

## 12 NOVEMBER 2024 PLANNING COMMITTEE

6a PLAN/2024/0319

WARD: C

**LOCATION:** Units 1 – 7, Genesis Business Park, Sheerwater, Woking, Surrey, GU21 5RW

**PROPOSAL:** Demolition of existing buildings and a phased redevelopment of the site to provide 2no flexible employment buildings (Flexible Use Class E(g)(i-iii)/B2/B8), 1no self-storage building (B8 Use Class) and retention of an existing building (E use Class) together with associated landscaping, new vehicular access points, car parking and other associated works.

**APPLICANT:** Nuveen Real Estate Limited

**OFFICER:** Barry Curran

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### **REASON FOR REFERRAL TO COMMITTEE**

The application is for major development and is, therefore, outside the Scheme of Delegation.

### **SUMMARY OF PROPOSED DEVELOPMENT**

This is a full application for the phased development of units 1-7 of the Genesis Business Park, which in itself forms part of the wider Forsyth Road Industrial Estate. The proposed development would involve the demolition of units 1, 2, 3, 4 and 5 and 6 with unit 7 being retained shown as Plot 2 on the plans and incorporated into the proposed development to be used for office (Use Class (E(g)(i)) purposes. A total of 3no buildings will be erected in their place and split into a total of 9no units on 3no plots with a total of 14,796 sq.m GIA of new and retained floorspace, leading to a net change of +5,658 sq.m when compared to the existing site.

The units would include uses within the following use classes:

- B2 – General industrial (use for industrial process)
- B8 – Storage or distribution
- Class E (g) – uses which can be carried out in a residential area without detriment to its amenity;
  - E(g)(i) Offices to carry out any operational or administrative functions,
  - E(g)(ii) Research and development of products or processes
  - E(g)(iii) Industrial processes

The proposed development also proposes a new access point off Albert drive as well as relocating an existing access point providing individual ingress and egress points into both phases of the development.

### **PLANNING STATUS**

- Urban Area
- Employment Area
- Allocated Site (Part of UA26)
- Priority Place
- Flood Zone 1

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- Surface Water Flood Risk (Medium, High and Very High)
- Thames Basin Heaths SPA Zone B

### **RECOMMENDATION**

GRANT planning permission subject to conditions.

### **SITE DESCRIPTION**

The application site relates to the Genesis Business Park which in itself forms part of the wider Forsyth Road Industrial Estate located on the eastern side of Albert Drive. The site, which extends to approximately 2 hectares, is bound along the south-eastern edge by the railway track corridor, the north-eastern edge by neighbouring industrial units and the north and west by residential units within the recently converted Wells Court (PLAN/2019/0952) on the northern side of Forsyth Road and the residential properties on the adjacent side of Albert Drive. The boundaries consist of heavy vegetation along the south-east which continues around the northern and western edges albeit less dense.

Sited within an Employment Zone and Priority Place, the site currently accommodates 6no buildings and is accessed via Forsyth Road or the vehicular access point to the south of Building 2 with a one-way system in place. The existing buildings stand at a height between 9 and 11 metres adopting hipped crown roofs or pyramid hip, with parking allocated around each building. The existing buildings include a mixture of buff and red brick exteriors with glazing offering articulation. Some of the units are vacant with the rest incorporating office and industrial floor space across two storey buildings.

### **PLANNING HISTORY**

The site forms the Genesis Business Park with the buildings each including an extensive history. However, these are not all relevant for the purposes of this application. The relevant history for the application and neighbouring sites is listed below:

- PLAN/2024/0320 - Prior Approval for the demolition of Unit 1 Genesis Business Park – Prior Approval Not Required 25.06.2024
- PLAN/1987/0932 - Erection of eight units falling within Class B1 (Business Use) of the Town and Country Planning (Use Classes) Order 1987 – Permitted 15.12.1987

