

Planning Statement

The logo for BeFirst Planning Consultancy. It features the word "BeFirst" in a bold, white, sans-serif font, centered within a dark purple, rounded rectangular shape that has a slight 3D effect with a lighter purple shadow on the right side. The background of the top of the page is a light purple color with a faint architectural line drawing of a building.

BeFirst

Planning Consultancy

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

July 2023

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Executive Summary

Introduction

This Planning Statement has been prepared by Be First Planning Consultancy on behalf of Bridge UK Properties 7, LP ('Bridge', 'the applicant') to justify the proposed development for the redevelopment of Weybridge Business Park, Addlestone ('the application site').

The proposals

It is proposed to comprehensively redevelop this vacant, brownfield application site to provide high-quality and modern industrial floorspace (use classes B2, B8, E(g)ii, and E(g)iii) totalling 15,988 sqm.

Bridge is an established real estate operating company and investment manager, with a global reputation for specialising in the development of Grade A industrial floorspace. Being a good neighbour is central to Bridge's values. By being the neighbour to a Bridge development, local people can expect:

- Experienced site managers, who are responsible for safe and efficient operations and for liaising with the local community.
- The use of an Operational Management Strategy to ensure there is no disturbance to residential neighbours.
- The creation of quality construction and long-term jobs and training opportunities.

Justification for permission

The proposal is compliant with adopted planning policies and/or relevant material considerations, in all technical regards. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 the proposal accords with the Development Plan as a whole and planning permission should be granted.

The proposed development comprises the provision of flexible employment floorspace, across use classes B2 (general industry), B8 (storage and distribution), E(g)ii (research and development), and E(g)iii (industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area)) on a designated Strategic Employment Area. Runnymede's Local Plan Policy IE2 directs that development proposals for the redevelopment of industrial floorspace on Strategic Employment Areas will be "*permitted where they accord with other policies in the plan*".

Throughout the design development process, the applicant has considered the needs of modern industrial occupiers and has also followed the approach to good design as set out in Runnymede's Design SPD. The overall aim of this process was to fulfil the expectation of Runnymede's Local Plan Policy EE1 which seeks (inter alia) to create attractive and resilient places which make a positive contribution to the borough's townscape and enhance the quality of the public realm.

From a heritage perspective, the proposed development has been assessed and it has been found that the proposals would have a neutral impact on the significance of the Wey Navigation Conservation Area and the nearby listed buildings including Coxes Lock Mills, bridge, lock, and weir. The significance of the relevant designated heritage assets would be sustained satisfying the requirements of Runnymede's Local Plan Policy EE5 and NPPF paragraph 199.

The Noise Assessment accompanying this application confirms that the proposed development has been designed so that it will not have an adverse impact on local residential homes. The design is based on sheltered service yards, with the buildings on the boundaries acting as an acoustic buffer which are supported with acoustic fences. Particular care has been taken to ensure that there are no adverse impacts over-night.

The Transport Assessment accompanying this application confirms that the proposed industrial use is expected to generate nearly half the number of vehicle trips when compared to the current lawful office use (-824 trips between 07:00 – 19:00). As such, the impact of the proposal on the local highways network is less than that of the current lawful office use.

Conclusions

The proposed development is a sustainable development, in line with the overarching objectives identified within the NPPF 2021 (paragraph 8):

- **Economic objective** – this development will help to build a strong, responsive, and competitive economy by delivering a modern and fit for purpose series of industrial buildings.
- **Social objective** – this development will help to support a strong, vibrant, and healthy community by delivering job opportunities set within a well-designed and safe site.
- **Environmental objective** – this development will help to protect and enhance our natural, built, and historic environment by making effective use of land, delivering a high-quality architectural and landscaping design, minimising waste, and pollution, and moving to a low carbon economy.

The proposed development seeks to redevelop this designated Strategic Employment Area site for employment use; as such, Runnymede's Local Plan Policy IE2 directs that such development proposals will be "*permitted where they accord with other policies in the plan*". As evidenced in this Planning Statement, the proposed development is compliant with adopted planning policies or relevant material considerations, in all technical regards, including parking, sustainable drainage, and energy reduction. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 the proposal accords with the Development Plan as a whole, having regard to other material considerations; accordingly, planning permission should be granted.

1. Introduction

- 1.1. This Planning Statement has been prepared by Be First Planning Consultancy on behalf of the applicant, Bridge UK Properties 7, LP ('Bridge', 'The applicant'), in support of a full planning application for the redevelopment of land at Weybridge Business Park, Addlestone ('the application site').
- 1.2. Bridge is an investment manager and industrial real estate operating company that develops modern, high-quality, and sustainable industrial buildings. Bridge is currently expanding their operations in the UK and is in the process of bringing forward several development sites.
- 1.3. The application site comprises two plots located to the north and south of Addlestone Road, known collectively as the Weybridge Business Park. In total, the two plots measure circa 3.7 ha. Both sites comprise vacant office buildings and ancillary car parking.
- 1.4. It is proposed to comprehensively redevelop the application site to provide high-quality and much-needed modern industrial floorspace to bring this vacant, brownfield site back into productive use. The applicant is seeking flexibility of land use across use classes B2, B8, E(g)ii, and E(g)iii as the development is speculative, i.e., the end-operators of the proposed development are not yet known.

Purpose of this Planning Statement

- 1.5. This Planning Statement summarises the application site's planning context, describes the proposed development, and then justifies the proposed development in the context of relevant planning policies and other material considerations.
- 1.6. This Planning Statement should be read in conjunction with the other documents supporting the planning application package, as listed below.
- 1.7. The remainder of this Planning Statement is structured as follows:
 - **Section 2** provides a description of the application site and its local context. A summary of relevant planning history is also discussed.
 - **Section 3** describes the proposed development.
 - **Section 4** sets out the pre-planning consultation undertaken and how feedback received has been reflected in the proposed development.
 - **Section 5** sets out the relevant planning policy framework for the application site, including material considerations.
 - **Section 6** provides the justification for the proposed development and assesses this against the relevant planning policy framework and material considerations.
 - **Section 7** presents our conclusions in respect to the proposals.

Description of Development

1.8. The description of the proposed development is as follows:

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

Format of submission

1.9. The planning application comprises:

- Application Form, including Certificate A.

Drawings

- Site Location Plan and Block Plan prepared by BE Design
- Existing and Proposed Floorplans, Elevations and Sections inc. Site Levels and Finished Floor Levels prepared by BE Design.
- Topographical Survey prepared by Interlock.

Documents

- Air Quality Assessment prepared by AAC.
- Arboricultural Impact Assessment prepared by Linga Consultancy.
- Biodiversity Net Gain Plan prepared by MKA Ecology.
- Circular Economy Statement prepared by BE Design
- Construction Logistics Plan prepared by Mode Transport Planning.
- Delivery & Servicing Plan prepared by Mode Transport Planning.
- Design and Access Statement, including Landscaping Strategy, prepared by BE Design
- Desk Based Archaeological Assessment prepared by Savills.
- Energy and Sustainability Statement prepared by SWH, with input from MBA.
- Environmental and Geo-technical Assessment prepared by TRC.
- External Lighting Assessment prepared by MBA.
- Flood Risk Assessment and SuDS Strategy prepared by HDR.
- Flood Risk Sequential Test prepared by Be First Planning Consultancy.
- Framework Travel Plan prepared by Mode Transport Planning.
- Green and Blue Infrastructure Checklist prepared by MKA Ecology
- Heritage Statement prepared by Turley.
- Historic Environment Desk-Based Assessment prepared by Turley.
- Industrial and Logistics Needs Assessment prepared by Savills.
- Noise Assessment prepared by AAC.
- Planning Statement prepared by Be First Planning Consultancy
- Preliminary Ecological Appraisal and Preliminary Roost Assessment prepared by MKA Ecology.
- Statement of Community Involvement prepared by London Communications Agency.
- Surface Water Drainage Summary Proforma prepared by HDR.
- Townscape and Landscape Visual Impact Assessment prepared by Influence.
- Transport Assessment prepared by Mode Transport Planning.
- Whole Life Carbon Assessment prepared by BE Design.

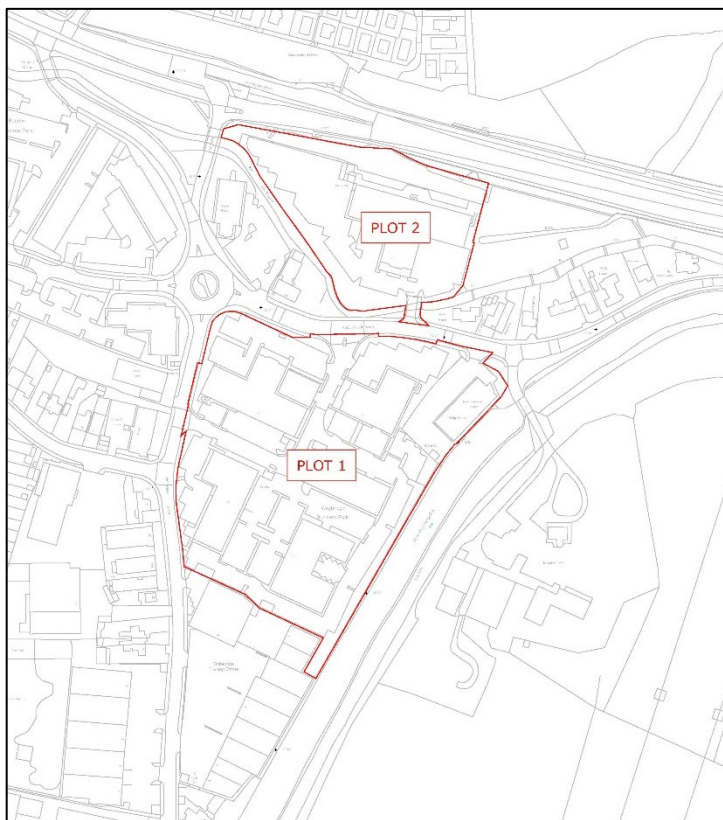
2. The application site, the local context and relevant planning history

The application site

- 2.1. The 3.7-hectare application site comprises two adjacent plots of land at Weybridge Business Park. The plots are separated by Addlestone Road. A Site Location Plan is provided in Figure 2.1 below.

