting noise levels were compared to the appropriate national and local assessment criteria to ensure that there would be no loss of residential amenity to surrounding properties.

6.55 Despite this, the Reason for Refusal 2 alleges there would be a loss of residential amenity to surrounding residential properties. It is alleged that this loss of amenity would be due to two factors:

³⁷ Paragraph: 005 Reference ID: 30-005-20190722

(a) noise and disturbance from both the on-site operations; and

(b) disturbance from the likely significant numbers of comings and goings of large goods vehicles.

6.56 The submitted Noise Assessment Addendum³⁸ considers the potential impacts of various scenarios based upon relevant guidance and standards. The average onsite operations are considered during both the day and night-time periods using BS4142:2019 which is based upon a comparison between the existing (monitored) background noise level and the (predicted) operational development noise level. The potential impact of single instantaneous maximum noise events is based upon the World Health Organisation (WHO) Guidelines for Community Noise³⁹ which sets specific noise levels to protect sleep.

6.57 The potential noise impact from the coming and going of development traffic (including HGVs) was also considered within the original submitted Noise Assessment⁴⁰ (dated 27/04/2022) and was based upon the methodology within the Calculation of Road Traffic Noise⁴¹ (CRTN).

6.58 With regards to the requirements of Policy EE2 of the Runnymede 2030 Local Plan (2020), the Noise Policy Statement England (NPSE) makes reference to the concepts of NOEL (No Observed Effect Level) and LOAEL (Lowest Observed Adverse Effect Level). It also introduces the concept of SOAEL (Significant Observed Adverse Effect Level) which is described as the level above which significant adverse effects on health and quality of life occur.

6.59 The LOAEL is described in paragraph 5 of PPG Noise as the level above which *“noise starts to cause small changes in behaviour and attitude, for example, having to turn up the volume on the television or needing to speak more loudly to be heard”*.

³⁸ Appendix 22

³⁹ Appendix 31

⁴⁰ Appendix 29

⁴¹ Appendix 32

- 6.60 SOAEL is described as the level above which *“noise causes a material change in behaviour such as keeping windows closed for most of the time or avoiding certain activities during periods when the noise is present.”*

Noise and disturbance from on-site operations

- 6.61 The determination of potential impacts is based upon the assessment methodology and criteria set out within British Standard BS4142:2019 which itself is based upon a comparison between the existing (monitored) background noise level with the (predicted) operational development noise level. The assessment is based upon an average of the noise from these sources and based upon a reasonable assumption of the worst-case 1-hour during the day and a worst-case 15 minutes at night.
- 6.62 The submitted assessments have considered the potential impacts of the on-site operations based upon a reasonable worst-case scenario of the potential on-site activities during both the day and night-time periods. The worst-case scenario is based upon external activities such as heavy vehicle arrivals, manoeuvring within the site, docking, loading and unloading (including reversing alarms) and then heavy vehicles departing the site.
- 6.63 These noise sources are represented within the assessment as line and point sources and each source activity has a specific sound level associated with it. The specific sound level used to represent a noise source can include several individual components. An HGV arrival includes the HGV approaching, braking, and manoeuvring. HGV docking includes the HGV approaching, manoeuvring into the dock, (including the reversing alarm) and the actual noise of physical docking.
- 6.64 The operational noise predictions were based upon the reasonable worst-case scenario in terms of the number of simultaneous operations and also using the worst-case locations closest to the noise sensitive receptors. The location of the sensitive receptors and the on-site operations are provided in the Figures below.

Fig 1. Location of Sensitive Receptors; Noise Assessment



Fig 2. Modelled Sound Source Locations, BS4142 Commercial Noise Assessment



6.65 The predicted noise rating levels at each of the sensitive receptors, with no mitigation measures, are presented in the table below, along with representative background sound levels used in the BS 4142:2014+A1:2019 assessment.

Fig. 3 Predicted Commercial Noise Impacts at Sensitive Receptors – Without Mitigation

Receptor	Height (m)	Daytime (07.00 – 23.00) (dBA)			Night-time (23:00 – 07:00) (dBA)		
		Rating Level L _{Ar, Tr}	Background Level	Diff	Rating Level L _{Ar, Tr}	Background Level	Diff
R01	4.0	19	51	-32	20	43	-23
R02	4.0	19	51	-32	20	43	-23
R03	7.0	32	51	-19	24	43	-19
R04	4.0	52	49	+3	53	42	+11
R05	4.0	51	49	+2	52	42	+10
R06	4.0	47	47	+0	46	41	+5
R07	4.0	49	49	-0	47	42	+5
R08	4.0	49	51	-2	48	43	+5

6.66 The assessment showed that under a reasonable worst-case scenario and without any mitigation measures, there was a potential for some of the noise sensitive receptors to experience operational noise levels that exceed the BS4142:2019 assessment criteria of no more than 5 dB above the background.

6.67 The assessment proposed mitigation measures in the form of external noise barriers, and these were detailed in the submitted “External Fencing Details Plan” (Reference: ‘21490-UMC-ZZZZ-SI-M2-A-0702L External Fencing Details’).

6.68 Eight sensitive receptors with the potential to be affected by the Appeal Scheme were identified; these are referred to as RO1, RO2, RO3, RO4, RO5, RO6, RO7 and RO8 within the submitted Noise Assessment Addendum⁴². To protect these receptors, acoustic barriers of differing heights were incorporated within the design of the Appeal Scheme. The barrier on the south-eastern edge of the northern plot is to protect receptors R04, R05, R07 and R08 and the height of this barrier is 4.5m. The barrier along the River Wey Navigation is to protect the moorings there

⁴² Appendix 22

and receptor R06. This barrier was originally proposed to have various heights from 0.5m to 2.0m along its length, however it was agreed with the LPA that a uniformed 2.0m height barrier would be provided along the whole boundary.

6.69 The specification of these barriers is as follows:

- Minimum height as specified above
- No gaps or holes in the barrier, below the barrier or between panels; and
- Minimum surface density of 16 kg/m².

6.70 The mitigation measures have been added to the noise model and the predicted, mitigated noise rating levels at each of the sensitive receptors are presented in the Table below (Fig.4) along with representative background sound levels used in the BS4142:2014+A1:2019 assessment.

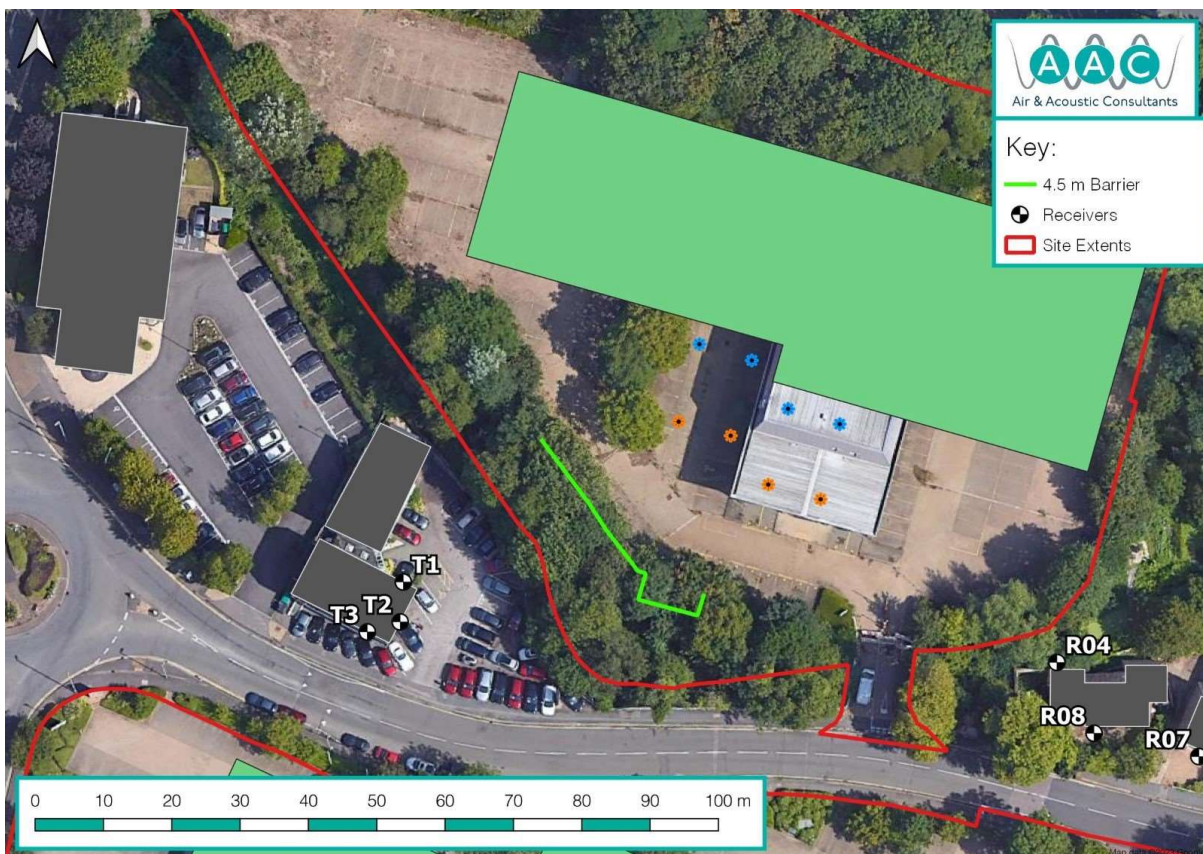
Fig 4. Predicted Commercial Noise Impacts at Sensitive Receptors – With Mitigation

Receptor	Height (m)	Daytime (07.00 – 23.00) (dBA)			Night-time (23:00 – 07:00) (dBA)		
		Rating Level L _{Ar, Tr}	Background Level	Diff	Rating Level L _{Ar, Tr}	Background Level	Diff
R01	4.0	19	51	-32	20	43	-23
R02	4.0	19	51	-32	20	43	-23
R03	7.0	32	51	-19	24	43	-19
R04	4.0	46	49	-3	46	42	+4
R05	4.0		49		44	42	+2
R06	4.0	44	47	-3	42	41	+1
R07	4.0	49	49	-1	46	42	-4
R08	4.0	49	51	-2	47	43	+4

6.71 The post mitigation Noise Rating levels are all within the BS4142:2019 assessment criteria of being no more than 5dB above the background noise level. Because of the mitigation, the proposals would comply with Policy EE2, which requires developments to mitigate any impacts above LOAEL (Lowest Observed Adverse Effect) levels. It also complies with para 185 of the NPPF which seeks to mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

6.72 Following the submission of the application for the Appeal Scheme, it became known that there are additional residential addresses located at first floor level, above the car dealership building on Addlestone Road. These are in the building known as Bourneside House, which is located to the west of the northern development parcel. The receptors are labelled on the image below (Fig.5) as T1, T2 and T3.

Fig 5. Location of additional sensitive receptors identified at Bourneside House



6.73 It is acknowledged that this was not known at the time of the application although as soon as the Appellant became aware of the facts, additional noise modelling of these sensitive receptors was undertaken. As a result of the modelling, mitigation in the form of an 4.5m high acoustic screen along the western boundary of the northern development parcel (shown in green in the image above) is considered to be necessary. The noise levels that would be experienced by these receptors without mitigation is provided in the table below (Fig. 6).

Fig 6. Predicted Commercial Noise Impacts at Sensitive Receptors – Without Mitigation

Receptor	Height (m)	Daytime (07.00 – 22.00) (dBA)			Night-time (23:00-07:00) (dBA)		
		Rating Level L _{Ar, Tr}	Background Level	Diff	Rating Level L _{Ar, Tr}	Background Level	Diff
T1 1.OG	4.0	52	51	1	50.9	43	8
T1 2.OG	4.0	52	51	1	49.5	43	7
T2 2.OG	7.0	51	51	-1	49.1	43	6
T3 1.OG	4.0	45	49	-4	44.2	42	2
T3 2.OG	4.0	45	49	-4	44.2	42	2

6.74 However, with mitigation in place, the predicted noise levels experienced by these sensitive receptors would achieve the required assessment criteria, and therefore be within acceptable levels. This is shown in the table below (Fig.7).

Fig. 7 Predicted Commercial Noise Impacts at Sensitive Receptors – With Mitigation

Receptor	Height (m)	Daytime (07.00 – 22.00) (dBA)			Night-time (23:00-07:00) (dBA)		
		Rating Level L _{Ar, Tr}	Background Level	Diff	Rating Level L _{Ar, Tr}	Background Level	Diff
T1 1.OG	4.0	47	51	-4	46.4	43	3
T1 2.OG	4.0	48	51	-3	46.9	43	4
T2 2.OG	7.0	46	51	-5	44.9	43	2
T3 1.OG	4.0	39	49	-10	38.9	42	-3
T3 2.OG	4.0	40	49	-9	39.4	42	-3

6.75 The Appellant considers that details of the additional acoustic screen can be submitted and agreed as part of a pre-commencement condition, if planning permission is granted on appeal, although further details can also be provided as part of the appeal process if the Inspector considers it to be necessary.

Noise and disturbance from comings and goings

6.76 The impact of “significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night” has been alleged within the second limb of Reason for Refusal 2.

6.77 The impact of comings and goings has been considered within the submitted application. For robustness, a worst-case scenario was assessed. This involved

selecting the most sensitive receptors (R04 to R08). These receptors are considered to be the most sensitive because they are located closest to the site entrances, where the noise level generated by the coming and going of HGVs would be highest (on account of the vehicle's acceleration, braking and wheel turning). Any other receptors that are located at an equal distance to the site accesses would experience the same level of noise, and any receptors that are located further away would experience lower noise levels.

- 6.78 During the daytime period the sensitivity of receptors is reduced, and noise associated with individual events blends into the ambient noise. During the daytime period people also experience a significantly higher number of these individual loud events such as car horns, sirens, aircraft passing overhead and general clatters and bangs in the background. During the night-time period the receptor sensitivity is increased, and these single events have the potential to have a more significant impact.
- 6.79 The potential impacts associated with the comings and goings to the site upon the closest receptors were considered within the originally submitted Noise Assessment dated 27 April 2022⁴³ and in line with the appropriate guidance⁴⁴. The assessment was based upon the methodology within the Calculation of Road Traffic Noise (CRTN) which considers the total development traffic and includes the percentage of HGVs in the calculation of the potential impact upon the total traffic noise level. The assessment showed that the worst affected road that has residential properties adjacent is Addlestone Road which will experience a Basic Noise Level (BNL) increase of +0.1 dB which is, based upon the CRTN criteria, a negligible magnitude change representing the LOAEL.
- 6.80 The potential impact of short-term noise from HGV comings and goings has also been considered based upon an assessment of the maximum sound level (L_{Amax}) upon the closest noise sensitive receptors. As mentioned already, any other receptors which are located at an equal or greater distance to the noise source (such as receptors further along Addlestone Road) would be expected to experience either the same or lower noise levels.

⁴³ Appendix 29

⁴⁴ Appendix 32

- 6.81 The potential impact of the maximum sound level upon the closest receptor (R04 adjacent to the site accesses on Addlestone Road) has been assessed and it is considered that this receptor, based upon the distance between the receptor and the closest site entrance, means that it represents a reasonable worst case and is representative of the other receptors that are located further from the site access.
- 6.82 The results of the Maximum Commercial Sound Level Assessment are presented in the table below (Fig.8) and the critical level is based upon the existing monitored L_{Amax} levels for the receptors.

Fig. 8 Maximum Commercial Sound Level at Receptors

Receptor	Height (m)	Night-time (23:00 – 07:00) (dBA)		
		Predicted Level	Criteria Level	Difference
R01	4.0	29.1	73.6	-44.5
R02	4.0	28.6	73.6	-45.0
R03	7.0	39.3	73.6	-34.3
R04	4.0	66.2	69.4	-3.2
R05	4.0	62.6	69.4	-6.8
R06	4.0	57.0	66.6	-9.6
R07	4.0	64.1	69.4	-5.3
R08	4.0	64.8	73.6	-8.8

- 6.83 The assessment shows that the 4 most sensitive receptors that are located closest to the site entrance could under the worst-case conditions experience maximum sound levels that exceed the WHO assessment criteria of 60 dBA. However, this must be understood in context. The noise monitoring carried out shows that all of the noise sensitive receptors are already exposed to noise sources that exceed the 60 dBA criteria level mainly resulting from road traffic. The additional traffic as a result of the development will not stand out and the specific noise would not be distinguishable in terms of the ambient noise. The individual exceedance of the WHO criteria is caused by the proximity of the receptor to the road and the addition of a low number of additional events is not likely to cause any adverse impacts. Many types of vehicles including HGVs which already pass the receptors along Addlestone Road at night time would generate a noise level that exceeds the WHO criteria.

- 6.84 The predicted maximum sound levels as a result of the development activities (including the comings and goings) are all lower than the existing monitored L_{Amax} levels and lower than the critical level identified within the assessment. Therefore, noise from HGV movements (comings and goings) may be audible but should not distinctly stand out against the existing traffic noise sources.
- 6.85 In terms of Policy EE2, the WHO Guidelines for Community Noise⁴⁵ (1999) recommends suitable internal and external noise levels based on research. While the guidance does not provide any reference to LOAEL and SOAEL, the levels recommended in the guidance and existing monitored levels could be correlated to the LOAEL.
- 6.86 The noise levels associated with the coming and going of heavy vehicles from the site, even in the anti-social hours do not exceed the assessment critical level and represent the LOAEL.
- 6.87 Reference will also be made to the consultation responses of the Highway Authority⁴⁶ and the Council's Environmental Health Officer (EHO)⁴⁷. Whilst the EHO initially raised an objection, this was addressed by the Appellant as soon as they were made aware of the concern. Officers in their report to committee advised the response was sufficient to overcome the concern and policy EE2 is considered to be satisfied.

Reason for Refusal 3

"In the absence of a completed legal agreement the proposed development has failed to secure the provision of the necessary infrastructure needed to make this development acceptable in planning terms. The proposed development is therefore contrary to policies SD3, SD4, SD5 and EE9 of the Runnymede 2030 Local Plan (2020) and the National Planning Policy Framework (2021) and its associated guidance."

⁴⁵ Appendix 31

⁴⁶ Appendix 18

⁴⁷ Appendix 19

6.88 This Reason for Refusal will be dealt with by the preparation of a draft Section 106 obligation which will be agreed with the LPA through the SoCG process in the usual manner and entered into by the Appellant prior to the close of the appeal.

Other Matters

6.89 The Reasons for Refusal do not refer to the highways impacts of the scheme, which were agreed with the highway authority (Surrey County Council (SCC)) and National Highways (NH) and the Local Planning Authority, however if these are raised by third parties the Appellant reserves the right to respond.

6.90 During the assessment of the planning application, a highways consultant (SW Transport Ltd) employed by a group of local residents submitted objections to the LPA on highways grounds⁴⁸. Rebuttals to these objections were prepared by the Appellant's highways consultants⁴⁹ and shared with the LPA. In recommending approval for the Appeal Scheme, the LPA clearly considered that these objections were adequately addressed.

6.91 The final consultee responses from both SCC⁵⁰ and NH⁵¹ raised no objection to the planning application, on the basis of the submitted transport documentation and various discussions throughout the pre-application and planning application consultation process. This was reflected in the officer's report to committee recommending approval.

6.92 Safe and suitable access to the site can be achieved for all users. This is on the basis that the proposed means of access satisfy all relevant design guidance and were subject to an independent Stage 1 Road Safety Audit. SCC raised no objection to the proposed means of access and raised no concerns with regard to general access to the site via all modes of transport.

6.93 In addition to access by various sustainable modes of transport, a Framework Travel Plan was submitted with the planning application and would be secured by

⁴⁸ Appendix 27

⁴⁹ Appendix 28

⁵⁰ Appendix 18

⁵¹ Appendix 20

Section 106 obligation; therefore, appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

- 6.94 The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance. Moreover, parking provision accords with local authority parking standards, and this was supported by officers at RBC and SCC.
- 6.95 Both highway authorities, and the LPA, accepted that the appropriate way to assess the scheme's potential impact on the highways network was to consider the trip generation of the existing lawful office use (when occupied), and then compare this with the trip generation of the development proposals. This in turn validated the methodology of the submitted Transport Assessment⁵² which clearly demonstrated that there would be no net increase in vehicular traffic on the highway network assuming the current site were occupied, even when accounting for HGVs taking up more road space by way of the most robust 2.5 Passenger Car Unit (PCU) factor being applied. This is outlined in Fig. 9 below as per the Committee Report.

Fig. 9 Trip Generation presented to Planning Committee

⁵² Appendix 21

Floor Area		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Office - Transport Assessment Table 6.1							
Existing Office – 16,536sqm	Vehicular Trip Rate	1.344	0.208	1.552	0.181	1,181	1.362
	Vehicular Trips	222	34	257	30	195	225
Industrial Estate - Transport Assessment Addendum Table 1.1							
All Units – 16,925sqm	Vehicular Trip Rate	0.379	0.143	0.522	0.168	0.426	0.594
	PCUs (vehicles)	69 (64)	27 (24)	94 (88)	28 (28)	74 (72)	103 (101)
Net compared to office use	PCUs	-153	-7	-163	-2	-121	-122
Commercial Warehousing - Transport Assessment Addendum Table 1.2							
All Units – 16,925sqm	Vehicular Trip Rate	0.11	0.034	0.144	0.012	0.068	0.08
	PCUs (vehicles)	28 (19)	12 (6)	39 (24)	4 (2)	15 (12)	19 (14)
Net compared to office use	PCUs	-194	-22	-218	-26	-180	-206
Parcel Distribution - Technical Note 005 Table 3.1							
All Units – 16,925sqm	Vehicular Trip Rate	0.45	0.463	0.913	0.446	0.606	1.052
	PCUs (vehicles)	97 (76)	113 (78)	211 (155)	86 (75)	121 (103)	207 (178)
Net compared to office use	PCUs	-125	79	-46	56	-74	-18

- 6.96 The trip generation calculations in Fig. 9 were agreed with SCC and NH and are derived from trip rates from the TRICS database. TRICS (Trip Rate Information Computer System) is the leading database of trip rates for developments used in the UK for transport planning purposes, specifically to quantify the trip generation of new developments.
- 6.97 These trip generation calculations included a worst-case sensitivity test to account for the possibility that all three units may be occupied by Parcel Distribution Use type occupiers. Despite this being unlikely and only NH requesting this sensitivity test for additional robustness, the assessment showed that the proposals would nevertheless result in a net reduction in PCUs during the peak hours on the highway network. There would therefore not be any significant or severe impacts on the transport network. This was reflected in the “no objection” responses from SCC and NH.
- 6.98 Whilst baseline traffic surveys were undertaken on the highway network, these were principally applied for Air Quality and Noise Assessment purposes only. As above, there would be no net increase in vehicular traffic compared to the current site (as occupied), therefore from a Transport Assessment perspective there was

no requirement to assess the impact of development traffic upon baseline traffic conditions.

7. THE APPEAL PROCEDURE

- 7.1 The Secretary of State has published criteria (the Criteria) that are to be applied in making a determination under section 319A(1) of the Town and Country Planning Act 1990.
- 7.2 There are three main circumstances in which the Criteria indicate that an inquiry would be appropriate:
- a clearly explained need for the evidence to be tested through formal questioning by an advocate.
 - the issues are complex (for example where large amounts of highly technical data are likely to be provided in evidence)
 - the appeal has generated substantial local interest to warrant an inquiry as opposed to dealing with the case by a hearing (where the proposal has generated significant local interest a hearing or inquiry may need to be considered).
- 7.3 An inquiry would be the appropriate procedure if any one of those circumstances apply.
- 7.4 In this case, all three circumstances apply, and therefore, in accordance with the Criteria, an inquiry is the appropriate mode by which to determine this appeal.
- 7.5 The Appeal Scheme is a significant development which has attracted a high level of public interest (the officer report notes that 557 individual letters of representation were received). Those making representations included a group of residents (describing themselves as the Poets Corner Residents Group). That group's representations included reports prepared by a transport consultant, SW Transport Ltd. The significant amount of public interest indicated that third parties may wish to participate in the appeal process.
- 7.6 The application was refused against the clear advice of planning officers and the Reasons for Refusal, and any technical evidence called in support of them, should be tested through formal questioning and cross examination of expert witnesses.

- 7.7 The evidence relating to Reason for Refusal 2, in particular the contention that the proposal will give rise to adverse noise impacts, is likely to involve complex technical data and it is essential that all parties' evidence is presented through formal evidence and tested through cross examination.
- 7.8 If the group of residents persist in pursuing a case based on highways grounds, the Inspector will have to consider complex data. Further, given the position taken by the highway's authorities, it is important that any technical evidence called by residents is subject to formal cross-examination.
- 7.9 In order to address the complexity of the Reasons for Refusal in sufficient detail, the Appellant currently expects to call five expert witnesses to give evidence on architecture, townscape, noise, highways and planning, although it reserves the right to call others if it becomes necessary.
- 7.10 The Appellant is committing to the investment of a significant amount of private sector capital (circa £85m) into the Runnymede economy at a time of national economic uncertainty.

8. CONCLUSION

- 8.1 The site is designated in the Local Plan as a Strategic Employment Area. The key development plan policy that applies to these areas encourages redevelopment of the site for employment development and protects the site against non-employment development – subject to the other policies in the Local Plan being complied with.
- 8.2 The other policies in the development plan are complied with in relation to the Appeal Scheme.
- 8.3 Therefore, policy for Strategic Employment Areas augurs in favour of allowing the appeal.
- 8.4 The appeal complies with the development plan in other respects. All material considerations, particularly the economic benefits that will arise from the Appeal Scheme, point in favour of allowing the appeal.
- 8.5 The Local Plan 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. It states the Council will support proposals to redevelop outmoded employment floorspace to cater for modern business needs and encourage a range of types and sizes of new employment floorspace.
- 8.6 The Appellant will seek to assist the Inspector by providing the following evidence in support of its case:
1. Design witness
 2. Townscape and heritage witness
 3. Noise and disturbance witness
 4. Transport witness
 5. Planning witness

8.7 The Appellant will have other members of its professional team available if required. The Appellant reserves its right to add and use further evidence in rebuttal as may be required.

8.8 The Appellant's evidence will respond to the Reasons for Refusal and in doing so will demonstrate that:

1. The site is allocated as a Strategic Employment Area, within which local planning policy permits and encourages proposals for intensification for employment use where they accord with other policies in the Local Plan.
2. The Appeal Scheme does accord with the other policies in the Local Plan.
3. The Appeal Scheme makes the most efficient use of land, meeting an identified and evidenced demand for large scale employment floor space while respecting local context and residential amenity.
4. The Appeal Scheme is of the highest standard of design that respects local context and residential amenity.
5. The Appeal Scheme will not give rise to unacceptable noise and disturbance for local residents.
6. There are material public benefits to the Appeal Scheme including in particular that it will create a significant number of new operational jobs in a range of different roles and that it will stimulate further investment to the benefit of the local economy.

8.9 In the Appellant's submission, therefore, the appeal should be allowed, and planning permission should be granted for the Appeal Scheme.

9. List of Appendices

Appendix 1	Officer's Report to Planning Committee
Appendix 2	Addendum Committee Report
Appendix 3	Decision Notice
Appendix 4	List of planning application documents and drawings
Appendix 5	Site planning application history
Appendix 6	Design & Access Statement Addendum (October 2022)
Appendix 7	Planning Statement Addendum (October 2022)
Appendix 8	Design & Access Statement (May 2022)
Appendix 9	Planning Statement (May 2022)
Appendix 10	Runnymede Local Plan 2030
Appendix 11	Runnymede Borough Parking Guidance (2022)
Appendix 12	Runnymede Design SPD (2021)
Appendix 13	Runnymede Green and Blue Infrastructure SPD (2021)
Appendix 14	Runnymede Infrastructure Delivery and Prioritisation SPD (2020)
Appendix 15	The Runnymede Employment Land Review (2016) & Appendix 2
Appendix 16	Surrey County Council Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2023)
Appendix 17	Market Assessment (May 2022)
Appendix 18	Consultee response of Surrey County Council Highways Authority
Appendix 19	Consultee response of the Council's Environmental Health Officer
Appendix 20	Consultee response of National Highways
Appendix 21	Transport Assessment Addendum (October 2022)
Appendix 22	Noise Assessment Addendum (October 2022)
Appendix 23	Planning Performance Agreement
Appendix 24	Council's written pre-application feedback
Appendix 25	Lighting Assessment (April 2022)
Appendix 26	Statement of Community Involvement (May 2022)
Appendix 27	Objections submitted by SW Transport Ltd (Various dates)
Appendix 28	Rebuttals to SW Transport Ltd objections (Various dates)
Appendix 29	Noise Assessment (May 2022)
Appendix 30	Economic Benefits & Social Value Assessment (June 2022)
Appendix 31	World Health Organisation Guidelines for Community Noise (1999)
Appendix 32	Calculation of Road Traffic Noise (2021)

APPENDIX 1

COMMITTEE AGENDA REFERENCE: 5A

APPLICATION REF:	RU.22/0776
LOCATION	Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP
PROPOSAL	Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works following the demolition of existing buildings
TYPE	Full Planning Permission
EXPIRY DATE	Extension of time agreed until 25 March 2023
WARD	Addlestone South
CASE OFFICER	Christine Ellera
REASON FOR COMMITTEE DETERMINATION	Major application
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.1.	To approve the application subject to the Environment Agency Withdrawing their objection to the development and the completion of a section 106 and recommended planning conditions.
1.2.	To refuse planning permission at the discretion of the CHDMBC should the S106 Agreement not progress to their satisfaction.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1. The site comprises of two parcels of land forming part of Weybridge and Bourne Business Park and Waterside Trading Estate. The application site is separated by Addlestone Road. The northern land parcel comprises a vacant, office building, accessed via a single entrance from Addlestone Road (over the River Bourne). The southern land parcel comprises several vacant office buildings which in combination have two accesses via Addlestone Road and one via Hamn Moor Lane. This part of the site backs onto the River Wey and its

Conservation Area.

2.2. It is understood that units 4, 5, and 6 to the rear of the business park were refurbished in 2017, but never attracted a new occupier. Units 2 and 3 have been vacant since summer 2018 and summer 2019 respectively. Bridge House, to the east which affords its own access and has been vacant since summer 2020. To the north, across Addlestone Road is the former Toshiba offices which have been vacant since Autumn 2018.

2.3. Key constraints included:

- Allocated as strategic employment land
- Flood zone 2 (across the site) and 3A (part)
- The access to the former Toshiba offices to the north crosses the River Bourne and therefore part of the site falls within flood zone 3B
- Biodiversity Opportunity Area

2.4. Adjacent to:

- Site of Nature Conservation Importance (River Wey)
- Conservation Area (River Wey)
- Green Belt (Land to the east and north of the application site).

3. APPLICATION DETAILS

3.1. This is a full planning application for the redevelopment of the site to provide 3 large industrial buildings. 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:

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

Ancillary office accommodation is also proposed. The applicant is seeking planning permission for these buildings to have the ability to be open and to operate 24 hours a day, seven days a week.

3.2. The largest of the buildings, which would be positioned where the current offices comprising Weybridge Business Park and Bridge House are located is referred to as building 100. This building would have an overall proposed external floor area of 14,258 sqm (including ancillary offices) and up to 15m in height. This building would have two vehicle accesses, one from Moor Lane, opposite Ruxley House, which would provide 45 car parking spaces. A further access is proposed off Addlestone Road this would be the main gated access for delivery vehicles whereby a further 32 car parking spaces are proposed as well as 14 HGV docks and 4 further HGV parking spaces. Landscaping including boundary treatments, refuse storage and cycle parking also proposed.

3.3. To the north is buildings 200 which would be formed of two units, referred to as building 210 and 22. These building would have overall proposed external floor area of 1,493 sqm and 1,743 sqm (including ancillary offices) respectively and up to 15m in height. A total of

54 car parking spaces are proposed on this part of the site and 5 spaces for larger vehicles. Similarly, landscaping including boundary treatments, refuse storage and cycle parking also proposed.

4. RELEVANT PLANNING HISTORY

4.1. It is not considered that there is any planning history directly relevant to this planning application, the most recent is.