### **Wells Court**

- PLAN/2020/0882 - Extensions and alterations to existing building including erection of roof extensions including raising of the ridge height and insertion of balconies, erection of external balcony structures, installation of replacement windows, insertion of rooflights and alterations to fenestration and external finishes, landscaping and alterations to car parking – Permitted 02.12.2020
- PLAN/2019/0991 - Extensions and alterations to existing building including erection of roof extensions including raising of the ridge height, erection of external balcony structures, installation of replacement windows, insertion of rooflights and alterations to fenestration and external finishes, landscaping and alterations to car parking – Permitted 11.06.2020

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- PLAN/2019/0947 - Prior notification for a proposed change of use of Blocks 1 and 2 only from office (Use Class B1a) to 64x residential units (58x one bed and 6x two bed) (Use Class C3) – Prior Approval Granted 27.11.2019
- PLAN/2019/0952 - Prior notification for a proposed change of use from office (Use Class B1a) to 94x residential units (86x one bed & 8x two bed) (Use Class C3) – Prior Approval Granted 27.11.2019
- PLAN/2019/0751 - Prior notification for a proposed change of use of Blocks 1 and 2 only from office (Use Class B1a) to 63x residential units (62x one bed and 1x two bed) (Use Class C3) – Prior Approval Granted 01.10.2019
- PLAN/2019/0680 - Prior notification for a proposed change of use from office (Use Class B1a) to 92x one-bedroom residential units (Use Class C3) – Prior Approval Granted 03.09.2019

### **PROPOSED DEVELOPMENT**

Planning consent is sought for the erection of 3no industrial buildings following demolition of 5no of the existing 6no buildings within the red lined application site along with a new vehicular access point and relocation of the existing access point.

Building 1 is proposed as a B8 use (self-storage) use and would form Plot 1 and Phase 1 of the proposed scheme. Plot 2 would remain unchanged with the existing building remaining in place. Plot 3 would form Phase 2 of the scheme and include 2no new buildings which are to accommodate 7no of the units with a flexible use of B2 (General industrial (use for industrial process)), B8 (Storage or distribution) or Class E(g)(i) (Offices to carry out any operational or administrative functions), E(g)(ii) (Research and development of products or processes) or E(g)(iii) (Industrial processes).

<b>Plot</b>	<b>Unit</b>	<b>Proposed Use Classes</b>	<b>Proposed GIA (sq.m) (approx.)</b>	<b>Eaves Height (metres) (approx.)</b>	<b>Maximum Height (metres) (approx.)</b>
1	1	B8	7,530	13.4m	14.8m
2	2	B2	840 (unchanged)	7m (unchanged)	10.9m (unchanged)
3	3-6	Flexible B2, B8, E(g) (i-iii)	5,400	8.9m	10.6m
	7-9	Flexible B2, B8, E(g) (i-iii)	1,510	8.4m	9.5m
<b>Total</b>			<b>14,878</b>		

#### **- Access Arrangements and Other Site Works**

New vehicular and pedestrian access points along the western boundary off Albert Drive are proposed providing independent access to Plot 1 and Unit 1, with the existing access point towards the south of the site relocated providing access to Plot 3 and Units 3-9. The layout of the scheme includes revisions so that Plot 1 would be accessible from Forsyth Road and Albert Drive, whereas Units 3-9 would be accessible from Albert Drive only. New and reconfigured parking layouts would also provide parking arrangements for each unit with

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sufficient turning circles proposed. Additional landscaping is also proposed around and throughout the site.

### **CONSULTATIONS**

**WBC Arboricultural Officer:** There are no objections to the proposed, the Tree protection plan is acceptable and should be complied with in full.

A pre commencement meeting should take place prior to any works on site and include the LA tree officer, project Arboriculturalist and project Manager. A detailed Landscape plan will be required prior to commencement. (28.05.2024)

**WBC Scientific Officer:** The proposal is demolition and ground breaking / excavation to construct new commercial units. Whilst there is no change in use, the proposed construction works could expose contamination. The site has an unknown industrial history and there is no information to indicate if any investigation / remedial work was done prior to construction of the current offices. Recommend a number of conditions in the event of an approval (21.05.2024)

**WBC Environmental Health Team:** The lighting assessment confirms that the development will comply with the relevant British Standards and ILP guidance, therefore there are no adverse comments from EH.