Figure 2.1 (below): Site Location Plan

Source: BE Design (drawing no. WEY-BED-DT-ZZ-DR-A-6000, Rev P01)



- 2.2. The larger of the two plots sits to the south of Addlestone Road (known as Plot 1). The application site comprises large, vacant office buildings, ancillary car parking and limited amounts of soft landscaping interspersed throughout the car parking areas. Vehicular and pedestrian access is taken from Addlestone Road and Hamm Moor Lane to the West. The plot is bounded by Addlestone Road to the north, the River Wey Navigation to the east, the Waterside Trading Estate to the south and Hamm Moor Lane to the west.
- 2.3. The smaller of the two plots sits to the north of Addlestone Road (known as Plot 2). The application site comprises one large, vacant office building with ancillary car parking. Vehicular and pedestrian access is taken from Addlestone Road via an existing bridge across the

Addlestone Bourne. The plot is bounded on all edges with dense trees and vegetation, with Weybridge Road to the north, and the Addlestone Bourne to the west, south and east.

- 2.4. The application site is located within a designated Strategic Employment Area (SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate) in Runnymede Borough Council's Local Plan 2030. This is an important designation which reflects the application site's opportunity to meaningfully contribute to the borough's economy and deliver jobs and business growth.

The local context

- 2.5. The application site is located with a wider, well-established area of large-scale commercial and industrial uses in Addlestone, including the Waterside Trading Estate and Bourne Business Park. In the wider local area, there are residential neighbourhoods, with the closest being Byron Road, Tennyson Road, Shakespeare Road, Wordsworth Road, and Meadowlands Park.
- 2.6. The application site is well connected to highways and other transport networks. The application site is located adjacent to the A317, Weybridge Road, which provides access to local networks and onwards to the M25. Addlestone Rail Station is located circa 1km northwest of the application site (approx. 12-minutes walking distance), providing access to services towards Weybridge and London Waterloo. The nearest bus stops to the application site are located circa 0.5km north of the application site (approx. 6-minutes walking distance) on the A317, Weybridge Road, providing access to services towards Weybridge, Chertsey, and Kingston.

Relevant planning history

- 2.7. In 2022, the applicant submitted a planning application for '*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*' (application reference: RU.22/0776). This application will be referred to as the '2022 planning application' within this Planning Statement.
- 2.8. Runnymede Borough Council's Planning Committee refused permission for the 2022 planning application at their committee on 22 March 2023, against the recommendation of Planning Officers. The reasons for refusal as listed on the Decision Notice (dated 24 March 2023) are 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 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.*

- 2.9. Despite being refused by Planning Committee, the 2022 planning application confirmed the following:
- i. The principle of developing the application site for E(g)ii, E(g)iii, B2 and B8 uses “*accords with the Development Plan policies and is appropriate development, subject to wider considerations*” (paragraph 7.2.6 of the Planning Committee Report).
 - ii. The intensification of use to deliver an increase in employment spaces is a “*benefit which weighs in favour of the proposed development*” (paragraph 7.2.9 of the Planning Committee Report).
- 2.10. The reasons for refusal of application reference RU.22/0776 are noted; however, the applicant’s starting point for the consideration of this development proposal was to look at the existing site and its constraints and opportunities afresh. This is discussed further in the accompanying Design and Access Statement.
- 2.11. In addition to the above referenced 2022 planning application, there have been numerous planning applications submitted to RBC in respect of this application site. These planning applications range from installation of adverts and minor extensions, through to holistic, site-wide redevelopment.
- 2.12. Figure 2.2 below summarises the notable recent planning application records for the application site. These records demonstrate that there have been numerous attempts in recent years to reactivate the application site and find a long-term sustainable use.

Figure 2.2 (below): Relevant Planning History

Source: Runnymede Borough Council's online planning register (accessed 19 June 2023). Note, this is a desk-based summary of the planning history available online only.

App Ref / Decision / Date	Address	Description	Comments
RU.21/0432 Application withdrawn	Weybridge Business Park Addlestone Road Addlestone KT15 2UP	Hybrid planning application for the demolition of existing buildings and redevelopment of the application 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, and 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.	Despite being withdrawn, this planning application demonstrates attempts to bring the application site back into an active use.
RU.20/1098 Prior Approval Refused 28.09.2020	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.	This prior approval application demonstrates attempts to bring the application site back into an active use. This application was refused on contamination and daylight and sunlight grounds.
RU.20/1097 Prior Approval Refused 28.09.2020	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.	This prior approval application demonstrates attempts to bring the application site back into an active use. This application was refused on contamination and daylight and sunlight grounds.

App Ref / Decision / Date	Address	Description	Comments
RU.19/1605 Prior Approval Refused 23.12.2019	Buildings 2 and 3 Weybridge Business Park Addlestone Road Addlestone Surrey KT15 2UP and KT15 2BW	Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3), under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O (also k/as Units 2 & 3).	This prior approval application demonstrates attempts to bring the application site back into an active use. This application was refused on contamination grounds.
RU.19/1602 Prior Approval Refused 23.12.2019	Building 1 Weybridge Business Park Addlestone Road Weybridge Surrey KT15 2UL	Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3), under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O	This prior approval application demonstrates attempts to bring the application site back into an active use. This application was refused on contamination grounds.
RU.15/0798 Permission Granted with Conditions 06.08.2015	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 known as Units 4, 5 & 6.	This permission was implemented. Unfortunately, despite extensive marketing attempts, no office tenants could be found. The application site and refurbished buildings have remained vacant since 2017.

3. The proposals

Overview of the proposed development

- 3.1. This section describes the proposed scheme. Full details of the proposal are included within the accompanying Design and Access Statement prepared by BE Design.
- 3.2. The proposals include the following:
- The provision of 15,998 sqm of flexible Class B2, B8, E(g)ii and E(g)iii floorspace, with ancillary office accommodation.
 - The provision of 5 sustainably designed and fit-for-purpose modern industrial buildings, divided into 11 units.
 - The provision of vehicle and cycle parking.
 - The provision of associated external hard and soft landscaping, including new tree planting and external amenity areas.
 - Associated works.

About Bridge

- 3.3. Bridge is an established real estate operating company and investment manager that specialises in the development of Grade A industrial floorspace. Founded in the United States, Bridge launched its UK operations in 2020 and now has a portfolio of 6 UK development sites.
- 3.4. Bridge acquires sites and develops them to provide high-quality industrial floorspace. Once development is complete, the units are then let to a variety of occupiers. Bridge's recent UK projects include:
- Bridge Point Barking, in East London¹. Construction has recently completed.
 - Bridge Point Uxbridge, in West London². Construction is underway.
 - Bridge Point Southall, in West London³. Construction is due to complete in August 2023.
 - Bridge Point Croydon⁴. Construction is underway.
 - Bridge Point Enterprise East, in Chadwell Heath in East London⁵. Construction is due to commence imminently.

¹ <https://www.colliers.com/en-gb/properties/to-let-prime-logistics-warehouse-bridge-point-barking/gbr-alfreds-way-barking/gbr3022153>

² <https://bridgeindustrial.com/wp-content/uploads/2021/07/Bridge-Point-Uxbridge-1.pdf>

³ <https://cogentre.co.uk/property/bridge-point-southall/>

⁴ <https://www.cbre.co.uk/property-search/industrial-space/listings/details/GB-Plus-503992/bridge-point-croydon-56-factory-lane-croydon-greater-london-cr0-3rl>

⁵ <https://bridgeindustrial.com/media/press-release/bridge-secures-planning-consent-for-its-largest-uk-development-to-date/>

- 3.5. Being a good neighbour is core to Bridge's values⁶. By being a neighbour to a Bridge development, local people can expect:
- Experienced site managers, who are responsible for the safe and efficient operation of the application site and for liaising with the local community.
 - The use of an Operational Management Strategy. This strategy will:
 - Explain how any overnight activities will be managed to ensure that there is no disturbance to residential neighbours, including:
 - Use of broadband reversing alarms (as opposed to beeping alarms) for any external vehicles, including forklifts.
 - Training and signage to ensure that engines will be turned off when not in use.
 - Signage asking staff and visitors to consider neighbours and to depart the application site quietly.
 - A complaint procedure. All complaints will be recorded and monitored. Records will be kept for a minimum of two years.
 - The creation of quality construction and long-term jobs and training opportunities.
 - The development of climate resilient and sustainable buildings.

Occupation

- 3.6. This is a speculative planning application, which means that the final tenants of the application site are not yet known. Bridge will formally advertise the units to potential tenants when construction is close to completion.
- 3.7. The planning application seeks permission for a flexible range of industrial and employment use classes which are considered appropriate for this site, as follows:
- i. Class B2, general industrial
 - ii. Class B8, storage or distribution
 - iii. Class E(g)ii, research and development of products or processes
 - iv. Class E(g)iii, industrial processes
- 3.8. The size of the proposed units influences the types of occupiers who would be attracted to this site. In Bridge's experience, and having consulted local agents, the types of operators that could be expected on the application site include small and medium sized operators, such as:
- Trade counter operators
 - DIY and home improvement retail operators
 - Storage and distribution operators
 - Manufacturing operators
 - Building material merchant operators
 - Film and media studios
 - Cold storage operators

⁶ <https://bridgeindustrial.com/communities/>

- 3.9. The size and format of the proposed units is similar to that of the neighbouring Waterside Trading Estate, meaning that similar occupiers could be expected on the application site. The accompanying Design and Access Statement provides a detailed explanation of the types of occupiers that could be expected and what makes the proposed units suitable for their purposes.
- 3.10. Bridge recognises that local people have been concerned by a suggestion that the proposed development could be occupied by a parcel distribution centre. The proposed design is not considered attractive for such occupiers, as explained below:
- i. **The proposed unit sizes are considered to be too small for parcel distribution centres.** The parcel distribution market typically demands units that are over 9,300 sqm/100,000 sqft in footprint, which is reflected in the increasing trend for the provision of ‘big shed’ developments⁷.

By contrast, this proposal provides a variety of unit sizes, the largest being 3,760 sqm / 40,500 sqft. The proposed units are, therefore, considered to be too small for parcel distribution operators but will be attractive to a range of small and medium sized operators.
 - ii. **There are no dock levellers proposed.** A dock leveller is piece of equipment that is used to form a bridge or ramp between the loading dock and a HGV. The benefit of a dock leveller is that it significantly reduces the time taken to load/unload a HGV.