Reference	Details
RU.21/0432	Hybrid planning application for the demolition of existing buildings and redevelopment of the site, consisting of: (i) Outline planning permission with all matters reserved (other than access) for hotel accommodation (Use Class C1), leisure and health club and bar/restaurant with associated vehicle parking, landscaping and associated works; and (ii) Full planning permission for a multi storey car park and surface parking, internal roads, vehicle access, landscaping, together with associated and ancillary works including utilities and surface water drainage; and (iii) Full planning permission for replacement plant and new building entrances for Buildings 5 and 6. Withdrawn 13.01.22
RU.15/0798	Refurbishment and extensions to Units 4-8 including their part demolition to provide two separate two storey office buildings; and the demolition and redevelopment of Unit 9 to provide a new three storey B1 office building within the southern part of Weybridge Business Park; retaining the associated car parking (261 spaces) and landscape improvement works. Now k/as Units 4, 5 & 6. Approved: 06.08.15

4.2. The following applications in the surrounding area are also of some relevance:

Reference	Details
1 Bourne Business Park	
RU.21/0205	Refurbishment and extension of the existing office building, comprising a lobby extension and the addition of second floor, including hard and soft landscaping works, changes to the car park layout and a new cycle store. Permitted: 30.05.22
8 - 12 Hamm Moor Lane	
RU.05/0238	Erection of three storey building comprising 15 apartments (9 no x one bed and 6 no x two bed apartments) with parking and vehicular access off Byron Road following demolition of the existing buildings. Permitted 02.08.05

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

- 5.1 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

- 5.2 National Planning Policy Framework (revised July 2021)- 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)

- 5.3 SPDs which can be a material consideration in determination:
- Runnymede Borough Parking Guidance (2022)
 - Affordable Housing Supplementary Planning Document (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)
- 5.4 Other material considerations include the Runnymede Strategic Flood Risk Assessment (2016 and 2017)

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
Environment Agency	Outstanding objection- Due to its size of Building 100 this building would present an obstruction

	<p>which could impede flood flow thereby increasing the risk of flooding to the surrounding area. The Flood Risk Assessment (FRA) has not assessed what impact this impedance may have and whether the proposed location and design of the building would increase flood risk elsewhere.</p> <p>The proposed development entails hard landscaping within the buffer zone of the Addlestone Bourne. The area to the north-west and south-east of the northern site has hard landscaping within the buffer zone.</p> <p><i>Case Officers notes- The applicants have since provided updated evidence based on the revised position and have sought to show how the proposed development would not affect flood flow. The EA have been consulted and we are awaiting a response.</i></p>
National Highways	No objections- the proposed development would not have significant effect on the strategic road network
Ecology advice (Surrey Wildlife Trust)	No objections subject to further information of jersey cut weed
Tree Officer	No objections subject to conditions
Environmental Health (noise)	<p>Currently Raise objection- requests further acoustic mitigation to aid property known as Wey Meadows Farm.</p> <p><i>Case Officers notes- Discussed further below in section Potential Impact in terms of Noise and Disturbance, further mitigation has now been proposed by the applicants.</i></p>
Contaminated Land	No objections subject to conditions
Conservation Officer	No objections.
Drainage Officer	No objections- subject to conditions
Lead Local Flood Authority	No objections- subject to conditions
Highway Authority	No objections- subject to conditions and legal agreement
Archaeology Officer	No objections
Surrey Fire and Rescue Service	No objections
National Trust	The Trust still considers that the building would be visible in views along the Wey Corridor and, because of its height and mass, would impact adversely on the appearance of the Conservation Area. In addition, the service yard, which is now proposed adjacent to the Wey Navigation, would have an adverse impact on the visual amenities along the Wey Navigation.

	<p>To some extent this impact would be mitigated by the proposed landscape planting and acoustic fencing along the boundary between the development site and the Wey Navigation but the Trust considers that even when the landscape planting matures the service yard would be visible from the Navigation.</p> <p>Of perhaps greater concern is the adverse impact of vehicle noise on the amenities currently enjoyed by boat users on the Navigation (passing through and at the moorings) and by pedestrians and cyclists using the towpath. Given the likelihood of 24-hour operations the Trust remains to be convinced that acoustic fencing would be sufficient to attenuate noise to an acceptable level at night-time.</p> <p>Unless additional measures can be incorporated to reduce night-time noise levels it is likely that the occupiers of residential boat moorings on the Wey Navigation would experience disturbance and significant loss of amenity.</p> <p>The National Trust remains concerned about the potential for light pollution along the Navigation, a concern exacerbated by the proposed siting of the service yard along the Wey Navigation frontage. Enhanced lighting close to the Navigation would be detrimental to its night-time character and may be prejudicial to bats along the waterway.</p>
Secured by Design (Surrey Police)	No comment received
Thames water	No objections
Network Rail	No comment received
Elmbridge Borough Council	No objections

Representations and comments from interested parties

6.2 107 Neighbouring properties were consulted in addition to being advertised on the Council's website, x4 site notices being displayed around the site and a publication in the local press. Following the initial consultation exercise and the re-consultation on the revised plans a total of 557 letters have been received from individual addresses (at the time of writing this report). These which can be summarised as follows:

- Development out of character with the area
- Concerns about noise relating to the 24-hour operations of the proposed development
- Concerns about traffic and congestion resulting from the proposed development in the locality and wider area
- Concerns about highway safety from more vehicle on the road including increased HGV's
- Insufficient parking for the proposed development
- Loss of light, noise and disturbance and overbearing impact on those living in adjoining houses and flats

- Increase in noise and air pollution
- Proposed development would be visually overbearing on the wider area including the Wey Navigation
- Insufficient infrastructure including drainage to support the development
- Increased pressures on local services including GP surgeries
- Impact on ecological and local wildlife
- the HGV's coming to and from the site would damage already poorly maintained roads
- Proposal would result in loss of light to those using the adjacent canal
- Object to the noise and disturbance associated with the construction process
- Lighting scheme should avoid impact on residents and on wildlife
- Concerns about pedestrian safety from increased vehicles, including those walking to and from local schools
- Cumulative impact regarding congestion, including when having regard for barriers being down for further period in Addlestone
- Impact on heritage assets and the Wey Navigation
- This site could deliver increased recreational open space lacking in the area
- concerns that increased congestion will affect emergency vehicles being able to access wider roads
- Concerns about cumulative impact were other businesses to open 24 hours a day.

7. PLANNING CONSIDERATIONS

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

7.2. Principle of development and the presumption in favour of sustainable development

- 7.2.1. Paragraph 2 of the NPPF (2021) highlights that the National Planning Policy Framework is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 7.2.2. Paragraphs 11 of the NPPF (2021) deals with the “presumption in favour of sustainable development” and sets out that:

“For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay; or

where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

- 7.2.3. Policy IE2: Strategic Employment Areas of the Local Plan identifies this site as forming part of SEA5: Strategic Employment Areas. Within such areas the policy is clear that the refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted.
- 7.2.4. 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.
- 7.2.5. 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.
- 7.2.6. The site is formed of 3 separate sites, which contain a total of 7 office buildings. Overall, the floorspace of these buildings is in the region of 16,536 sqm. The proposal is for the redevelopment of the site to provide a total of 16,925 sqm of flexible employment floor space, which fall under the use class order of being Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and/ or B8 (storage and distribution) use, with ancillary office accommodation. In terms of the principle of the proposed development, the proposed development results in an increase of 389 sqm of floor space and 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 is appropriate development subject to wider considerations set out below.
- 7.2.7. The Planning Statement dated May 2022, prepared by Savills in support of this planning application highlights that the above policies. The planning statement also sets out that the Local Plan, whilst recently adopted was prepared before the covid pandemic and that major changes to the occupational office market and the significant growth in demand for logistics space have now taken place. In support of the planning application Savills have also provided

a Market Assessment dated April 2022. Overall, the assessment sets out why the site is in a strong location for large industrial and logistics premises because of its good access to the M25 and M3 motorways, which is critical infrastructure to facilitate this type of development. This report also highlights that there is a significant increase in demand for larger flexible and adaptable employment spaces that can adjust to change. The above report also provides a property market assessment for the area of Sunbury, Chertsey, Egham and Addlestone. This evidence presented by the applicants seeks to demonstrate that there is effectively no availability of large units and no new supply coming forward. In summary, the arguments put forward by the applicants is that not only does the proposed development comply with the above policies, but that the quantum of floorspace proposed at the site, particularly the larger warehouse Unit 100, is appropriate for existing market conditions and should be seen as a benefit of the proposed development, in terms of meeting employment floor spaces needs in the locality and bringing forward vacant office space into employment generating uses.

7.2.8. Currently the Council's most recent published Runnymede Employment Land Review (ELR) 2016, this evidence base document is currently being updated. Part of the time being taken to update this evidence base document is that the long-term impact of the pandemic and how it has affected the way people work and live, and thereby demand for various employment floorspace is unknown. Nonetheless the Council's policies for strategic employment areas seeks to be adaptable and looks to retain and support employment generating uses and thus can still be considered to be up to date. That being said, Officers consider that the submitted market appraisal seems reasonable although the Property Market Area is drawn fairly tightly, especially in terms of how far south it goes (for instance it does not include Brooklands). The Council's above evidence shows 2 market areas, one serving the north Egham/Heathrow area and the other Addlestone and the south including Brooklands. Regardless of the size of the Property Market Area, availability online of sizable units are limited (60,000sq.ft unit at Brooklands, 100,000sq.ft+ units are at Prologis Park near Drayton to the north of Heathrow where several very large units are on the market with Savills and a unit at Slyfield industrial estate in Guildford). Currently it is considered that it is difficult to verify demand for large units in this area, however national occupier take-up of 100,000sq.ft. and over warehouse "sheds" in 2022 was 8.3%, higher than the 5-year annual average. The low vacancy rate for B8 overall and lack of large units in the South East M25 quadrant suggests that supply is struggling to keep up with demand.

7.2.9. Accordingly, there is strong "in principle" support for the proposed development. Moreover, the proposal would bring vacant (but previously developed land) back to an employment generating use. Moreover, the proposal would provide an intensification of use to deliver an increase in employment floorspace. This is a benefit which weighs in favour of the proposed development, this will be considered further as part of the below planning balance.

7.3. **Design considerations**

7.3.1. 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. In particular 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.

7.3.2. The NPPF (2021) 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 (2021) 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.

- 7.3.3. It is important to remember that whilst there are some residential properties in this location, the character of this area has largely been one for employment generating uses of large block of built form, surrounded by parking. In terms of context the wider built form in the area includes large warehouses and buildings. The existing buildings on site are 3 office floors (8.5- 12m in height) and most recently an office development across the road (at Bourne 100) is up to 12m in height. Irrespective of this none of these building display the wider overall scale and massing of the buildings proposed as part of this planning application. A Townscape Visual impact assessment (TVIA) has been submitted in support of this planning application.
- 7.3.4. Building 100 is one large building some 150m in width and 105m in length with a service yard to the rear. At a height of up to 15m it will result in a visually prominent and highly visible building on a key corner location as you enter an established Business Park and Trading Estate. The overall form and scale the proposed building is informed by facilitating a B8 use. Within such facilities a large and fairly rectangle floor plan is necessary to maximise on efficiencies and ensure storage areas are easily accommodated. This is explored in detail in the applicants supporting Design and Access Statement. The position of building 100 has been revised since the initial submission to move the building away from the way navigation and its associated Conservation Area in order to minimise impact on the designated heritage asset this in turn brings the proposed building closer to Hamm Moor Lane and Addlestone Road.
- 7.3.5. The applicants have sought to balance the requirements which inform the layout of the building against “breaking up” the scale by looking at the office element associated with the proposed use being two storey, along Addlestone Road and how this can add variation and interest on this corner. They have also looked at options for the proposed panelling and have proposed a vertical panelling to the proposed building to try and break up the wider massing.
- 7.3.6. The TVIA has looked at key views and potential sensitivity to change the magnitude of that effect. The conclusions of the report are that the impact of the development is limited to the surrounding area in proximity to the site. The largest effects on visual receptors would occur along Addlestone Road and Hamm Moor Lane to the north and east of the Site, as well as for users of the Wey Navigation and associated tow path adjacent to the north-eastern boundary of the southern parcel of the Site. From some vantage points in these locations the impact will be major/moderate adverse. Having a building on such a visually prominent corner as you enter this established area is not necessarily unacceptable as it can assist in defining the area as one of employment generating uses and whilst it remains a large and substantial building it is not considered it would result in an overbearing or incongruous form of development which would warrant objection in this regard (the wider consideration of impact on neighbouring amenity is considered below.)
- 7.3.7. In relation to the northern part of the site, the part of the planning application forming the “200” buildings, on this part of the site, there is a currently a ‘T’ shaped building. This building has an overall height of around 8.5m with large central panelling/ plant equipment on top up to 12.2m in height. The existing building on the site is at approximately 1m higher level then Addlestone Road. However currently the building does not appear to be a visually prominent feature within the existing street scene. This is because of the dense woodland that surrounds the site both along Addlestone road but also to the rear where site abuts Weybridge Road.

- 7.3.8. Whilst the building now proposed would be greater in width, floorspace and height (some 15m), the overall position of the building is set further back than the main forward projection of the current building. More importantly the existing site boundaries, areas of hardstanding and woodland which surrounds this part of the site would not be affected by the proposal. Thus, whilst these buildings have large floorplate and scale, they will have limited visual impact within the wider street scene.
- 7.3.9. In terms of landscaping, a landscaping strategy and detailed landscaping plans have been submitted in support of this planning application. Overall, the strategy is looking at strengthening landscaping at boundary locations to soften and mitigate some of the view of the proposed development over time. The strategy includes retaining any category A and B trees along the boundaries, with proposed new hedgerows and trees, designed to screen or soften the built form and improve ecological connectivity and biodiversity. Due to the large floorplate of the proposed buildings and the parking provision much of the proposed landscaping will be focused on edge conditions with a mix of small and new large evergreen tree to be supplied as semi-mature stock along the edges. Full details can be secured by way of recommended conditions. Further biodiversity enhancements and strengthening of the existing woodland area around buildings(s) 200 are discussed further below.

7.4. **Impact on the setting of the adjacent Conservation Area**

- 7.4.1. 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.
- 7.4.2. 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
- 7.4.3. The site adjoins the River Wey and the 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.
- 7.4.4. The existing built form is about 15- 18m from the Wey Navigation, with office blocks some 10- 14 m in height. The revised design approach now sets the building, some 15m in height to circa 45m from the Conservation Area with the rear service yard/ compound being adjacent to the Conservation Area. Whilst the proposed development remains one of a large solid built form given the separation distance, the building would not dominate the setting of the Conservation Area and would be perceived as an element in the backdrop of the Conservation Area, as would the service yard area. The building and the wider uses are industrial in character, which is the prevalent character along this short part of the Wey Navigation and indeed historically the reasoning for the Conservation Area designation of the canal. Overall, the proposed development is considered to have a neutral impact on the setting of the adjoining Conservation Area. Development, which is considered to have neutral impact, is established to preserve the setting of a Conservation Area.

7.5. Highways Considerations

- 7.5.1. 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 (2021) 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.
- 7.5.2. 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. For example, the vehicle activities associated with a Research and Development building could be significantly different from a General Industrial Building which operated as, for example a car repair/ MoT garage. The vehicle movements associated with buildings used for a timber yard, self-storage or a parcel distribution centre can be widely different, yet all these uses fall within a B8 (storage and distribution) use. In this context the Surrey County Council in their role as the highway authority have requested that the applicant “model’s” the worst case scenarios.
- 7.5.3. Following discussion with Surrey County Council in their role as the highway authority and due to some objections from local residents the applicant has updated their transport evidence and have modelled the following 3 options of what all 3 units could be occupied as to assess potential impact on the highway network, parking provision and access and overall highway safety:
- Industrial Estate
 - Commercial Warehouse
 - All units in Parcel distribution use.
- 7.5.4. The applicants are keen to highlight that the proposed configuration, floor area and levels of loading bays for the proposed 200 buildings would not be suited for a typical Parcel Distribution occupier. As such, realistically only Unit 100 *could* potentially be occupied by any Parcel Distribution occupier. Nonetheless this evidence has been presented and assessed.

Highway Capacity- residual cumulative impacts on the road network.

- 7.5.5. 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 (2021) 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.
- 7.5.6. When this site was allocated under Policy IE2 as a Strategic Employment Areas 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 intensify these sites 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.
- 7.5.7. 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. It is noted that a third-party objector has submitted their own Transport Assessment and their own TRCIS assumptions. However, TRCIS assumptions are based on large technical background data which has not been provided as part of their objection. Moreover, the manner in which they have assumed trip generation outside of peak times also lacks a robust justification as it looks to assume the same number of vehicles trips take place across the day continuously yet do not provide clear linkages between this and impact on highway capacity. Nonetheless the overall objection about assessing worst case scenario was noted and the applicants have provided updated Transport information based on these concerns.

- 7.5.8. The Transport Evidence submitted by the applicants includes all the supporting TRIC 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 3 buildings operating in the above uses, including as a parcel distribution centre.
- 7.5.9. In addition to the above, some objectors consider that transport impact should not have regard for the former use. They claim that as the office use ceased several years ago and no realistic prospect of that use returning the “fallback position” (i.e., the site in office use) should be given very little weight. However, these assertions are not supported by case law which is clear that the prospect of the fallback position does not have to be probable or even have a high chance of occurring. It has to be only “more than a merely theoretical prospect” to be given weight. Assessing the vehicle movements against the lawful use of the site in terms of assessing highway capacity is an accepted methodology to consider potential impact on the highway network. 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 hours 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.
- 7.5.10. Were the existing office buildings occupied, it 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 shows that during the morning peak there could be up to 257 vehicle trips in the AM peak (largely those coming to the site) and around 225 vehicle trip in the PM peak (largely those leaving the site). Whilst the TRICS data is the industry recognised method of assessing potential vehicle trips it is based on a number of assumptions. This includes that given office uses are usually based on “passenger car units” (PUC) they have assumed that one HGV is the equivalent of 2.5 passenger car units. The applicants proposed that this accurately compares the existing and proposed land uses, by giving more weight to the HGV numbers which are more prevalent for the proposed land uses.

Floor Area		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Office - Transport Assessment Table 6.1							
Existing Office – 16,536sqm	Vehicular Trip Rate	1.344	0.208	1.552	0.181	1,181	1.362
	Vehicular Trips	222	34	257	30	195	225
Industrial Estate - Transport Assessment Addendum Table 1.1							
All Units – 16,925sqm	Vehicular Trip Rate	0.379	0.143	0.522	0.168	0.426	0.594
	PCUs (vehicles)	69 (64)	27 (24)	94 (88)	28 (28)	74 (72)	103 (101)
Net compared to office use	PCUs	-153	-7	-163	-2	-121	-122
Commercial Warehousing - Transport Assessment Addendum Table 1.2							
All Units – 16,925sqm	Vehicular Trip Rate	0.11	0.034	0.144	0.012	0.068	0.08
	PCUs (vehicles)	28 (19)	12 (6)	39 (24)	4 (2)	15 (12)	19 (14)
Net compared to office use	PCUs	-194	-22	-218	-26	-180	-206
Parcel Distribution - Technical Note 005 Table 3.1							
All Units – 16,925sqm	Vehicular Trip Rate	0.45	0.463	0.913	0.446	0.606	1.052
	PCUs (vehicles)	97 (76)	113 (78)	211 (155)	86 (75)	121 (103)	207 (178)
Net compared to office use	PCUs	-125	79	-46	56	-74	-18

Summary Table: vehicle trips modelled

- 7.5.11. Whilst some of the offices may have been in various stages of occupation over the years the fall back position and what should be considered baseline for the assessment is a strong material consideration. Overall, it is considered that there is robust and clear supporting transport information submitted by the applicants and reviewed by the highway authority and National Highways (which considers potential impact on the Strategic Highway Network). The evidence provided demonstrates that the vehicle movements associated with the proposed development would not result in increase in overall vehicle trips (those to and from the site) during peak hours, apart from if all the units were in a parcel distribution use whereby the overall increase in vehicle trips would only be 10. Therefore, it is not considered that the proposed development would have a severe impact on the road network.

Proposed access and wider highway safety considerations

- 7.5.12. Building 100 would have x2 accesses, x1 off Hamm Moor Lane, close to an existing access point which would serve the parking for 45 vehicle spaces, and a further access close to the position currently where Bridge House is currently positioned, from Addlestone Road. This latter access would serve some 32 car parking spaces but also the access for the service area compound with large dock loading doors for larger vehicles, including HGVs. The 200 building(s) would utilise the existing access but slightly widen it in order to provide pedestrian access, crossing over the River Bourne.
- 7.5.13. The applicant has undertaken an external Stage 1 Road Safety Audit for the accesses which is submitted in the appendices of the Transport Assessment and its addendum. A Stage 1 Audit is an independent assessment of the key design and operating arrangements of the highway works. The Road Safety Audit identifies potential road safety issues or problems that

may affect all users of the highway and to recommend measures to eliminate or mitigate these problems. An Audit is based on the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit. The audit has highlighted matters which need to be taken into account as part of the design of the proposed accesses, and measures to improve viability for access. All of the matters raised through the audit have been accepted by the applicant's team and the design has been formed having regard for this. The proposed accesses to the relevant buildings have therefore been shown to provide suitable access to the buildings which would not raise issues in terms of highway safety. The applicant will need to enter into a separate section 278 agreement with the highway authority to make alterations to the existing highway layout. At this stage the Highway Authority will ensure that a Stage 2 and 3 RSA is undertaken which looks at the detailed implementation of these measures, which includes removal of unused street furniture, cutting back trees to improve visibility and adding on street parking restrictions at the proposed access points as needed.

- 7.5.14. There have been a lot of local concerns from local residents that the scheme could result in increased HGV movements in the area and the potential impact this could have on highway safety. It should first be noted that currently there are HGV movements providing deliveries to the wider trading estate and there is nothing to indicate that this results in any highways safety issues. Notwithstanding this, the Highway Authority have requested that tracking of HGV's be shown at all local crossing points, and routes for pedestrians to demonstrate that any additional HGV's will not have any highways safety impacts for pedestrians. The submitted plans show that all HGV's can be accommodated on the local roads/junctions without causing any harm to pedestrians. However, to assist in highway safety and visibility the highway authority have recommended the single yellow line be upgraded to a double yellow line on the north side of Addlestone Road from the roundabout continuing along in front of the Mazda car showroom eastwards up to the railings on the bridge before the access to the building(s) 200 to help the movement of HGV's. The Highway Authority also request single lines be upgraded to new double lines along Hamm Moor Lane, from the roundabout to the proposed new vehicular access on Hamm Moor Lane on both sides of the road. It is noted that some of the representations have expressed concerns about pressures on existing on street parking. The increase of double yellow lines will result in the loss of what could be perceived as existing on street parking spaces. However, these double yellows are being proposed in order to improve highway visibility and safety in an area where concerns have been expressed. They would more than likely be necessary for any future development coming forward on this site (given this is positioned where there is an existing vehicle access).

Parking Considerations

- 7.5.15. 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 space per 30sqm with no lorry parking required and a warehouse (distribution) use would require 1 space per 100 sqm with 1 lorry space per 100sqm. 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.

- 7.5.16. A total of 77 car parking spaces for Unit 100 are proposed including 4 disabled bays, with 18 docking bays and a further 4 parking spaces for HGVs. 56 car parking spaces are proposed for the 200 buildings(s) also including 4 disabled bays, with x4 spaces large delivery vehicles.
- 7.5.17. The applicant's Transport Assessment and Addendums(s) have utilised the trips rates to predict the vehicular trip generated by the proposed development (B2 General Industry, B8 Warehousing, and/or E Light Industry) a TRICS based car parking accumulation has been undertaken which looks at parking demand for a 16 hours weekday period. This data shows that for the potential uses (excluding a parcel distribution centre), the maximum parking accumulation for the number of occupied spaces across the day would be 152 spaces. Therefore, there would be sufficient off-street parking to accommodate the likely vehicle movement associated with the proposed use.
- 7.5.18. However, when modelled against all the buildings being in a parcel distribution use the evidence showed that when all buildings were in such a use an additional 27 car parking spaces would be needed above the existing parking provision. The applicants are keen to show how this could be accommodated by creating further car parking spaces within the service yard of Building 100 in the event this was needed. This plan is shown in the Appendices of the most recent Transport Note dated 24.01.2023, provided by the applicant's highway consultant. This is not a proposed site plan, because this additional parking is not being proposed more generally as part of this planning application as a balance is needed between landscaping, parking and the day to day operations of the site. The indicative plans shown by the applicant would also result in further vehicle parking in a service compound area dedicated for HGV deliveries. Whilst the indicative plans submitted show this could be accommodated without any highway safety issues, it would be a less than desirable location and would only be necessary for one specific use. The highway authority has suggested this parking arrangement be secured by conditions were a parcel distribution use to come forward on this site, however officers do not believe this would meet the relevant tests for conditions. However, a Travel Plan will be required as part of this development (discussed further below). A Travel Plan would have to be secured by way of a planning obligation and legal agreement. As such it is considered that a clause in this legal agreement can be that were any of the buildings to be used as a parcel distribution centre that a further parking scheme should first be provided to show how any potential additional parking demands would be met within the site based on the details which have already been provided

Sustainable transport/ highways capacity considerations

- 7.5.19. 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.
- 7.5.20. 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.

- 7.5.21. There are pedestrian footways on both sides of the Addlestone Road carriageway serving all proposed access points to the site. Hamm Moor Lane also benefits from a pedestrian footway on both sides of the carriageway. The closest bus stops to the site are located on the A317 to the east of the A317/Link Road (southbound) junction, approximately 350m from the centre of the northern site and 325m from the centre of the southern site, all in walking distance of the site. This bus stop services the 461 which does provide a fairly frequent service runs between St Peters Hospital and Kingston (via Ottershaw, Addlestone, Weybridge and Walton). The site is also in walking distance of Addlestone Train Station with trains running between Weybridge and London, as well as the wider town station. There is also, to some lesser extent Weybridge Train Station (which has faster trains which run between London and Portsmouth). Overall, the site is in a fairly sustainable location where active and public transport modes can be utilised by those who work at the site.
- 7.5.22. A Framework Travel Plan has been submitted in support of this planning application which sets out ways in which staff can reduce the number of vehicle trips to any given site by promoting more sustainable travel options. This Framework Travel Plan seeks to encourage the promotion of walking and cycling. Unit 100 is providing a minimum of 40 cycle spaces, while Units 210 and Unit 220 are providing a minimum of 20 cycle parking spaces each. To support active transport cycle storage and shower facilities are proposed. This can be secured by way of condition.
- 7.5.23. 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 commencement. The requirement of the overall travel plan would need to be secured by way of a planning obligation.
- 7.5.24. In terms of Electric vehicle charging points, the Energy Statement sets out that they will provide 10% active and 10% passive provision for staff car parking. However, this does not comply with the standards in Runnymede's Parking Standards SPD, Appendix 3, which reflects SCC's latest EV parking standards which the Local Plan directs development to be aligned with. For commercial development, at least 20% of available space is to be fitted with a fast-charge socket (i.e. active charging points); and a further 20% with the power supply to provide additional sockets (i.e.. passive charging points). The SPD also sets out how a minimum of one EV parking space is expected to be provided for disabled users. Conditions requiring details to comply with this provision is recommended.

Highways Conclusion

- 7.5.25. In conclusion, the transport movements associated with various uses which could take place at this site have been modelled. Even when assuming proposed HGV movements are equal to 2.5 car movements the proposed development is unlikely to result in any increase vehicle trips at peak hours above the existing use. Therefore, it is not considered the proposed development would result in severe pressures on highway capacity.
- 7.5.26. In terms of highway safety, the applicants have provided tracking information demonstrating that the proposal and the vehicles associated with potential future uses would not give rise to increased highway safety issues.
- 7.5.27. The proposed development provides a suitable level of off-street parking for the development proposed. Through Travel Plans and conditions mechanisms can be secured that in the event that a parcel distribution centre operates from any of these buildings further parking provision is required.

7.6. **Impact on Neighbouring Amenity**

- 7.6.1. As set out above the proposal is for flexible employment use and the operations which could take place under these uses 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.
- 7.6.2. The closest residential properties potentially affected by the proposed development include the residential properties located to the West of building 100, most notably Navigation House which form a block of residential flats with balconies facing Hamm Moor Lane and Weybridge Business Park across the road. There is also an upper floor flat above 14 Hamm Moor Lane where the ground floor is a cafe. Bourneside House, 66 Addlestone Road also has flats registered on the upper floor flats (above the Mazda Garage). Further along Addlestone Road and to the east of building 200 are a line of detached and semi detached houses the closest being New House and Bourneside. Across the canal is the residential property at Wey Meadows Farm.

Potential impact in terms of noise and disturbance

- 7.6.3. 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).
- 7.6.4. The NPPF (2021) 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.
- 7.6.5. As set out above, the site forms part of a wider established business park and trading estate where currently vehicles and deliveries can come to and from sites without any limitations or restrictions. That being said, this proposal could introduce more industrial uses than those currently found at the site. 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.
- 7.6.6. A Noise Assessment has been submitted in support of this planning application and has identified potential noise receptors (albeit it has referred to the residential property now called Wey Meadows Farm as the former name of Blackboy Farm). The assessment has been undertaken on both daytime and night time periods.
- 7.6.7. Unit 100 will have 14 HGV docks on the eastern façade, as well as four level access doors, this design means that HGVs will be unloaded at the level access inside the building to enable any unloading with forklifts. Therefore, the primary sources of operational sound likely to be

produced by the proposed development has been identified as deliveries arriving and departing from the site and the loading and unloading operations. Unloading may use trolleys or forklifts *inside* the buildings or trailers and have been included in the source terms.

- 7.6.8. The Noise Assessment is however based on a number of assumptions including that the data provided to the noise consultants assumed there will be 58 HGVs in a day serving the northern site (buildings 200) and 79 HGVs serving the southern site (building 100). No indication of whether certain hours will be busier than others were provided to the assessors, so the Noise Assessment has made some assumptions on how many HGVs in the worst-case hours using the traffic predictions and the number of loading/unloading docks shown on the plans. For building 100 a maximum of eight HGVs arriving and unloading have been assumed in the daytime assessment period and two during the night-time period. A single HGV loading/unloading event is likely to take longer than the 15-minute assessment period and so during the night-time the HGV loading/unloading events have been assumed to last for the whole assessment period.
- 7.6.9. The predicted noise rating levels at nearby residential properties have been assessed based on existing background noise levels. The industry recognises standards of BS4142:2014+A1:2019 outlines that a *'difference of around +5 decibel is likely to be an indication of an adverse impact, depending on the context'*. The Noise Assessment demonstrates that the level of background noise to properties along Hamm Moor Lane would be reduced based on this proposal, as the position of the buildings effectively acts like acoustic barriers. In contrast there would be a greater impact of noise on properties along Addlestone Road, closest to the access points of both building 100 and building(s) 200.
- 7.6.10. In order to mitigate against this impact a 4.5m high acoustic fence is proposed on the southwestern corner of the part of the site serving building(s) 200 to minimise noise impact. No mitigation was initially proposed to reduce any impact on the occupiers of Wey Meadow Farm. This is because the applicant's submission claims that because the assessment shows that the proposal would result in a +4.5 decibel increase at night-time, as this falls below the 5 decibel increase highlighted in the above standard they consider that mitigation is not required. However, the above standards state that a +5 decibel is likely to be an indication of an adverse impact, officers struggle to understand how the same position could not be advised for an increase on 0.5 decibels below this advice and the Council's Environmental Health Officer has, in their initial response raised concerns regarding this. The applicants noise consultants has responded to this, but their response does not fully assist and has simply suggested the installation of a 0.5m high acoustic fence in order to comply with the relevant criteria for assessing such matters as set out above. Officers have requested that the applicants provide a 2m high acoustic boundary along the entirety of this elevation (as opposed to that only proposed to part of the elevation) to reduce noise impact. The applicants have agreed to this and confirmed their noise consultant believes this would translate to a reduction of 3-4db to Wey Meadow Farm and would therefore make a genuine contribution toward reducing noise impact (as opposed to simply looking at measures to argue below the need for any mitigation). Details of this can be secured by way of condition.
- 7.6.11. Building 100 and the associated service yard backs onto the Wey Navigation moorings. The maximum time that boats can stay at the moorings is 48 hours and as such these are not considered to represent residential properties whereby wider amenity considerations would need to take place for the purpose of planning applications.

Potential impact in terms of loss of light and/or overbearing impact

- 7.6.12. 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.