With regards to the noise assessment, a number of conditions are recommended in respect of the PA system and ventilation requirements etc

Due to the flexible use classes proposed, there are a wide range of potential final uses/ businesses that could occupy the new units and the noise assessment is consequently only indicative (29.05.2024 & 16.10.2024)

**County Highway Authority:** The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends a number of conditions be imposed in any grant of permission (28.05.2024)

**Surrey Wildlife Trust:** Recommend a number of condition and informatives in the event of an approval (30.07.2024 & 20.09.2024).

Officer Note: Reconsulted on 30.10.2024 and awaiting response which will be addressed by written update at Planning Committee.

**SuDS Team Surrey County Council:** satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to advice.

Should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development (01.07.2024)

**SCC Archaeologist:** Minded to agree with the findings of the assessment in that there are no archaeological concerns regarding these proposals (30.05.2024)

**Southern Gas Network:** Offer up an extensive range of restrictions that need to be complied with. These can be attached as an informative (05.06.2024)

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**Network Rail:** Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway (03.06.2024)

**Thames Water:** Advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Also advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. (04.06.2024)

**HSE:** No objections raised (21.05.2024)

**National Grid:** Regarding planning application PLAN/2024/0319, there are no National Grid Electricity Transmission assets affected by the proposal. (06.06.2024)

**Affinity Water:** No response received.

### **PUBLIC CONSULTATIONS**

The Localism Act 2011 introduced a requirement for developers to consult local communities before submitting planning applications for certain types of developments. The requirement gives local people a chance to comment when there is still genuine scope to make changes to proposals. The Council's Statement of Community 2022 encourages applicants to liaise early with infrastructure providers for new developments through a range of methods of consultation including letters or leaflets distributed to neighbouring properties, posters, a drop-in session or exhibition event to discuss proposals or a public meeting. Various electronic means may also be used, including websites showing information about a proposal, and email communication.

The application has been supported by a Statement of Community Involvement (SCI) carried out by Fairthorn Consultancy. The SCI notes that prior to the wider public consultation beginning, proactive engagement occurred with key stakeholders and local politicians ahead of notifying local residents. These included;

- Leader of Woking Borough Council
- Relevant cabinet members at Woking Borough Council
- Borough Councillors for Canalside Ward
- Surrey County Councillor for Woking North division

The wider public consultation began on Wednesday 27<sup>th</sup> March 2024. This launch began with a community flyer circulated to the area surrounding the application site setting out the vision for the site as well as details of the virtual consultation and contact details of the project website and freephone information line number. A total of 450 copies were sent out to residential and commercial properties in the vicinity of the application site.

A virtual consultation for the proposal was hosted on the project website and took place between Wednesday 27<sup>th</sup> March 2024 and Sunday 14<sup>th</sup> April 2024. The information on the website included the following:

- Welcome and overview
- Details about the applicant
- Background information about the site

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- Details about the redevelopment and the economic benefits
- Details about landscaping and green travel
- Key benefits of the scheme
- Next steps and how to provide feedback

The applicant received 6no items of feedback from the consultation online and no telephone messages. In response to the questions on the feedback form it was found that the respondents generally agreed that the Genesis Business Park should be rejuvenated, that sustainability and biodiversity was important and that generally the respondents were positive in that creating jobs and providing self-storage space would be of benefit to the locality. Other suggestions/comments raised re addressed in the SCI;

*Concerns were raised regarding extra noise and traffic, but studies carried out by the project team suggest there will not be a significant increase in vehicle movements resulting from the scheme, or the anticipated amount of noise at the site.*