As the units have been designed for small and medium sized operators, who would typically expect to service via LGVs, no dock levellers have been proposed. This does not entirely exclude the possibility of HGVs being used, but the instances of such use would be infrequent and are not expected to be the primary logistics preference.
- 3.11. Given the speculative nature of the proposed development, it is essential that the development is able to operate 24/7. Bridge recognises that the proposed 24/7 use is of concern to local people. It is important to note that whilst permission is being sought for 24/7 operations, the nature of the proposed development and likely tenants means that it is unlikely to generate any intensive operations overnight. Technical assessments that consider impacts on residential neighbours are discussed in Section 6 of this Planning Statement.
- 3.12. **Appendix 1** lists examples of precedent industrial developments that are able to operate 24/7. These example schemes demonstrate that as part of successful, modern, fit-for-purpose industrial development 24/7 use is required. The example schemes also demonstrate that 24/7 use can operate successfully in close proximity to residential areas where appropriate acoustic mitigation has been designed into the scheme.

⁷ https://www.savills.co.uk/research_articles/229130/338087-0

4. Pre-planning consultation

- 4.1. This section summarises the consultation undertaken with stakeholders prior to submitting this planning application, including pre-application discussions with Runnymede Borough Council ('RBC'), Surrey County Council ('SCC') and National Highways.
- 4.2. The purpose of the consultation was to:
- Understand stakeholder's aspirations for the future of the application site.
 - Present the proposed designs and receive feedback on the proposed design.
 - Respond to the comments raised.

Public engagement

- 4.3. A Statement of Community Involvement has been prepared by LCA to explain the full consultation exercise undertaken with neighbouring residents, businesses, councillors, and other stakeholders, and has been submitted with this application.
- 4.4. Activities undertaken by the applicant includes:
- Two public consultation events.
 - 146 people attended over both days.
 - Provision of a dedicated website.
 - Over 340 people visited the website.
 - Leaflets and letters to 629 local residents.
 - Adverts in Surrey Live.
 - Three meetings with the Poet's Corner Residents Group.

Pre-application discussions with RBC

- 4.5. The applicant has undertaken detailed pre-application engagement with RBC officers through a bespoke Planning Performance Agreement ('PPA'). Pre-application discussions with RBC have comprised three pre-application meetings and a site visit.
- 4.6. The key topics that were discussed are summarised below:
- i. Principle of development
The principle of development was noted as being in compliance with Runnymede's Local Plan, policy IE2.
 - ii. Sustainability goals
Officers welcomed the sustainability led-design principles and the applicant's goals in relation to BREEAM, Circular Economy and Whole-Life Carbon Assessment.

- iii. **Site layout**
Officers recognised the need for a secure and safe environment in which to carry out servicing. At the same time, Officers felt it was important that there were clear, legible, and easy routes for staff to access local amenities in and around the application site. The Design and Access Statement shows how the proposed design evolved in response to these comments.
- iv. **Acoustic mitigation**
Officers welcomed the applicant's approach to site layout to contain servicing activities within the central service yard to mitigate against noise.
- v. **Landscaping**
Officers noted the opportunity to provide a landscaped buffer adjacent to the River Wey Navigation, which would be beneficial in terms of ecology, staff amenity and visual screening between the application site and conservation area. As the design developed, the landscaped area adjacent to the Wey Navigation was increased in width and dedicated staff break-out spaces were designed in. The Design and Access Statement shows how the proposed design evolved in response to these comments.
- vi. **Heritage**
Officers welcomed the removal of Bridge House as an improvement to the setting of the Wey Navigation Conservation Area. Officers felt that there was opportunity to enhance the setting of the conservation area through the provision of well-designed buildings. The Design and Access Statement shows how the proposed design evolved in response to these comments.
- vii. **Architectural design**
Officers welcomed the early elevation design strategy and asked that high-quality durable materials to be used. The Design and Access Statement explains the proposed materials and their qualities.
- viii. **24/7 Use**
The need for 24/7 operations was discussed and Officers noted that intensive over-night operations would not be expected. Officers also noted that the technical assessments submitted with the application would assess night-time impacts.

SCC Highways

- 4.7. The applicant met with SCC Highways on 23 May 2023 (with National Highways in attendance) and 23 June 2023 (with RBC in attendance). The purpose of these meetings was to discuss and agree the methodology to be used within the Transport Assessment. At the conclusion of the meetings, it was agreed that:

- i. The most appropriate TRICS data set to be used for the transport assessment is 'industrial estate'.
- ii. The assessment must be made on the basis of comparing a fully occupied office site, as the current lawful use, to the proposed scheme.

5. Relevant planning policy and other material considerations

- 5.1. This section provides an overview of national, regional, and local planning policies relating to the planning application, as well as other material considerations.
- 5.2. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Other material considerations include items such as national planning policy, guidance or statements, up-to-date research and/or site-specific requirements.
- 5.3. Section 38(5) of the Planning and Compulsory Purchase Act (2004) requires that where there is a difference between policies, the most recently adopted policy takes precedence.

Statutory development plan

- 5.4. The statutory Development Plan for the application site comprises:
 - Runnymede 2030 Local Plan (adopted 2020) ('Runnymede Local Plan').
- 5.5. Regard should also be had to the Government's National Planning Policy Framework ('NPPF', 2021) and any relevant Supplementary Planning Documents ('SPDs') or Supplementary Planning Guidance ('SPGs'), all of which hold significant weight for the purposes of decision making. Relevant SPDs for the application site comprises:
 - Runnymede Design SPD (adopted 2021).
 - Green and Blue Infrastructure SPD (adopted 2021).
 - Runnymede Parking Guidance SPD (adopted 2022).
 - Infrastructure Delivery and Prioritisation SPD (adopted 2020).
- 5.6. RBC is in the process of reviewing the Runnymede 2030 Local Plan. At present, RBC is continuing work on the production of updated evidence base documents which has included a sustainability appraisal, a retail and town centre uses study and a housing and economic supply evidence. These evidence base documents hold limited weight for the purposes of decision making.

Key site planning policy designations

5.7. The application site is subject to the following key planning policy designations:

RBC Local Plan (shown on Figure 5.1 overleaf)

- With a designated 'Urban Area'.

Runnymede Local Plan Policy SD1 states that the Local Plan “*supports the principle of developing appropriately located brownfield sites and making the best use of regeneration opportunities*” within designated Urban Areas.

- Within a designated 'Strategic Employment Area' (Weybridge and Bourne Business Park and Waterside Trading Estate).

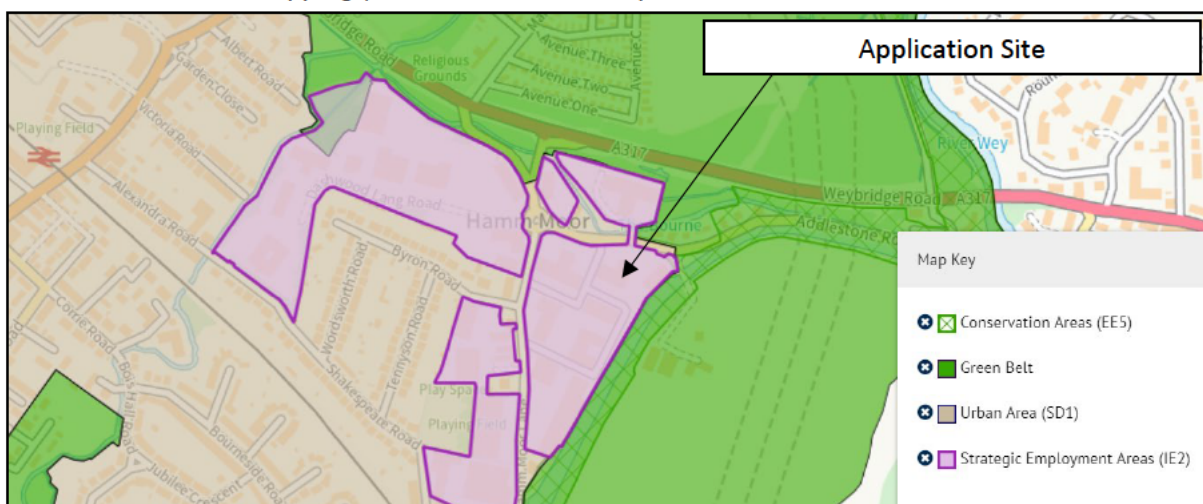
Runnymede Local Plan Policy IE2 protects existing employment uses within designated Strategic Employment Areas; indeed, the policy goes further to say that proposals for redevelopment of sites for employment use will be permitted where they accord with other policies in the plan.

- Partially within the Green Belt.

A slim strip of land along the northern boundary of the northern plot is located within the Green Belt. Green Belt land is protected from 'inappropriate' development. The existing boundary fencing within the application site marks the edge of the Green Belt, and this will be retained. There is no development proposed within the Green Belt.