- 7.6.13. Paragraph 130 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.
- 7.6.14. In support of this planning application a Daylight and Sunlight Assessment has been submitted which is based on industry recognised British Research Establishment (BRE) standard guidelines. The BRE guidelines do not distinguish between urban or rural locations, so as a guide for a suburban location the BRE standards can offer a good base line for assessing potential impact in a location such as this. The applicants have confirmed that this assessment has regard for all boundary treatments including the 4.5m high acoustic fence which is located on the south-eastern corner of the building 200 site, close to the boundary with New House.
- 7.6.15. In terms of daylighting, the assessment has looked at the amount of light which reaches neighbouring *windows* (Vertical Sky Component- VSC). The target figure for VSC recommended by the BRE is 27% to provide a “relatively good level of daylight” for habitable rooms with windows on principal elevations. The BRE guide also sets out an assessment of Daylight Distribution, this test deals with the line that divides the point which you can and cannot see the sky (also referred to as “No-Sky Line”- NSL). For existing buildings, the BRE guide states that if, following the construction of a new development, the NSL moves so that the area beyond the NSL increases by more than 20%, then daylighting is likely to be seriously affected. Together these tests look to ensure that existing windows maintains a suitable level of daylight.
- 7.6.16. In terms of daylighting, the report shows that the proposed development would affect the level of daylight received to both properties in Navigation House and 14 Hamn Moor Lane (the flat above Sophie’s café), both positioned some 25- 30m from the proposed development at the closest point and New House to the east of Building 200. However, in terms of the level of daylighting (the Vertical Sky Component) all windows would retain a good level of lighting (i.e., over 27% VSC) apart from one window, located on the ground floor of Navigation House, this window would receive 26% lighting i.e., 1% below the level which is considered would still offer an “acceptable level of daylight” and as such falls only marginally below the target figure.
- 7.6.17. In terms of the second test listed above, Daylight Distribution assessment, the level in which you can see the sky from both flats in Navigation House and 14 Hamn Moor Lane would also be affected by the proposed development. Of the 18 windows facing the development in Navigation House, the impact on 14 of these windows would be within the BRE standard guidelines for ensuring that the proposed development would retain a suitable level of lighting. 4 of these windows are located within Navigation House and serve living/kitchen spaces. These rooms within Navigation house are themselves deep and contain returns towards their rear sections, which are already unable to receive direct skylight. In summary whilst the proposed development does affect the amount of skylight these rooms receive, the existing shape of the rooms has an impact on their ability to meet the target.
- 7.6.18. Of the two windows in the upper floor flat of 14 Hamm Moor Lane neither of the windows would comply with the BRE guidance. The guidance suggests that more than a 20% reduction would result in an impact on daylighting to a room. This proposal would result in a 35% and 25% reduction in the level of lighting these rooms afford. The applicant’s assessment has sought to justify the impact on the upper floor flat of 14 Hamm Moor Lane

as they understand that these windows serve bedrooms where the BRE guidance states that while daylight within bedrooms should be analysed, it is generally considered to be less important compared to main living rooms. This guidance is acknowledged, although it is important to recognise that a level of amenity should still be maintained for bedrooms.

- 7.6.19. Turning to the potential impact on sunlight, a building's window's orientation and the overall position of a building on a site will have an impact on the sunlight it receives but, importantly, will also have an effect on the sunlight neighbouring buildings receive. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on direction. The assessment shows that whilst the proposed development would affect the level of light in Navigation House and the upper floor flats of Bourneside House (the flats above the Mazda Garage) these would still fall within the target values recommended in the BRE guide for both, summer and winter months for sunlight amenity and therefore no objection is raised on this account.
- 7.6.20. In terms of overshadowing on amenity space etc, the proposed modelling demonstrates that the proposed development would not result in a significant overshadowing on adjoining properties amenity space. The mitigation described above would result in a 4.5m high acoustic fence to the south eastern corner of the site forming part of the building(s) 200. However, given the orientation between this part the site and New House, as well as the separation distance it is not considered that the proposed development would have a significant overbearing impact on the amenities of the occupiers of this property.
- 7.6.21. Wey Meadows Farm is positioned some 70+ metres from this application site and so the amenities of this property would not be affected in terms of overlooking/ overbearing impact

Potential impact in terms of lighting

- 7.6.22. A detailed External Lighting Assessment Report and lighting scheme has been submitted in support of this planning application, prepared by MBA consulting engineers. These documents seek to demonstrate how suitable lighting can be delivered without causing undue disturbance which would affect the amenities of the occupiers of the adjoining properties. A light overspill diagram has also been submitted as part of this assessment.
- 7.6.23. Overall, the details provided shows how any potential light spill over the boundaries into adjoining areas has been kept to the minimum. No lighting overspill will extend into the residential properties across Hamm Moor Lane. The greatest level of lighting overspill would be at the access to building(s) 200 and the area of land between the access bridge over the River Bourne and New House. Any lighting to the access of building 100 across Addlestone Road is designed as such to prevent any undue lighting overspill to properties across the road.
- 7.6.24. Wey Meadows Farm is positioned some 70+ metres from this application site and so whilst the lighting will be seen from this property it is not considered that it would affect their amenity.

Neighbouring Amenity Conclusions

- 7.6.25. 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 at various site boundaries the proposed development would not result in a significant increase of noise over existing background levels, particularly at night-time.

- 7.6.26. The Daylight and Sunlight Assessment submitted in support of this planning application does show that the level of daylighting to habitable rooms *windows* would not be unduly impacted upon by the proposed development (i.e., the Vertical Sky Component). In terms of the second test, the Daylight Distribution assessment, the proposed development would result in a reduction in the level of daylighting some rooms receive in both the flat at 14 Hamm Moor Lane and the flats in Navigation House. Whilst recognising this, given the proposal largely complies with the Vertical Sky Component Assessment and as both Navigation House and 14 Hamm Moor Lane are also both positioned some 25 to 30 m from the proposed development, it is not considered that the reduction in the level of daylight to these rooms would be significant as to warrant refusal.
- 7.6.27. 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. The supporting lighting assessment shows that any potential lighting overspill will largely be contained to the site and lighting overspill has been designed to minimise impact on residential properties.

7.7. **Flooding Considerations**

7.7.1. The need for the Sequential and Exception Test

- 7.7.2. The site is in flood zone 2, partly in flood zone 3a and the access to the “200” buildings go over the River Bourne (as existing) which is in flood zone 3B. The NPPF (2021), 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, i.e., is a proposed employment scheme on designated Strategic Employment Land the Sequential Test is not required.
- 7.7.3. The proposal would fall within the category of “less vulnerable” development. As set out in the National Planning Guidance which supports the NPPF (2021) the Exception Test is not required for development located in flood zone 2 or 3a. The Exception Test is required for development located in flood zone 3b. the proposed access to building 200 is over the River Bourne. Whilst part of the development proposal includes the carriageway being extended from 5.6m to 6.8m in width with a 1.2m footway on the eastern side the proposal would not result in the introduction of a more vulnerable *use* in the functional flood plain, it only seeks to improve an existing access arrangement currently in situ to such an existing use. Therefore, it is not considered that Exception Test is required for the proposal.

Flood protection and mitigation

- 7.7.4. Policy EE13: Managing Flood Risk identifies that development must not materially impede the flow of floodwater, reduce the capacity for the flood plain to store water or cause new or exacerbate existing flood problems. In addition, the NPPF (2021) requires that development should only be allowed in areas at risk of flooding where; the most vulnerable development is located in areas of lowest flood risk within the site; is appropriately flood resistant and resilient; incorporates sustainable drainage systems, any residual risk can be safely managed, and safe access and escape routes are included where appropriate.
- 7.7.5. A flood risk assessment has been submitted as part of this planning application, prepared by HDR Consulting as well as an Addendum. This report sets out how the proposed development would not result in a loss of flood storage compensation and that there would be no material change in flood flow path under the proposed development layout. It should be noted that the Environment Agency have objected on these grounds as they consider that proposed Unit 100 could present an obstruction which could impede flood flow thereby increasing the risk of flooding to the surrounding area. It should be noted that this objection was based on the initial plans and position of this building. The applicants have since provided updated evidence

based on the revised position and have sought to show how the proposed development would not affect flood flow. The Environment Agency were reconsulted on the revised plans in October 2022. They had advised that a response would be provided by 31 Jan 2023 however at the timing of writing the EA have not yet provided a formal response but have indicated a response should be forthcoming. Members will be updated on this position as part of any forthcoming Addendum.

- 7.7.6. In terms of being is appropriately flood resistant and resilient the details provided show that the existing site levels are higher than the EA's flood modelling for the potential highest flood level on the site. Due to this the proposed finished floor level of the units would be above any likely flood levels and thus due to this would be appropriately flood resistance/resilient. Safe access and egress during the flood event can also be achieved.
- 7.7.7. In terms of managing any residual risk, based on the details provided it is considered that the site has a low risk of flooding from fluvial sources and any residual risk from flooding is limited.

Sustainable Urban Drainage (SuDs)

- 7.7.8. 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 169 of NPPF (2021) 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.
- 7.7.9. In accordance with The Flood and Water Management Act 2010, Surrey County Council in its role as Lead Local Flood Authority (LLFA), is a statutory consultee for all major applications. The proposed SuDs strategy involves; below-ground storage systems and an above-ground basin be used at source to attenuate runoff to the equivalent of a greenfield rate prior to discharge into the Addlestone Bourn watercourse. The LLFA is satisfied that the proposed drainage scheme meets the requirements set out in the above policies. This is subject to recommended conditions 8 (surface water drainage) and 12 (drainage verification).
- 7.7.10. 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.

7.8. Ecology and biodiversity

- 7.8.1. Policies SD7 of the Runnymede 2030 Local Plan sets out that development proposal 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, especially where adjacent to trees and hedgerows protected by a Tree Preservation Order.
- 7.8.2. Paragraph 174 of the National Planning Policy Framework states that planning decisions should minimise impacts on and provide net gains for biodiversity and paragraph 180 sets out that opportunities to improve biodiversity in and around developments should be integrated as part of their design.
- 7.8.3. It is therefore necessary for proposed development to first protect and avoid against any impact on ecology, where this is not possible mitigation should be necessary they should

then mitigate and then provide biodiversity net gains. The submission by the applicants includes a Preliminary Ecological Appraisal and Preliminary Roost Assessment, Arboricultural Impact Assessment, Biodiversity Metric 3.0 Calculation Tool and a Biodiversity Net Gain Plan.

- 7.8.4. The site where building 100 would be positioned is largely laid to hardstanding with some limited landscaping. However, the areas where the 200 buildings are located the Preliminary Ecological Appraisal identifies that the woodland and hedgerow habitats are considered to represent Habitats of Principal Importance and therefore are proposed to be retained.
- 7.8.5. Instances of Jersey cudweed were identified in the northern Site parcel. This species is protected under the Wildlife and Countryside Act 1981 (as amended) and it is an offence to intentionally pick, uproot or destroy this plant. A licence will need to be obtained from Natural England to take Schedule 8 plants (such as Jersey cudweed) for conservation purposes. An appropriate mitigation strategy will need to be agreed with Natural England as part of this licence. Surrey Wildlife Trust advise that these details should be provided up front as part of this planning application. However, such matters are dealt with under separate licenses and not for planning to replicate.
- 7.8.6. In terms of nearby sites, the Site is located immediately adjacent to the River Wey. Given the proximity of these watercourses, pollutants and dust associated with construction works are likely to run into these waterways. Additionally, the Woburn Park Stream SNCI is located within 0.5km of the Site boundary, which would also be at risk from pollutants and dust from construction. Mitigation measures during the construction phase of the development can be secured through a Construction Environmental Management Plan (CEMP) a draft document has been submitted as part of the planning application and full details can be secured through conditions.
- 7.8.7. Whilst there are no identified protected species on this site the proposed development has the potential to impact on local wildlife, including hedgehogs during construction. Again, such details can be secured through the CEMP.
- 7.8.8. In terms of biodiversity net gain the site, the proposed habitats include species rich grassland, introduced shrubs, riparian planting, mixed scrub and scattered trees, with enhancements to existing areas of woodland. Overall, the proposed landscaping plan would result in a biodiversity net gain in excess of 60% on the existing site value.
- 7.8.9. It should also be noted that the Environment Agency have also raised an objection in terms of the impacts on nature conservation and there not being an adequate buffer zone to the Addlestone Bourne (which is adjacent to the part of the site forming building(s) 200). Officers are unaware of any policy forming a certain buffer zone regarding the River Bourne and in any event the current development on site is all laid to hardstanding along this boundary. In contrast, this proposal would increase planting and biodiversity enhancements. An overshadowing assessment has also now been provided for building(s) 200 which show the buildings and the 4.5m high acoustics fence, all located north of the River Bourne, and as such any overshadowing would be limited. In addition, the site boundaries as existing are defined by woodland planting, which is not assessed as part of overshadowing assessments and is proposed to be retained and enhanced as part this planning application. Thus, it can be concluded that the proposal in terms of built form would result in less development adjacent to this river and the built form also would not result in any increased overshadowing on the water course.
- 7.9. **Renewable Energy**
- 7.9.1. 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.

- 7.9.2. Policy SD8: Renewable and Low Carbon Energy sets out that new development will be expected to demonstrate how the proposal follows the energy hierarchy (Be lean; use less energy, Be clean; supply energy efficiently and Be green; use renewable energy). For a scheme of this scale, it is also expected for the development to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies. In addition, development proposing 10,000sqm - 50,000sqm of net additional floorspace should consider whether connection to existing renewable, low-carbon or decentralised energy networks is possible.
- 7.9.3. Despite there being no explicit policy requirement for non-residential developments in the Borough to achieve a BREEAM rating, the proposed development seeks to achieve BREEAM 'Excellent' as a means of demonstrating that sustainable design and energy considerations have been comprehensively addressed.
- 7.9.4. The design stage BREEAM pre-assessment submitted in Appendix A of the applicant's energy statement suggests that the proposal is on track to achieve an excellent rating. A planning condition can secure a final post-construction certificate be submitted to the Council upon completion/occupation. The Energy Statement also demonstrates that the 10% renewable energy requirement has been exceeded at this design stage, primarily by using air source heat pumps (ASHPs) and solar Photo Voltaic panels. In conclusion, the proposed energy and sustainability measures are acceptable in order to achieve the requirements of Policies SD7 and SD8.

7.10. **Other Considerations**

Air quality

- 7.10.1. In terms of air quality, the site is not within an Air Quality Management Area (although Addlestone Town Centre is in one). Nonetheless an Air Quality Assessment and Construction Environmental Management Plan (CEMP) have been submitted in support of this planning application. This states that the development will seek to minimise possible disruption to the adjacent properties and the public and to reduce the impact of activities on air quality during construction. It is proposed that this will be undertaken by utilising measures set out in best practice for minimising noise, dust and vibration control on construction sites. The CEMP can be secured by way of recommended condition 6 (Construction and Environment Management Plan). The above assessments on highways matters set out the considerations regarding sustainable modes of transport which will seek to reducing the need for private vehicles and thereby the wider impact on Air Quality.

Contaminated Land

- 7.10.2. Policy EE2 seeks, where relevant, contaminated land surveys are to be submitted as part of applications to determine the source of any pollutants and any remedial measures necessary. Paragraphs 174 and 183 of the NPPF (2021) seek to ensure that through decision making that suitable land remediation is secured through redevelopment.
- 7.10.3. A Phase I Geoenvironmental and Geotechnical Site Assessment has been submitted in support of this planning application. The overall conclusions are that the site historically operated as a saw mill, works buildings, a depot, business park, and residential property. There is potential for contamination related to these operations to have impacted underlying soils and groundwater, however the assessment considers that potential migration pathways may be limited due to the presence of sitewide hardstanding. However further investigation is required to determine whether they have impacted underlying soils and groundwater. In addition, there is potential for Made Ground (Ground is of unknown origin) at the Site which

could possibly contain contaminants such as asbestos, heavy metals, and hydrocarbons.

- 7.10.4. It is not considered that the proposed commercial warehouses would introduce more sensitive receptors on the site and development design features such as site wide hardstanding and ground gas mitigation may provide protection to human health without the requirement to perform active remediation of contamination. However, the outcome of the report was that further investigation was needed to determine whether there is contamination present that could present a risk to controlled waters and would require remediation. The Council's Contaminated Land Officer has reviewed the report and is satisfied with the assessments. The above matters can all be secured through suitably worded Contaminated Land conditions requiring further ground investigations before any approved works are undertaken at the site.

Archaeology

- 7.10.5. As the application site is over the 0.4 hectares an archaeological assessment and evaluation is required under policy EE7 of the Local Plan. A desk-based assessment has been submitted in support of this planning application that contains a review of information currently held in the Surrey Historic Environment Record together with other relevant sources in order to determine the potential for significant archaeological remains to be present.
- 7.10.6. The assessment indicates that that the site has a theoretical potential to contain archaeological remains, and some fragments of Iron Age pottery were recorded during foundation digging in 1915, but that successive redevelopment of the site will have caused extensive and widespread disturbance to any potential archaeological remains
- 7.10.7. The Archaeological Officer at SCC has confirmed that the site has been comprehensively developed several times in the past and that a previous application for a large part of the current site clearly shows extensive areas of modern made ground over the area. On this basis it is very unlikely that significant archaeology will be present on this site and no further archaeological investigations are required.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1. In line with the Council's Charging Schedule the proposed development would be CIL liable- the rate for such a development in our adopted charging schedule is however £0.
- 8.2. As set out above the following planning obligations are considered necessary in order to make the development acceptable in planning terms:
- Travel Plan which shall include that, in the event any of the buildings are brought into a use which would fall within a "Parcel Distribution Centre" use an updated parking layout plan shall be submitted to and an approved in writing to show additional parking necessary to support this use in line with the details submitted in the Transport Note prepared by Mode Transport dated 24.01.2023.
 - £6150 Travel Plan auditing fee.
 - Prior to the occupation of any building by a new user a Delivery Service Management Plan to be submitted to deal with the following:
 - Demonstrate that goods and services can be achieved, and waste removed,

in a safe, efficient and environmentally-friendly way.

- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods. Improve the reliability of deliveries to the site.
- Reduce the operating costs of occupants and freight companies.
- Reduce the impact of freight activity on local residents and the environment.
- To be updated every year for the first 3 years of any new occupier of the relevant building.

9. EQUALITY AND HUMAN RIGHTS CONSIDERATION

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

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

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

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

10. CONCLUSIONS

- 10.1. The principle of the development is acceptable and would bring vacant (but previously developed land) back into an employment generating use and provide intensification of use to deliver increase employment floorspace. These are key benefits which weigh significantly in favour of the proposed development.
- 10.2. The transport movements associated with various uses which could take place at this site have been modelled and shows that the proposed development would not result in severe pressures on highway capacity or raises any issues in terms of highway safety. The proposed development provides a suitable level of off-street parking for the development proposed. Through Travel Plans and conditions mechanism can be secure that the event a parcel distribution centre operates from any of these buildings further parking provision is required.
- 10.3. In terms of the impact on neighbouring amenity subject to mitigation measures, notably the installation of acoustic fences at various site boundaries the proposed development would not result in a significant increase of noise over existing background levels. The daylight and

sunlight assessment submitted in support of this planning application does show that the level of daylighting to habitable rooms windows would not be unduly impacted on by the proposed development. However, the proposed development would result in some reduction in the level of daylighting some rooms in both in the flat at 14 Hamm Moor Lane and the flats in Navigation House would have. Overall, whilst it is considered that the impact on daylight would result in limited harm, which weighs against the development, this would not be so significant to warrant refusal

- 10.4. In terms of lighting, this site is located on the edge of a suburban setting where there is already some level of background lighting. The supporting lighting assessment shows that any potential lighting overspill will largely be contained to the site and lighting overspill has been designed to minimise impact on residential properties.
- 10.5. The proposed development is considered an acceptable form of development in terms of flooding and air quality. The proposed development seeks to include Renewable and Low Carbon Energy and would not have an adverse impact on ecology and proposed biodiversity net gains. It is not considered that the proposed development raises any other environmental issues.
- 10.6. 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. When applying the usual planning balance, it is considered that the significant benefits associated with this development including meeting the local plan objectives in terms of employment need and bringing an underutilised site back into use, as well as making efficient use of land, the notable energy benefits associated with this scheme which go beyond local plan policy as well as the 20% biodiversity net gains outweighs any identified harm. The harm identified is the impact on the levels of daylight to some of the nearby flats from the proposed building located some 25 to 30 m away. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

Recommendation Part A:

The CHDMBC be authorised to grant planning permission subject to the Environment Agency Withdrawing their objection to the development and 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 that, in the event any of the buildings are brought into a use which would fall within a “Parcel Distribution Centre” use an updated parking layout plan shall be submitted to and an approved in writing to show additional parking necessary to support this use in line with the details submitted in the Transport Note prepared by Mode Transport dated 24.01.2023.
2. £6150 Travel Plan auditing fee.
3. Prior to the occupation of any building by a new user a Delivery Service Management Plan to be submitted to deal with the following:

- Demonstrate that goods and services can be achieved, and waste removed, in a safe, efficient and environmentally-friendly way.
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods. Improve the reliability of deliveries to the site.
- Reduce the operating costs of occupants and freight companies.
- Reduce the impact of freight activity on local residents and the environment.
- To be updated every year for the first 3 years of any new occupier of the relevant building.

And the subject to the following planning conditions:

Recommended conditions

1. Standard three year time limit

The development for which planning permission is hereby granted must be commenced no 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. Approved Plan

The development hereby permitted shall not be carried out except in complete accordance with the approved the drawings as set out in the submitted the document titled "Planning Drawing Schedule" dated 24/10.2022. This includes finish floor levels.

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

3. Tree Protection

The development hereby approved (including demolition) shall be undertaken in accordance with the tree protection details as shown in the Arboricultural Method Statement and Arboricultural Impact Assessment (and its associated appendices) prepared by Linga Consultancy and dated 14/10/2022.

The development shall be undertaken in accordance with the any tree protection details for the duration of the construction of the development.

Reason: To ensure the retention of trees in the interests of the visual amenities of the area and to accord with Policy EE11 of the Local Plan.

4. 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 parts (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.

5. Construction Transport Management Plan

A. Prior to commencement of any development (including demolition) a *Demolition* Transport Management Plan (DEMP) shall be submitted to and approved in writing by the Local Planning Authority.

B. Prior to commencement of any development (excluding demolition) a *Construction* Transport Management Plan (CEMP)

Both documents shall detail the following:

- parking for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- programme of works (including measures for traffic management)
- provision of boundary hoarding behind any visibility zones
- HGV deliveries and hours of operation
- vehicle routing
- measures to prevent the deposit of materials on the highway
- before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- on-site turning for construction vehicles

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details for construction of the development.

Reason: in the interest of highway safety 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.

6. Construction and Environment Management Plan

A. Prior to commencement of any development (including demolition) a *Demolition* and Environment Management Plan (DEMP) shall be submitted to and approved in writing by the Local Planning Authority.

B. Prior to commencement of any development (excluding demolition to ground floor slab level) a *Construction* and Environment Management Plan (CEMP)

Both documents shall detail how protected habitats and species, including woodland features will be protected from any adverse impacts as a result of construction and should be based on the Framework Construction Environmental Management Plan prepared by Air and Acoustic Consultants. The DEMP and CEMP should include adequate details including:

- Map showing the location of all of the ecological features
- Risk assessment of the potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction including dust and air quality
- Location and timing of works to avoid harm to biodiversity features
- Responsible persons and lines of communication
- Use of protected fences, exclusion barriers and warning signs.

The development shall be undertaken in accordance with the approved details for construction of the development.

Reason: In the interest of protecting potential ecological value and species in the site as required by Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

7. Landscape and Ecological Management Plan

Prior to commencement of any development (excluding demolition) a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority, this includes a sensitive lighting plan that as a minimum, keeps the River Wey and River Bourne. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and Preliminary Roost Assessment prepared by MKA Ecology and dated October 2022 and should include, but not be limited to following:

- Description and evaluation of features to be managed
- Ecological trends and constraints on site that might influence management
- Aims and objectives of management
- Appropriate management options for achieving aims and objectives
- Prescriptions for management actions, together with a plan of management compartments
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
- Details of the body or organisation responsible for implementation of the plan
- Ongoing monitoring and remedial measures
- Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- 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.
- Sensitive Lighting Plan
- Ecological Enhancement Plan

The development shall be undertaken in accordance with the approved details for construction of the development.

Reason: In the interest of protecting potential ecological value and species in the site as required by policy EE9 of the Local Plan

8. Surface water drainage scheme

Prior to commencement of any development, excluding demolition, details of the design of a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national NonStatutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- 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 7.34 l/s for the southern site and 2.3 l/s for the northern site.
- Detailed drainage design drawings and calculations to include: a finalised drainage layout that follows the principles set out in the approved drainage strategy 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.).
- 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
- Details of drainage management responsibilities and maintenance regimes for the drainage system.
- Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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.

9. Materials

Prior to commencement of any development above ground level (on a phased basis or otherwise), a detailed schedule and specification of the materials and finishes to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Cladding;
- Windows and doors
- Roofing materials;
- Details of all rooftop structures including plant, lift overruns, cleaning cradles (as relevant);
- Plant enclosures (as relevant)

Sample boards on site showing the above as relevant shall be provided at the same time as an application is made.

The development shall be carried out and retained in accordance with the

approved details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity of the Grade II Listed Building and to comply with Policy EE1, EE3 and EE4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

10. Landscaping

Notwithstanding the approved plans or any indication given otherwise, prior to any works above ground level full details of hard and soft landscaping scheme (including full details of acoustic boundary treatments) shall be submitted to and approved in writing by the Local Planning Authority.

This shall include a 'schedule of undertaking' the proposed works and samples of all hard surfacing, as well as a plan for the long terms management of the landscaped areas.

All approved landscaping details shall be undertaken and completed in accordance with the approved 'schedule of undertaking.'

All approved landscaping works shall be retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its prior written permission to any variation.

Reason: To ensure the development is adequately landscaped and to comply with Policy EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

11. BREEAM

Following the practical completion of the relevant building a Post Construction BREEAM Review Certificate showing that the development is on course to meet an at least "Very Good" accreditation shall be submitted to and approved by the Local Planning Authority. Any features that are installed in the development to meet this standard must remain for as long as the development is in existence.

Reason: To ensure sustainable measures are incorporated into the development and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

12. Drainage verification

Prior to 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 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).

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

13. Proposed Access

Prior to the relevant building hereby approved being brought into first use the modified vehicular accesses to Addlestone Road and Hamm Moor Lane (to access the relevant building) shall have 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 0.6m high.

Reason: in the interest of highway safety 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.

14. Closure of existing access

Prior to building 100 being first brought into use the existing accesses from the site to Addlestone Road and Hamm Moor Lane shall have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: in the interest of highway safety 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.

15. Vehicle parking

Prior to the relevant building hereby approved being brought into first use (on a phased basis or otherwise), details of the car parking allocated to that building shall be submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be laid in accordance with the approved details prior to the relevant building being brought into first use. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: in the interest of highway safety 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.

16. EVC Charging points

Prior to the occupation of the development (on a phased basis or otherwise), details of the proposed electric vehicle charging points (EVCPs), as shown on the approved plans, including details of how they will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved EVCPs, consisting of 20% active and 20% passive charging points, shall be installed prior to occupation and shall be maintained in accordance with the approved details thereafter.

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).

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.

17. Scheme to support active travel

Prior to the relevant building hereby approved being brought into first use (on a phased basis or otherwise), full details to support active travel shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Details of the secure parking of bicycles within the development site,
- Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
- Facilities within the development site for cyclists to store cyclist equipment,

The approved arrangements shall be provided before any part of the development is first occupied and shall be permanently maintained thereafter.

Reason: In order to provide adequate bicycle parking and mobility scooter facilities at the site in the interest of reducing reliance on private car travel and ownership.

18. Parking Restrictions

Prior to any of the buildings hereby approved being brought into first use the proposed parking restrictions on Addlestone Road and Hamm Moor Lane and the associated Traffic Regulation Orders shall have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety 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.

Recommended informatives:

1. Discharge of conditions application

The applicant(s) are advised that formal agreement with the Local Planning Authority can only be undertaken through an application for the discharge of conditions application. A decision on such applications can take up to 8 weeks. Such timeframes should be taken into account as part of the construction process. This will be longer if applicant(s) wish to submit additional information and/or revisions amendments to overcome issues and concerns raised. The Local Planning Authority will expect agreements to extend the timeframe to

consider discharge of conditions application where an applicant wishes to submit additional information and/or revisions amendments. Early engagement and pre-application discussions is encouraged to prevent lengthy delays.

2. Works to the Highway

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/floodingadvice.

3. 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). 3) Accommodation works The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

4. Detailed design of the highway

The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5. Damage to 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).

6. Landscaping

With reference to condition 10 (landscaping) details submitted shall be based on the Landscape Strategy and Landscaping Plan as set out in the Landscaping Drawing Schedule dated 21 Oct 2022, the mitigation measures set out in the Noise Assessment prepared by Air and Acoustic Consultants and the General Arrangement Plan Landscape numbered 8404_100 P£, as well as the email added 23.02.2022 agreeing 2.1m high acoustic fences on the boundary with the Wey Navigation.

The details submitted will need to include:

a full tree planting plan including detail of planting and schedules,

details of irrigation system within the site, including ground type of watering points.

Hard landscaping plans will include complete paving specification or various pavement elements, including thickness, colour etc.

Material samples should be provided as part of the condition

The landscaping proposal need to include reference to the suds/ drainage details and the requirements of condition 7 regarding the Landscape and Ecological Management Plan including the sensitive lighting plan.

7. Electric vehicle charging

With reference to condition 16 (EVC charging points) 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.

With regards to the active points, the proposed method of payment for users should be specified. Additionally, the applicant will need to set out details of how EVCP's will be managed and maintained to meet the needs of intended users. The applicant should also address how parking spaces with EVCP's will be restricted for use by electric vehicles, when and how maintenance of EVCP will be carried out, and what procedures will be put in place to monitor EVCP use and trigger conversion of parking spaces from 'passive' to 'active' EVCP's.

Information regarding EV charging provision, capacity and future-proofing cabling/ducting, including opportunities for network upgrades to accommodate

increased demand, should also be provided.

With regards to the passive charging points, a ground level cap should be installed at each location to indicate the location of the cables. It is sometimes necessary to ensure that the passive charge points have their own separate distribution boards.

8. Flues and plant

For the avoidance of doubt and for clarification external flues, plant equipment and/or ducting are operational development which will require separate full planning permission (unless they are considered “de-minimus”).

Recommendation Part B:

The CHDMBC 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 CHDMBC would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHDMBC.

APPENDIX 2

Runnymede Borough Council

PLANNING COMMITTEE

Wednesday 22 March 2023 at 6.30 pm

A D D E N D U M

Item 5A RU.22/0776: Weybridge Business Park, Addlestone Road, Addlestone

Amended recommendation to:

To approve the application subject to the ~~Environment Agency~~ ~~Withdrawing their objection to the development and the completion of a section 106 and recommended planning conditions.~~

Commentary-

Since the publication of the Committee Report the Environment Agency (EA), in their role as the statutory consultee on flood risk, have **withdrawn their objection with regard to flood risk**. They have therefore confirmed that the proposed development would NOT present an obstruction which could impede flood flow and would not increase the risk of flooding to the surrounding area.

The EA still maintains their objection in terms of hard landscaping within the buffer zone of the Addlestone Bourne. This objection has already been addressed in paragraph 7.8.9 of the Committee Report and the conclusions of officers are that the proposal, in terms of built form, would result in less development adjacent to this river. The proposal would also not result in any increased overshadowing on the water course. The Committee Report sets out (in paragraph 7.8.9) that there is not any policy forming a certain buffer zone regarding the Addlestone Bourne. However, policy EE12: Blue infrastructure does set out that proposals will be *supported* where appropriate:

“to enable public access to Blue Infrastructure, including through providing undeveloped buffer zones (8m minimum for main rivers and 5m minimum for ordinary water courses)”.

This channel of the Addlestone Bourne does not have public access path along this stretch. The existing access to building(s) 200 goes over the Addlestone Bourne channel. The proposal retains this access. In addition, as existing, there is a small part of the parking areas within 8m of the Addlestone Bourne. This planning application is not proposing to extend this hardstanding and parking area any further toward the boundary with the Addlestone Bourne. During the consideration of this planning application the applicant has already sought to reduce any development along the site boundary, but any further reduction would impact on parking provision.

Therefore, the EA's objection regarding an undeveloped buffer zone, where one does not currently exist is not one which is supported by officers.