*Regarding whether the site is appropriate for business units, the Forsyth Road Industrial Estate is formally designated as an Employment Area and is therefore a suitable location.*

*In response to comments regarding office space being converted to residential use, the proposed development aims to deliver a more flexible and robust set of employment uses which will be better placed to adapt to changes in demand, reducing periods of vacancy and ensuring that the business park actively contributes to the local economy.*

*Regarding calls to block the existing access from Forsyth Road and to install barriers at the site, the design will respond to concerns regarding antisocial behaviour by gating access between Albert Drive and Forsyth Road, restricting access outside of normal operating hours.*

*There were calls, along with support, for more trees and greenery at the site. The proposals will aim to enhance the general appearance and amount of soft landscaping at the business park, which will be bolstered by the requirement to deliver a biodiversity net gain of at least 10%.*

*The applicant is seeking to continue its dialogue with residents and other local stakeholders as the scheme moves forward, and has been grateful for the constructive input received during the process.*

Many of the concerns raised are addressed or partly addressed in the application documents which accompany the application.

### **REPRESENTATIONS**

271 local properties were sent neighbour notification letters of the application, in addition to the application being advertised on the Council's website and by statutory press and site notices for a major development.

A total of 8no third party letters of objection were received in relation to the proposed development. 3no of these letters have provided no originator address. The concerns raised in these letters are summarised as follows;

- Character
  - The proposed development is not compatible with the residential nature of the area

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- The self-storage building is too high and will negatively affect the skyline and visual appeal of the area
- The development would not fit in aesthetically or functionally
- Residential Amenity
  - The proposed self-storage building would be too high and would negatively impact views from the residential properties within Wells Court.
  - Loss of daylight and overshadowing due to the height and proximity of the self-storage building to Wells Court.
  - Loss of privacy due to the height and proximity of the self-storage building to Wells Court.
- Ecology
  - Development of the site would lead to significant harm to ecology
- Highway Safety
  - Increased level of traffic due to the development would lead to congestion and pose risk to pedestrians.
  - levels of noises during and after the construction, with an increased number of vehicles transiting the area including lorries and heavy machineries is not compatible with a residential area and neighbourhood, possibly leading to a deterioration of the area.

Where concerns raised are material planning considerations, they are addressed below.

### **APPLICANT'S POINTS**

The application is supported by the following documents:

- Air Quality Assessment - Accon UK Environmental Consultants
- Arboricultural Impact Assessment – SJ Stephens Associates
- Archaeological Desk Based Assessment – RPS
- Bat Survey: Ground Level Tree Assessment – Middlemarch
- Biodiversity Gain Plan – Middlemarch
- Biodiversity Statement & Metric Assessment – Middlemarch
- BREEAM Pre-Assessment Report Plot 1 – AES Sustainability Consultants
- BREEAM Pre-Assessment Report Plots 3-9 – AES Sustainability Consultants
- Design and Access Statement - PRC
- Dusk Emergence Bat Surveys – Middlemarch
- Energy Strategy Report – Shepherd Brombley Partnership
- External Lighting Proposals - Shepherd Brombley Partnership
- Flood Risk Assessment and Drainage Strategy – Baynham Meikle
- Framework Travel Plan – Motion
- Habitats Regulation Assessment: Stage 1 (Screening) - Middlemarch
- Noise Impact Assessment – Accon UK Environmental Consultants
- Planning Statement – Stantec
- Preliminary Bat Roost Assessment - Middlemarch
- Preliminary Ecological Appraisal – Middlemarch
- Preliminary Risk Assessment – Geo2
- Statement of Community Involvement – Fairthorn Consultancy
- Sunlight and Daylight Report – Development and Light
- Transport Assessment - Motion

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### **RELEVANT PLANNING POLICIES**

#### National Planning Policy Framework 2023

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 6 - Building a strong, competitive economy

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed and beautiful places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