Figure 5.1 (below): Extract from RBC's planning policies maps

Source: RBC's online mapping (accessed 19 June 2023)



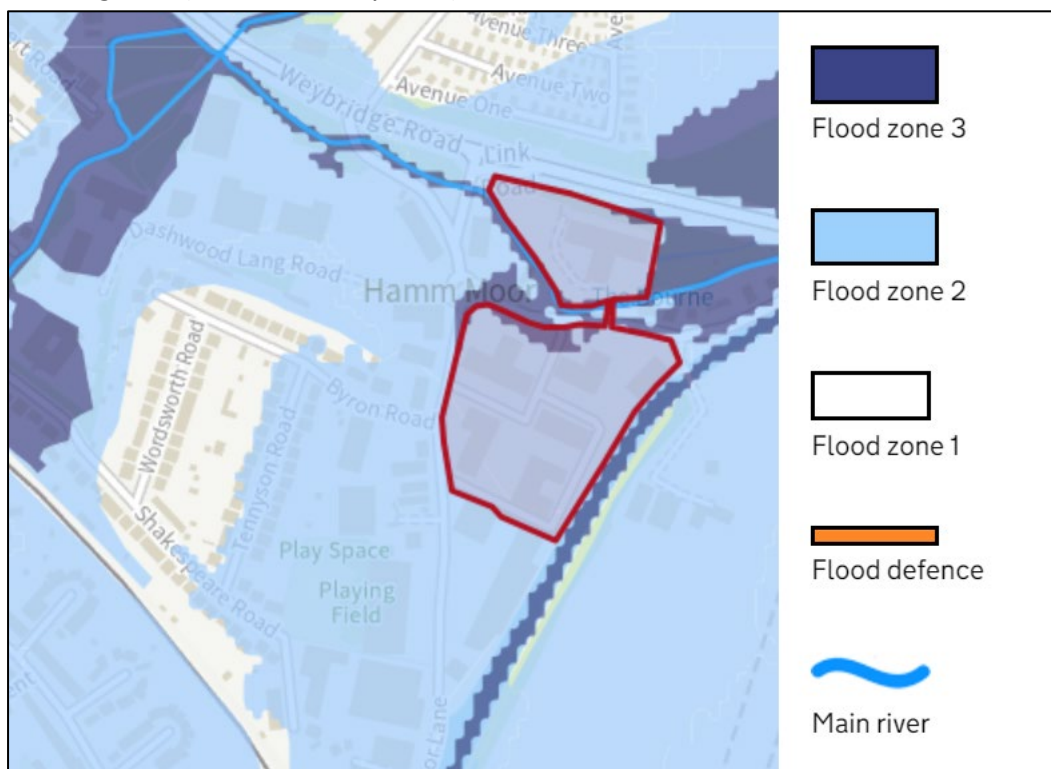
Other material considerations

- Within Flood Zone 2 (medium risk), with a small area near Addlestone Road in Flood Zone 3 (high risk).

Industrial uses are considered appropriate within Flood Zones 2 and 3. A sequential test has been prepared as part of this planning application. The extent of two flood zones, as shown on the gov.uk website is shown in Figure 5.2 below. The accompanying Flood Risk Assessment provides more detailed information regarding flood risk based on the latest modelling information available.

Figure 5.2 (below): Extract gov.uk's Flood Map for Planning

Source: gov.uk (accessed 14 July 2023)



- Adjacent to the River Wey Navigation Conservation Area.

The application site forms part of the setting of the River Wey Navigation Conservation Area. RBC has confirmed that there is no Conservation Area Appraisal for the Wey Navigation Conservation Area. In the absence of a Conservation Area Appraisal, an assessment of the significance of this asset has been made in the Heritage Statement which supports this application.

- Adjacent to the Green Belt (running along the northern and eastern boundaries of the application site).

Green Belt land is protected from ‘inappropriate’ development. A visual impact assessment has been prepared as part of this planning application. No development is proposed within the Green Belt.

- Economic benefits generated by the development.
 - The creation of an estimated 250 jobs on-site.
 - £16,900,000 estimated yearly gross value added to the economy.
 - £1,330,000 estimated yearly business rates payable to RBC.
 - Training opportunities.

Relevant planning policy

5.8. Figure 5.3 below lists relevant planning policies and other material considerations relevant to this planning application, by topic. The proposed development is considered in the context of these policies in Section 6 of this Planning Statement.

Figure 5.3: List of relevant planning policies

Development Parameter	Local Planning Policy (RBC 2030 Local Plan) and material considerations	NPPF 2021
RBC’s Spatial Development Strategy	<ul style="list-style-type: none"> • Policy SD1, Spatial Development Strategy 	
Employment sites / economic benefits	<ul style="list-style-type: none"> • IE1, Employment allocations • IE2, Strategic employment areas • IE3, Catering for modern business needs • Economic benefits generated by the development, including job creation and GDV added 	<ul style="list-style-type: none"> • Section 6, Building a strong, competitive economy
Sustainability	<ul style="list-style-type: none"> • Policy SD7, Sustainable design • Policy SD8, Renewable and low carbon energy • Policy SL1, Health and wellbeing 	<ul style="list-style-type: none"> • Para 11, the presumption in favour of sustainable development
Design	<ul style="list-style-type: none"> • Runnymede Design SPD 	<ul style="list-style-type: none"> • Section 11, Making effective use of land. • Section 12, Achieving well-designed places
Transport	<ul style="list-style-type: none"> • Policy SD3, Active and sustainable travel • Policy SD4, Highways design considerations • Runnymede parking guidance SPD • Surrey County Council Local Transport Plan (LTP4) 	<ul style="list-style-type: none"> • Para 92, Supporting healthy lifestyles. • Section 9, Promoting sustainable transport

Development Parameter	Local Planning Policy (RBC 2030 Local Plan) and material considerations	NPPF 2021
Infrastructure (including, transport, social, and green, and blue infrastructure)	<ul style="list-style-type: none"> • Policy SD5, Infrastructure provision and timing • EE11, Green infrastructure • EE12, Blue infrastructure • Green and blue infrastructure SPD • Infrastructure delivery and prioritisation SPD 	
Natural environment	<ul style="list-style-type: none"> • EE2, Environmental protection • EE9, Biodiversity, geodiversity, and nature conservation 	<ul style="list-style-type: none"> • Section 15, Conserving and enhancing the natural environment
Townscape and heritage	<ul style="list-style-type: none"> • EE1, Townscape and landscape quality • EE3, Strategic heritage policy • EE5, Conservation Areas • EE7, Scheduled Monuments, County Sites of Archaeological Importance and Areas of High Archaeological Potential 	<ul style="list-style-type: none"> • Section 16, Conserving and enhancing the historic environment
Green Belt	<ul style="list-style-type: none"> • EE17, Infilling or redevelopment on previously developed land in the Green Belt 	<ul style="list-style-type: none"> • Section 13, Protecting Green Belt land
Flood risk	<ul style="list-style-type: none"> • EE13, Managing flood risk 	<ul style="list-style-type: none"> • Section 14, Meeting the challenge of climate change, flooding, and coastal change

6. Justification for planning permission

- 6.1. This section considers the key issues relating to the proposals in the context of relevant planning policy and material considerations.

The principle of development

- 6.2. The proposed development comprises the provision of flexible industrial floorspace, across use classes B2 (general industry), B8 (storage and distribution), E(g)ii (research and development), and E(g)iii (industrial processes (which can be carried out in any residential area without causing detriment to the amenity of the area)) on a designated Strategic Employment Area.
- 6.3. At a national level, the NPPF is supportive of proposals which help create conditions in which *“businesses can invest, expand and adapt”* (paragraph 81). To achieve this, the NPPF directs that *“significant weight should be placed on the need to support economic growth and productivity [...] the approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future”* (paragraph 81).
- 6.4. Reflecting on NPPF paragraph 81, it is clear that the application site, in its current form, is failing. The application site has been vacant since 2017, despite efforts to improve the quality of the office buildings and attract new tenants (refurbishment application ref RU.15/0798 was implemented but did not attract any tenants).
- 6.5. At a local level, RBC recognise that the application site has significant opportunity to meaningfully contribute to the local economy. This is reflected in the application site’s designation as a Strategic Employment Area. Such areas are described as *“have or have the potential to become key drivers of the Brough and the sub-regional economy”* (Runnymede Local Plan, paragraph 8.12). To utilise the opportunity provided by Strategic Employment Areas, Runnymede Local Plan Policy IE 2 permits the principle of refurbishment, redevelopment, and intensification of these sites for employment use.
- 6.6. Runnymede’s Local Plan Policy IE2 states that proposals for the redevelopment of sites within Strategic Employment Areas to provide employment floorspace will be *“permitted where they accord with the other policies in the plan”*. The remainder of this Chapter explains how the proposal is in accordance with other policies and material considerations.

Modern and fit for purpose industrial floorspace

- 6.7. The proposed development seeks to optimise the opportunities provided by the application site to deliver modern and fit for purpose employment floorspace. The proposed development directly responds to Local Planning Policy IE3 by catering for modern business needs in the following ways:

- i. The proposal will redevelop a vacant office site and provide much needed Grade A industrial floorspace.

As described in the accompanying Industrial & Logistics Needs Assessment (prepared by Savills), Runnymede and its connected Functional Economic Area ('FEA') has experienced very low levels of industrial supply over the last decade. This has constrained availability for businesses and the economic contribution they are able to make.

Both Runnymede and the FEA have experienced very high rental growth over the last 10 years at 77% and 83% respectively. This clearly signifies demand has been outpacing supply.

Savills forecast that there will be a demand in excess of 1.7 million sqft of industrial floorspace over the next 20 years across Runnymede and the FEA. This application will go a significant way to fulfilling the demand and will allow Runnymede to realise its growing economic opportunities.

The application site is in a strong location for the provision of new industrial floorspace due to its proximity to the M3 and M25 and large potential employment pool.

- ii. The proposal comprises a range of unit sizes.

There is unmet demand for a range of unit sizes in Runnymede and its FEA. By providing the proposed mix of units, the proposed development is directly responding to the needs of small and medium sized operators.

The Industrial & Logistics Needs Assessment (prepared by Savills) gives examples of the types of occupiers that have recently taken on units of a similar size to those proposed. These include builders' merchants, healthcare, food production, car maintenance, office supply merchants, and engineering.

- iii. The proposal seeks flexible use across use classes B2, B8, E(g)ii, and E(g)iii and 24/7 use.

There is unmet demand from a range of businesses in Runnymede and its FEA. By seeking a flexible application of Classes E(g)ii, E(g)iii, B2 and B8, the proposed development can attract a variety of tenants which will ensure economic functional vibrancy.

The proposed development seeks 24/7 use, which is a pre-requisite demand from the tenant market, to provide unrestricted flexibility for businesses to thrive.

- 6.8. In summary, the proposed development will replace failing, vacant office use with Grade A modern employment floorspace. The principle of development is supported at a national and local level.

Design

- 6.9. The proposed development seeks to deliver a high-quality industrial development which provides modern, fit-for-purpose industrial floorspace within buildings that contribute positively to the area's local character. The accompanying Design and Access Statement explains the design development process that has been undertaken.
- 6.10. Throughout the design development process, the applicant has considered the needs of modern industrial occupiers and has also followed the approach to good design as set out in Runnymede's Design SPD. The overall aim of this process was to fulfil the expectation of Runnymede's Local Plan policy EE1 which seeks (inter alia) to create attractive and resilient places which make a positive contribution to the borough's townscape and enhance the quality of the public realm.
- 6.11. It is noted that the Runnymede Design SPD has primarily been written to guide new residential developments; however, there are some design principles which can also be applied to industrial developments. The proposed design responds to Runnymede's Design SPD's relevant 'Design Standards' in the following ways:

- i. The design responds positively to the application site. The proposed design has been underpinned by a thorough analysis of the local context, including topography, townscape, built form, views and landscape. At the beginning of the design development process, the applicant fully explored the strengths, opportunities and constraints presented by the application site and considered how the proposed development could address these.