Additional letters of representation

Since the publication of the agenda, x1 letter of representation has been received from the Surrey Chamber of Commerce supporting the planning application as it will contribute to the economic growth of Surrey and complies with Development Plan policies. X2 further letters of objection have been received, however these are both from existing objectors and do not raise new objections to the scheme.

A copy of a letter sent from the Weybridge Society to Local Councillors has been submitted. This sets out the concerns from the society about the impact on health resulting from this development and potential HGV's and light vans and the impact on health to people of Weybridge.

Commentary-

It is recognised that health is a material consideration and has been considered in the Committee Report. Through this planning application the Section 106 legal agreement will secure both a Employment Travel Plan to reduce employees travelling to and from the site by private vehicle but also a Delivery Service Management Plan which would require each new user of the bulling to:

- demonstrate that goods and services can be achieved, and waste removed, in a safe, efficient and environmentally-friendly way.
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods. Improve the reliability of deliveries to the site.
- Reduce the operating costs of occupants and freight companies.
- Reduce the impact of freight activity on local residents and the environment.

In addition to this 20% active and 20% passive Electric Vehicle Charging points are proposed as part of this planning application.

In addition to this, Air Quality Assessment and Construction Environmental Management Plan (CEMP) have been submitted in support of this planning application. This states that the development will seek to minimise possible disruption to the adjacent properties and the public and to reduce the impact of activities on air quality during construction.

In summary this planning application will secure a number of measures to improve the manner in which employees and deliveries will come to and from the site. Measures which are currently not in place for the site to operate in its existing use.

Amended paragraph 7.5.11. :

“... The evidence provided demonstrates that the vehicle movements associated with the proposed development would not result in an increase in overall vehicle trips (those to and from the site) during peak hours, ~~apart from if all the units were in a parcel distribution use whereby the overall increase in vehicle trips would only be 10.~~ Therefore, it is not considered that the proposed development would have a severe impact on the road network.”

Commentary-

The above amendment is required as the TRIC data scenario modelled shows that even if all 3 of the proposed buildings were modelled as being in a parcel distribution use at peaks times the proposed development would result in a net reduction of vehicle trips when compared against the exiting office use of the site. This is as per the summary table contain Committee Report.

Section 11 – Recommendation: Add informative:

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

Item 5B – RU.22/1933 Barbara Clark House, St Judes Road, Egham TW20 ODD

Consultations carried out – Paragraph 6.1

2 additional letters of representation have been received objecting to the scheme but neither raise any concerns regarding affordable housing and how it is secured, which are the only relevant material considerations that can be assessed under the section 73 application.

Item 5C - RU.22/0542 Pantiles Nurseries, Almnors Road, Lyne.

Consultations carried out -paragraph 6.2

3 additional letters of representation have been received which are summarised below:

- The Green and Village Hall is charity run. To date there have been no discussions regarding allowing access onto the Green from the development.
- The previous developers engaged with the Lyne community. To date Aster Group have made no effort to reach out to the local community.
- Such a significant redesign should require a new planning application and cannot be considered as a minor amendment.
- The new design appears to be an Aster Group standard build which has been done to reduce costs. This will have a negative impact on the integrity of the entire site.
- Much of the design details have been removed which cheapen the build and development (i.e.chimneys have been removed which is not in keeping with the vernacular of existing properties)
- Objections to the proposed redesign of Plots 23/ 24 with the proposed changes in height.
- The dwellings should have permitted development removed.
- Concerns regarding the build and the potential for noise and disruption and whether the development would require piling foundations.
- The development results in the removal of the attenuation pond, the culvert, habitat corridor, the green, play areas and landscape / ecological buffers.
- Concerns regarding flooding issues.
- Concerns regarding the street scenes.
- Removal of the 'Walking Bus'
- The submission of the amended documents have not addressed earlier objections raised.
- Concerns regarding overlooking to existing neighbouring properties.
- Concerns regarding the proposed new substation and the effect on neighbouring properties and their businesses.
- Local residents have already had issues with contractors for the site including damage to property.

Amended plans received 17.03.2023 and 10.03.2023

Paragraph 7.35 of the Committee report confirms that following discussions with the applicant it has been agreed that several the elevations of the units will be redesigned to provide more active elevations and these amended plans will be reported to the Planning Committee. These amended plans have been received.

In addition, the applicant has provided coloured copies of the proposed site layout, floor plans and elevations. The applicant has also provided further clarification regarding the new open space to be provided. This confirms that the total area of public open space to be provided extends to some 3.58 acres (14,500 square metres) representing an increase of 910 square metres (0.23 acres) when compared to the original approved scheme (RU.19/0843)

The applicant has also provided some CGI's to support their application received 21.03.2023.

Planning conditions

Amend planning condition 2 (approved drawing numbers) to include the following additional drawing numbers-

Public Open Space Layout -01 (PGI-01 A) received 17.03.2023.
Overlay approved 05 (OVL-05A) received 17.03.2023.
Coloured Site Layout (CSL.01D) received 17.03.2023.
Coloured Street Elevations (CSE-01 C) received 17.03.2023.
Coloured Street Elevations Sheet 2 (CSE 02 A) received 17.03.2023.
Coloured Plans and Elevations – HT.ASH-A cpe C received 17.03.2023.
Coloured Plans and Elevations – HT.ASH-B cpe B received 17.03.2023.
Coloured Plans and Elevations – HT.COP cpe C received 17.03.2023.
Coloured Plans and Elevations – HT.FLA cpe A received 17.03.2023.
Coloured Plans and Elevations –P7-10 cpe B received 17.03.2023.
Coloured Plans and Elevations –HT-SPE cpe C received 17.03.2023.

RSL.01C, SL.01D, SSL.01C, SE.01C, SE.02A, HT.ASH (2Blk).pe C, HT.ASH (3Blk).pe C, HT.ASH-A.pe C, HT.ASH B.pe B, HT.COP (2Blk).pe A, HT.COP.pe C, HT.COP-W (3Blk).pe C, HT.FLA.pe A, HT.SPE.pe C, P.7-10.pe B, P.25-pe A, P.32.pe B, P.51-52.p B, AHL. 01C, DML 01C, PHSA.01 A, PSL.01C, RHL.01 C received 10.03.2023.

Retain 'Tree Protection Plan 170326-P-42B received 13.09.22.

Include an additional informative

The applicant is advised that notwithstanding the details as contained upon drawing number HT.ASH.A.cpe C the design of plot 25 as approved is as detailed upon drawing number P.25-pe A

Amend planning condition 20

The Lead Flood Authority have agreed to vary the wording of planning condition 20 (Surface Water Drainage) to allow further details of surface water drainage to be submitted prior to the commencement of the above ground construction as opposed to prior to the commencement of the development.

It is recommended that planning condition 20 be amended as outlined below:

Prior to the construction of the above ground development hereby approved further details of the design of a surface water drainage scheme shall be submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non115 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 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4.2 l/s.
- 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) Detailed design drawings for the proposed surface water flood route corridor and ordinary watercourse, including demonstration that the proposed access road is unaffected by flood

waters at the crossing points. Details should be provided of the check dams and low flow channel, including the road crossing points and abandoning of the existing culvert.

d) 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.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system, surface water flood corridor and ordinary watercourse.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To secure the provision of drainage improvements which is put forward as a very special circumstance that is required (in part) to outweigh the harm to the Green Belt, 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 and to comply with policy EE13 of the Runnymede Borough 2030 Plan and policy within the NPPF

Item 5D RU.22/1373: 159-175 Redevelopment Site, Station Road, Addlestone

Amend Paragraph 7.12

35% of the units would be secured as affordable housing through the s106 agreement which complies with planning policy.

Amend Section 8 - Planning Obligations/Community Infrastructure Levy (CIL)

In line with the Councils' Charging Schedule the proposed development would be CIL liable however exceptions may apply.

Section 11 – Recommendation

Amend Recommendation Part A

3. The provision and deliverability of ~~400%~~ 35% Affordable Housing details of which will be subject to approval of the Council's Housing Officers

Planning conditions

Amend Condition 15 Landscape and Ecological Management Plan (LEMP)

Delete Landscape General Arrangement Layout (Sheet number 60685378-SHT-30-0000-L-0001 Rev P01)

Add Landscape General Arrangement Layout (Sheet number 60685378-SHT-30-0000-L-0001 Rev P02)

Delete Landscape Soft Works Schedule (Sheet number 60685378-SHT-30-0000-L-0004 Rev P01)

Add Landscape Soft Works Schedule (Sheet number 60685378-SHT-30-0000-L-0004 Rev P02)

Amend Condition 26 Electric vehicle charging

The development hereby approved shall not be occupied unless and until each of the proposed parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

Amend Condition 28 Affordable Housing

The proposed scheme shall provide 100% affordable housing.

Reason: To accord with the terms of the planning application.

Item 5E RU.22/1508: Longcross South, Longcross Road and Kitsmead Lane

Additional drainage information has recently been submitted by the applicant in response to the condition (6) recommended by Surrey as Lead Local Flood Authority (LLFA) which seeks to secure a scheme for surface water drainage. It is noted that the LLFA raised no objection to the planning application subject to conditions. The LLFA have reviewed and are satisfied with the updated information advising that this now enables the removal of condition 6. However, Condition 7 remains as set out on the agenda to ensure the SuDS scheme is properly implemented and maintained. It is therefore recommended that Condition 6 SuDS (scheme for approval) is revised as follows:

Condition 6 (SuDS scheme):

The development hereby approved shall be implemented in accordance with following approved surface water drainage scheme and plans:

- Drainage Maintenance Report – 1.0, Patrick Parsons, March 2023, reference: 10685
- LXS-PPC-00-XX-DR-C-0501 – C1 – Proposed Drainage Standard Details
- LXS-PPC-00-XX-DR-C-0200 – P5 – Strategic Drainage Layout Surface Water
- Drainage Strategy Rev 3.0 – Temporary Film Studios, Patrick Parsons, March 2023, reference: 10685

Reason: To ensure that the design meets the national Non-Statutory Technical Standards for SuDS and that the final drainage design does not increase flood risk on or off site and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

APPENDIX 3

Savills
33 Margaret Street
London
W1G 0JD
United Kingdom

TOWN AND COUNTRY PLANNING ACT 1990
Town and Country Planning
(Development Management Procedure)(England) Order 2015

Decision Notice:	REFUSE PERMISSION
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Application Number: RU.22/0776

Proposal: Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works following the demolition of existing buildings

Location: Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP

Runnymede Borough Council in pursuance of their powers under the above mentioned Act and Order **REFUSE** permission for the above development for the following reason(s):

1. The proposed 'Building 100' by reason of its position, form, scale, mass and significant bulk would result in an overtly prominent, dominant and visually overbearing form of development which would have a detrimental impact to the character and appearance of the area. This is contrary to Policy EE1 of the Runnymede 2030 Local Plan (2020), Runnymede Design Guide (2021), the National Planning Policy Framework (2021) and the National Design Guide (2019).
2. The proposed use would result in a loss of residential amenity to surrounding residential properties. This loss of amenity would be due to due noise and disturbance from both the on-site operations as well as disturbance from the likely significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night. This is contrary to Policy EE2 of the Runnymede 2030 Local Plan (2020), the National Planning Policy Framework (2021) and the associated National Planning Policy Guidance relating to Noise and disturbance.
3. In the absence of a completed legal agreement the proposed development has failed to secure the provision of the necessary infrastructure needed to make this development acceptable in planning terms. The proposed development is therefore contrary to policies SD3, SD4, SD5 and EE9 of the Runnymede 2030 Local Plan (2020) and the National Planning Policy Framework (2021) and its associated guidance.

Informatives:

1. The refused plans associated with planning application are set out in the submitted the document titled "Planning Drawing Schedule" dated 24/10/2022.

Signed:

Date of decision:

Ashley Smith

24 March 2023

Ashley Smith

Corporate Head of Development Management & Building Control

Your attention is drawn to the following notes:

Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990 with the following timescales:

Householder Applications

If you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

Minor Commercial

If you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

Full Applications

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.

Enforcement Applications (land already the subject of an enforcement notice)

A planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

Enforcement Applications (land which has an enforcement notice served)

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months [12 weeks in the case of a householder appeal] of the date of this notice, whichever period expires earlier.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. [Further details are on GOV.UK](#)

Appeals must be made using a form which you can get from the Secretary of State online at <https://www.gov.uk/planning-inspectorate>

If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

A copy of the appeal form and any accompanying details should be sent to the Head of Planning at planning@runnymede.gov.uk .

The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Secretary of State.

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for that Park, or in any other case the district council (or county council which is exercising the functions of a district council in relation to an area for which there is no district council), London borough council or Common Council of the City of London in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part 6 of the Town and Country Planning Act 1990.

Further Advice

Further correspondence regarding this application should bear the application number quoted on the attached decision notice.

APPENDIX 4

May 2022 Submission		October 2022 Re-submission	
Document & Version	Status	Document & Version	Status
Planning Statement, May 2022 (Savills)	-	Planning Statement Addendum, October 2022 (Savills)	Addendum to be read alongside May 2022 document.
Landscaping Strategy, April 2022 (LDA)	Superseded	Landscaping Strategy P1, October 2022, (LDA)	Revised Strategy supersedes May 2022 version.
Planning Application Forms and Certificates, May 2022 (Savills)	Superseded	Planning Application Forms and Certificates, October 2022 (Savills)	Revised Forms & Certificates supersede previous May 2022 version.
CIL Form 1, May 2022 (Savills)	Superseded	CIL Form 1, October 2022	CIL Form 1 updated.
Site Location Plan and Block Plan (UMC Architects)	Superseded	Site Location Plan and Block Plan (UMC Architects)	Updated to reflect revised scheme design.
Existing and Proposed Floorplans, Elevations and Sections inc. Site Levels and Finished Floor Levels, (UMC Architects)	Superseded	Existing and Proposed Floorplans, Elevations and Sections inc. Site Levels and Finished Floor Levels, (UMC Architects)	Updated to reflect revised scheme design.
Topographical Survey, May 2022 (Interlock)	-	No change.	Extant.
Design and Access Statement, May 2022 (UMC Architects)	Superseded	Design and Access Statement Addendum, October 2022 (UMC Architects)	Updated to reflect revised scheme design.
Landscape Strategy and Landscape Drawings, May 2022 (LDA Design)	Superseded	Landscape Strategy and Landscape Drawings, October 2022 (LDA Design)	Updated to reflect revised scheme design.
Townscape and Visual Impact Assessment, May 2022 (LDA Design)	Superseded	Townscape and Visual Impact Assessment, October 2022 (LDA Design)	TVIA updated reflect revised scheme design.

Air Quality Assessment, May 2022 (AAC)	Superseded	Air Quality Assessment Addendum, October 2022 (AAC)	Air Quality Assessment updated to reflect revised scheme design.
Arboricultural Impact Assessment including Tree Survey & Protection Plan, May 2022 (Ligna Consultancy)	Superseded	Arboricultural Impact Assessment including Tree Survey & Protection Plan, October 2022 (Ligna Consultancy)	Updated to reflect revised scheme design.
-	-	Arboricultural Method Statement, October 2022 (Ligna Consultancy)	Updated to reflect revised scheme design.
Biodiversity Net Gain Plan, May 2022 (MKA Ecology)	Superseded	Biodiversity Net Gain Plan, October 2022 (MKA Ecology)	Updated to reflect revised scheme design.
Outline Construction Environment Management Plan, May 2022 (AAC)	-	Outline Construction Environment Management Plan, October 2022 (AAC)	Updated to reflect revised scheme design.
Energy and Sustainability Statement, May 2022 (SWH/MBA)	Superseded	Energy and Sustainability Statement, October 2022 (SWH/MBA)	Updated to reflect revised scheme design.
Flood Risk Assessment and SuDS Strategy, May 2022 (HDR)	-	Flood Risk Assessment and SuDS Strategy, October 2022 (HDR)	Updated to reflect revised scheme design and EA comments. To be read alongside earlier version.
Surface Water Drainage Summary Proforma, May 2022 (HDR)	Superseded	Surface Water Drainage Summary Proforma, October 2022 (HDR)	Updated to reflect revised scheme design.
Framework Travel Plan, May 2022 (Mode)	-	Framework Travel Plan, May 2022 (Mode)	Extant.
Geo-Environmental Assessment, May 2022 (TRC)	-	Geo-Environmental Assessment, May 2022 (TRC)	Extant.

Green and Blue Infrastructure Checklist, May 2022 (Savills)	-	Green and Blue Infrastructure Checklist, October 2022 (Savills)	Extant.
Historic Environment Desk-Based Assessment (inc. Heritage and Archaeology), May 2022 (Savills)	Superseded	Historic Environment Desk-Based Assessment (inc. Heritage and Archaeology), October 2022 (Savills)	Updated to reflect revised scheme design.
External Lighting Assessment, May 2022 (MBA)	Superseded	External Lighting Assessment, October 2022 (MBA)	Updated to reflect revised scheme design.
Noise Impact Assessment, May 2022 (AAC)	Superseded	Noise Impact Assessment Addendum, October 2022 (AAC)	Updated to reflect revised scheme design.
Outline Construction Logistics Plan, May 2022 (Mode)	-	Outline Construction Logistics Plan, May 2022 (Mode)	Extant.
Delivery & Servicing Plan, May 2022 (Mode)	Superseded	Delivery & Servicing Plan, October 2022 (Mode)	Updated to reflect revised scheme design.
Preliminary Ecological Appraisal, May 2022 (MKA)	Superseded	Preliminary Ecological Appraisal, October 2022 (MKA)	Updated to reflect revised scheme design.
Statement of Community Involvement, May 2022 (Connect)	-	Statement of Community Involvement, May 2022 (Connect)	Extant.
Transport Assessment, May 2022 (Mode)	-	Transport Assessment Addendum, October 2022 (Mode)	Updated to reflect revised scheme design.
Daylight & Sunlight Technical Note, June 2022 (Hollis)	Superseded	Daylight & Sunlight Assessment, October 2022, (Hollis)	Updated to reflect revised scheme design.
Economic Benefits & Social Value Assessment, June 2022 (Savills)	-	Economic Benefits & Social Value Assessment, June 2022 (Savills)	Extant

Drawing	Prior Revision	October 2022 Revision
P0501 – Existing Site Layout	Revision B	Revision C
P0502 – Site Location Plan	Revision C	Revision D
P0503 – Demolition Plan	Revision B	Revision C
P0602 – Proposed Site Layout Plan	Revision L	Revision V
P0701 - External Surfaces	Revision K	Revision K
P0702 - Fencing Details	Revision F	Revision L
P0703 - External Compound Details	Revision E	Revision K
P1010 - Unit 100 - Proposed Building Plan	Revision F	Revision G
P1011 - Unit 100 - Proposed Office Layouts	Revision C	Revision D
P1012 - Unit 100 - Proposed Roof Plan	Revision D	Revision E
P1013 - Unit 100 - Proposed Section	Revision B	Revision D
P1014 - Unit 100 - Proposed Transport Office	Revision E	Revision A
P1020 - Unit 210 & 220 - Proposed Building Plan	Revision C	Revision C
P1021 - Unit 210 - Proposed Office Layouts	Revision B	Revision B

P1022 - Unit 220 - Proposed Office Layout	Revision B	Revision B
P1023 - Unit 210 & 220 - Proposed Roof Plan	Revision C	Revision C
P1025 - Unit 210 & 220 - Proposed Section	Revision A	Revision A
P1313 - Unit 100 - Proposed Elevations Double Graduated	Revision E	Revision G
P1322 - Unit 210 & 220 - Proposed Elevations Graduated Parapet	Revision C	Revision C

APPENDIX 5

According to the records held by the LPA's online planning register, there have been a significant number of planning applications submitted for Weybridge Business Park, dating back to 1989. The majority of these applications are minor in nature and thus are not considered of material relevance.. However, there are several applications of more relevance submitted in recent years, which are summarised in the table below.

Application Ref.	Address	Description	Decision / Date
RU.15/0798	Weybridge Business Park Addlestone Road Addlestone Surrey	Refurbishment and extensions to Units 4-8 including their part demolition to provide two separate two storey office buildings; and the demolition and redevelopment of Unit 9 to provide a new three storey B1 office building within the southern part of Weybridge Business Park; retaining the associated car parking (261 spaces) and landscape improvement works. Now k/as Units 4, 5 & 6.	Application Granted with Conditions 06.08.2015
RU.20/1097	Unit 1 Weybridge Business Park Addlestone Road KT15 2UP	Prior notification of proposed change of use from offices (Use Class B1) to residential (Use Class C3) for 58 residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O.	Prior Approval Refused 28.09.2020
RU.20/1098	Buildings 2 and 3 Weybridge Business Park Addlestone Road KT15 2UP	Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 70 residential units (42 in Building 2 and 28 in Building 3), under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O.	Prior Approval Refused 28.09.2020
RU.21/0432	Weybridge Business Park Addlestone Road Addlestone KT15 2UP	Hybrid planning application for the demolition of existing buildings and redevelopment of the site, consisting of: (i) Outline planning permission with all matters reserved (other than access) for hotel accommodation (Use Class C1), leisure and health club and bar/restaurant with associated vehicle parking, landscaping and associated works; and (ii) Full planning permission for a multi storey car park and surface parking, internal roads, vehicle access, landscaping, together with associated and ancillary works including	Application Withdrawn

		utilities and surface water drainage; and (iii) Full planning permission for replacement plant and new building entrances for Buildings 5 and 6.	
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APPENDIX 6

DESIGN AND ACCESS STATEMENT ADDENDUM (OCTOBER 2022)

Bridge Point, Weybridge

Design and Access Statement

Document Prepared for:



Revision A MT 17.02.2022
Revision B MT 11.03.2022
Revision C MT 23.03.2022
Revision D MT 24.03.2022
Revision E MT 22.04.2022
Revision F MT 28.04.2022
Revision G MT 29.04.2022
Revision H MT 16.09.2022
Revision J MT 14.10.2022
Revision K MT 19.10.2022
Revision L MT 24.10.2022
Revision M MT 24.10.2022



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- 01.0 Project Introduction and Site Analysis
- 02.0 Facilitating B8 Users
- 03.0 Scheme Development
- 04.0 Development Proposals
- 05.0 Access Proposals
- 06.0 Elevational Design
- 07.0 Indicative Visuals
- 08.0 Landscaping
- 09.0 Sustainability, Crime Prevention and Waste Management
- 10.0 Summary

01 INTRODUCTION



01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This Design and Access Statement has been prepared by UMC Architects on behalf of Bridge Industrial in advance of a Full Planning Application concerning the vacant site at Weybridge Business Park.

The proposal will seek permission for:-

Demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

The purpose of this document is to explain the evolution of the physical design and identify design responses with respect to access, appearance, landscaping, layout and scale. The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design frameworks, exploring the physical characteristics of the scheme that have been informed by the design process.

This document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.

This document is an Addendum report to support a revised design. The revised design supersedes the original scheme design as shown in the original DAS, submitted May 2022.

01.2 REPORT CONTENT & STRUCTURE

This design and access statement is structured as follows;

- Section 1.0 provides a brief introduction to the site and outlines the project team whilst also explaining the planning context.
- Section 2.0 explains the requirements and institutional standards that B8 occupiers require in order to facilitate their business needs.
- Section 3.0 explains the scheme design development post-submission stage.
- Section 4.0 outlines the development proposals setting out the key design principles, the evolution of the site layout and arrangement considerations.
- Section 5.0 addresses access and summarises the proposed pedestrian, cycle and vehicular access and surrounding site movements.
- Section 6.0 outlines the development proposals setting out the design intent for the architectural treatment, covering use, scale, layout and appearance.
- Section 7.0 presents a series of Indicative Visuals.
- Section 8.0 sets out the landscaping design.
- Section 9.0 addresses Crime Prevention discussing access and movement, surveillance and physical protection, sustainability, waste management and recycling strategies.
- Section 10.0 concludes the document with an overall summary.

01.3 CLIENT BRIEF

The brief provided by Bridge Industrial comprises of several key components for the built elements:

Consent for 2 no. commercial buildings (Use Classes E(g)iii, B2 and B8) including recognised servicing arrangements, vehicle parking, landscaping, and associated works which adheres to the following principles;

- A speculative development to institutional standards which offers flexibility for a range of potential end users.
- The scale of development must consider place making principles through building design and active development frontage.
- Simple, high quality architectural language for the development which should sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complimenting the area.
- Clear separation of circulation routes for vehicles and pedestrians.
- A robust approach to Landscaping Design.

01.4 PROJECT TEAM



Founded in 2000, BRIDGE is a vertically integrated real estate operating company and investment manager focused on the development and acquisition of industrial properties in supply-constrained core markets in the U.S. and the U.K.

BRIDGE manages investment vehicles across the risk/return spectrum targeting industrial real estate located in supply-constrained core markets.



UMC Architects are industrial specialists with significant experience in Distribution & Logistics, Energy & Waste, Transport, Manufacturing, Food & Drink and Specialist Commercial Projects. We pride ourselves on our thoughtful approach to the design process and our ability to deliver effective solutions.

UMC Architects aspire to combine excellent design skills with unrivalled customer service. We achieve this by managing our clients very closely and ensuring that every project is director-led. Our aim is to understand and exceed our client's expectations across all our services & work sectors.



Our business space specialists work alongside fellow Savills agency experts to help developers, investors, land owners, corporate occupiers, logistics companies and public sector bodies achieve the most from their office and industrial assets.

Our office and industrial planning specialists are based in London and key regional markets. Together they support a nationwide service, working for sector-leading clients on projects across the UK.



Providing progressive, independent transport planning and highway engineering advice to the property development industry mode work on a variety of property development projects across a wide range of sectors from our offices in Birmingham, London, Manchester and Reading.

As a company we work with some of the UK's most successful development companies; we are a practice of exceptional individuals that unite behind our brand to deliver clear and commercially viable transport planning advice that is focused on our clients' needs.



We are LDA Design, an independent, 100% employee-owned consultancy of urban designers, landscape architects and planners working together to connect people and place through landscape.

For 40 years, we have held true to a single mission: to create great places and shape the world around us for the better. Our origins lie in landscape architecture, and this strengthens all the services we offer.



Air and Acoustic Consultants is the combination of over 30 years of working experience within the environmental sector. This combination brings together a variety of knowledge and experience including Research, Public Sector Environmental Protection, Private Sector Environmental and Transport Consultancy.

Our professional services include the assessment of air quality, noise and vibration with a primary emphasis on development planning and supporting our clients through the planning process. To complement this we also have extensive experience in the following services: Monitoring of both air pollution and noise, neighbourly matters, noise nuisance, permitting and expert witness.







01 EXISTING LAND USE



The wider context is defined by a predominately commercial setting, interspersed with several isolated residential properties along Addlestone Road. The site is located approximately 800 metres to the east of Addlestone town centre which offers a range of local services and amenities, and approximately 1km west of Weybridge town centre.

01.1 EXISTING LAND USE

- | | | | |
|---|---------------------|---|-----------------|
|  | • Residential land. |  | • Office use. |
|  | • Industrial usage. |  | • Retail usage. |

01 SITE CONNECTIVITY



The site comprises of two plots. The southern plot, which is the largest of the two at (2.5 hectares /6.28 acres) and is formed by six commercial buildings and is currently a disused office development. The northern plot extends to (1.08 hectares/ 2.7 acres) and consists of a singular office building previously occupied by Toshiba with Addlestone Road separating the two plots.

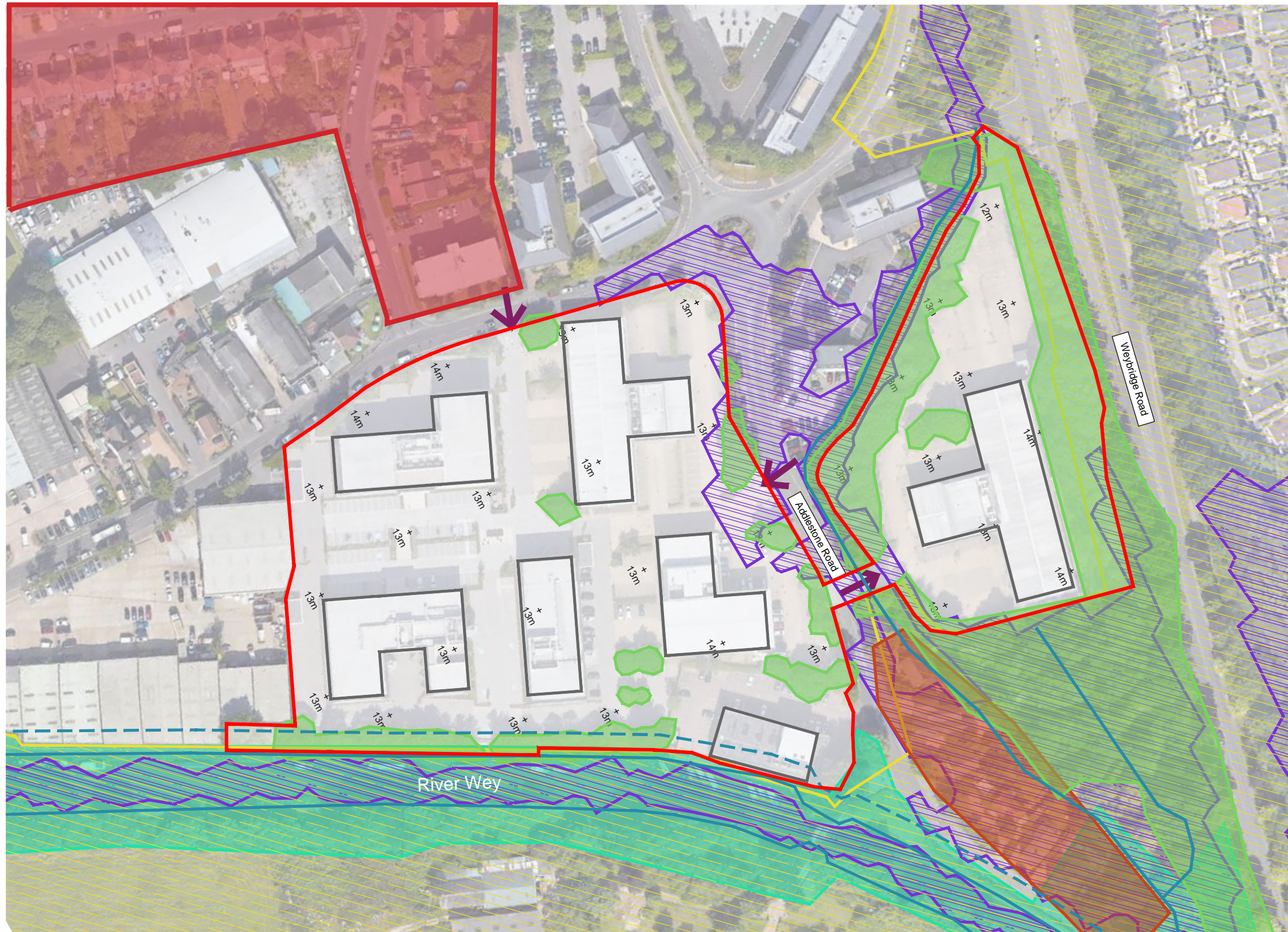
The River Wey defines the eastern boundary of the southern plot and Hamm Moor Lane characterises the western boundary. To the south of the site is the Waterside Trading Estate which hosts several industrial, retail and small business users.

The northern plot is well screened by established landscaping with the River Wey and Addlestone Road running along the southern boundary. Weybridge Road runs along the northern boundary which connects onto the M25 and the wider motorway network.