#### Core Strategy Publication Document 2012

CS1 - Spatial strategy for Woking Borough

CS7 - Biodiversity and nature conservation

CS9 - Flooding and Water Management

CS15 - Sustainable economic development

CS17 - Open space, green infrastructure, sport and recreation

CS18 - Transport and accessibility

CS21 - Design

CS22 - Sustainable construction

CS23 - Renewable and low carbon energy generation

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

#### Development Management Policies DPD 2016

DM2 – Trees and Landscaping

DM7 – Noise and Light Pollution

DM8 – Land Contamination and Hazards

DM16 - Servicing Development

#### Site Allocations Development Plan Document (DPD) 2021

Policy UA26 – Forsyth Road Industrial Estate, Forsyth Road, Woking, GU21 5SU

#### Supplementary Planning Documents

Supplementary Planning Document 'Parking Standards' 2018

Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2022

Supplementary Planning Document 'Design' 2015

Supplementary Planning Document 'Climate Change' 2023

Woking Statement of Community Involvement February 2022

#### Other Material Considerations

Planning Practice Guidance

Woking Borough Council Strategic Flood Risk Assessment (SFRA) 2015

### **PLANNING ISSUES**

1. Where determining applications for planning permission the Local Planning Authority is required to have regard to (a) the Development Plan, so far as is material, (b) any local finance considerations, so far as is material, and (c) to any other material considerations. Local finance considerations means the Community Infrastructure Levy. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that

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*“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*

2. The main issues for consideration in the determination of this application are;
  - Principle of Development;
  - Character;
  - Impact on Neighbouring Residential Amenities;
  - Transport, Access, Servicing, Parking and Highways;
  - Contamination;
  - Archaeology;
  - Trees and Landscaping;
  - Ecology and Biodiversity;
  - Flood Risk and Drainage;
  - Sustainability; and
  - Local Finance Considerations.

### Principle of Development

3. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*
4. The Development Plan for Woking comprises the Woking Core Strategy 2012, Development Management Policies DPD 2016, Site Allocations Development Plan Documents 2021 and Policy NRM6 of the South East Plan 2009 (which is only relevant to residential development). A number of other Supplementary Planning Documents are also relevant to the consideration of this application, and these generally provide more detailed information on topic-based matters. The National Planning Policy Framework (NPPF) 2023 and PPG are also relevant material considerations.
5. The application site forms the southern part of UA26 in the Site Allocations DPD 2021 which is allocated for industrial, warehousing and offices with an anticipated timescale of 2027. The entire site of UA26 covers approximately 10 hectares, with the application site covering approximately 2 hectares and is allocated for a yield of an additional 12,000 sq.m of B2/B8 floorspace. As set out in the Site Allocations DPD, one of the plots within the site has been granted planning permission for the redevelopment of existing buildings for a mixed-use scheme including B1(b), B1(c), B2 and B8 uses (PLAN/2015/1335) and has been implemented. This has delivered approximately 7,050 sq.m of B1, B2 and B8 floor space (approximately 1,300 sq.m net addition).
6. The application site forms part of the wider Forsyth Industrial Estate and part of the red lined application site boundary reflects that for the Employment Area in the Core Strategy 2012 with the exception of the Asda store, as this portion of UA26 is unlikely to be redeveloped in the foreseeable future. Policy CS15 (Sustainable economic development) of the Woking Core Strategy 2012 is therefore of key importance in this instance and states that:

*“To accommodate the predicted future growth in economic development required for Woking’s economy to grow, ensure sustainable employment development patterns, promote smart growth and business competitiveness,*

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*and allow for flexibility to cater for the changing needs of the economy the Council will:*

- *permit redevelopment of outmoded employment floorspace to cater for modern business needs*
- *support small and medium sized enterprise (SME) formation and development by encouraging a range of types and sizes of premises including provision for incubator units, managed workspace and serviced office accommodation*
- *encourage improved ICT infrastructure in refurbished and redeveloped sites*
- *encourage workspace and ICT infrastructure as an integral part of residential development, where appropriate to support home working*
- *support childcare facilities close to places of employment*