The application site's key opportunities include: being located within a Strategic Employment Area and being able to address the need for modern and fit-for-purpose industrial units; having frontage to Hamm Moor Lane, Addlestone Road, and the Wey Navigation with significant opportunity to improve the application site's activity onto these streets and the Canalside; and, forming part of the wider setting of the Wey Navigation Conservation Area with the opportunity to improve the quality of its setting.

The application site's key constraints include: being located within Flood Zones 2 and 3, which requires careful consideration of how to manage flood risk; forming part of the wider setting of the Wey Navigation Conservation Area, which requires careful consideration of how to ensure no adverse impact on this asset's wider setting; having a small section of Green Belt land within Plot 2, which limits developable area/being adjacent to Green Belt land; and, being located close to residential neighbourhoods and needing to consider how to protect residential amenity.

- ii. The proposed design responds positively to the local character. The application site sits within a clearly defined industrial and commercial neighbourhood, formed alongside the Bourne Business Park and Waterside Trading Estate. The proposed design mirrors the scale and massing of buildings in the neighbouring Bourne Business Park and

Waterside Trading Estate (as shown in Sections 5.02 and 5.06 of the accompanying Design and Access Statement).

- iii. The proposed design responds positively to the local history. The application site has been in use historically as an industrial/commercial site. This use reflects its position next to the Wey Navigation which was built to provide a trade connection to London. The proposed use is, therefore, reflective of the application site's history.

In the mid-1900s, the businesses present on the application site built parts for aeroplanes, which has informed the design of the curved roofs fronting Hamm Moor Lane in a nod to aeronautical activities.

- iv. The proposed design creates a legible structure. The existing office buildings do not create a strong building line or legible structure, as they turn to face into the application site. The proposed design seeks to rectify this by creating clear building lines that address Hamm Moor Lane, Addlestone Road and the Wey Navigation boundaries. In doing this, a 'perimeter block' style structure is created, which Runnymede's Design SPD states can be used to create "*an intuitive street hierarchy and structure*".
- v. The proposed design replicates local patterns of activity. The proposed industrial uses are compatible with the local industrial and commercial uses located on the Waterside Trading Estate and the Bourne Business Park, helping to strengthen the economic function of this designated Strategic Employment Area. The proposed 24/7 use replicates the majority of the operating conditions for the Bourne Business Park and Waterside Trading Estate. The proposed design has created dedicated on-site servicing allowing the application site to operate 24/7 without adverse impacts on the neighbouring residential homes.
- vi. The design adopts a coherent design approach, through the use of common massing and materials. Within the overall design, individual buildings are well composed, reflecting the requirements of modern industrial occupiers whilst also relating to the wider street elevations and character.
- vii. The design creates active frontages to add interest and vitality to local streets. The Runnymede Design SPD defines active frontages as "*building elevations that have frequent doors and windows, with few blank walls, internal uses visible from the outside, or spilling onto the street*". An analysis of the existing buildings shows that just 27% of the elevations facing onto Hamm Moor Lane, Addlestone Road, or the Wey Navigation are active, reflecting the poor building lines and inward facing nature of the current building arrangement. In contrast, the proposed development has over 40% of the elevations facing onto Hamm Moor Lane, Addlestone Road, and the Wey Navigation as active, demonstrating that the proposed development successfully redefines the building line and re-directs activity to these key streets and the Canalside.

- viii. The design uses focal points and corners to create variety. The proposed B units address a key road junction between Hamm Moor Lane, Addlestone Road and Link Road, which is considered to be the most prominent corner within the application site. The proposed design incorporates an extended ground floor office building which projects towards Hamm Moor Lane to create interest and additional active frontage.
 - ix. The design reinforces landscape character and biodiversity. The existing mature and dense landscaping buffers which wrap around Plot 2 are maintained. The existing landscaping buffer between Plot 1 and the Wey Navigation is carefully improved and widened by select removal of trees and replacement with high-quality specimens that have longevity and biodiversity benefit.
 - x. The design has sustainability at its core. The applicant is committed to delivering a highly sustainable development, which is demonstrated through the results of the BREEAM pre-assessment, the Circular Economy Statement, and the Whole Life Carbon Assessment.
- 6.12. In summary, the proposed design includes high-quality buildings which respond well to the application site, its local area, and modern industrial occupier needs. The proposed design will ensure that the application site is once again contributing successfully to the wider industrial and commercial neighbourhood. The proposed design is considered to deliver the high-quality design demanded by Runnymede's Local Plan Policy EE1 and the relevant Design Principles within the Runnymede Design SPD.

Townscape/landscape character

- 6.13. A Townscape and Visual Impact Assessment ('TVIA') has been prepared by Influence to accompany this planning application. The purpose of this assessment is to consider the impact the proposal on the townscape/landscape character of the local area.
- 6.14. The form, function, and character of the local area surrounding the application site varies; as such, the TVIA firstly identifies the key townscape/landscape character areas that surround the application site. The TVIA then moves onto identifying key viewpoints from which the application site can be seen. The impact of the proposed development on both the identified townscape/landscape qualities and on specific viewpoints is then assessed.

Townscape/landscape character impacts

- 6.15. Turning firstly to the impact of the proposal on the townscape/landscape character of the local area. The proposed development sits within an established industrial and commercial area, alongside the Bourne Business Park and the Waterside Trading Estate. The proposed development has reflected the scale and massing of buildings found within these neighbouring industrial and commercial areas and follows other key characteristics including a set-back from the street to providing hard and soft landscaping.

- 6.16. The proposed buildings fronting Hamm Moor Lane are staggered to create the appearance of individual buildings which, again, reflects the scale and massing of the local industrial and commercial buildings. The proposed buildings are then supplemented with additional planting along the boundaries to provide soft edges and screening to views from the more sensitive character area of the River Wey Navigation.
- 6.17. Due to the removal and replacement of some trees, there will be a higher visual impact on the surrounding townscape/landscape character areas in the short-term whilst the trees take their time to establish and grow. The removal and replacement of trees has been proposed to ensure that the trees and other planting have longevity for many years to come and are able to offer the best visual screening and ecology benefits. For this reason, the effects on the surrounding townscape character areas have been assessed as 1 year post first operation and 10 years post operation.
- 6.18. For all of the identified townscape areas, the impact of the proposed development has been measured as either 'negligible' or 'low adverse' at 10 years post operation. This is reflective of the application site being in industrial use and the carefully designed scale, form and massing replicating the existing neighbouring industrial buildings. These low adverse impacts are outweighed by the wider public benefits of the proposal, which includes:
- i. The provision of industrial floorspace which will address an identified need for floorspace for small and medium sized businesses.
 - ii. The wider economic benefits arising from the proposal for Runnymede.
 - iii. The provision of new job opportunities.
- 6.19. The proposal is compliant with Runnymede Local Plan Policy EE1. From a townscape/landscape perspective, the proposed design creates an attractive and resilient place which contributes to the local industrial and commercial townscape without adversely impacting the townscape/landscape of the neighbouring residential and River Wey Navigation areas.

Visual impact

- 6.20. A series of representative viewpoints from around the application site have been chosen to consider the visual impact of the development. Due to the existing urban nature of the application site and its surrounding area, the locations from which the application site can be seen are restricted largely to: the River Wey Navigation, Hamm Moor Lane, Bryon Road, Addlestone Road and Link Road.
- 6.21. With regards to viewpoints along the River Wey Navigation (views 1 to 12), the visibility of the proposed development changes significantly depending on the proximity of the view from the application site. For the majority of the River Wey Navigation route there is little visibility of the proposed development, which demonstrates that the impact of the proposal is highly localised. The removal of Bridge House is a welcome improvement to views 4 to 8, with the green boundary maturing by year 15 to provide screening which restricts any open and clear views of the proposed buildings. There is a greater awareness of the proposed development in

comparison to the existing buildings; however, in the context of the defined character areas, it is deemed to be an appropriate experience of a series of high-quality industrial buildings in an industrial area.

- 6.22. With regards to viewpoints along Link Road (views 13 to 16), the visibility of the proposed development changes significantly depending on the proximity of the view from the application site. The similar scale and massing of the proposed built form means that the character of views is only slightly changed and, as planting, matures there will be greater filtering of view of the proposed buildings. The design of the buildings with curved roofs, with a stepped building frontage, and a 'softer' and more subtle approach to materiality, results in a series of buildings which appear to settle more comfortably in the street scene and its context.
- 6.23. With regards to viewpoints along Hamm Moor Lane / Byron Road (views 19 to 21), the similar scale and massing of the proposed built form means that the perception of views are only slightly changed and, as planting, matures there will be greater filtering of view of the proposed buildings along Hamm Moor Lane, comparable to baseline conditions. The design of the buildings with curved roofs, with a stepped building frontage, and a 'softer' and more subtle approach to materiality, results in a series of buildings which appear to settle more comfortably in the street scene and its context. It is assessed that the proposals are beneficial visually as they provide more considered buildings, designed to better respond the surroundings with more opportunity for street tree planting and a softer frontage to the residential area.
- 6.24. With regards to viewpoints along Addlestone Road (views 17 and 18), there will be low levels of visual change when viewing Plot 2 as retains its robust woodland buffer, meaning that only glimpses of the proposed buildings will be seen from Addlestone Road. There will be a high level of visual change when viewing Plot 1 from Addlestone Road. In respect of this view, it is deemed to be an appropriate experience of a series of high-quality industrial buildings within the existing industrial and commercial character.
- 6.25. In conclusion, for all of the assessed viewpoints, the impact of the proposed development has been measured as either 'low', 'negligible', or 'low beneficial'. This is reflective of the proposed industrial use on an established industrial site, and the high-quality design and architectural finish. The low adverse impacts are outweighed by the wider public benefits of the proposal, which includes:
- iv. The provision industrial floorspace which will address an identified need for floorspace for small and medium sized businesses.
 - v. The wider economic benefits arising from the proposal for Runnymede.
 - vi. The provision of new job opportunities.
- 6.26. The proposal is compliant with Runnymede Local Plan Policy EE1. From a townscape/landscape perspective, the proposed design creates an attractive and resilient place which contributes to the local industrial and commercial townscape without adversely impacting the townscape of the neighbouring residential and River Wey Navigation areas.