01.2 SITE CONNECTIVITY

- Main bus routes
- National Cycle Network
- Cycle Lane / Pedestrian Connection
- Footpath along River Wey



01 CONSTRAINTS AND OPPORTUNITIES




01 BUILDING HEIGHTS



01.4 BUILDING HEIGHTS

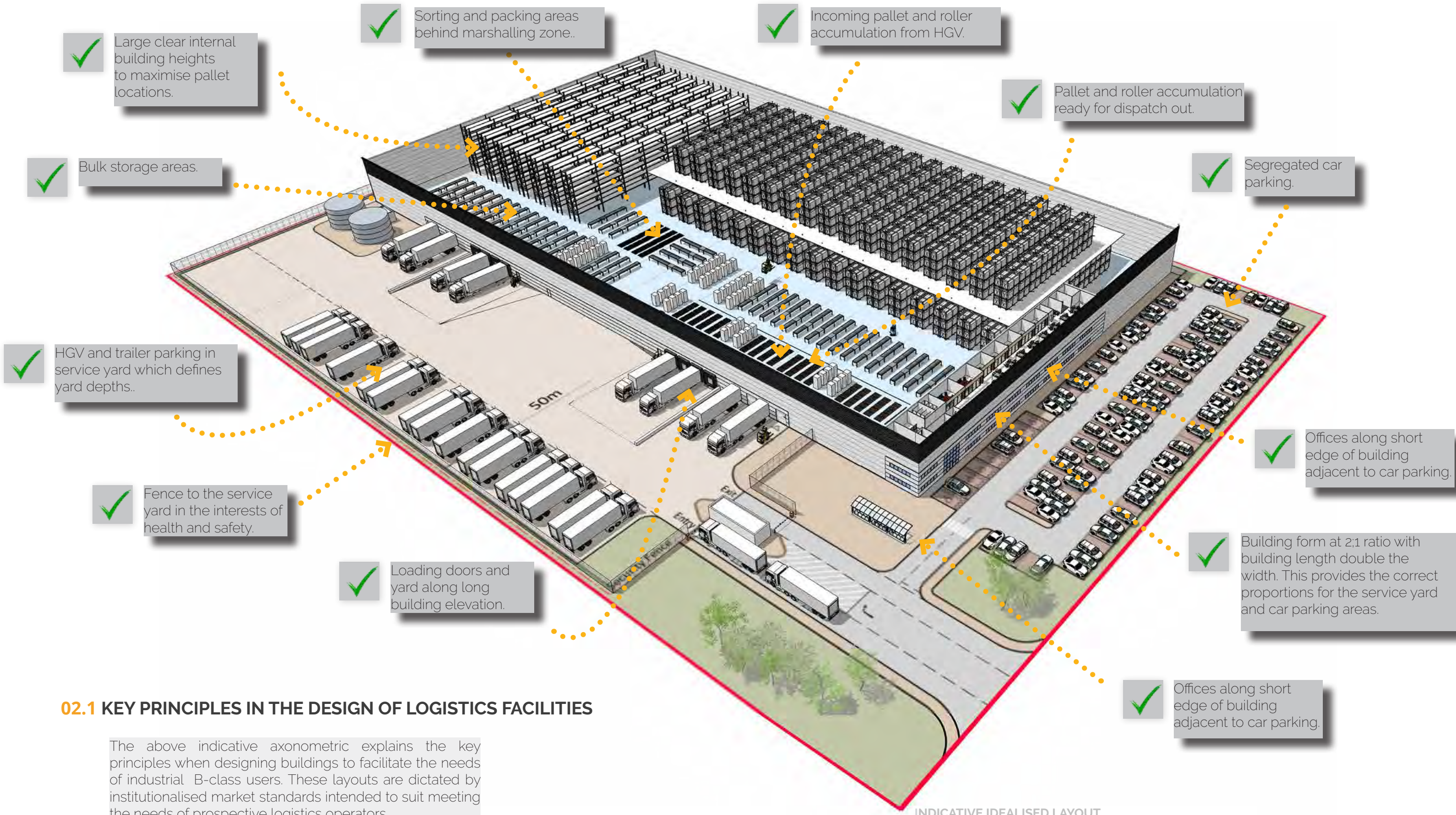
 0-5m Tall Building
 5-9m Tall Building

 10-14m Tall Building
 15-20m Tall Building

02 FACILITATING B8 OCCUPIERS



02 FACILITATING B8 OCCUPIERS



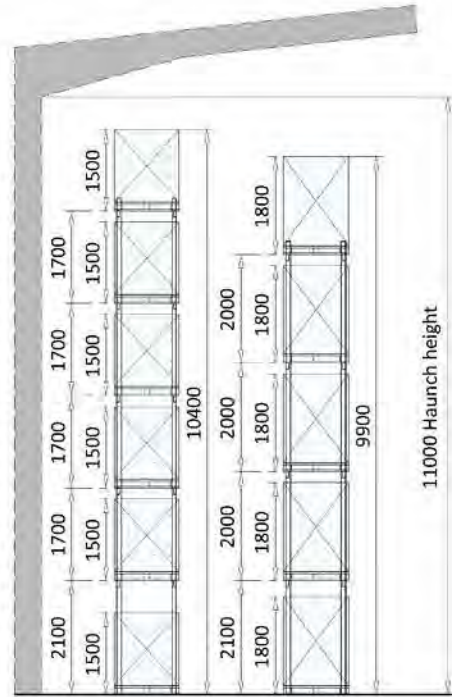
02.1 KEY PRINCIPLES IN THE DESIGN OF LOGISTICS FACILITIES

The above indicative axonometric explains the key principles when designing buildings to facilitate the needs of industrial B-class users. These layouts are dictated by institutionalised market standards intended to suit meeting the needs of prospective logistics operators.

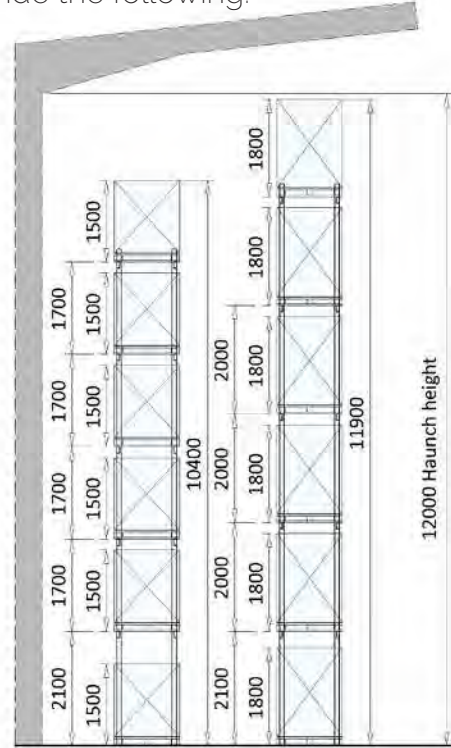
02 FACILITATING B8 OCCUPIERS

02.2 FACILITATING B8 OCCUPIERS: BUILDING REQUIREMENTS

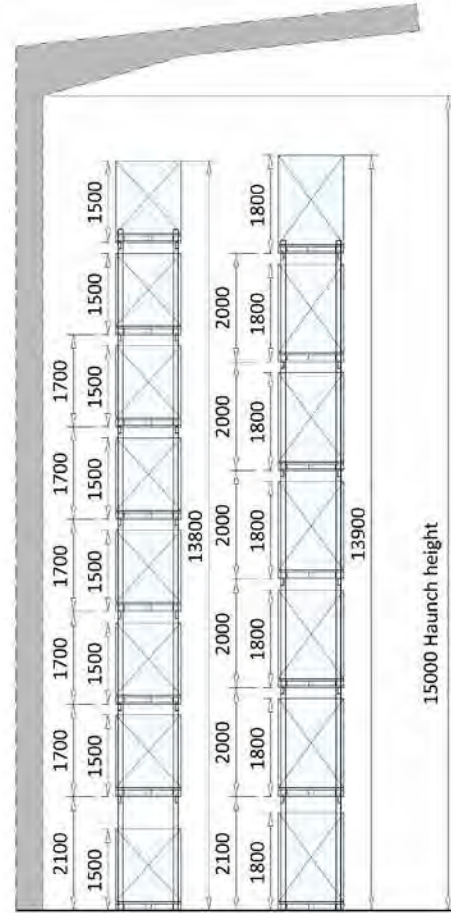
In order to appeal to B2/ B8 occupiers and provide users with productive and quality developments, buildings should provide the following.



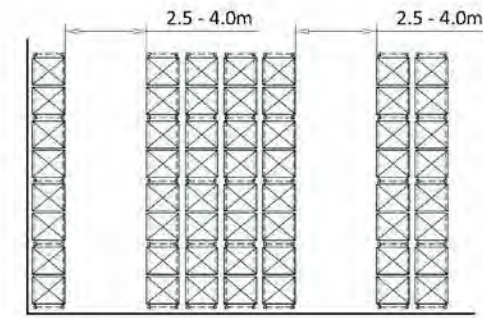
6 x 1500mm pallet height (non food)
5 X 1800mm pallet height (food)



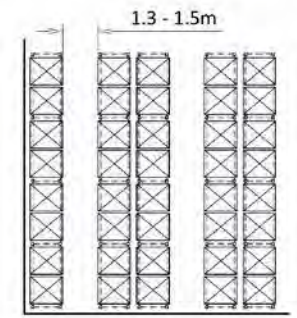
6 x 1500mm pallet height (non food)
6 X 1800mm pallet height (food)



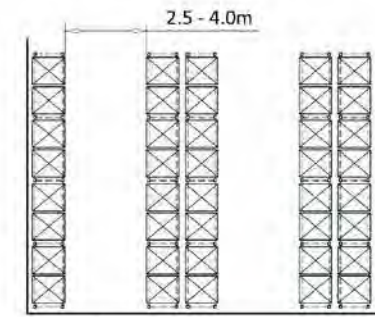
8 x 1500mm pallet height (non food)
7 X 1800mm pallet height (food)



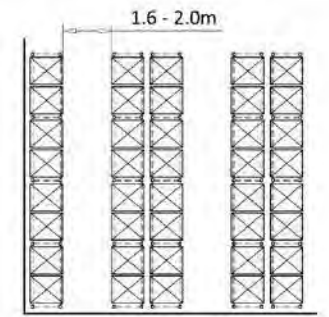
Double deep pallet racking
Aisle width 2.5 - 4.0 metres
50% space utilisation



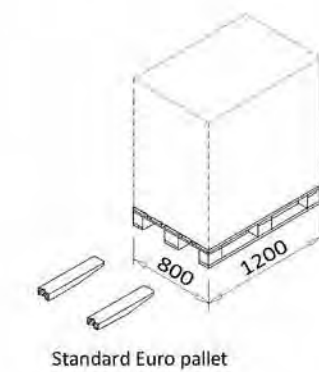
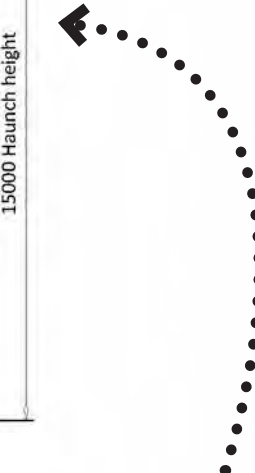
Crane system pallet racking
Aisle width 1.3 - 1.5 metres
50% space utilisation



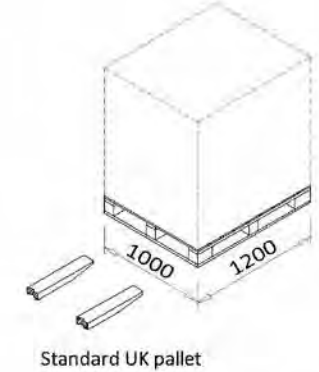
Wide aisle pallet racking
Aisle width 2.5 - 4.0 metres
40% space utilisation



Narrow aisle pallet racking
Aisle width 1.6 - 2.0 metres
45% space utilisation

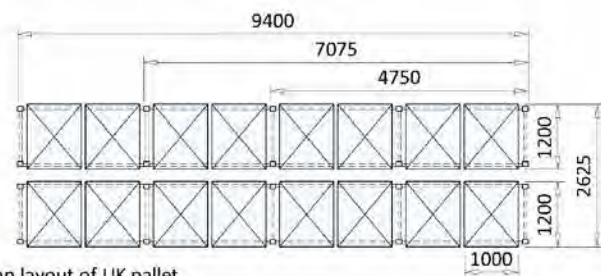


Standard Euro pallet

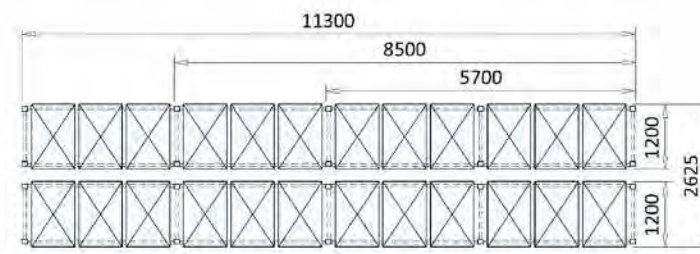


Standard UK pallet

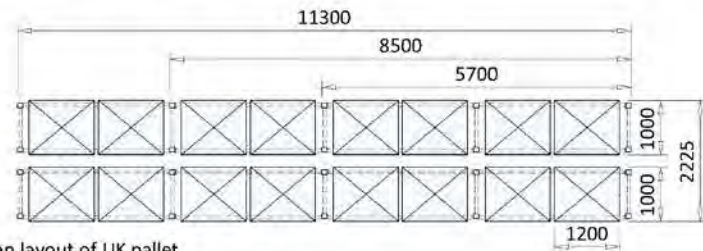
Larger Clear Internal Heights offer building volume which can facilitate the optimum number of pallet locations. CIH requirements are generally informed by institutional market standards based on end user requirements and building marketability.



Plan layout of UK pallet
1000mm wide x 1200mm deep



Plan layout of Euro pallet
800mm wide x 1200mm deep



Plan layout of UK pallet
1200mm wide x 1000mm deep



Internally, the ideal arrangement is to provide generous open plan warehouses which offer flexibility for varying racking options and a multitude of internal operational requirements.



Structurally steel portals spaced at 8m provide maximum material efficiency in terms of steel sizing and structural tonnage. 8m grids also work most efficiently with industrial door coursing which is spaced at 4m.

03 SCHEME DEVELOPMENT

On the 08.08.2022 a meeting took place discussing the submitted scheme design. Following this meeting the design team reevaluated and amended the the design again based on the feedback received.



03 SEPARATION FROM CONSERVATION AREA



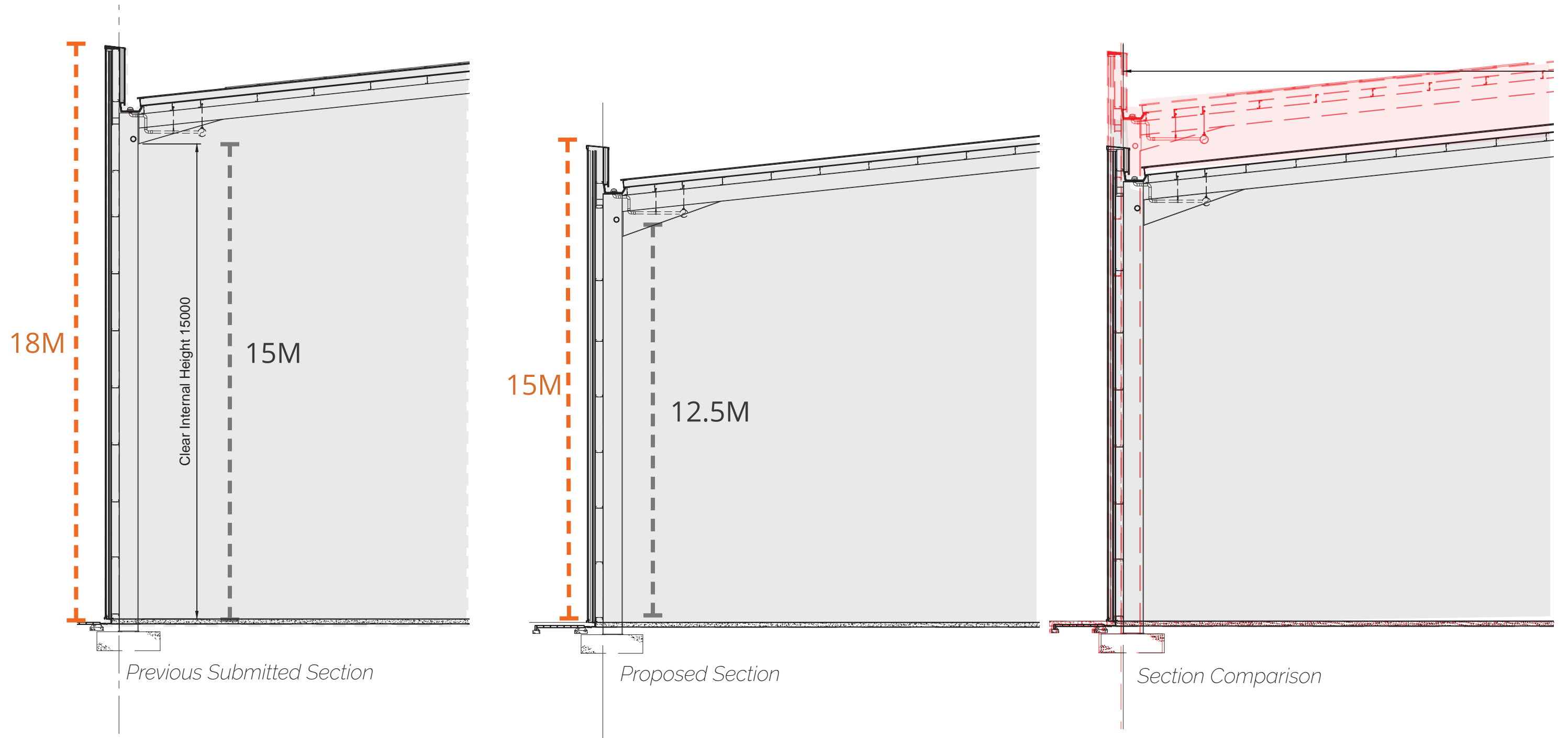
Previously Submitted Site Layout



Proposed Site Layout

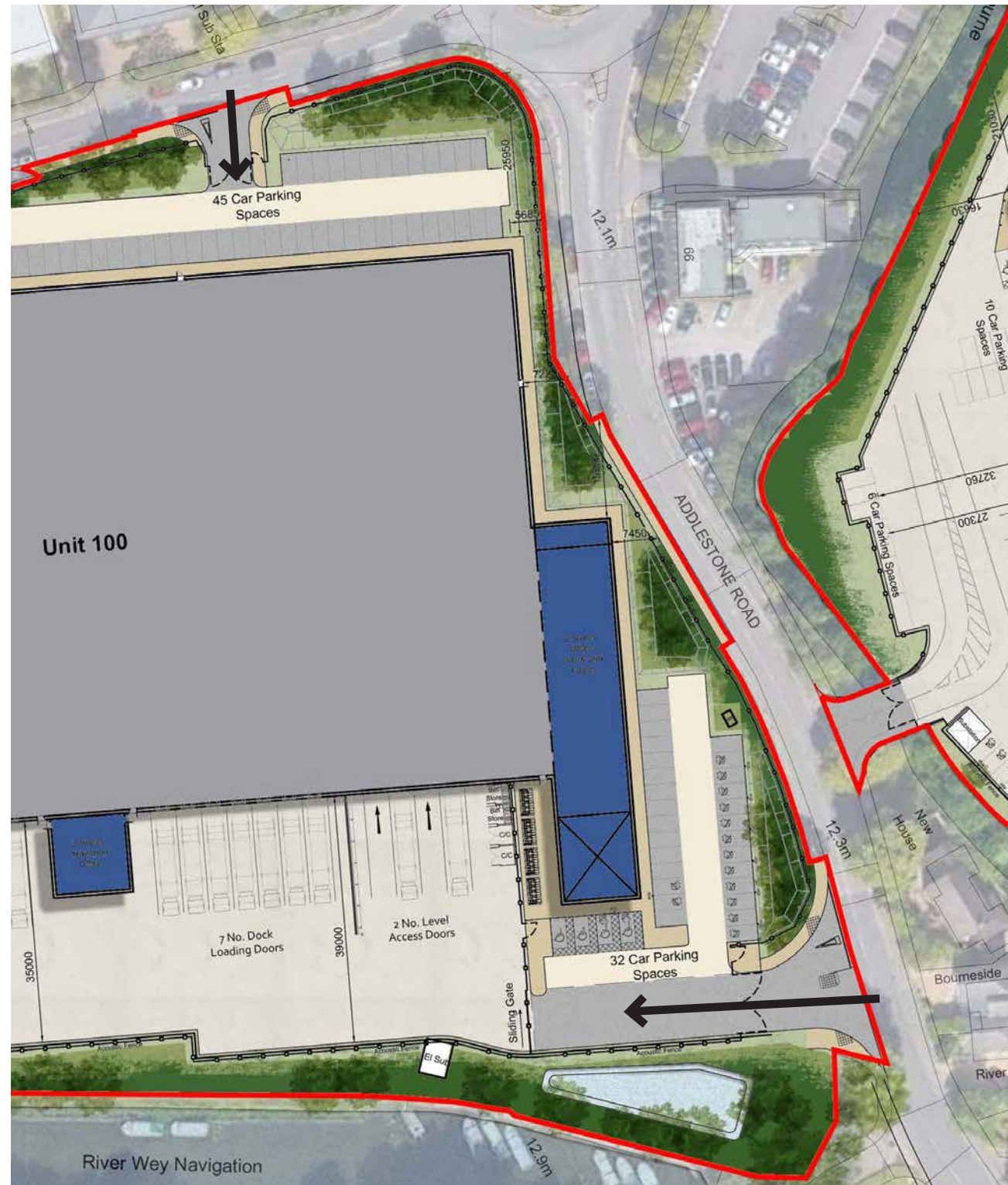
The building form of Unit 100 has been moved back from the canal /conservation area to minimise the impact on designated heritage asset.

03 REDUCTION OF BUILDING HEIGHT



The height of building 100 has been reduced by decreasing the clear internal height by 2.5m and by lowering the building parapet by 3m.

03 RETAINING THE ADDLESTONE ROAD ACCESS

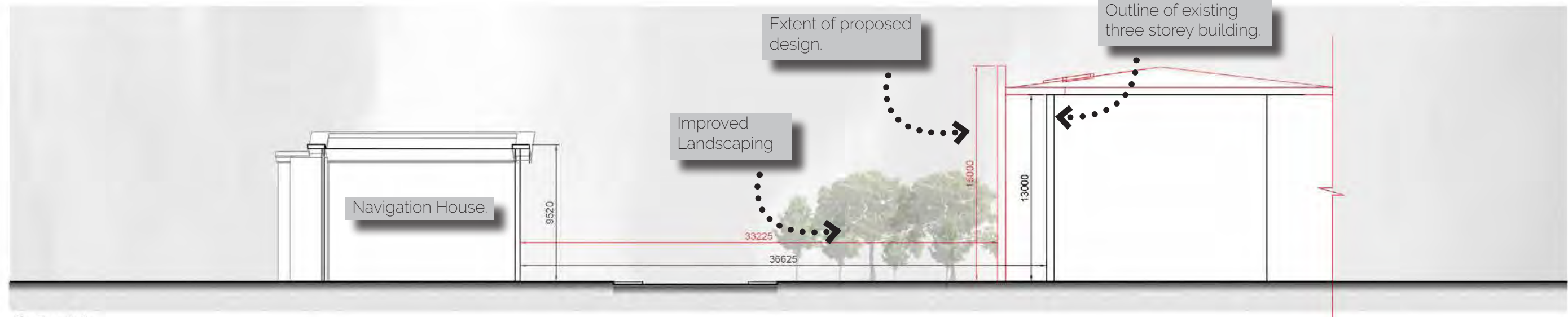


As per the previous scheme HGV access has been proposed from Addlestone Road.

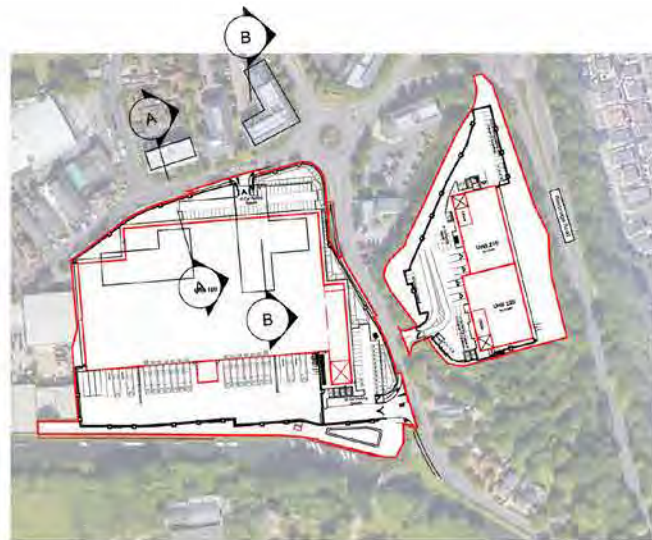
The new layout aims to avoid excessive operational noise, HGV use and other issues along Hamm Moor Lane. An access for private car parking is proposed along Hamm Moor Lane.



Section B-B
Scale 1:200



Section A-A
Scale 1:200



Key Plan Existing - Proposed Layout
Scale 1:2000

- Proposed Unit 100
- Existing Buildings

The western façade of Unit 100 has been purposefully moved away from Building 100, Bourne Business Park in comparison to the existing built form.

Although marginally closer to Navigation House than the existing office building, there has been significant landscaping improvements to Hamm Moor Lane in order to provide screening.

04 DEVELOPMENT PROPOSALS



04 DEVELOPMENT PROPOSALS

04.1 KEY DESIGN PRINCIPLES

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, this allows a number of key principles to be established, as follows:

Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings should be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

Functionality

To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

Protect Key Viewpoints

To design the building form and elevation treatment taking into account key viewpoints and context of the development. Views may be mitigated with appropriate use of screen bunding and landscaping, and where this cannot be achieved the architecture of the buildings should address best practice to reduce visual impact.

Orientation & Movement

To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fallback.

Quality of Public Realm

To create a development which enhances the quality of public realm. Amenity should be provided for the use of all users to create a positive work environment for the area and within public areas of the development. New footpaths should link into the wider existing network, increasing amenity and connectivity.

04.2 LAYOUT & USE

This section describes the process of design and how it has been informed by the identified key design principles, in order to define those constraints that restrict the site's redevelopment and identify the opportunities and options for development.

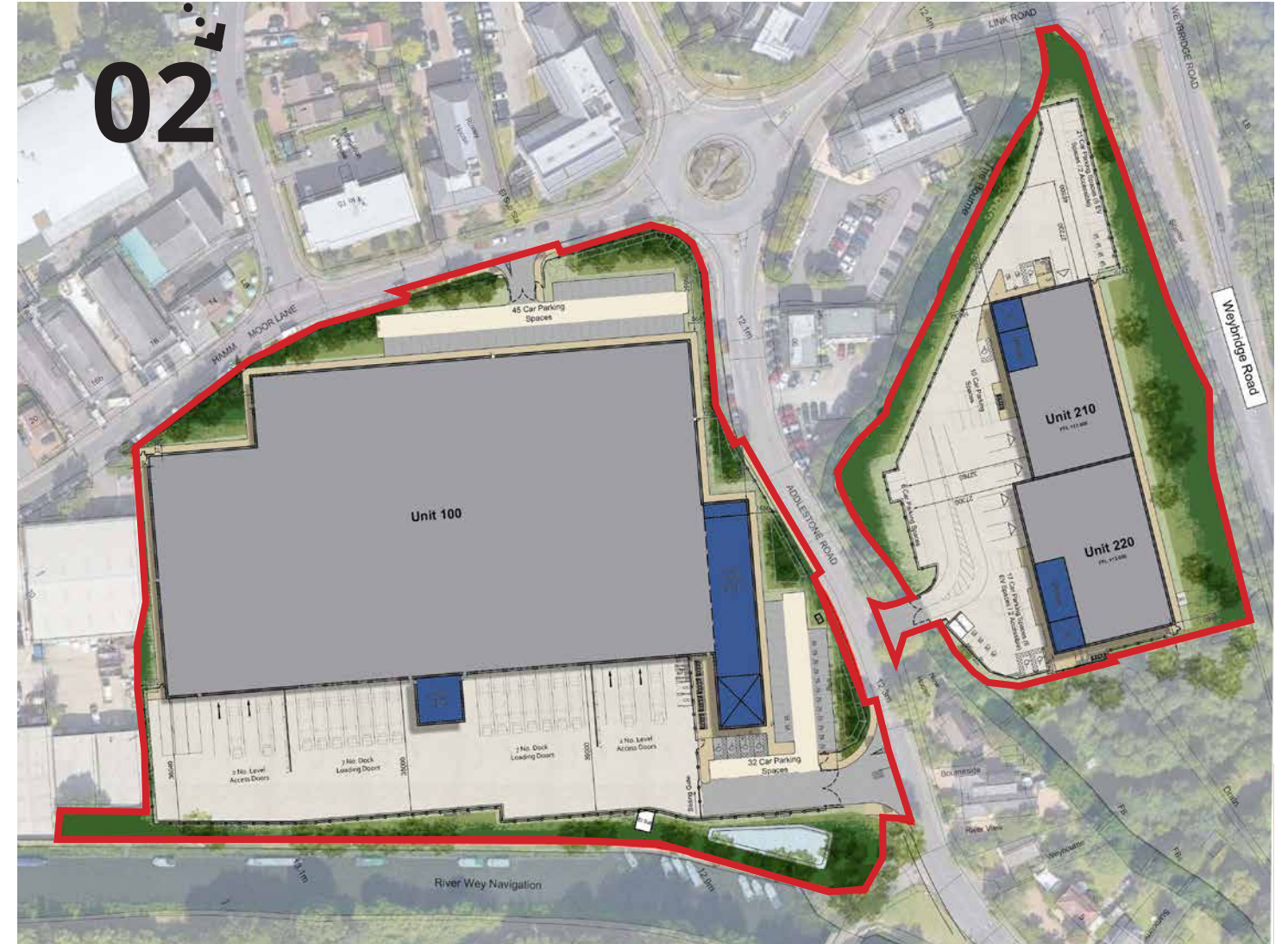
The proposed use is B2/B8 (Storage and Distribution) with ancillary offices, class E(g). In proposing this, the facility will require a 24-hour/7days a week/365days a year operation, to provide flexibility and efficiency, whilst also giving opportunity for traffic associated with the development to be spread out of peak hours.

In order to establish a site layout that compliments and negotiates site constraints, several design iterations have been developed. The illustrative proposal's development can be tracked by the adjacent traffic light system.

04 DEVELOPMENT PROPOSALS



Design at Planning Submission Stage (May 2022)



Revised Planning Design (October 2022)

- ✓ Buildings to an institutional standard for B class users.
- ✓ Office elements to principal elevation.
- ✓ Separated car parking and service yards.
- ✓ Pedestrian links to existing footpaths.
- ✓ Opportunities for landscaping to site boundaries.
- ✓ Good range of unit sizes.
- ✓ Feasible access arrangement

- ✓ Buildings to an institutional standard for B class users.
- ✓ Office elements to principal elevation.
- ✓ Separated car parking and service yards.
- ✓ Pedestrian links to existing footpaths.
- ✓ Opportunities for landscaping to site boundaries.
- ✓ Good range of unit sizes.
- ✓ Feasible access arrangement

DESIGN AT PLANNING SUBMISSION STAGE (MAY 2022)

Single unit scheme with service yard access off Addlestone Road.

Improved landscaping opportunities to western boundary.

Vehicular access located along Addlestone Road and away from sensitive receptors.

Building largely screened by established landscaping.

Gateway feel to park entrance with landscaping and block paving.

Service yard along long edge of building.

Building form 2:1 ratio with building mass set back from road.

Offices along short edge of building adjacent to car parking.

Existing landscaping and connection onto towpath retained.

Building facade is a continuation of existing built form along the canal frontage and defines the edge of the employment estate.

Established landscape buffer retained along towpath.

Improved landscaping to eastern boundary and opportunities for external breakout spaces/ picnic area.

Dimensions are in millimeters, unless stated otherwise. Scaling of this drawing is not recommended. It is the recipient's responsibility to print this document to the correct scale. All relevant drawings and specifications should be read in conjunction with this drawing.