*The Council's policy with respect to specific types of employment use is as follows:*

### *B Class Uses*

1. *Safeguard land within the employment areas for B uses, except in:*
  - *The Butts Road/Poole Road employment area where redevelopment for mixed office and residential use will be supported if it does not result in an overall loss of employment floorspace.*
  - *The Forsyth Road employment area where redevelopment of vacant sites will be encouraged for B uses, unless redevelopment is for an alternative employment generating use which contributes to the aims of policy CS5 (priority places) and would not jeopardise the B use led nature of the employment area."*
7. Paragraph 85 of the NPPF 2023 sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Amendments have occurred at national level since the adoption of the Woking Core Strategy in 2012 to the Town and Country Planning (Use Classes) Order 1987, with substantive changes coming into force on 1 September 2020. The changes that Government introduced are intended to give businesses greater freedom so that they can adjust more quickly, and with more planning certainty, to changing demands and circumstances. Uses which were formerly listed in Use Class B1 (Business) [including former sub-classes B1(a), B1(b) and B1(c)] are now purposes specified within Use Class E (Commercial, Business and Service).
8. Use Class E (Commercial, Business and Service) comprises use, or part use, for a very wide variety of purposes. However, in respect of uses which would fall within Use Class E, the applicant proposes that these be limited to uses within Class E(g), which reads:
  - “(g) for-*
  - (i) an office to carry out any operational or administrative functions [formerly Use Class B1(a)],*
  - (ii) the research and development of products or processes [formerly Use Class B1(b)], or*
  - (iii) any industrial process [formerly Use Class B1(c)],*

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*being a use [in all three cases, as in the former Use Class B1] which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit."*

9. In respect of Use Class E(g)(iii) Article 2 of the Use Classes Order 1987 (as amended) defines an "industrial process" as a process for or incidental to any of the following purposes:
  - (a) *the making of any article or part of any article (including a ship or vessel, or a film, video or sound recording);*
  - (b) *the altering, repairing, maintaining, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article; or*
  - (c) *the getting, dressing or treatment of minerals*
    - a. *in the course of any trade or business (other than agriculture, and other than a use carried out in or adjacent to a mine or quarry)."*
10. For certainty, Use Class E(g)(ii) and (iii) include use for research and development of products or processes, and/or use for "any" industrial process, subject to its being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. It is an important qualification that, in order to come within any of the subclasses of Use Class E(g), the use(s) must be one(s) which can be carried out in any residential area without detriment to the amenity of that area by reason of any of the listed nuisances. Any industrial process that fails to comply with the limitation will fall into Use Class B2 ("General Industrial" use). In relation to the qualifying proviso in Use Class E, the term "any residential area" refers to a purely notional residential area, irrespective of the actual location of the site in question, thus the test is not dependent on local conditions.
11. The designation of the application site as an Employment Area, and the clear wording of Policy CS15 in respect of the Forsyth Road employment area where development of vacant sites will be encouraged for B use or an alternative employment use which contributes to the aims of Policy CS5.
12. Policy CS5 sets out the objectives for Priority Places such as the ward of Sheerwater and in terms of employment, seeks to "safeguard land within the existing employment areas in Maybury and Sheerwater for B uses and encourage proposals that create new opportunities for local employment within them. In the Forsyth Road employment area redevelopment of vacant sites will be encouraged for B uses, unless redevelopment is for an alternative employment generating use which contributes to the aims of this policy and would not jeopardise the B use led nature of the employment area." This policy is consistent with Policy CS15 in seeking to protect the employment use of the application site.
13. The proposed scheme seeks to protect and enhance the employment use on site with the redevelopment of the existing buildings with replacement industrial/office buildings with a B8 use and flexible use of B2, B8 and E(g). The Planning Statement, at Paragraph 4.3, notes that "The existing site comprises six buildings, currently housing eight units. Due to the age, condition and location of the existing office buildings they suffer from high vacancy and are not considered to be desirable to the