Heritage

- 6.27. The application site forms part of the wider setting of the Wey Navigation Conservation Area. A Heritage Assessment has been prepared by Turleys to consider the significance of the Wey Navigation Conservation Area and to assess the impact of the proposal on the significance of this designated heritage asset.

Significance of the Wey Navigation Conservation Area

- 6.28. The Wey Navigation Conservation Area covers a large area, stretching from Weybridge in the north to Brooklands in the south. The application site forms a small part of the conservation area's wider setting.
- 6.29. A Conservation Area Appraisal has not been produced by Runnymede; therefore, Turleys have assessed the conservation area and described what is significant about this designated heritage asset.
- 6.30. The heritage significance and interest of the conservation area derives from the area's archaeological and historic interest as an example of pioneering engineering and infrastructure supporting the industrial development of the 19th century. This significance is most legible in the physical form and fabric of the manmade waterway and functionally associated elements such as locks, weirs, bridges, basins, quays, mills, warehouses, etc.
- 6.31. The part of the canal that passes by the application site has no features of particular heritage interest. Indeed, the closest part of the canal that is considered to have features of interest is the Coxes Lock Mills, basin, weir, and associated pond; these are located some 550m south of the application site.

The setting and the role the application site plays in contributing to the significance of the Wey Navigation Conservation Area

- 6.32. The land around this stretch of the waterway has been in commercial and industrial use since the mid-19th century. The commercial and industrial uses, and associated large buildings, have evolved, and intensified through the late 19th and 20th centuries.
- 6.33. The landmark massing of Coxes Lock Mills and basin is an example of the scale and intensity in the early history of the canal. The predominant leisure use, greater tranquillity of experience, and mature greenery along the towpath and Canalside is a relatively recent phenomenon and a change to its historic character as working infrastructure and industry.
- 6.34. It is the view of Turleys that the tight boundary lines of this conservation area around the waterway reflect the minimal contribution made by the setting to the significance of the conservation area.

- 6.35. This conservation area (and this part of the canal) is considered to have a relatively low sensitivity to development within its setting. This is because of the significance of the asset coming from its historic engineering function. The area derives very little additional understanding or appreciation of its heritage interests from its setting. This is particularly true where that setting is already characterised by evolved modern industrial / commercial context, and also uses no longer dependant on the waterway itself.

Impact of the proposal on the setting of the conservation area

- 6.36. The application site itself makes no positive contribution to the significance of conservation area. Not only is it only one very small part of a much wider setting, but the existing uses, built form, and spaces have no heritage interest other than proximity to the canal.
- 6.37. It is recognised that there is a contrast in the visual experience of travelling along the canal near to the application site between a more open green landscape to the southeast and urban industrial context to the northwest side. This has been long established and remains a defining element of the character and appearance of this part of the setting of the conservation area today.
- 6.38. Visibility of the proposed new built form in conjunction with the conservation area would be limited to only a small part of that designated area and the towpath in the context of the conservation area designation as a whole. The intention of the proposed design is that it maintains the current character and does not adversely disrupt any sense of visual balance across the banks of the waterway.
- 6.39. The proposed development will not impact on important views of the listed building group of Coxes Lock Mills, particularly in views looking north and south along the Wey Navigation where the overall composition of the listed building group, as part of its aesthetic interest, which allows an appreciation of its historic development and function, remains legible.
- 6.40. In summary, the proposed development would have a neutral impact on of the significance of the conservation area i.e., its significance would be sustained and the nearby listed buildings including Coxes Lock Mills, bridge, lock, and weir. The significance of the relevant designated heritage assets would be sustained satisfying the requirements of Runnymede's Local Plan Policy EE5 and NPPF paragraph 199. The level of impact associated with the proposed development does not engage consideration of heritage harm and the planning balance under paragraphs 200 or 202.

Landscaping

- 6.41. The landscaping strategy is described in detail within the accompanying Design and Access Statement. The landscaping strategy seeks to: provide enjoyable amenity spaces for staff and visitors to the application site; and, to assimilate the proposed development into its surroundings.

- 6.42. The proposal provides a variety of amenity spaces for staff to enjoy, with character reflecting each space's location on the application site. The amenity spaces on the Wey Navigation boundary offer quieter spaces to sit and enjoy the views onto the Canalside and the conservation area, while the spaces on the Addlestone Road and Hamm Moor Lane boundaries offer more formal seating and gathering areas.
- 6.43. The proposed planting strategy seeks to create strong planted boundaries, particularly to the Wey Navigation. Trees in poor health or with poor expected longevity will be removed and replaced with higher-quality specimens that will ensure biodiversity improvements and visual screening.
- 6.44. The proposal provides a high-quality landscaping design in accordance with the requirements of Runnymede Local Plan Policy EE1.

Arboriculture

- 6.45. An Arboricultural Impact Assessment has been prepared by Linga to accompany this application. The assessment considers the direct and indirect impacts of the proposed development on the existing trees.
- 6.46. Trees to be retained and protected are listed, along with method that will be used to protect them during construction. Where trees are to be removed, high-quality replacements will be provided which offer better biodiversity and long-term visual screening. The Arboricultural Impact Assessment concludes that the proposed development's arboricultural impact is 'acceptable'.

Biodiversity net gain

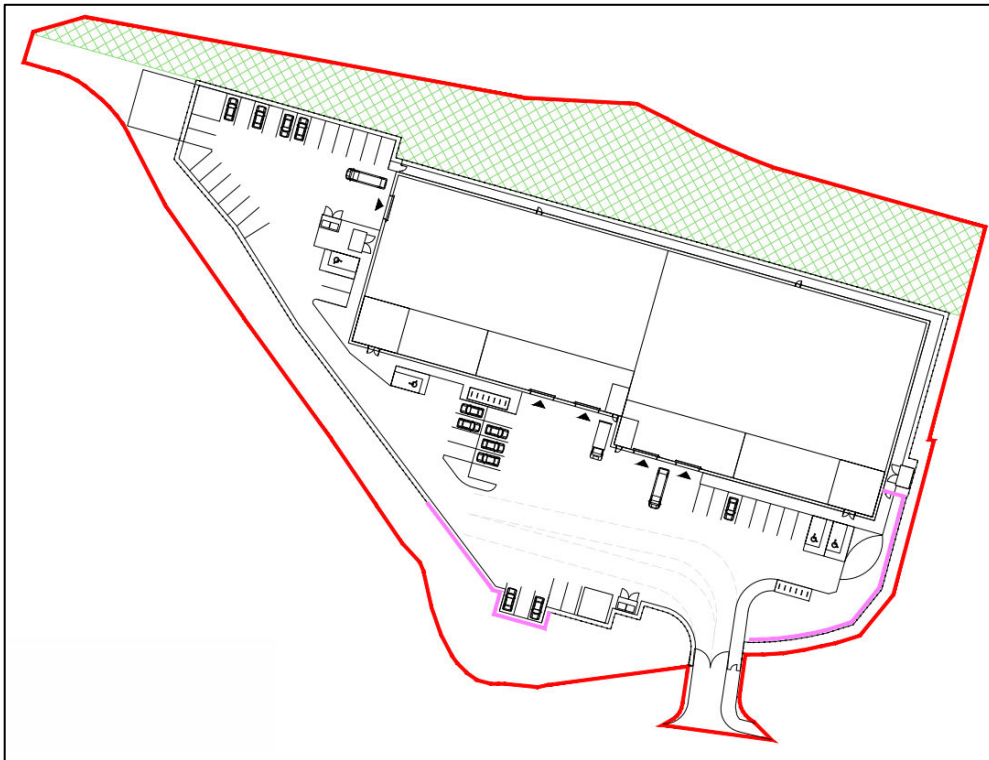
- 6.47. A Biodiversity Net Gain Assessment has been prepared by Linga to accompany this application. In accordance with the expectations of the Environment Bill, the proposal delivers a net gain in excess of 10%. This has been achieved through the provision of increased quality planting and provision of a greater range of habitats.

Green Belt

- 6.48. A small section of the application site is located within the Green Belt, as shown in Figure 6.1 below.

Figure 6.1 (below): Section of the application site located within Green Belt (shown hashed green)

Source: BE Design



- 6.49. It is recognised that the NPPF attaches “*great importance*” to Green Belts (paragraph 137). As such, any new development within the Green Belt is considered to be “*inappropriate development*” and “*harmful to the Green Belt*” (paragraph 147).
- 6.50. The existing boundary fence which marks the edge of the Green Belt is being retained and there is no development proposed north of this. For clarity, no development is on the part of the application site that is designated Green Belt; there will not, therefore, be any ‘inappropriate development’ (as defined by NPPF paragraphs 147 – 149).
- 6.51. The proposals, by virtue of diverting any development away from the designated Green Belt, protect the openness of the Green Belt in accordance with the aims of NPPF, Section 13 and Runnymede Local Plan Policy EE14.

Noise

- 6.52. A Noise Assessment has been prepared by AAC to accompany this application. The assessment models the likely noise generated by the proposed development and assesses the impact on

nearby sensitive receptors. The sensitive receptors selected for assessment are the noise sensitive residential properties that would be most exposed to potential noise sources.