UNIT 100 GIA		
Warehouse Area	139,980 ft ²	13,004 m ²
Ground Floor Core	1,109 ft ²	103 m ²
First Floor Office	8,659 ft ²	804 m ²
Second Floor Office	8,659 ft ²	804 m ²
Escape Stair	389 ft ²	36 m ²
Total GIA Area	158,795 ft²	14,752 m²

UNIT 100 GEA		
Warehouse Area	142,371 ft ²	13,227 m ²
Ground Floor Core	1,221 ft ²	113 m ²
First Floor Office	9,430 ft ²	876 m ²
Second Floor Office	9,430 ft ²	876 m ²
Escape Stair	465 ft ²	43 m ²
Total GEA Area	162,916 ft²	15,135 m²

UNIT 210 GIA		
Warehouse Area	12,875 ft ²	1,196 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	1,560 ft ²	145 m ²
Total GIA Area	15,150 ft²	1,407 m²

UNIT 210 GEA		
Warehouse Area	13,519 ft ²	1,256 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	1,778 ft ²	165 m ²
Total GEA Area	16,102 ft²	1,496 m²

UNIT 220 GIA		
Warehouse Area	15,029 ft ²	1,396 m ²
Ground Floor Core	805 ft ²	75 m ²
First Floor Office	2,032 ft ²	189 m ²
Total GIA Area	17,866 ft²	1,660 m²

UNIT 220 GEA		
Warehouse Area	15,712 ft ²	1,460 m ²
Ground Floor Core	715 ft ²	66 m ²
First Floor Office	2,295 ft ²	213 m ²
Total GEA Area	18,722 ft²	1,739 m²

Total Area GIA	191,812 ft²	17,820 m²
Total Area GEA	197,741 ft²	18,371 m²

Improved site density. Site layout arrangement largely to B class institutionalised standards.

Building mass to rear of site as per existing building form.

rev	amendments	by	chkd	date
G	Drawing updated to suit revisions	LAH	MT	22.04.22
F	Drawing revised inline with topographical survey	LAH	MT	12.04.22
E	Drawing revised inline with planning comments	LAH	MT	05.04.22
D	Drawing revised inline with Mode Transport drawing 326431_P3-002	LAH	MT	24.03.22
C	Mode transport planning coordinated	LAH	MT	22.03.22
B	Mode transport planning coordinated	LAH	MT	21.03.22
A	Initial Issue	LAH	MT	10.03.22

Weybridge Business Park, Weybridge

Proposed Block Plan



(Newark Business Park, California Way, Newark, Nottinghamshire NG24 2TH
+44 (0)1535 633027 | info@umcarchitects.com

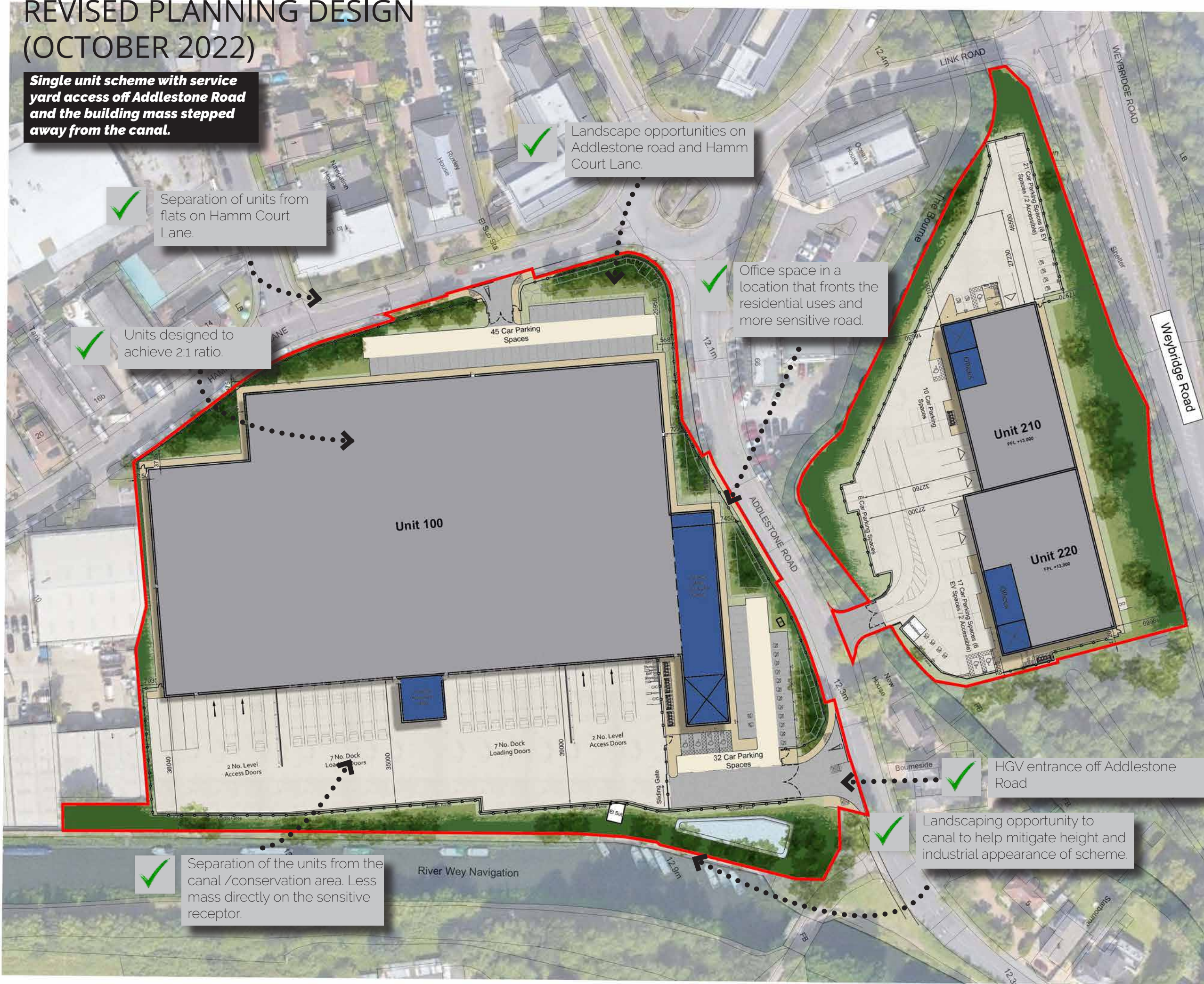
RIBA PoW Stage	2 - Concept Design
Document Suitability	S1
Drawn / Checked	LAH / MT
Date	06.03.22
Scale	1:500 A1
UMC Project Number	21490
Document Reference	Drawing no: Revision
21490 - UMC - ZZZZ - SI - DR - A	0602 H

PLANNING
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REVISED PLANNING DESIGN (OCTOBER 2022)

Single unit scheme with service yard access off Addlestone Road and the building mass stepped away from the canal.

Dimensions are in millimeters, unless stated otherwise.
Scaling of this drawing is not recommended.
It is the recipient's responsibility to print this document to the correct scale.
All relevant drawings and specifications should be read in conjunction with this drawing.



✓ Landscape opportunities on Addlestone road and Hamm Court Lane.

✓ Separation of units from flats on Hamm Court Lane.

✓ Units designed to achieve 2:1 ratio.

✓ Office space in a location that fronts the residential uses and more sensitive road.

✓ HGV entrance off Addlestone Road

✓ Landscaping opportunity to canal to help mitigate height and industrial appearance of scheme.

✓ Separation of the units from the canal /conservation area. Less mass directly on the sensitive receptor.

UNIT 100 GIA			
Warehouse Area	128,043 ft ²	11,895 m ²	
Ground Floor Core	2,476 ft ²	230 m ²	
Escape Core	459 ft ²	43 m ²	
First Floor Office	7,538 ft ²	700 m ²	
Second Floor Office	7,538 ft ²	700 m ²	
Transport Office First Floor	1,563 ft ²	145 m ²	
Transport Office Second Floor	1,563 ft ²	145 m ²	
Total GIA Area	149,180 ft²	13,859 m²	

UNIT 100 GEA			
Warehouse Area	130,573 ft ²	12,131 m ²	
Ground Floor Core	2,758 ft ²	256 m ²	
Escape Core	546 ft ²	51 m ²	
First Floor Office	8,099 ft ²	752 m ²	
Second Floor Office	8,099 ft ²	752 m ²	
Transport Office First Floor	1,697 ft ²	158 m ²	
Transport Office Second Floor	1,697 ft ²	158 m ²	
Total GEA Area	153,470 ft²	14,258 m²	

UNIT 210 GIA			
Warehouse Area	12,901 ft ²	1,199 m ²	
Ground Floor Core	689 ft ²	64 m ²	
First Floor Office	1,601 ft ²	149 m ²	
Total GIA Area	15,192 ft²	1,411 m²	

UNIT 210 GEA			
Warehouse Area	13,547 ft ²	1,259 m ²	
Ground Floor Core	778 ft ²	72 m ²	
First Floor Office	1,747 ft ²	162 m ²	
Total GEA Area	16,072 ft²	1,493 m²	

UNIT 220 GIA			
Warehouse Area	15,055 ft ²	1,399 m ²	
Ground Floor Core	689 ft ²	64 m ²	
First Floor Office	2,066 ft ²	192 m ²	
Total GIA Area	17,810 ft²	1,655 m²	

UNIT 220 GEA			
Warehouse Area	15,739 ft ²	1,462 m ²	
Ground Floor Core	778 ft ²	72 m ²	
First Floor Office	2,242 ft ²	208 m ²	
Total GEA Area	18,759 ft²	1,743 m²	

Total Area GIA			
	182,182 ft²	16,925 m²	

Total Area GEA			
	188,300 ft²	17,493 m²	

V	Boundary line re-profiled.	LAH	A.J.L.	13.10.22	
U	Mode Transport coordinated / Boundary line re-profiled.	LAH	A.J.L.	12.10.22	
T	Substation and parking relocated to suit easement.	LAH	A.J.L.	07.10.22	
S	Mode Transport & AAC coordinated.	LAH	A.J.L.	30.09.22	
rev	amendments.		by	ckd	date

Weybridge Business Park, Weybridge
Proposed Block Plan



RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S1
Drawn / Checked:	LAH / MT
Date:	30.09.22
Scale:	1:500 A1
UMC Project Number:	21490
Document Reference:	21490 - UMC - ZZZZ - SI - DR - A 0602
Drawing no:	
Revision:	V

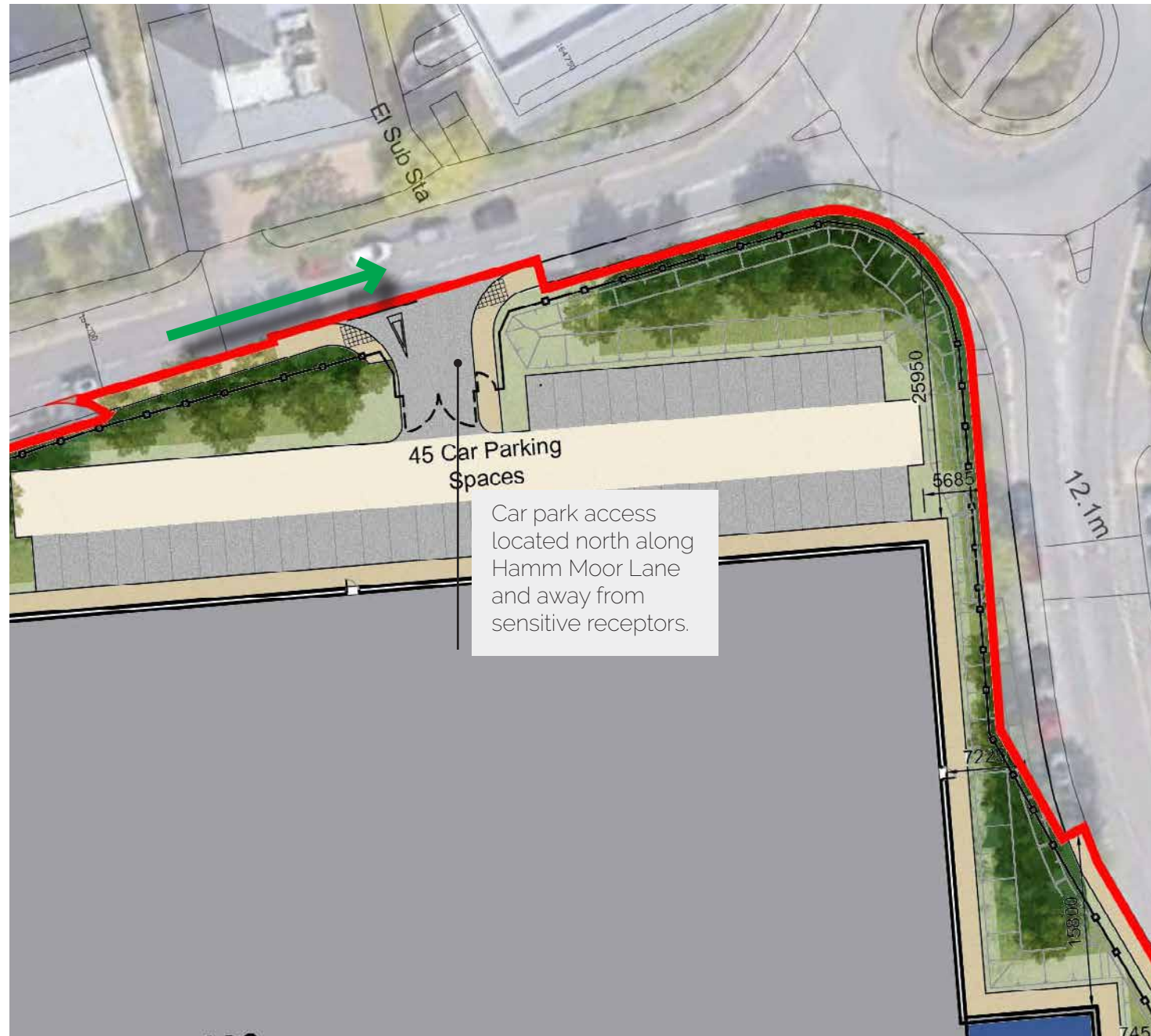
PLANNING
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05 ACCESS

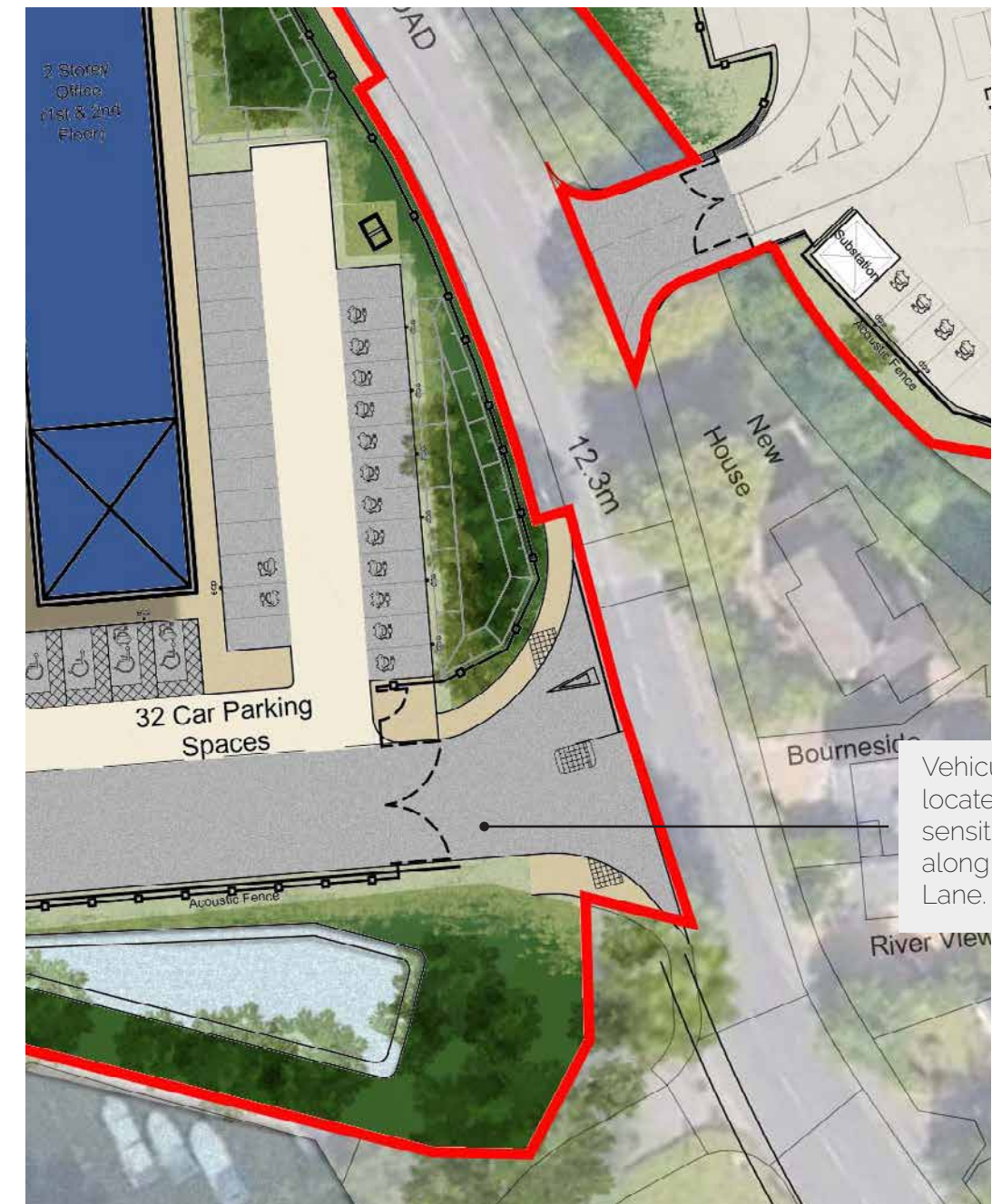


05 YARD ACCESS PROPOSALS

The layout evolution investigated the feasibility of vehicular access off both Addlestone Road and Hamm Moor Lane with the advantages and disadvantages presented below. Both options are feasible at this stage with the local authority encouraging the Addlestone Road option.



Layout Option with Access off Hamm Moor Lane.



Layout Option 03 with Access off Addlestone Road.

05 ACCESS

05.1 VEHICULAR ACCESS

Vehicular access to the southern plot will be via two newly created access points along Addlestone Road. Access to the northern plot will be over the existing bridge and via the existing highway arrangement.

A separate dedicated car park entrance will reduce conflict between goods vehicles and car traffic. The car park area will be constructed in dense bitumen tarmac where car parks are separate from service areas. This will form part of a coordinated hard landscaping strategy. Car parking provision is appropriate for the type and size of the unit proposed.

Provision has been made for covered secure cycle shelters to be located adjacent to the main office blocks. Similar arrangements have been made for the required accessible parking bays.

Service yard areas will be formed in concrete surfacing, to provide a robust base for vehicle manoeuvring.

05.2 PEDESTRIAN AND CYCLE ACCESS

Footpaths will lead up to the office main entrance. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving extended around offices and to the building perimeter.

Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the pedestrian / cyclist.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays are located as close to the main office entrance as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and the building. All levels within the car parking areas will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

The main entrance into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the operational areas will be provided from the yard areas.

05.3 PEDESTRIAN ACCESS - INTERNAL

Reception

The reception area to the main office area will be suitably sized to accommodate wheelchair users.

This will include appropriate space and waiting zones. All floor finishes will be suitable for wheelchair access.

Horizontal circulation

Internal corridors will be a minimum of 1500mm wide at the pinch point. All doors will have a minimum clear opening of 800mm and an opening force below the recommended maximum. Door furniture will contrast with the background colour of the door leaf, and be of either lever type, at 1000mm above floor level, or pull handles, commencing at 1000mm above floor level. Doors in corridors will be fitted with vision panels, commencing at 500mm above floor level.

Vertical circulation

Stairs will provide vertical access around the offices, and a passenger lift will provide access to all floor levels. All staircases and lifts will be designed in accordance with Approved Document M, with recommendations including contrasting nosings, and treads/risers suitable for ambulant disabled members of staff or visitors. Any member of staff, or visitor, with a visual impairment would be actively managed within the building.

Employment Space

The employment space is to be level throughout with clearly defined pedestrian routes. There will be fire exits within the the main employment space between the main offices and the employment space area. External stairs leading to the yards will be provided where necessary with minimum 900mm wide x 1400mm long refuge bays. The landing will be level with the employment space finished floor levels on these exits.

Toilets

Given the manual nature of work undertaken, toilets facilities will be provided in the employment space. In the offices, toilets will be provided for male, female and disabled users.

Finishes

All floor finishes are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. The walls, wall coverings and paint finishes are to be suitably contrasting with the joinery of the doors and low surrounds. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

06 ELEVATIONAL DESIGN



06 ELEVATIONAL DESIGN



06.1 UNIT APPEARANCE

The proposed design presents a modern, high-end, neutral aesthetic using the methods outlined below,

- ① Different cladding types, colours and orientation to add visual interest and break up the visual building massing.
- ② Feature frame and corporate colours indicating office locations
- ③ The use of glazing to add transparency to the facade and offer some form of natural surveillance.

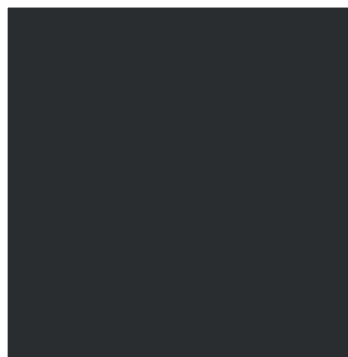


Typical Elevational Treatment

Black



Dark Grey



Mid Grey



Light Grey



Blue



06.2 SCALE, HEIGHT & MASSING

The proposed building heights are similar to the existing building heights on each plot with a clear internal height of 12.5m for both Unit 100 and 12m CIH for Unit 200 between the finished floor level and the underside of structure. The building mass of Unit 100 has been positioned in the south-west corner of the southern plot to make efficient use of the site and provide the correct proportions of service yard and car park. Both buildings are parapeted which offers a slick box aesthetic with the internal height of the parapet offering the necessary edge protection for individuals working at height. Behind the parapet, the roofs will be pitched with a shallow pitch of approximately 6 degrees with rooflights to bring natural light within the buildings and PV on the roofs.

06 DESIGN PROPOSALS



Proposed Indicative View from Link Road looking south.

06.3 AMOUNT

The proposed units comprises of steel-framed, single storey warehouse which is sized to suit the operational requirements of the occupier. The application seeks to provide circa 16,360m² of warehousing internal floor area, in addition to circa 2,470m² of associated ground and first floor office and welfare accommodation.

Significant space is provided around the building for necessary vehicle loading manoeuvres, with integrated parking, vehicle storage and soft landscaping schemes to be implemented. The sizes of these areas are derived from the needs of the end user. The yards are dimensioned to accommodate modern articulated vehicles, LGV and vans and their turning circles.

The design principles of small industrial units are based on efficiency and operation, with the service yard dictating the position of level access doors and inbound and outbound loading areas. Maximum flexibility is required within the warehouse space to allow for future occupier requirements. Given the rigid functionality and performance optimisation of these building types, rectangular forms are the predominant building footprint for Class B developments.

The following ancillary functions will be provided for each unit:

- Two storey administration offices.
- Secure service yard and lorry parking.
- Grade level car parking
- Secure cycle shelters and bin stores.
- Electric car charging spaces.

06.4 FUNCTIONALITY

The proposed buildings have been designed to provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Large open yard spaces with dedicated parking, along with open plan buildings offer the ideal opportunity for industrial and storage occupiers.

06 ELEVATIONAL DESIGN PRECEDENCE



The underlying principle of the proposed design is to provide a building that is both sympathetic to its surroundings and that offers architectural character, whilst adding quality and aesthetical enhancement to its immediate vicinity.

The use of dark cladding colours only emphasises the building mass and dark glazing highlights the scale and boxy nature of this type of building.

- 1 Dark cladding colours emphasis building mass and building height.
- 2 Large areas of fenestration add transparency to the façade breaking building mass.
- 3 Microrib to office elevations to contrast against trapezoidal warehouse cladding.
- 4 Use of elevational gradation with high level light tones breaks up building mass reducing perceived height.





The elevational treatment has been designed to minimise the visual impact of the buildings, while enhancing the design. Colours will be mainly monochrome in palette to the main building with darker colours at lower level to help to anchor the building providing a more horizontal emphasis when viewed from a distance.



External Finishes

- ① Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: White (RAL 9003)
- ② Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Hamlet (RAL 9002)
- ③ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel HPS200 Ultra
Colour: Goosewing Grey (RAL 7038)
- ④ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Pure Grey (RAL 000 55 00)
- ⑤ Horizontally laid trapezoidal built up cladding system
Finish: Tata Steel Colorcoat HPS200 Ultra
Colour: Anthracite (RAL 7016)
- ⑥ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Anthracite (RAL 7016)
- ⑦ Horizontally laid micro rib cladding panel feature wall
Finish: Tata Steel Prisma
Colour: Blue
- ⑧ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Sirius Silver
- ⑨ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: Zeus Matt
- ⑩ Horizontally laid micro rib cladding panel
Finish: Tata Steel Prisma
Colour: White
- ⑪ Overhead sectional door with level access
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑫ Teledock dock levellers with sectional overhead doors
with dock door access (Euro Dock)
Colour: Anthracite (RAL 7016)
- ⑬ Precast concrete pro-wall
- ⑭ Thermally broken aluminium curtain wall/window
system with spandrel panel to 4th face.
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑮ Steel insulated security door & frame
Finish: Polyester powder coated
Colour: to match adjacent cladding colour
- ⑯ Canopy projecting 1.2m from curtain walling system
supported from tie rods with toughened (glazed) sheets
Finish: Polyester powder coated
Colour: Anthracite (RAL 7016)
- ⑰ Aluminium Glazed door
Colour: Anthracite (RAL 7016)
- ⑱ Projecting 3.0mm aluminum office feature frame /
portico.
Colour: Black
- ⑲ Polycarbonate Wall Lite System
Colour: Opal



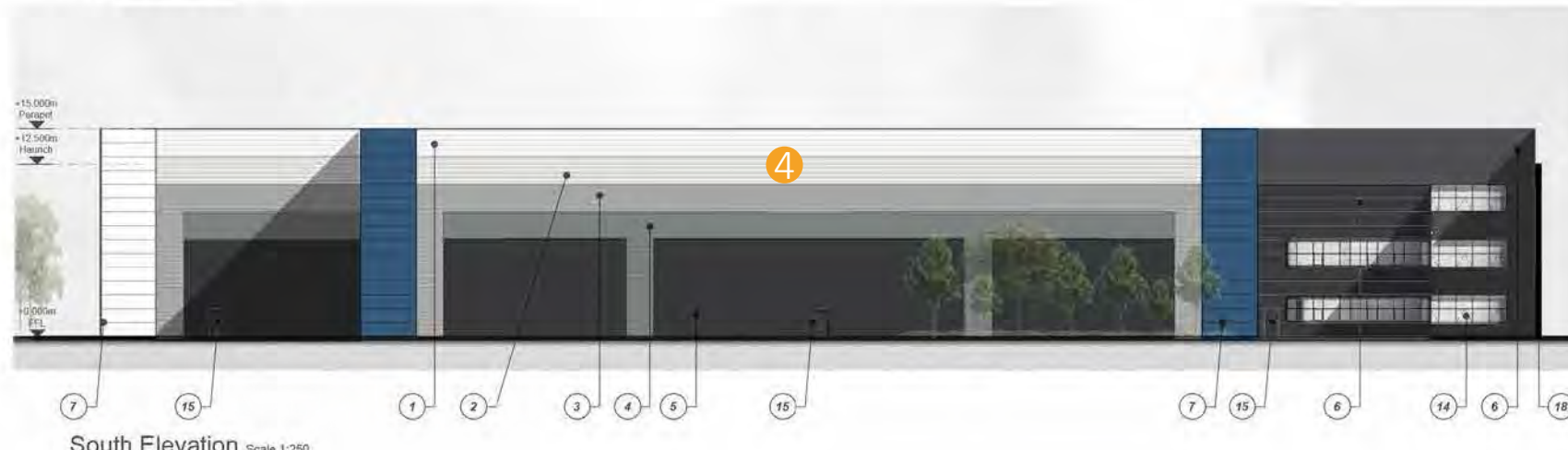
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East Elevation Scale 1:250



North Elevation Scale 1:250



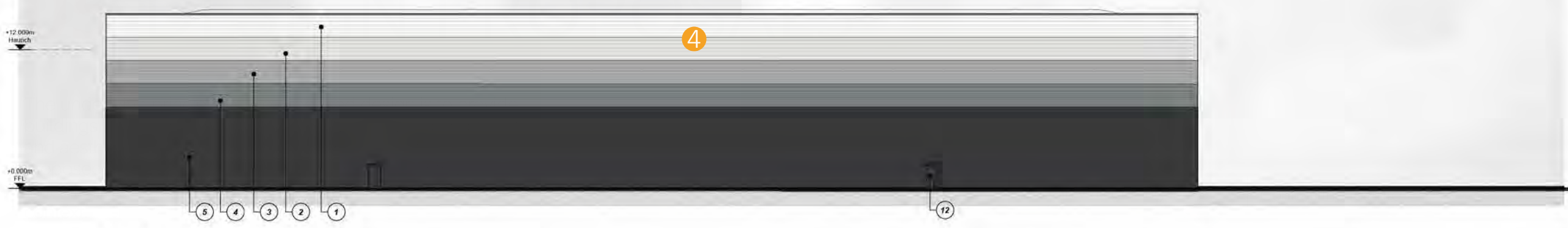
South Elevation Scale 1:250

- ① Large areas of fenestration add transparency to the façade creating a high quality aesthetic
- ② Projecting portico/ feature bands help to create depth and shadow to elevations
- ③ Microrib to office elevations to contrast against trapezoidal warehouse cladding
- ④ Use of elevational gradation with high level light tones breaks up building mass reducing perceived height

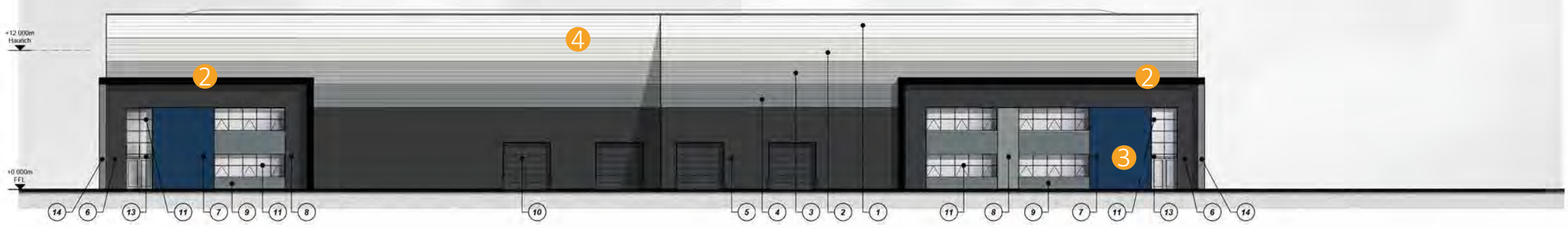
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 It is the recipient's responsibility to print this document to the correct scale.
 All relevant drawings and specifications should be read in conjunction with this drawing.