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*current office occupiers.” The site includes office and mixed industrial and warehousing uses but limited in terms of amenities and public transport servicing. The Planning Statement notes at Paragraph 6.2 that the site “currently accommodates six vacant or partially occupied office buildings. Following a review of the existing estate the Applicant has determined that the poor quality of the existing buildings and it being an undesirable office location with no amenity means the tenant demand is lacking and vacancy is likely to increase. The existing buildings are considered to have a tired and dated appearance, with dated facilities which are not desirable to the current office occupier.”*

14. Five of the six building currently on site will be demolished and three new building are to be erected split into eight units and the existing unit on proposed Plot 2. Plot 1 will accommodate ‘Building 1’ and is to be used as a B8 self-storage unit covering approximately 7,500 sq.m GIA (Gross Internal Area). Plot 2 accommodates the existing building and is to remain unchanged as part of this application with a proposed use of B2 (Office Space) with a GIA of approximately 840 sq.m. Plot 3 will accommodate units 3-6 and 7-9 within two buildings sited towards the southern tip of the application site. These units are proposed to have a mixed use of B2, B8 and E(g), the definitions of which are set out in paragraphs 8-10 above and would cover approximately 5,100 sq.m and 1,600 sq.m respectively.
15. Paragraph 6.4 of the Planning Statement notes that *“the Site would be better utilised for industrial, research and development, light industrial, general industrial, warehousing, storage and distribution uses, together with the potential for some ancillary office floorspace. Specific demand has also been identified for a publicly-accessible self-storage use.”* The site is in a strong location for industrial and logistics premises given its good access to the M25 and surrounding ‘A’ Roads, which is critical infrastructure to facilitate this type of development. The Planning Statement also highlights that *“a series of more flexible buildings which can better adapt to the needs of incoming tenants.”* The reasoned Justification for Policy UA26 of the Site Allocations DPD 2021 again supports the flexible uses on site stating that *“A development plan allocation of this estate for industrial, warehousing and offices will allow flexibility for these land uses to be interchangeable, to best meet the needs of the local economy over the plan period. Redevelopment of vacant offices can be brought forward whilst those still in operational use meeting modern business needs would be retained.”*
16. In summary, the arguments put forward by the applicants is that not only does the proposed development comply with the above policies, but that the quantum of floorspace proposed at the site, particularly the flexible use units 3-6 and 7-9, are appropriate for existing market conditions and should be seen as a benefit of the proposed development, in terms of meeting employment floor spaces needs in the locality and bringing forward vacant office space into employment generating uses.
17. So far as potential planning conditions are concerned, it is well settled law that a planning condition can preclude a change of use within a single Use Class (for example within Use Class E, notwithstanding section 55(2)(f) and Article 3(1) of the Use Classes Order 1987). In this instance, it is clear that the proposed uses fall within Use Class B2, B8 or E(g)(i-iii) and as such a planning condition is recommended to prevent a potential future change of use (without planning permission) from Class E(g) to any other use(s) which are subsumed within Class E (for example to a use within Class E(a) etc.) which could undermine the provisions of Policy CS5 and CS15 of the Core Strategy 2012.