- 6.53. The proposed design has been mindful of how acoustic impacts can be minimised; as such, the design of the southern plot is based on a central service yard, with the buildings on the eastern and western boundaries acting as an acoustic buffer. The buildings are supplemented with acoustic fences to Addlestone Road to ensure that there are no adverse impacts on local sensitive receptors.
- 6.54. To inform the Noise Assessment, baseline surveys were conducted over a 7-day period. From these assessments, it was noted that the existing ambient noise during both day and night was predominately generated from background traffic and some distant commercial noise.
- 6.55. Generally, noise generated by industrial development comes from service vehicle movement and loading. Recognising this, the proposed layout utilises the proposed buildings themselves to minimise the amount of noise that would escape from the application site. The Noise Assessment has considered the proposed 24/7 operations and included this within the assessment's modelling.
- 6.56. The Noise Assessment shows, without any mitigation, three sensitive receptors (R04, The New House, Addlestone Road, R10, Bourneside House, Addlestone Road (east façade) and R11, Bourneside House, Addlestone Road (south façade)) would experience noise disturbance in excess of the BS 4142:2014+A1:2019 criterion of no more than 5 dB above the existing background noise level during night-time hours.
- 6.57. In response to the above impacts, additional acoustic mitigation will be provided in the form of acoustic fences. These will be located around the Addlestone Road entrances. With these in place, the impact level falls below the BS 4142:2014+A1:2019 criterion of no more than 5 dB above the existing background noise level during day-time and night-time hours.
- 6.58. In summary, the proposed design has taken care to minimise acoustic impacts, especially during night-time hours. The proposed buildings and acoustic fences protect neighbouring residential homes from adverse acoustic impacts, including during night-time hours. The proposed design complies with Runnymede Local Plan Policy EE2, as it has been demonstrated that the proposed scheme's design and layout has been optimised to avoid, mitigate and reduce impacts to a minimum.

Air Quality

- 6.59. An Air Quality Assessment has been prepared by AAC to accompany this application. The purpose of this assessment is to establish what impact the proposed development could have on the local air quality.
- 6.60. The predominant impact on air quality from this proposed development is expected to derive from vehicular traffic that travels to and from the application site. As such, the sensitive

locations at which air quality impact has been modelled are around key road junctions on routes that vehicles accessing the application site are expected to take. In addition, the closest residential properties to the application site on Addlestone Road have also been tested (the residential locations are R2 and R4 within the accompanying Air Quality Assessment).

- 6.61. In relation to the operational phase, the modelling shows that:
- i. NO₂ concentrations at all modelled receptor locations will be below the annual mean objective (40 µg/m³).
 - ii. PM₁₀ concentrations at all modelled receptor locations will be below the annual mean objective (40 µg/m³).
 - iii. PM₂₅ concentrations at all modelled receptor locations will be below the annual mean objective (20 µg/m).
- 6.62. On the basis the operational phase impacts are 'not significant', specific mitigation measures are not considered necessary. In any event, the applicant is committed to the adoption of a Travel Plan to encourage the reduction in the use of vehicular traffic during the operational phase. The proposal is in accordance with Runnymede Local Plan Policy EE2.
- 6.63. In relation to the construction phase, a dust risk assessment has been undertaken to inform the mitigation measures that will be used. The mitigation measures proposed include effective water suppression during demolition, ensuring aggregates are stored in bunded areas, and use of water-assisted dust sweepers on local roads to remove, as necessary, any material tracked out of the construction site.

Transport and highways

- 6.64. A Transport Assessment has been prepared by Mode Transport Planning to accompany this application. The purpose of the Transport Assessment is to evaluate the potential transport impacts from the proposed development and, where required, suggest appropriate mitigation.
- 6.65. The methodology followed within the Transport Assessment has been agreed with SCC Highways and National Highways through pre-application discussions. The basis of the methodology is to compare trips generated from the existing lawful office use (assuming full occupation) with the trips generated from the proposed industrial use. The TRICS 'Industrial Estate' trip rate category has been used for the proposed development.
- 6.66. It is important to note that the proposed building design has sought to limit the potential use of HGVs by providing units that are better suited to be serviced by LGVs (e.g., Luton and Transit vans). A key example of this is that there are no HGV dock levellers proposed (see discussion in Section 3 of this Planning Statement). The design of the proposed units, therefore, has a critical impact on the types of servicing vehicles expected to be used and the occupiers expected.

Trip generation and traffic impacts

- 6.67. The existing office use would be expected to generate 1,756 vehicle trips during the assessed period. Though the AM peak (08:00-09:00) this would be 257 vehicle trips and in the PM peak (17:00-18:00) this would be 225 vehicle trips.
- 6.68. The proposed industrial use would be expected to generate 807 vehicle trips during the assessed period. Though the AM peak (08:00-09:00) this would be 84 vehicle trips and in the PM peak (17:00-18:00) this would be 95 vehicle trips. Of these trips, there would be only 4 Ordinary Goods Vehicle trips during the AM peak and 1 in the PM peak.
- 6.69. As discussed within the Transport Assessment, to allow for a robust comparison that takes into account the Ordinary Goods Vehicles, the trip generation has been converted into Passenger Car Units (at a factor of 2.5 as agreed with SCC Highways). With this conversion applied, there is still a net decrease in the number of trips from the existing office use to the proposed industrial use of 824 trips.
- 6.70. To further assess the impact of the development proposals (in terms of comparison with the existing lawful office use) the associated PCUs for both existing and proposed scenarios have been applied to the hourly flows on the A317 Weybridge Road, as per a 5-day weekday average of these hours. These flows have been sourced from an Automatic Traffic Count (ATC) survey placed on the A317 Weybridge Road for a 7 x 24-hour period from Monday 15 May 2023. The raw survey data is provided in Appendix G of the Transport Assessment.
- 6.71. The results of this assessment show that at all assessed hours (07:00 – 18:00) the impact of the proposed industrial use is less than that of the existing lawful office use.
- 6.72. In summary, the number of trips generated from the proposed development is expected to be significantly lower than the current lawful office use. In turn, the impact on the local highways network will be lower than the current lawful office use.

Car parking

- 6.73. Throughout the design development, it has been important to consider the need for car parking, whilst balancing the need to encourage active travel modes and minimise the visual impact of car parking. A total of 155 car parking spaces are provided, comprising 107 on the southern plot and 48 on the northern plot. The provision includes 21 blue badge bays and 36 equipped with EV charging points.
- 6.74. The starting point for considering an appropriate parking provision was SCC Highway's Vehicular, Electric Vehicular and Cycle Parking Standards Guidance (February 2023). The provision equates to 1 car parking space per 103 m², which is at the maximum provision level for Class B8 storage uses (1 space per 100m²). Given there is a flexible mix of employment use classes, this provision was further tested against parking demand within the TRICS database.

- 6.75. As shown in accompanying Transport Assessment, the demand for car parking for the proposed development could reach a peak of 111 spaces between 11:00 – 12:00. There is, therefore, surplus capacity within the 155 car parking spaces provided to accommodate any fluctuations in demand.
- 6.76. On balance, it is considered that there is a suitable level of car parking provided on-site to accommodate likely car parking demand without impacting local streets.

Active travel

- 6.77. The proposed design seeks to promote the use of active travel modes, in line with the expectations of NPPF paragraph 112 and Runnymede Local Plan Policy, SCC's LTP4 and Runnymede Local Plan Policy SD3. This is achieved through:
- i. The provision of cycle parking for staff and visitors.
 - ii. The provision of a Framework Travel Plan, which demonstrates how travel to and from the application site will be monitored and managed.
- 6.78. To determine an appropriate level of cycle parking, the SCC Highway's Vehicular, Electric Vehicular and Cycle Parking Standards Guidance (February 2023) was used. A 106 cycle parking spaces provided across the proposed development.

Sustainability

- 6.79. Delivering a sustainable development is central to Bridge's vision and objectives for this site. In addition to considering carbon reduction, as required by Runnymede's Local Plan, Bridge has also considered BREEAM pre-assessment (targeting an 'excellent' rating), Circular Economy principles, and Whole Life Carbon Assessment principles, to demonstrate that the proposed buildings are sustainable building with longevity.

Carbon reduction

- 6.80. An Sustainability Statement has been prepared by MBA and SWH to accompany this application and should be read in full. The Energy Statement demonstrates how Runnymede's energy hierarchy (as listed in Runnymede Local Plan Policy SD8) has been applied and implemented within the proposal.
- 6.81. The Energy Statement confirms that the proposed site-wide carbon savings from renewable energy is in excess of the 10% minimum expected by Runnymede's Local Plan Policy SD8.

BREEAM

- 6.82. BREEAM is used to specify and measure the sustainability performance of buildings, ensuring that projects meet sustainability goals and continue to perform optimally over time. A BREEAM assessment uses recognised measures of performance, which are set against established

benchmarks, to evaluate a building's specification, design, construction, and use. The measures used represent a broad range of categories and criteria from energy to ecology.

- 6.83. A BREEAM pre-assessment has been prepared by SWH to accompany this application. Bridge is targeting a BREEAM score of 'excellent'.
- 6.84. The BREEAM pre-assessment shows that sustainability measures have been incorporated into the design and the earliest possible stages. An 'excellent' score is targeted.
- 6.85. BREEAM assessment is an on-going process. Construction and post-construction reviews will be undertaken to monitor and assess performance as the project develops.

Circular Economy

- 6.86. A circular economy is one where materials are retained in use at their highest value for as long as possible before being reused or recycled, leaving a minimum of residual waste. For buildings, this means creating buildings that can be adapted, reconstructed, and deconstructed to extend their life and allow components and materials to be salvaged for reuse or recycling.
- 6.87. Runnymede does not have any guidance relating to circular economy; therefore, the applicant has adopted the circular economy principles published by the GLA⁸. A Circular Economy Statement has been prepared by BE Design to accompany this application and explain how the proposal addresses circular economy principles.
- 6.88. Circular Economy principles have been adopted in the following ways:
- i. Conserve resources and increase efficiency.
 - Optimisation of a brownfield site.
 - Careful orientation of proposed units to make best use of daylight and opportunities for natural cooling.
 - Operational energy and water demand minimised.
 - ii. Design to eliminate waste (and for ease of maintenance).
 - Designed for long-term longevity.
 - Construction waste arising will be minimised through adoption of prefabrication methods where possible.
 - iii. Maintain materials at their highest value.
 - The existing buildings have limited re-use opportunities; however, the applicant is committed to achieving a target of 95% of non-hazardous waste being diverted from landfill.
 - The proposal has been designed to facilitate waste collection, segregation, and storage.

Whole Life Carbon Assessment

⁸ https://www.london.gov.uk/sites/default/files/circular_economy_statements_lpg_0.pdf

- 6.89. Whole Life Carbon emissions are carbon emissions that result from the materials, construction, and use of a building over its entire life. This includes eventual demolition and disposal. A Whole Life Carbon Assessment provides a true picture of a building's carbon impact on the environment.
- 6.90. Runnymede does not have any guidance relating to whole life carbon assessments; therefore, the applicant has adopted the circular economy principles published by the GLA⁹. A Whole Life Carbon Assessment has been prepared by BE Design to accompany this application and to explain how whole life carbon principles will be adopted through demolition and construction.