External Finishes

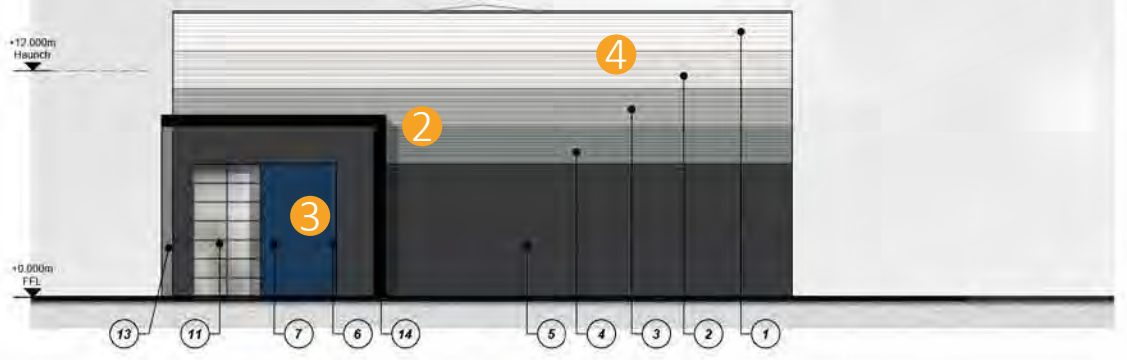
- ① Horizontally laid trapezoidal built up cladding system
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 Colour: White (RAL 9003)
- ② Horizontally laid trapezoidal built up cladding system
 Finish: Tata Steel Colorcoat HPS200 Ultra
 Colour: Hamlet (RAL 9002)
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 Finish: Tata Steel Prisma
 Colour: Anthracite (RAL 7016)
- ⑦ Horizontally laid micro rib cladding panel feature wall
 Finish: Tata Steel Prisma
 Colour: Sargasso (RAL 5003)
- ⑧ Horizontally laid micro rib cladding panel
 Finish: Tata Steel Prisma
 Colour: Sirius Silver
- ⑨ Horizontally laid micro rib cladding panel
 Finish: Tata Steel Prisma
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 Finish: Polyester powder coated
 Colour: Anthracite (RAL 7016)
- ⑭ Projecting 3.0mm aluminum office feature frame / portico.
 Colour: Black



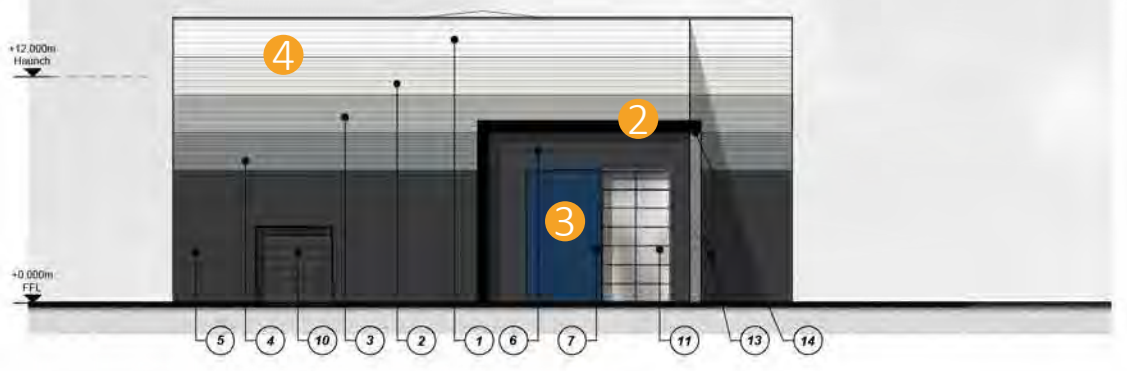
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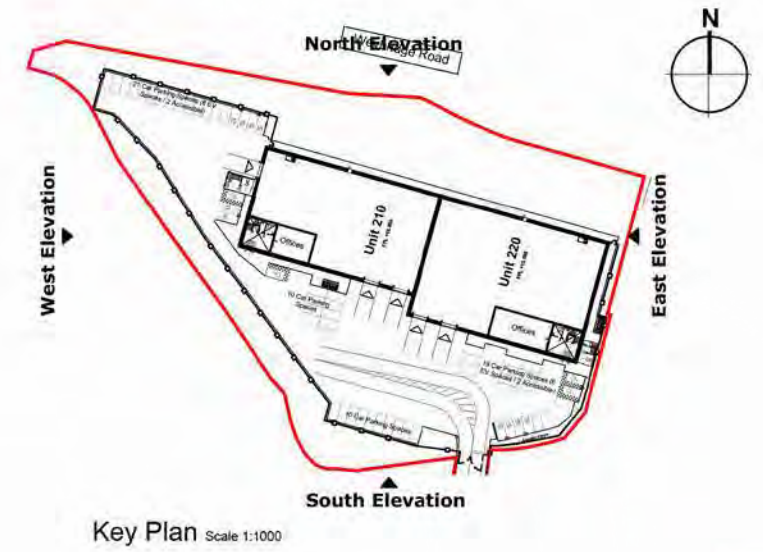
South Elevation Scale 1:200



East Elevation Scale 1:200



West Elevation Scale 1:200



Key Plan Scale 1:1000



rev. amendments by ckd date

Weybridge Business Park, Weybridge

Unit 210 220 - Elevations

BRIDGE

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RIBA PoW Stage:	2 - Concept Design
Document Substability:	S1
Drawn / Checked:	LAH / MT
Date:	01.03.22
Scale:	1:200 AI
UMC Project Number:	21490
Document Reference:	Drawing no: 1322
21490 - UMC - 0200 - SI - DR - A	Revision: C

PLANNING
 THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

07 INDICATIVE VISUALS



07 INDICATIVE EYE-LEVEL VISUALS



Existing View from River Wey Towpath looking north



Existing View from Black Boy Bridge looking south



Proposed Indicative View from River Wey Towpath looking north



Proposed Indicative View from Black Boy Bridge looking south




Indicative Views Key Plan 

07 INDICATIVE EYE-LEVEL VISUALS



● Proposed Indicative View from Link Road looking south.



Indicative View 
Key Plan

08 LANDSCAPING



08 LANDSCAPING

08.1 WIDER CONTEXT

Weybridge Business Park is located off Addlestone Road, positioned in a prime location between Weybridge and Addlestone. The Site is accessed directly off Ham Moor Lane and is divided into two, with the northern site positioned south of Weybridge Road and the southern site south of Addlestone Road.

The River Wey borders the southern sites eastern edge, with a public rights of way that runs alongside the river down to Coxes Lock Mills and Ham Moor. A permissive path borders the Site on the western side of the River Wey offering shared access to the south and the moored narrow boats. The surrounding area is an established residential location and benefits from a variety of local amenities. Ham Moor to the eastern side of the river is within Green Belt. The Site lies outside of the Green Belt but benefits from it.

08.2 LANDSCAPE CHARACTER

In general, the eastern part of the study area is relatively flat, while the western part contains steeper land with high spots around natural features, such as St Ann's Hill and Coopers Hill Slopes. Typically, on the edge of the settlements the topography is more varied, with water being more prominent. The Site occupies a flat area of land which ranges between 16m to 17m above ordnance datum (AOD). Much of the surrounding land is flat and at or below 16m AOD.

Green Belt covers majority of the Borough and the study area. It covers areas of Thames River Floodplain to the north of the Site, areas of Lower Wey River Floodplain to the south

and stretches of elevated land to the west and east of the study area.

There are a range of features that contribute to the value of the local landscape. Within the immediate Site setting and up to 1km, these features are valued by the local community. These features include:

- Public Rights of Way network;
- Publicly Accessible landscapes including Playing Fields, Play Spaces, Recreation Grounds, Allotments, Community Gardens and City (Urban) Farms; Green Corridors; and
- A distribution of woodlands and well-treed and established network of field boundaries.

There are a number of Conservation Areas within the 3km study area of the Site boundary. The River Wey Navigation Conservation Area lies along the eastern boundary of the site.

There are a small number of local designations relating to ecology within the wider study area - Chertsey Meads LNR and Dumsey Meadow SSSI.

08.3 WIDER CONNECTIONS

The Site is well served in terms of vehicular access, with the A-road Weybridge Road bounding the northern site, and Addlestone Road bounding the southern site to the north. B-Roads Ham Moor Lane bounds the west and the River Wey is located to the east.

An existing Public Right of Way (PRoW) can be accessed from the north of the southern site along the River Wey. A permissive path access runs along the eastern edge of the southern site, which provides access to the wider PROWs. A national cycle network route runs east to west to the north of the southern site along Addlestone Road, providing connectivity to the site.



Site Location

08.4 LANDSCAPE VISION

*'Bringing Industry back to the River'
Transforming an underutilised
brownfield site for future business uses*

The vision for the Site draws inspiration from the Surrey landscape and the River Wey Conservation Area, providing both visual and physical connections to it.

The landscape vision provides for

- New warehouses with offices, HGV loading and parking provide opportunities for business.
- Native evergreen and deciduous tree planting with biodiverse shrub, perennial and grass planting offering new frontages to the Business Park, complementing the surrounding businesses.
- Enhanced ecological riparian planting along the River Wey corridor increasing biodiverse connectivity within the surrounding areas.
- Biodiverse planted attenuation basins accommodating localised flood waters.
- Enhanced permissive routes along the River Wey encouraging increased recreation and connectivity between Addlestone Road, Coxes Lock Mills and Ham Moor.
- Areas of hard paving providing flexible outdoor spaces to encourage recreation and socialisation by the office workers on lunch breaks or for working outdoors on warmer days.
- SuDS, careful material choices and ecological enhancements will improve the sustainability and biodiversity aims across the landscape. It will offer opportunities for exploration, learning and interacting with nature.

08.5 DEVELOPMENT OF THE

LANDSCAPE

PRINCIPLES

Following rigorous analysis and initial design explorations, a number of guiding principles were developed to form an overarching approach to the landscape strategy.

These were developed alongside the architects, ecologists and engineers to ensure that the principles were congruent across all disciplines whilst ensuring that landscape played an important role in determining the character and framework of the proposals.

08.6 THE LANDSCAPE PRINCIPLES

A. SENSITIVELY INTEGRATE NEW DEVELOPMENT:

The business park will consider the wider landscape character to mitigate any impact on wider views by locating the warehouses within the bounds of the original Business Park, and by retaining important existing trees and shelter belts which align the River Wey. The planting strategy will further mitigate impacts and integrate development within the landscape.

B. PROTECT AND CONSERVE EXISTING LANDSCAPE ASSETS:

Existing landscape assets will be protected, conserved and enhanced as far as possible. Existing trees, shelterbelts, and drainage ditches will be retained to form part of the landscape structure and framework.

C. IMPROVE ECOLOGY AND BIODIVERSITY VALUE:

A coordinated landscape and ecology strategy will be implemented to provide site-wide biodiversity gain. A range of habitat types with a biodiverse, predominantly native

plant selection will be proposed.

D. PROVIDE RECREATION AND AMENITY FOR LOCAL PEOPLE:

The landscape strategy will encourage permissive access to the River Wey, enabling connectivity with the wider PROWs.

E. A LANDSCAPE FOR ALL SEASONS:

The planting design will celebrate seasonal change through a carefully selected planting palette used within the design of the central open space and plot frontages









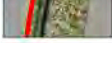




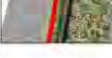





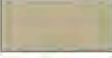


08.7 THE LANDSCAPE STRATEGY:

A landscape strategy was formulated through application of the overarching landscape principles.

The landscape strategy for Weybridge Business Park

- retain the category A and B trees along the boundaries preserving the character and setting for the development.
- introduce new hedgerows and trees to the site, designed to screen or soften the built form and improve ecological connectivity.
- reinforce the existing character of the Business Park by clustering the development into parcels. Landscape elements such as specimen trees, hedge planting and woodland shelter belts are used to separate individual parcels, therefore allowing the surrounding landscape to flow into the development.
- retain the rural character by using a mostly native planting pallet and a simple material palette made up of understated and durable materials.
- improve existing and create new habitats for wildlife. The existing drainage ditches and Bourne will be maintained and enhanced with species rich grassland and riparian planting along the River Wey will benefit a range of wildlife.

Further planting of appropriate species will tie in to the existing context to provide habitat creation, nesting opportunities and movement routes for wildlife.

	Site boundary
	Retained trees
	Large tree
	Large Conifer tree
	Medium tree
	Small tree
	Species Rich Native Hedgerow Planting
	Species Rich Grassland
	Threshold Planting
	Existing draining ditch outside Site boundary
	Existing woodland outside Site boundary
	Existing woodland
	Boundary fence
	Acoustic barrier
	Furniture
	Concrete blister tactile paving
	Non-permeable asphalt to parking bay
	Concrete flag paving around building
	Concrete loading forecourt
	Permeable block paving within the parking circulation areas
	Bound gravel surfaced enhanced permissive path to River Wey
	Existing asphalt footway around Site boundary



08.8 PLANTING PRINCIPLES

The planting strategy is based on a number of principles as described below:

A) BE APPROPRIATE FOR PLACE

Species selected for the planting strategy will be based on species found within the vicinity of the site. Mainly native species will be used for landscape elements such as woodland edge, hedgerows and grassland

B) BE VALUABLE FOR BIODIVERSITY AND WILDLIFE

Planting proposals will enhance biodiversity through selection of appropriate species, habitat creation and management strategies. Species mixes will reflect recommendations from the project ecologist.

C) HAVE SEASONAL INTEREST

Planting will be designed to promote seasonal interest through a considered species selection that will change throughout the year to provide visual interest and ecological value.

D) MITIGATION OF VISUAL IMPACT

Planting proposals will filter views.

08.9 PLANTING TYPOLOGIES

Outline plant schedules and specifications have been developed for the landscape elements as shown below.

- Native woodland buffer planting to complement the existing
- Instant green screen acoustic fences of varying heights to Ham Moor Lane and Addlestone Road to mitigate noise
- Instant green screen wall planters to eastern facades
- Species rich native hedgerows to parking areas and at entrances
- Tree planting
- Ornamental shrub planting to internal streets / car parking areas
- Ornamental herbaceous planting to threshold frontages
- Native woodland understorey planting around site boundaries
- Species rich grassland to Business Park frontages
- Riparian planting to the River Wey.

Refer to separate Landscape Statement for further detailed information on planting.





River Way Navigation



09 SUSTAINABILITY AND CRIME PREVENTION



09 SUSTAINABILITY AND CRIME PREVENTION

09.1 CRIME PREVENTION

Consideration has been given to the site layout to ensure personal safety and align with general 'Secured by Design' principles. This relates to ensuring that the layout for the development does not create an environment conducive to crime. It is envisaged that additional crime prevention advice will be sought, once an occupier has been identified for the unit and how occupiers and visitors to the site can move freely without risk of injury.

09.2 SURVEILLANCE

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's design and layout will minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

Formal Surveillance

At present there is no specific occupier for the building and therefore any formal surveillance solution will need to be agreed at a future time.

However it is acknowledged that presence of staff and CCTV provides reassurance and a deterrent to potential offenders.

Staff need to be located in prominent positions so they can oversee and be seen. The effectiveness of CCTV depends on the number and location of cameras, the quality of the image and the monitoring in place.

Examples of good practice include:

- The use of windows on all habitable spaces within the main offices to all units
- Regular monitoring and patrolling if required by security staff
- The use of high visibility vests
- The placement of CCTV cameras so they cover each other to deter vandalism
- Alarming of the CCTV system
- Placement of the CCTV so that their view is unobstructed and well illuminated.
- Identification and highlighting of CCTV positions.
- Quick and efficient maintenance and repair of CCTV systems.

Informal Surveillance

Through informal surveillance staff can both see and be seen by passers-by, road users, residents and any other local workers.

Examples of good practice include:

- Good illumination throughout the site
- Low level planting to avoid dark or obscured areas
- The use of windows on all habitable spaces within the main and hub offices
- Location of high risk areas such as bicycle and motorcycle parking close to the main entrance to the buildings with the highest pedestrian traffic flows.



Indicative Office Informal Natural Surveillance

09 SUSTAINABILITY AND CRIME PREVENTION

09.3 LIGHTING

Exterior lighting will be designed taking into account the following standards:

BS 5489-1:2013 Code of Practice for the Design of Road Lighting

BS EN 12464-2:2014 Light and Lighting – Lighting of work places

GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light

Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Services Engineers (CIBSE)

Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting. In addition the following criteria will be utilized as a basis for the scheme:

The estate road, car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

The lighting lux levels will be kept to a minimum when adjacent any natural habitats, and will avoid direct light spill into sensitive locations.

Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

The mounting height of lighting units should be no greater than 12m.

For the access roads and car parking areas all mounting heights will be 8 to 10m.

Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

09.4 PHYSICAL PROTECTION

General

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such physical design features as listed below:

- Barriers to the service area and car park entrances to provide out of hours security.
- Secure parking for cycles located in highly visible and supervisable locations.
- Buildings of robust construction as illustrated within the submitted documents
- All external doors fitted with secure frames and locks.
- 2.4m high security fencing including access gates to the full perimeter of the service area.

09.5 GENERAL MAINTENANCE

General

In the absence of any confirmed occupiers, we can offer examples of the management and maintenance that will be put forward as good practice:

- Regular storage of plant, machinery, materials and supplies should not be permitted outside of the confines of the secured service area.
- The CCTV, lighting and alarm system should be regularly maintained and immediately repaired / replaced if faulty to ensure the safety and security of the development and its users.
- Access controls to the external and internal door sets, gates and barriers are essential to the security of this scheme and it is most important that these systems are regularly maintained.
- Cleaning, litter picking, removal of graffiti and repair of damage arising from vandalism should be carried out promptly to maintain a culture of care and respect. A lack of maintenance often attracts further abuse.



Plot Frontages



Security Fencing

09 WASTE MANAGEMENT

09.6 SUSTAINABILITY

This section sets out the main sustainable features relevant to the application and is restricted principally to the buildings and the physical features of the site, rather than encompassing the wider sustainable development issues of the site location and its surrounding infrastructure.

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. This type of development requires an understanding of the occupier's operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

Elsewhere the scheme will focus on various aspects of sustainable design, potentially including all or some of the following:

Energy Efficiency:

In order to deliver environmentally responsible building stock, an exemplar approach is being proposed based on low energy design principles. In summary, this approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services; such that the buildings themselves are being used as the primary environmental modifier.

09.7 WASTE AND RECYCLING

The waste and recycling capacity has been based on the local authority's Waste and Recycling provisions for commercial developments. Adequate provision for bin storage has been made for each commercial unit speculatively.

Dedicated bin stores provide provision for segregation of waste into refuse and recycling as necessary, away from buildings to minimise potential risk of fire spread.

The general construction design standards to be adopted must exceed the requirements of the current (2013 Edition) Part L

Building Regulations which stipulate an improvement on the CO2 emissions of an aggregated 9% against 2010 standards. The building envelopes will be designed to ensure that the fabric and form of the spaces encompasses low energy sustainability principles.

Water Efficiency

There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume W/C's will assist. In addition to toilets, shower rooms with changing and locker areas could be provided within the main offices. These amenities could be available for all personnel based at the facility, thus providing for those who choose to cycle to work.

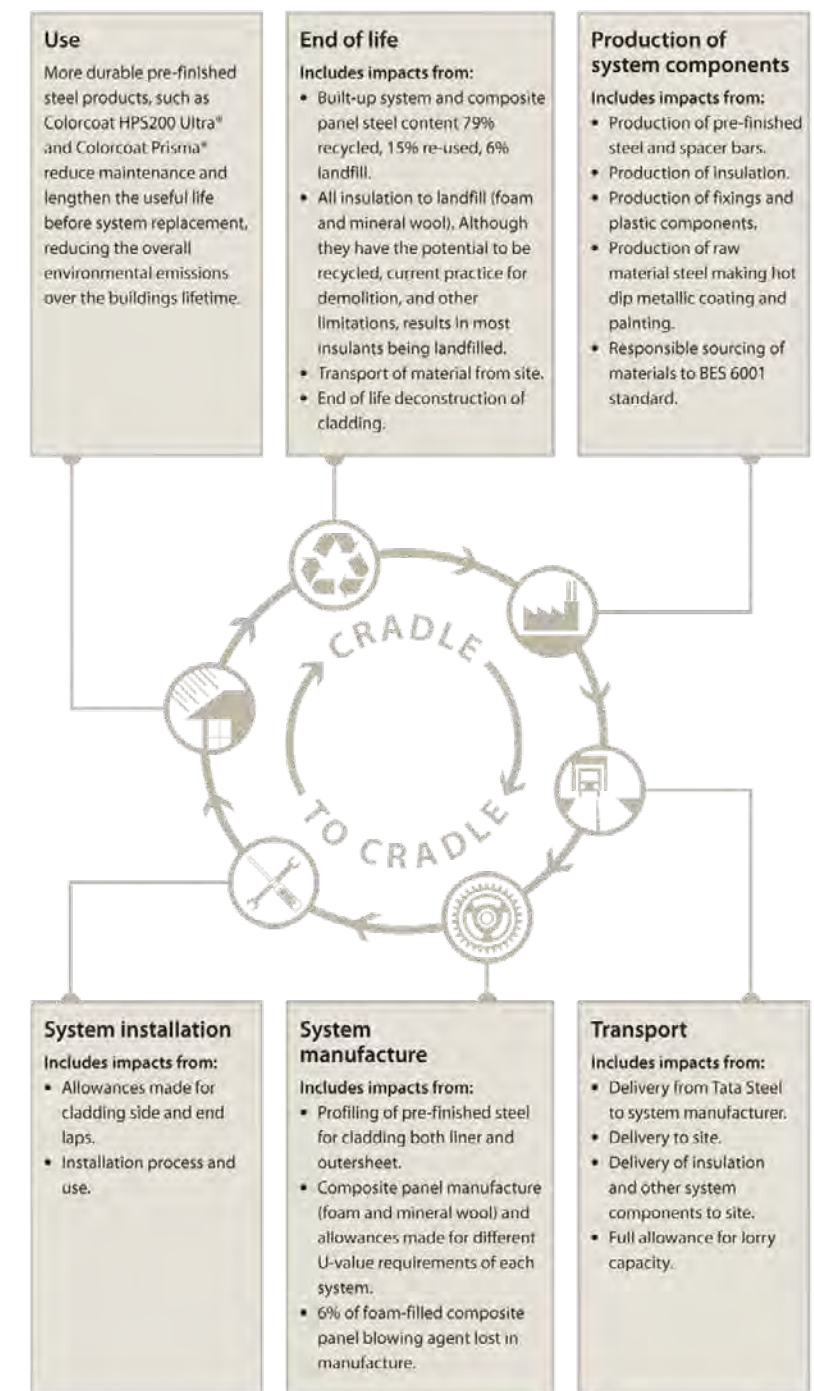
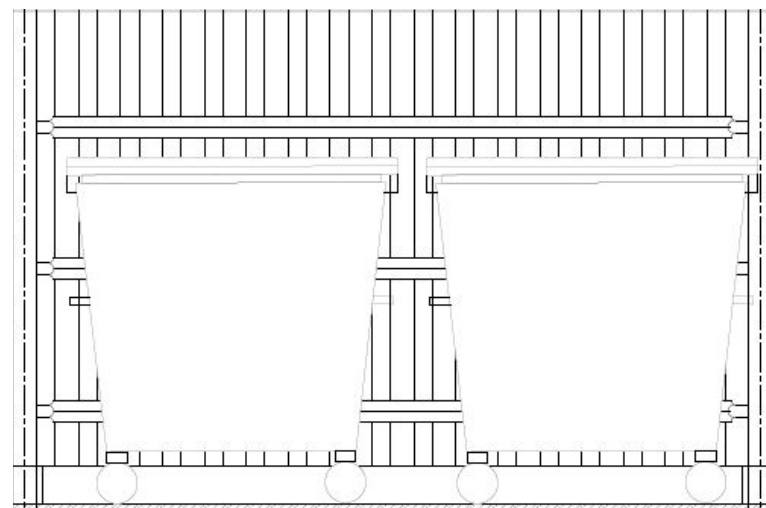
Further considerations would include:

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arising to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and re-cycling facilities, tailored to operational requirements.



10 SUMMARY



10 SUMMARY



10.1 SUMMARY

The design proposals have been developed with due regard to the existing site, its context and surroundings, to create a carefully sited, appropriately sized building which meets the client's brief. The design seeks to minimise the impact on its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

All design proposals contained within this report have been designed to meet the required design and sustainability policies of the Runnymede Borough Council.

Through consultation and reevaluation of the design proposal, further landscaping opportunities have been developed. The unit has been further separated from the conservation area, sensitive office location and frontages have been incorporated, and the elevational design has been amended to reflect comments received.

The proposals represent a high quality development and a substantial investment, which will help to promote and support employment growth and stimulate continued economic investment to the area, cohesive with regional and local aspirations. It is anticipated that the development will act as a catalyst for further development to create additional new jobs and investment for the local community.

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APPENDIX 7

Planning Statement Addendum

**Weybridge Business Park, Addlestone Road
Addlestone, KT15 2UP**

On behalf of Bridge UK Properties 7 LP

October 2022



Contents

1.	Introduction	2
2.	Summary of Scheme Revisions	8
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4.	Conclusion	25



1. Introduction

- 1.1 This Planning Statement Addendum has been prepared to supplement the full Planning Statement submitted in support of Planning Application Ref. RU.22/0776 at Weybridge Business Park, KT15 2UP.
- 1.2 The above application was submitted to Runnymede Borough Council (RBC) in May 2022, seeking:

“Demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works”.
- 1.3 The May 2022 proposals sought permission to construct three employment units across two sites, separated by Addlestone Road (one to the north and one to the south). The southern site was proposed to accommodate a single, larger employment unit (referred to as ‘Unit 100’), with two smaller employment units (referred to as ‘Unit 210’ and ‘Unit 220’) on the northern site.
- 1.4 Unit 100 previously comprised circa 158,795sqft of employment floorspace, predominantly given over to the warehouse area with a smaller area of ancillary office space at first and second floor. The proposed layout of the southern site sought to locate the servicing yard adjacent to Hamm Moor Lane, along the western site boundary with access from Addlestone Road. Staff parking was proposed in the north-eastern area of the site. Unit 100 was located adjacent to the eastern site boundary, near to the River Wey Navigation. The Wey Navigation Conservation Area boundary sits adjacent to the eastern site boundary.
- 1.5 During post-submission correspondence with RBC officers, concerns were raised regarding the general siting and scale of Unit 100, in close proximity to the River Wey Conservation Area. As such, the applicant and project team have sought to liaise with RBC officers constructively in order to revise the site layout for Unit 100 and adjacent land, in order to directly address the comments received. The revised proposals, which are the subject of this Planning Statement Addendum, comprise an updated layout wherein Unit 100 has been relocated further west to provide a significant set-back from the Wey Navigation Conservation Area, this being the main focus of officer’s concern. The servicing yard is now located along the eastern site boundary.
- 1.6 In addition to the above revisions, comments from the Environment Agency were received concurrently requesting a 10 metre undeveloped ‘ecological buffer’ from the bank top of the Addlestone Bourne. The landscaping proposals for the northern site, comprising Units 210 and 220, have subsequently been revised to address the EA comments, though the siting and form of the two smaller units remains otherwise unchanged.

Supporting Revised Documents

1.7 This Planning Statement Addendum summarises the revised application proposals and provides an assessment of the revised development proposals in the context of the previous scheme design alongside consideration of any relevant material considerations. This Addendum should be read in conjunction with the accompanying plans and drawings submitted as part of the revised application, as well as the following specialist addendum reports, all dated October 2022.

- **Revised Planning Application Forms and Certificates** prepared by Savills;
- **Revised CIL Form 1** prepared by Savills;
- **Updated Site Location Plan and Block Plan** prepared by UMC Architects;
- **Updated Existing and Proposed Floorplans, Elevations and Sections** prepared by UMC Architects;
- **Updated Proposed Site Levels and Finished Floor Levels** prepared by UMC Architects;
- **Design and Access Statement Addendum** prepared by UMC Architects;
- **Air Quality Assessment Addendum** prepared by Air and Acoustic;
- **Arboricultural Impact Assessment Addendum** prepared by Ligna Consultancy;
- **Arboricultural Method Statement** prepared by Ligna Consultancy;
- **Biodiversity Net Gain Report Addendum** prepared by MKA Ecology;
- **Construction Environment Management Plan Addendum** prepared by Air and Acoustic;
- **Flood Risk Assessment and SuDS Strategy Addendum** prepared by HDR;
- **Historic Environment Desk-Based Assessment Addendum** prepared by Savills;
- **Townscape and Visual Impact Assessment Addendum** prepared by LDA Design;
- **Landscape Statement Addendum and Updated Landscape Drawings** prepared by LDA Design;
- **Noise Impact Assessment Addendum** prepared by Air and Acoustic;
- **Preliminary Ecological Appraisal Addendum** prepared by MKA Ecology; and
- **Revised Energy and Sustainability Statement** prepared by SWH and MBA;
- **Revised External Lighting Assessment** prepared by MBA;
- **Transport Assessment Addendum** prepared by Mode.
- **Daylight, Sunlight and Overshadowing Assessment** prepared by Hollis

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1.8 The following table explains clearly where the documents listed above either supersede the earlier submitted version completely, or where they should be read alongside the previous version. The architectural drawings are set out in a separate table in Section 2 of this document.

May 2022 Submission		October 2022 Re-submission	
Document & Version	Status	Document & Version	Status
Planning Statement, May 2022 (Savills)	-	Planning Statement Addendum, October 2022 (Savills)	Addendum to be read alongside May 2022 document.
Landscaping Strategy, April 2022 (LDA)	Superseded	Landscaping Strategy P1, October 2022, (LDA)	Revised Strategy supersedes May 2022 version.
Planning Application Forms and Certificates, May 2022 (Savills)	Superseded	Planning Application Forms and Certificates, October 2022 (Savills)	Revised Forms & Certificates supersede previous May 2022 version.
CIL Form 1, May 2022 (Savills)	Superseded	CIL Form 1, October 2022	CIL Form 1 updated.
Site Location Plan and Block Plan (UMC Architects)	Superseded	Site Location Plan and Block Plan (UMC Architects)	Updated to reflect revised scheme design.
Existing and Proposed Floorplans, Elevations and Sections inc. Site Levels and Finished Floor Levels, (UMC Architects)	Superseded	Existing and Proposed Floorplans, Elevations and Sections inc. Site Levels and Finished Floor Levels, (UMC Architects)	Updated to reflect revised scheme design.
Topographical Survey, May 2022 (Interlock)	-	No change.	Extant.
Design and Access Statement, May 2022 (UMC Architects)	Superseded	Design and Access Statement Addendum, October 2022 (UMC Architects)	Updated to reflect revised scheme design.

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Landscape Strategy and Landscape Drawings, May 2022 (LDA Design)	Superseded	Landscape Strategy and Landscape Drawings, October 2022 (LDA Design)	Updated to reflect revised scheme design.
Townscape and Visual Impact Assessment, May 2022 (LDA Design)	Superseded	Townscape and Visual Impact Assessment, October 2022 (LDA Design)	TVIA updated reflect revised scheme design.
Air Quality Assessment, May 2022 (AAC)	Superseded	Air Quality Assessment Addendum, October 2022 (AAC)	Air Quality Assessment updated to reflect revised scheme design.
Arboricultural Impact Assessment including Tree Survey & Protection Plan, May 2022 (Ligna Consultancy)	Superseded	Arboricultural Impact Assessment including Tree Survey & Protection Plan, October 2022 (Ligna Consultancy)	Updated to reflect revised scheme design.
-	-	Arboricultural Method Statement, October 2022 (Ligna Consultancy)	Updated to reflect revised scheme design.
Biodiversity Net Gain Plan, May 2022 (MKA Ecology)	Superseded	Biodiversity Net Gain Plan, October 2022 (MKA Ecology)	Updated to reflect revised scheme design.
Outline Construction Environment Management Plan, May 2022 (AAC)	-	Outline Construction Environment Management Plan, October 2022 (AAC)	Updated to reflect revised scheme design.
Energy and Sustainability Statement, May 2022 (SWH/MBA)	Superseded	Energy and Sustainability Statement, October 2022 (SWH/MBA)	Updated to reflect revised scheme design.
Flood Risk Assessment and SuDS Strategy, May 2022 (HDR)	-	Flood Risk Assessment and SuDS Strategy, October 2022 (HDR)	Updated to reflect revised scheme design and EA comments. To be read alongside earlier version.

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Surface Water Drainage Summary Proforma, May 2022 (HDR)	Superseded	Surface Water Drainage Summary Proforma, October 2022 (HDR)	Updated to reflect revised scheme design.
Framework Travel Plan, May 2022 (Mode)	-	Framework Travel Plan, May 2022 (Mode)	Extant.
Geo-Environmental Assessment, May 2022 (TRC)	-	Geo-Environmental Assessment, May 2022 (TRC)	Extant.
Green and Blue Infrastructure Checklist, May 2022 (Savills)	-	Green and Blue Infrastructure Checklist, October 2022 (Savills)	Extant.
Historic Environment Desk-Based Assessment (inc. Heritage and Archaeology), May 2022 (Savills)	Superseded	Historic Environment Desk-Based Assessment (inc. Heritage and Archaeology), October 2022 (Savills)	Updated to reflect revised scheme design.
External Lighting Assessment, May 2022 (MBA)	Superseded	External Lighting Assessment, October 2022 (MBA)	Updated to reflect revised scheme design.
Noise Impact Assessment, May 2022 (AAC)	Superseded	Noise Impact Assessment Addendum, October 2022 (AAC)	Updated to reflect revised scheme design.
Outline Construction Logistics Plan, May 2022 (Mode)	-	Outline Construction Logistics Plan, May 2022 (Mode)	Extant.
Delivery & Servicing Plan, May 2022 (Mode)	Superseded	Delivery & Servicing Plan, October 2022 (Mode)	Updated to reflect revised scheme design.
Preliminary Ecological Appraisal, May 2022 (MKA)	Superseded	Preliminary Ecological Appraisal, October 2022 (MKA)	Updated to reflect revised scheme design.
Statement of Community Involvement, May 2022 (Connect)	-	Statement of Community Involvement, May 2022 (Connect)	Extant.