Flooding

- 6.91. The application site is located in Flood Zone 2 (medium risk), with a small area near Addlestone road located in Flood Zone 3 (high risk). In accordance with the NPPF, a Flood Risk Assessment has been prepared by HDR to accompany this application. The Flood Risk Assessment, informed by flood risk modelling data from the Environment Agency, assessed the risk and impact of flooding on the application site.
- 6.92. Runnymede Local Plan Policy EE13 expects new development in Flood Zones 2 and 3 to demonstrate the following:

- i. That the development proposals are constructed with adequate flood resilience and resistance measures suitable for the lifetime of the development.

The ground floor level of the proposed development will be located 340mm above the 1:100 + 24% climate change allowance flood level.

- ii. Impede the flow of flood water.

The fluvial flood waters from the Wey Navigation (named in the Environment Agency data as 'The Lower Wey') are modelled to enter the application site from Addlestone Road. Any fluvial flood water would then pond at the northern end of the southern plot.

The location of the proposed buildings, and topography of the application site, contains flood water within the proposed central servicing yard. There will no impedance of flood water and, in-turn, there is no change in either on-site or off-site flood risk.

- iii. Reduce the capacity of the floodplain to store water.

To ensure that there is no impact on the flood risk of neighbouring sites the scheme has been designed to ensure that there is no loss of floodplain storage. The

⁹ [https://www.london.gov.uk/sites/default/files/lpg - wlca_guidance.pdf](https://www.london.gov.uk/sites/default/files/lpg_-_wlca_guidance.pdf)

proposed floodplain storage is shown within the Flood Risk Assessment and Drainage Strategy prepared by HDR.

- iv. Cause new, or exacerbate existing, flooding problems, either on the application site or elsewhere.

The proposed design of the buildings and on-site flood water storage means that there is no change in either on-site or off-site flood risk.

- 6.93. In summary, the proposed design has considered how the proposed buildings can be safe from the risk of flooding whilst also ensuring that the proposed development does not cause new or intensified flooding risk/problems elsewhere in accordance with the expectations of Runnymede Local Plan Policy EE13.

Flood Risk Sequential Test

- 6.94. A Flood Risk Sequential Test has been prepared by Be First Planning Consultancy. The purpose of the Flood Risk Sequential Test is to compare the application site with other available sites to find which has the lowest flood risk and confirm if the application site is, in flood risk terms, the most suitable for the proposed development.
- 6.95. The search criteria was agreed with RBC as part of the pre-application process. A total of seven sites that met the agreed search criteria were identified for the assessment. All seven were ultimately discounted as not representing reasonably available or suitable sites for development.
- 6.96. The Sequential Test has been passed; the application site is the only suitable site available for the proposed development.

Flood Risk Exception Test

- 6.97. The proposed industrial uses are defined, in flood risk terms, as 'less vulnerable'. As set out in Table 3 within the Technical Guidance to the National Planning Policy Framework (March 2012) less vulnerable uses are considered appropriate within Flood Zones 2 and 3; as such, an Exception Test is not required.

Sustainable drainage

- 6.98. A Flood Risk Assessment and Drainage Strategy has been prepared by HDR to address the expectations of Runnymede Local Plan Policy EE13. Policy EE13 requires all new development to attenuate surface water run-off and, in the case of previously developed land, reduce the run-off rates and volumes.

- 6.99. The application site's existing run-off rate has been calculated, along with a theoretical greenfield run-off rate (which assumes the run-off rate the application site would experience if it were undeveloped). It is proposed to utilise SUDS systems to achieve a greenfield run-off rate.
- 6.100. The proposed development utilises below-ground storage systems, prior to discharging into the linking watercourse. Development levels are such that a pumped system and rising main will be required to serve the southern plot (Units A to D), while a gravity system will be used for the northern plot (Unit E).
- 6.101. The drainage network for all of the application site 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.
- 6.102. In summary, SUDS will be utilised to reduce surface water run-off to greenfield run-off rates. This improvement in surface water management is in accordance with the expectations of Runnymede Local Plan Policy EE13.

Daylight and sunlight

- 6.103. A daylight and sunlight assessment has been prepared by Hollis to accompany this application. The assessment models the proposed scheme in its context to determine the effects upon the daylight and sunlight amenity of the surrounding residential buildings.
- 6.104. The assessment uses industry standard methodology published by BRE. All of the assessed neighbouring residential buildings fully comply with the standards published by the BRE, meaning that there is no adverse impact caused.

Archaeology

- 6.105. An archaeological desk-based assessment has been prepared by Savills on the basis that the application site is larger than 0.4 hectares as required by RBC Policy EE7. The application site is not located within, nor has the potential to effect, any Scheduled Monuments, County Sites of Archaeological Importance or Areas of High Archaeological Potential.
- 6.106. The assessment has shown whilst the application site has a theoretical potential to contain archaeological remains, successive redevelopment of the application site will have caused extensive and widespread disturbance to any potential archaeological remains.
- 6.107. It is noted that Surrey County Council's Archaeological Officer commented on the 2022 planning application (dated 15 December 2022) as follows:

"due to the comprehensive phases of redevelopment across the application site, the potential for significant archaeological remains to be present is so limited that it would not be reasonable or proportionate to require any further archaeological investigations and so I have no archaeological concerns in this case".

- 6.108. Given the application site's limited potential for containing archaeological remains, no further archaeological work is anticipated.

7. Conclusions

- 7.1. This Planning Statement has been prepared by Be First on behalf of the applicant, in support of an application for full planning permission for the redevelopment of the Weybridge Business Park to provide modern and fit for purpose industrial floorspace.
- 7.2. The benefits of the proposal include:
- The re-use of a vacant brownfield site.
 - The provision of high-quality, Grade A industrial floorspace.
 - The provision of sustainable buildings, which have focused on circular economy and whole-life carbon principles.
 - The provision of much needed industrial floorspace in an area that has suffered lack of supply.
 - Wide-ranging economic benefits, including:
 - The creation of an estimated 250 jobs on-site.
 - £16,900,000 estimated yearly gross value added to the economy.
 - £1,330,000 estimated yearly business rates payable to RBC.
 - Training opportunities.
- 7.3. The proposed development is considered to be a sustainable development, in line with the overarching objectives identified within the NPPF 2021 (paragraph 8):
- **Economic objective** – this development will help to build a strong, responsive, and competitive economy by delivering a modern and fit for purpose series of industrial buildings.
 - **Social objective** – this development will help to support a strong, vibrant, and healthy community by delivering job opportunities set within a well-designed and safe site.
 - **Environmental objective** – this development will help to protect and enhance our natural, built, and historic environment by making effective use of land, delivering a high-quality architectural and landscaping design, minimising waste, and pollution, and moving to a low carbon economy.
- 7.4. The proposed development intensifies the application site for employment use; as such, Runnymede’s Local Plan Policy IE2 directs that such development proposals will be “permitted where they accord with other policies in the plan”. The proposed development is compliant with adopted planning policies or relevant material considerations, in all technical regards, including parking, sustainable drainage, and energy reduction. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 the proposal accords with the Development Plan as a whole, having regard to other material considerations; accordingly, planning permission should be granted.

Appendix 1 – Example industrial schemes with 24/7 use

The below table lists examples of industrial schemes, located in close proximity to residential, which do not have any restrictions on the hours of use.

Address	Local Planning Authority	Application reference
Prologis Park, Coventry, CV6 4QA	Coventry City Council	FUL/2013/0501
Prologis Park, Hemel Hempstead, HP2 4ZB	Dacorum Council	4/01922/19/MFA
Bridge Point Enterprise East, Chadwell Heath, London, RM8 1QH	LB Barking and Dagenham	22/01424/FULL
Zephyr Park, Dagenham, RM10 8SX	LB Barking and Dagenham	21/01101/FUL
Zenith 105, 374 Ealing Road, Wembley, HA0 1BH	LB Brent	21/2205
PR1 GLi, 291 Abbey Road, London, NW10 7EW	LB Brent	22/2367
Origin Business Park, NW10 7FW	LB Brent	21/0584
CR1, GLi Croydon, 3 Queensway, Croydon, CR0 4BD AND CR2, GLi Croydon, 12 Imperial Way, Croydon, CR0 4RR	LB Croydon	21/06359/FUL
Fairway Industrial Estate, Greenford, UB6 8PW	LB Enfield	195221FUL
International Trading Estate, Southall UB2 5LF	LB Enfield	192982FUL
Claverings Industrial Estate, Enfield, N9 0AH	LB Enfield	15/01043/RE4
Segro Park Tottenham, Tottenham, N17 7RP	LB Haringey	HGY/2020/0635
Segro Park Hayes, North Hyde Gardens, Hayes, UB3 4QR	LB Hillingdon	04/13226/APP/2018/2112)
Prologis Park, Heathrow, UB7 9FN	LB Hillingdon	18399/APP/2022/411
North Point Business Centre, Stockley Road	LB Hillingdon	37977/APP/2015/1004
The Summit Centre, Hillingdon UB7 0LJ	LB Hillingdon	9420/APP/2011/2119
Heathrow Corporate Park, TW4 6ER	LB Hillingdon	00507/AC/P1

Cranebank Training Centre, Silver Jubilee Way, Hounslow, TW4 6JR	LB Hounslow	P/2021/2847 Awaiting decision, draft decision notice does not contain any restrictions on operating hours
Site At Warehouse Southwest of Kilroy House 400, Roding Lane South, Woodford Green, IG8 8EY	LB Redbridge	1463/20 1864/22
Land And Buildings on The South Side of Estate Way, Leyton, E10 7JN	LB Waltham Forest	230086 Awaiting decision, draft decision notice does not contain any restrictions on operating hours
Prologis Park, Ryton, CV8 3LF	Rugby Borough Council	R16/2323
Prologis Park, Birmingham Interchange, B37 7WN	Solihull Metropolitan Council	PL/2018/00180/VAR
Oyster Park, Byfleet, KT14 7AX	Woking Borough Council	PLAN/2007/0329

[Redacted]

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