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Transport Assessment, May 2022 (Mode)	-	Transport Assessment Addendum, October 2022 (Mode)	Updated to reflect revised scheme design.
Daylight & Sunlight Technical Note, June 2022 (Hollis)	Superseded	Daylight & Sunlight Assessment, October 2022, (Hollis)	Updated to reflect revised scheme design.
Economic Benefits & Social Value Assessment, June 2022 (Savills)	-	Economic Benefits & Social Value Assessment, June 2022 (Savills)	Extant

2. Summary of Scheme Revisions

- 2.1 As stated above, during post-submission dialogue with planning officers, concerns were expressed regarding the height and general scale, plus the siting of Unit 100 in close proximity to the River Wey (and adjoining Wey Navigation Conservation Area). The Conservation Area was considered to be the most sensitive receptor, therefore feedback suggested the southern site should be re-designed to ensure a greater degree of separation.
- 2.2 Officer comments were also received regarding the need to avoid excessive operational noise and HGV movements along Hamm More Lane. Placing other uses such as car parking and office accommodation on the western side of the southern site was recommended. Officers also asked whether Unit 100 could be reduced in height, whilst recognising that this has operational consequences. Retaining HGV access along Addlestone Road as before was considered to be the best approach. Finally, the importance of high-quality landscaping along the site boundaries was agreed to be of importance.
- 2.3 To address these concerns, a revised approach to the siting of Unit 100 was developed and subsequently discussed with officers. The layout of the southern site has been revised which addresses the officer comments and now provides a significant setback between the built form of Unit 100 and the Conservation Area, which is considered to be the most sensitive receptor affected by the southern site.
- 2.4 As mentioned, comments were also received from the Environment Agency (EA) and the revised scheme design responds to this feedback. In their consultation response the EA requested a 10m undeveloped ecological buffer zone along the Addlestone Bourne which runs between the northern and southern sites. When this theoretical zone was drawn, it was noted that there are already areas of existing hardstanding within it. It would not be reasonable to require this existing hardstanding to be removed, therefore this has been retained within the revised scheme design for the northern site and will be used for car parking etc. However, the applicant's revised design has removed any new hardstanding which was previously proposed from the 10m zone, therefore providing the undeveloped 10m buffer requested. In summary, where there is existing hardstanding within the 10m buffer zone, this will be retained, however there will be no increase within the buffer zone.
- 2.5 The feedback and the changes summarised above have subsequently led to other amendments in the proposals when compared to the scheme originally submitted for planning in May 2022. However, the description of development remains unchanged for the current planning application, LPA Ref. RU.22/0776.
- 2.6 A full description of the scheme's design evolution is contained in the Design and Access Statement Addendum, prepared by UMC Architects and the other key supporting documentation. The key revisions to the previously submitted proposals are outlined in a succinct, comparative manner as requested by RBC planning officers during post-submission discussions within this section of the Planning Statement Addendum,

for the sake of brevity. For further details of the revised changes, the suite of updated information should be referred to.

2.7 It is important to note that the proposals continue to provide three new employment units, with a sole unit on the southern part of the site and two smaller units on the northern site. The proposals also continue to provide ancillary HGV and operational staff car parking, along with integrated landscaping and drainage features.

2.8 The design ethos of the development proposals remains unchanged from the objectives originally set out:

- To create a wide range of job opportunities through the development of high-quality employment floorspace in a recognised employment location;
- To create a commercial development which provides modern, fit for purpose employment facilities to meet existing and future market demand;
- A development which strengthens the economic vitality of the Weybridge and Bourne Business Park and Waterside Trading Estate Strategic Employment Area and Runnymede as a whole, without prejudicing adjoining land uses and the amenity enjoyed by them; and
- To provide a development that seeks to embed principles of environmental sustainability whilst not prejudicing the operation of the occupiers.

Comparison of Proposed Layouts



Figure 2.1: Proposed Site Layout Plan (May 2022)



Figure 2.2: – Revised Site Layout Plan (October 2022)

2.9 The key scheme revisions are outlined in the below table for clarity:

Consideration	May 2022 Proposals	October 2022 Proposals
Floorspace Quantum (GIA)	Unit 100: 14,752sqm Unit 210: 1,407sqm Unit 220: 1,660sqm Total: 17,820sqm	Unit 100: 13,859sqm Unit 210: 1,411sqm Unit 220: 1,655sqm Total: 16,925sqm
Location of Unit 100	Located adjacent to River Wey (refer to Figure 2.1 above) with operational yard fronting Hamm Moor Lane.	Location revised to front Hamm Moor Lane, with operational yard separating the building from the River Wey (Figure 2.2 above).

Separation Distance between Unit 100 and the River Wey	12 metre set back	46 metre set back (compared to 18m existing)
Unit 100 Building Heights (to parapet)	18.5 metres	15 metres
Car Parking Spaces Proposed	180	131
Site Access	<p>Unit 100: Staff car park access from Addlestone Road.</p> <p>Operational access from Addlestone Road (close to Hamm Moor Lane roundabout).</p> <p>Units 210/220: Access from Addlestone Road retained.</p>	<p>Unit 100: Staff car park access off Hamm Moor Lane but moved further north away from existing point of access directly opposite Navigation House.</p> <p>Operational access from Addlestone Road moved further eastwards away from roundabout.</p> <p>Units 210/220: Access from Addlestone Road retained.</p>

2.10 The following table outlined the architectural drawing revisions which support the October 2022 revised proposals:

Drawing	Prior Revision	October 2022 Revision
P0501 – Existing Site Layout	Revision B	Revision C
P0502 – Site Location Plan	Revision C	Revision D
P0503 – Demolition Plan	Revision B	Revision C
P0602 – Proposed Site Layout Plan	Revision L	Revision V

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P0701 - External Surfaces	Revision K	Revision K
P0702 - Fencing Details	Revision F	Revision L
P0703 - External Compound Details	Revision E	Revision K
P1010 - Unit 100 - Proposed Building Plan	Revision F	Revision G
P1011 - Unit 100 - Proposed Office Layouts	Revision C	Revision D
P1012 - Unit 100 - Proposed Roof Plan	Revision D	Revision E
P1013 - Unit 100 - Proposed Section	Revision B	Revision D
P1014 - Unit 100 - Proposed Transport Office	Revision E	Revision A
P1020 - Unit 210 & 220 - Proposed Building Plan	Revision C	Revision C
P1021 - Unit 210 - Proposed Office Layouts	Revision B	Revision B
P1022 - Unit 220 - Proposed Office Layout	Revision B	Revision B
P1023 - Unit 210 & 220 - Proposed Roof Plan	Revision C	Revision C

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P1025 - Unit 210 & 220 - Proposed Section	Revision A	Revision A
P1313 - Unit 100 - Proposed Elevations Double Graduated	Revision E	Revision G
P1322 - Unit 210 & 220 - Proposed Elevations Graduated Parapet	Revision C	Revision C

3. Assessment of Revised Proposals

- 3.1. This section of the Planning Statement sets out the main planning issues arising from the application proposals with reference to the planning policy framework set out in the original Planning Statement, May 2022.

Principle of Redevelopment

- 3.2. The principle of the site's redevelopment for the proposed uses is clearly established by the site's allocation within the Development Plan. There is no in-principle objection to the proposed use and this has been agreed with RBC officers previously during pre and post application discussions.
- 3.3. For completeness, the RBC Local Plan acknowledges that Runnymede is strategically positioned at the junction of the M3 and M25 motorways, giving good access to the wider Southeast region by road. One of the main objectives of the Plan is to maintain the Borough's economic role in the wider area and to sustain economic growth and competitiveness by protecting the most valued employment sites so they can be used for that purpose. RBC officers have confirmed that the proposed redevelopment of the site would accord with these principles.
- 3.4. Likewise, it is acknowledged that the site sits with the Waterside Trading Estate and the Bourne Business Park Strategic Employment Area (SEA). The 5 SEAs in the borough are the highest tier of employment sites, where employment land uses are promoted.
- 3.5. The minor reduction in the amount of proposed floorspace is a consequence of the revised scheme design in response to officer's feedback. The scheme still represents an efficient, optimised scheme that seeks to make sustainable re-use of this vacant, brownfield site and ensures that economic growth and vitality will be delivered with associated benefits for the borough.
- 3.6. Noting the above, the proposals remain in accordance with key planning policy at all levels, including NPPF Paragraphs 81, 83 and 119 and Local Plan Policies IE2 and IE3. The proposals help to promote economic growth and productivity, making effective use of employment-designated land and thus remain wholly acceptable and appropriate.

Design

- 3.7. At the time of the May 2022 submission, Unit 100 in the southern part of the site comprised circa 158,795sqft of employment floorspace. The proposed layout of the southern site sought to locate the warehouse yard adjacent to Hamm Moor Lane, along the western site boundary with access from Addlestone Road. Staff parking was proposed in the north-eastern area of the site. Unit 100 was located adjacent to the eastern site boundary, near to the River Wey Navigation.

- 3.8. As noted above, during post-submission correspondence with RBC officers and relevant consultees, concerns were raised regarding the general siting and scale of Unit 100, in close proximity to the River Wey Conservation Area. As such, the applicant and project team have sought to liaise with RBC officers constructively in order to revise the site layout for Unit 100 and adjacent land, in order to directly respond to comments received. In addition to the above, comments from the Environment Agency requested a 10-metre undeveloped 'ecological buffer' from the bank top of the Addlestone Bourne.
- 3.9. Following the comments received from the above consultees, UMC Architects in coordination with the wider project team have sought to identify a sympathetic design intent which seeks to address the comments raised and better respond to the adjacent Wey Navigation Conservation Area, whilst also ensuring that this currently vacant, brownfield site can be brought back in to positive use in an optimised, effective manner.
- 3.10. As such, the layout of the southern part of the wider site, comprising Unit 100, was revised. The site has effectively been 'flipped' in its layout, with the operational yard now located adjacent to the River Wey, which enables Unit 100 to be set far back from the Navigation at a distance of circa 46m. This actually improves upon the existing site arrangement where there is c.18m distance between the nearest building and the Navigation. It also improves significantly upon the previous design which proposed a setback of 12m from the river. In conjunction with the increased setback, the proposed height of Unit 100 has also been reduced by 3m in total across the whole of the building, from 18m to 15m.
- 3.11. The design amendments described above address the concerns raised by officers and consultees, and as the below 'Heritage' sub-section demonstrates avoids any perceived harm to the setting of the Conservation Area. The separation distance included in the revised proposals helps to distance the built form from the Navigation to a greater degree than the existing built form on-site, thereby providing a betterment in this respect. The revisions to Unit 100 and the southern site therefore continue to preserve the setting of the Wey Navigation Conservation Area.
- 3.12. There have been limited amendments to the northern site. One key revision to the proposals however follows the comments raised by the EA in regard to a 10-metre undeveloped buffer along the Addlestone Bourne. Whilst existing built development (i.e. hardstanding) currently exists in this area, the proposals have been revised so as to not encroach into this 10 metre zone any further. This has consequential impacts on the parking layouts which serve Units 210 and 220, which are discussed in further detail below.
- 3.13. Likewise, the landscaping proposals have subsequently been updated in line with the scheme aforementioned revisions. The landscaping scheme intent remains identical in practice; seeking to retain existing vegetation and tree cover where feasible to ensure continued ecological and screening benefits whilst also supplementing the existing landscape on-site with a varied landscaping strategy which will help to seamlessly integrate the proposed built form with the surrounding area. The landscaping strategy has been informed heavily through

various interrelated reports including the Preliminary Ecological Assessment, Biodiversity Net Gain Assessment, Arboricultural Impact Assessment and Arboricultural Method Statement amongst other reports.

- 3.14. The above documents, along with the full Landscaping Strategy prepared by LDA Design, and the Design and Access Statement prepared by UMC Architects, should be referred to for full details of the design and landscaping proposals for the revised scheme.
- 3.15. Summarising the above, the design intent is considered to clearly accord with planning policy at all levels, including NPPF Paragraphs 126 and 130 and Local Plan Policy EE1, amongst others.

Heritage

- 3.16. The previous iteration of the proposals sought to locate Unit 100 adjacent to the River Wey. The River Wey, as identified previously, falls within the Wey Navigation Conservation Area. Design features such as graduated coloured banding on the building façades, along with enhanced screening along the boundary between the site and the riverside were previously proposed, in order to effectively break up the massing and reduce the visual appearance of Unit 100 when viewed from the adjacent Conservation Area.
- 3.17. Following submission, concerns were raised by consultees regarding the location of Unit 100 adjacent to the Conservation Area. As mentioned, the layout of the southern part of the wider site, comprising Unit 100, was revised to effectively respond to these comments. Previously, the Unit 100 layout sought to locate the operational yard fronting Hamm Moor Lane, with the built form against the eastern site boundary. However, noting feedback received the site has effectively been 'flipped' in its layout, with the operational yard now located adjacent to the River Wey. Unit 100 is now set far back from the riverside by circa 46m. This contrasts with the existing built form which is c.18m from the river, and in contrast to the previous application which proposed Unit 100 being set c.12m from the river. The building height has also been reduced by circa 3m in total.
- 3.18. Noting the significant design revisions proposed, a Heritage and Archaeology Statement Addendum has been prepared by Savills in support of the revised proposals. The Addendum notes that by relocating Unit 100 further from the Conservation Area, the visual impact of the building when viewed from within the Conservation Area would naturally be reduced. This design alteration would also reduce any sense of domination that the previous scheme would have perceived to have had. The reduction in the building height of Unit 100, in addition to the re-siting of the building, would further minimise the visibility of the building from within the Conservation Area, provide a reduction in the legibility of the building when experienced from the Conservation Area, and, in being of a more similar height to the existing built form within the Site (which are c.10-14m in height), enable the existing character of the Site, and its relationship with the Conservation Area to be more closely maintained.
- 3.19. Unit 100 would not dominate the canalside, but it would, as the existing buildings in this location do, help frame it, being perceived as an element in the backdrop of the Conservation Area, with an industrial character, which

is the primary historic characteristic of the built form in this location. In having a much-reduced visual legibility, the ability to appreciate the existing character and appearance of the River Wey Navigation Conservation Area, in the vicinity of the Site, would be preserved.

- 3.20. The proposals would inevitably impact the visual understanding of the Conservation Area to a certain degree given the proposed changes to the built form on-site as existing and in comparison to the previous proposals. However, noting the new siting of the building, this element of change would be perceived to only a very minor section of the Conservation Area. The character of this specific part of the Conservation Area, that is, of industrial style activity and relatively large scale-built form, would remain. In the context of the whole River Wey Navigation Conservation Area, the proposals would have a neutral impact on its significance by way of change to its setting.
- 3.21. Noting the above, the significance and character of the Conservation Area would be wholly preserved, in accordance with the requirements of Policies EE3 and EE5 of the Runnymede Borough Council Local Plan, the NPPF (Chapter 16), and Planning (Listed Buildings and Conservation Areas) Act 1990 (s.72). The revised design layout is therefore considered to be acceptable, responding effectively to the concerns raised.
- 3.22. For additional clarity, the revised proposals do not seek revisions to the layout or form of the built form of Units 210 or 220 on the northern part of the site. These buildings are not considered to impact the significance of the River Wey Navigation Conservation Area and have not been raised as being of concern previously. These buildings are therefore considered to have no impact upon the quality and character of this area.

Energy and Sustainability

- 3.23. Given the revised scheme design involves a minor reduction in the amount of proposed floorspace and volume, an updated Energy and Sustainability Statement has been prepared by SWH and MBA. The energy hierarchy has continued to be followed and defines the appropriate steps to achieve the requirements set out in by Building Regulations Part L2A and Policy SD8:
- 3.24. Be Lean: Proposals include for the incorporation of improved building envelope details and enhanced air tightness that seeks to better that required by Part L, efficient mechanical plant, and highly efficient lighting to reduce energy demand
- 3.25. Be Clean: Local heat network sites were reviewed, and the suitability of a community heating network was considered, but the location and lack of constant heat load profile meant these options were not feasible for this development.
- 3.26. Be Green: The proposed development includes the use of both photovoltaic arrays and air source heat pumps. These solutions have been appraised as the most viable for this development.



3.27. A combination of the fabric-first approach and renewable energies proposed provides a route to compliance with Approved Document Part L:2021 of the Building Regulations for the proposed development. This approach also demonstrates how the development will exceed the planning policy requirement for 10% of the development’s energy needs to be met by renewable and/or low carbon technologies, in accordance with Policy SD8 of the Runneymede 2030 Local Plan.

3.28. Table 1 from the document (excerpt below) outlines the total calculated annual CO₂ emissions for the proposed development, as well as the percentage of energy demand provided by renewables. The data enclosed in the table clearly demonstrates that the 10% requirement has been exceeded.

Table 1: Building Regulations Part L2a and energy demand met by renewables

UNIT	PART L2A (2121) - TARGET EMISSION RATE (TER) KGCO ₂ /M ²	PART L2A (2021) - BUILDING EMISSION RATE (BER) KGCO ₂ /M ²	%CO ₂ SAVING	% OF ENERGY DEMAND BY RENEWABLE
Unit 100	1.01	0.88	12.8	44.6
Unit 210	1.77	-1.34	175	44.1
Unit 220	1.76	1.05	40.3	37.9

3.29. The proposed development is being assessed against the BREEAM New Construction 2018 Industrial criteria, which further investigates the development’s sustainability credentials. The development is currently targeting 74%, achieving an “Excellent” rating.

3.30. Noting the above findings, it is clear that the revisions to the previous proposals have not adversely impacted the energy and sustainability considerations for the proposals. The scheme still achieves BREEAM Excellent and exceeds all various requirements by integrating key features of the energy hierarchy at the core of the building design.

3.31. Noting the above, the proposals clearly accord with NPPF Paragraph 8 and Local Plan Policies SD7 and SD8, demonstrating the acceptability of the revised proposals.

Transport and Highways

3.32. Noting the aforementioned changes to the layout of Unit 100 and also the revisions to the northern part of the site, relating to the inclusion of a 10-metre undeveloped ecological buffer zone, there have been several key revisions in relation to transport and highways matters. These are succinctly summarised below for clarity:

- The location of the main servicing vehicular access to Unit 100 has been revised and is now located further eastwards along Addlestone Road. This will also provide access to staff car parking whilst additional staff car parking will be accessed from Hamm Moor Lane.
- A total of 77 car parking spaces for Unit 100 including 4 disabled bays and 16 active EV parking spaces are provided, and 54 car parking spaces are provided for Units 210 and 220 including disabled and EV bays.

3.33. Mode have subsequently prepared a revised Transport Assessment Addendum (TAA) in support of the latest proposals. The document summarises the key updated transport inputs including:

- Updated trip generation calculations (including HGV movements);
- Revised points of vehicular access; and
- Revised car parking arrangements.

Trip Generation

3.34. Section 1.3 of the TAA compares the updated proposals (with revised floorspace quantum) against the existing land uses, and the expected trip generation.

3.35. Data shown in Table 1.1 and 1.2 of the TAA clearly demonstrates that there continues to be a significant reduction in trips in comparison with the existing lawful office use, for the revised proposals. This is now a greater reduction than the previous scheme on the basis of the reduced floorspace for Unit 100.

3.36. For reference, other trip generation scenarios assessed and presented to National Highways (NH) as part of the previous proposals would only be reduced further on the basis of a reduced Unit 100, so have not been assessed again as part of the TAA.

Amended Access Arrangement

3.37. As noted previously, the previous access arrangement proposed for Unit 100 was solely from Addlestone Road along the northern boundary of the southern site.

3.38. As part of the development proposals, one of the existing vehicular access points along Hamm Moor Lane will be relocated further north to allow for greater levels of landscaping along the frontage. The repositioned access will serve 43 car parking spaces. HGV access will be repositioned for the Unit 100 site but will remain from Addlestone Road. The repositioned Addlestone Road access will accommodate all HGV movements (which remains consistent with the previous approach whereby all HGV movements would enter the site on Addlestone Road, and not Hamm More Lane).

- 3.39. The proposed access dimensions and arrangements within TAA Appendix C (Drawings J32-6431-PS005 Rev C and J32-6431-PS-007 Rev A) provide details of the swept path analysis and horizontal visibility splays and demonstrate the acceptability of the revised proposals and the access arrangements. All other existing access points to the Unit 100 plot will be stopped up as part of the development proposals.
- 3.40. The Unit 210 & Unit 220 site access proposals will not be altered as part of the scheme changes and so did not require additional modelling or revised tracking exercises to be undertaken.

Parking Provision

- 3.41. Noting the updated staff car parking numbers proposed, an updated car parking accumulation assessment for all units across both sites has been undertaken.
- 3.42. For Units 210 and 220 (providing 54 spaces), the revised parking assessment identifies that these units would generate a maximum parking demand of 30 spaces. Therefore, the proposed parking provision of 54 spaces will continue to more than adequately cater for the demand generated by the development, resulting in no overspill parking onto the surrounding local road network and helping to accommodate periods such as shift changeover between staff. Based on this conclusion, the reduction in 6 car parking spaces which resulted from the changes sought by the EA in order to establish the 10-metre undeveloped buffer will not adversely affect the scheme parking ratio.
- 3.43. 77 parking spaces will be provided for Unit 100 and the proposals would generate a maximum parking demand of 35 spaces on the southern site. Therefore, as with Units 210 and 220, the proposed parking provision of 77 spaces will more than adequately cater for the demand generated by the development resulting in no overspill parking onto the surrounding local road network, including the capacity to accommodate the crossover of staff shift patterns as identified above also.
- 3.44. It is clear from the above that highways safety will be maintained through the revised proposals, and no additional adverse impact will be caused upon the local highways network. The proposals more than sufficiently accommodate the expected parking demand so as to aid in dealing with potential overspill, and the revised accesses for Unit 100 are shown to work in terms of access and highways safety. As such, the proposals are considered to continue to accord in full with NPPF Paragraph 104 and Local Plan Policy SD4.
- 3.45. At a local level, Local Plan Paragraph 3.1 earmarks the borough as being “strategically located at the junction of the M25 and M3 motorways” with excellent road connections to the capital and the wider South East region. Subsequently, Local Plan Policy SD4 notes 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.

- 3.46. As per Local Plan Policy SD4, development proposals which generate significant traffic movements must be accompanied by a Transport Assessment or Statement which considers the impact of the proposal on the highway network and identifies the measures to mitigate impacts to acceptable levels.
- 3.47. It is important to highlight that Surrey County Council as Highways Authority, and National Highways were both previously consulted on the original proposals and both reached a conclusion that the proposals were acceptable. The revised parking arrangements should not alter these conclusions which will remain.

Flood Risk and Drainage

- 3.48. Following revisions to the southern site layout, the resulting drainage and flood risk inputs for the proposals were required to be updated. These inputs have been prepared by HDR in support of the revised scheme.
- 3.49. As stated previously, in addition to these changes the EA raised concerns regarding flood risk and drainage considerations at the site. In particular, the EA response includes commentary in relation to fluvial flood risk and states that the proposed Unit 100 *“would present an obstruction which could impede flood flow thereby increasing the risk of flooding to the surrounding area”*.
- 3.50. HDR have sought to address these considerations as part of the revised drainage strategy for the revised proposals and have attempted to initiate a dialogue with the Environment Agency in order to resolve any misunderstandings or requests for additional information which may have led to concerns being raised initially.
- 3.51. Pertaining to the EA comments for fluvial flood risk, the Flood Risk Assessment and Drainage Strategy Addendum, prepared by HDR, states clearly that through updated calculations, there is no material change in flood flow path under the proposed development layout. This is illustrated on Drawing 608 in Appendix E of the Addendum, and should be referred to along with the wider document and supporting Pro Forma for further information.
- 3.52. HDR state that fluvial flooding would continue to enter the site from the Addlestone Road boundary, via the new proposed bell-mouth access. Existing levels along the Lower Wey boundary are to be maintained so there will be no overtopping from the south-east. Ponding will be contained within the site as per the pre-development scenario, eventually dissipating via the surface water drainage network. Furthermore, there is no impedance of flood water flow and there is no change in either on-site or offsite fluvial flood risk.
- 3.53. With regards to drainage strategy, an updated surface water drainage strategy for the development has been prepared. The principles are unchanged from those presented in the April 2022 Flood Risk Assessment.
- 3.54. The proposals comprise a combination of below-ground storage systems and an above-ground basin to attenuate runoff prior to discharge into the Addlestone Bourne. Development levels mean that a pumped system and rising main will be required to serve the southern sector (Unit 100), while a gravity system will be

used for the northern development (Units 210 and 220). Permeable paving is proposed to be installed to all external car parking areas of the southern part of the development.

- 3.55. The drainage network for both the northern and southern sites has been designed to accommodate the critical storm event up to and including the 1 in 100 year return period plus a 20% allowance for climate change, whilst still preventing off-site flooding. The drainage system will be designed in accordance with the requirements of BS EN 752:2017 which stipulates that no surcharging should occur during a critical storm event of 1 in 2 years return period. It also requires that no exceedance flooding should occur during a critical storm event of 1 in 30 years return period.
- 3.56. Noting the above, it is considered that the revised flood risk and drainage strategy is acceptable, effectively responding to the concerns raised by the EA whilst ensuring flood risk across the site is minimised as far as possible. Therefore, the proposals are considered to accord with NPPF and Local Plan requirements for flood risk testing and mitigation.

Noise

- 3.57. Noting the relocation of the operational yard for Unit 100 and revised car park layouts to accommodate this design change, a Noise Impact Assessment Addendum has been prepared in order to effectively understand the revised noise considerations for the proposed employment land uses.
- 3.58. The Addendum, prepared by Air and Acoustics, concludes that the predicted changes in road traffic noise as a result of the development are considered to be 'negligible'. Roads that have houses adjacent are affected by a maximum of +0.7 dB in the opening year of the development.
- 3.59. The predicted night-time maximum sound levels are found to be less than the noise that sensitive receptors experience from the existing sound level environment and the predicted noise levels from the car parks will also still be lower than the existing sound levels, demonstrating the negligible impacts of the proposals in this regard. The predicted noise rating levels at some of the closest residential noise sensitive receptors would be greater than the criterion level of 5 dB above the background sound level without any mitigation. Therefore, a mitigation strategy employing an acoustic barrier has been incorporated to ensure that the noise rating level at all of the noise sensitive receptors is less than 5 dB above the background sound level for Units 210 and 220.
- 3.60. However, it should be noted that following the removal of the operational yard fronting Hamm Moor Lane and its relocation adjacent to the River Wey, there is no identified need for an acoustic fence along Hamm Moor Lane as previously proposed. Likewise, given the moorings to the east of the site boundary on the River Wey are not permanent residential dwellings, no mitigation measures are required in this location to mitigate sound from the operational yard.

3.61. Noting the above findings and the proposed mitigation measures i.e. the provision of acoustic fencing in key locations, the Noise Impact Assessment Addendum clearly concludes that the revised proposals are unlikely to conflict with national, regional and local planning policy or guidance. Thus, the proposals accord clearly with NPPF Paragraph 174 and Local Plan Policy EE2, ensuring a noise environment which will not be to the detriment of local residents.

3.62. Please refer to the Noise Impact Assessment for detailed calculations of the noise testing undertaken and detailed findings resulting from these tests.

Daylight, Sunlight and Overshadowing

3.63. Noting the revised layout of Unit 100, an updated Daylight, Sunlight and Overshadowing Assessment has been prepared by Hollis to understand any potential implications for adjacent built form. In addition to these considerations, the Environment Agency also requested that an overshadowing assessment was undertaken.

3.64. As part of the Daylight Assessment, the following properties were assessed in accordance with the BRE guidance:

- Navigation House.
- 14 Hamm Moor Lane.
- Bourneside House.
- New House Addlestone Road.

3.65. 1 Dashwood Lang Road, 2 Hamm Moor Lane and 16 Hamm Moor Lane were not assessed, as these properties are understood to be non-residential and as such, do not require assessment for daylight and sunlight amenity in line with the BRE guidance.

3.66. The identified dwellings were assessed both on the basis of Vertical Sky Component (VSC) and Daylight Distribution (DD).

3.67. Concerning the VSC results, of the 31 windows assessments, all 31 were found to fully satisfy the target values by either attaining a VSC value of at least 27% or retaining at least 0.8 times their former values.

3.68. Concerning the DD results, of 29 rooms analysed across the four buildings tested, 23 rooms (79%) would fully satisfy the BRE guidance target values by retaining at least 0.8 times their current DD value achieved.

3.69. There were 6 rooms which fell short of the BRE guidance targets. Of these rooms, two are understood to be bedrooms within 14 Hamm Moor Lane. The BRE guidance states that while daylight within bedrooms should be analysed, it is generally considered to be less important compared to main living rooms. The retained values

of DD are 0.65 and 0.75 times their former value, which is close to the target of 0.8 and in both rooms, the majority of the floor areas will still be in front of the No Sky Line (and therefore will receive direct skylight).

- 3.70. The remaining 4 rooms which do not meet the guidance target are located within Navigation House and serve living/kitchen spaces ("LK"), achieving DD values between 0.59 and 0.77 (the latter just marginally below the 0.8 target recommended). These rooms within Navigation house have deep layouts and contain returns towards their rear sections, which are beyond the No Sky line in the existing scenario (and thus at present are unable to receive direct skylight).
- 3.71. However, it is important to consider that the BRE guide is not an instrument of planning policy and the numerical targets contained within are purely advisory. The guide makes this clear in the introduction at paragraph 1.6:
- 3.72. *"1.6 The guide is intended for building designers and their clients, consultants, and planning officials. The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design (see Section 5). In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. Alternatively, where natural light is of special importance, less obstruction and hence more sunlight and daylight may be deemed necessary. The calculation methods in Appendices A and B are entirely flexible in this respect. Appendix F gives advice on how to develop a consistent set of target values for skylight under such circumstances."*
- 3.73. Noting the above, it is therefore concluded that, when assessed in accordance with the latest BRE guidance, considering the context of the proposed development, the overall effect on the daylight and sunlight amenity of neighbouring properties is negligible. This demonstrates that the relocated Unit 100 will not have significant negative impacts upon the surrounding area in regard to daylight and sunlight levels, ensuring compliance with BRE guidance and Paragraph 123 of the NPPF.
- 3.74. Furthermore, in considering the results described above, it must be recognised that the properties discussed are located adjacent to a sustainably located, previously developed site where national planning policy prioritises new development. The site is also allocated within the recently adopted Runnymede Local Plan for strategic employment uses, thereby encouraging intensified employment development to meet the economic needs of the Council area. We are not aware that any objections were received concerning the site allocation. These factors combined mean that change to the existing site is reasonably to be expected.

4. Conclusion

- 4.1 This Planning Statement Addendum has been prepared to supplement the full Planning Statement submitted in support of Planning Application Ref. RU.22/0776 at Weybridge Business Park, KT15 2UP.
- 4.2 The above application was submitted to Runnymede Borough Council (RBC) in May 2022, seeking:
- “Demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works”.*
- 4.3 The May 2022 proposals sought to construct the three employment units across two sites, separated by Addlestone Road (one to the north and one to the south). The southern site was proposed to accommodate a single, larger employment unit (referred to as 'Unit 100'), with two smaller employment units (Units 210 and 220) on the northern site.
- 4.4 During post-submission correspondence with RBC officers and relevant consultees, concerns were raised regarding the general siting and scale of Unit 100, in close proximity to the River Wey Conservation Area. As such, the applicant and project team have sought to liaise with RBC officers constructively in order to revise the site layout for Unit 100 and adjacent land, in order to directly respond to comments received. The revised proposals, subject of this Planning Statement Addendum, comprise an updated layout wherein Unit 100 has been relocated further west to provide a significant set-back from the Wey Navigation Conservation Area. The operational yard is now located along the eastern boundary of the southern site.
- 4.5 In addition to the above revisions, comments from the Environment Agency requested a 10-metre undeveloped 'ecological buffer' from the bank top of the Addlestone Bourne. The proposals for the northern site, comprising Units 210 and 220, have subsequently been revised in line with these comments.
- 4.6 This Planning Statement Addendum has assessed the revised proposals against the prevailing planning policy framework, including any relevant material considerations. The assessments, and findings, within this Planning Statement Addendum demonstrate that the proposals fully comply with the relevant national and local planning policy and guidance following the scheme revisions as set out in this document and in the revised re-submission pack. It is therefore requested that the proposals for the redevelopment of Weybridge Business Park are recommended for approval at the earliest opportunity.