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### Character

18. Section 12 of the NPPF 2023 sets out that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development. Paragraph 135 of the NPPF 2023 sets out that planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting. They should achieve this whilst not preventing or discouraging appropriate innovation or change, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks and create places that are safe, inclusive and accessible.
19. Policy CS21 of the Core Strategy 2012 states that proposals for new development should create buildings and places that are attractive with their own distinct identity, respect and make a positive contribution to the street scene and the character of the area in which they are situated. It ensures this by calling for developments to pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land, ensuring schemes provide appropriate levels of private and public amenity space and incorporate provision for the storage of waste and recyclable materials. The Council's Supplementary Planning Document 'Design' 2015 provides more detailed guidance as to how Policy CS21 could be applied.
20. Policy UA26 of the Site Allocations DPD 2021 calls for the development of the site to *"Be of a high design quality that takes account of and seeks to improve the character and appearance of the locality, and a scale and density that maximises the use of the site whilst reflecting the development grain of the surroundings."*
  - Design and Layout
21. Albert Drive acts as the divide between the residential areas of Sheerwater and the industrial nature of the Forsyth Industrial Estate within this section of Canalside. Whilst there are residential properties in this location, it is important to remember that the character of this section of the area has largely been one for employment generating uses of large block of built form, surrounded by parking. In terms of context, the north-western side of Albert Drive consist of post-war semi-detached and terraced dwellings predominantly at two-storey in height. The south-eastern and eastern side of the highway, in contrast, includes large warehouses, buildings and offices at two-three storeys in height. The wider industrial estate includes typical industrial style buildings with profiled cladding with a character of modern industrial development evidenced most recently by the buildings within the Orchard Business Park along the western edge of the wider estate.
22. The Genesis Business Park (application site) typically includes two storey buildings designed with the residential context in mind with residential echoes of brickwork and glazing with hipped and hipped crown roofs softening the appearance along the arterial routeway of Albert Drive. The existing buildings stand at 9-11 metres in height. These building are typically utilised as office spaces and could be considered ill-conceived due to a poor location for such a singular use.

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23. Following pre-application advice and revisions to the layout and design of the proposed scheme, including discussions around how the proposed layout could cater for the accessibility of the site and how the buildings could balance the character transition between the residential area on the north-western side of the highway and the Forsyth Industrial Estate, the scheme evolved into what is now proposed. It is acknowledged that given the allocation and proposed development of the site, a change in the scale and design of the buildings is inevitable and expected.
24. The proposed site layout would divide the site into three plots each individually accessible from either Albert Drive or Forsyth Road whilst maintaining the building line along the highway in line with the existing buildings and Wells Court to the north. A new access is proposed off Albert Drive to serve Plot 1 and 'Unit 1' with modifications to the existing access off Albert Drive to allow for a revised layout to serve Plot 3 and Units 3-6 and 7-9. The proposed commercial/industrial units would be generally rectangular in form with their own 'service' area towards the front, similar to that of the existing. Each building would address Albert Drive with their side elevations with the 'rear' elevation of 'Unit 1' backing onto Forsyth Road. The spacing between the three buildings is generous to break up the overall mass with the access roads and service yards, promoting visual permeability throughout the streetscene and ensures the proposed buildings do not appear crowded or imposing.
25. Unit 1 is the largest of the proposed buildings at 14.8 metres to its ridge and spanning 64 metres in width and 31 metres in depth. At this scale it will result in a visually prominent building along Albert Drive set between two entrances points off the highway. The overall form and scale the proposed building are informed by facilitating a B8 use. Within such facilities a large and fairly rectangle floor plan is necessary to maximise on efficiencies and ensure storage areas are easily accommodated. Whilst forming the tallest of the three buildings proposed, it reflects the height of Wells Court to the north which stands at 16.5 metres in height. The positioning of Unit 1 is in response to the desire to maintain generous spacing between the buildings ensuring gaps of at least 24 and 28 to the existing building to the north and proposed building to the south.
26. Whilst taller than the existing building, Unit 1 maintains a pitched roof element in response to concerns raised at pre-application stage regarding the flat roof form. This pitched roof helps to achieve harmony with the surrounding buildings and assists in softening the height of the building whilst respecting the domestic characteristics on the adjacent side of the highway. The building would adopt a more typical industrial style and rectangular in shape with elements 'breaking up' the scale and horizontal dominance such as vertical windows, brick cladding and a strong south-western corner adding variation and interest on the elevation fronting Albert Drive.
27. The north-eastern elevation of Unit 1 would adopt a much more utilitarian appearance with the profiled metal cladding punctured only by the seven bays of windows. Whilst adopting a more muted appearance on this elevation, the context of the employment area needs to be considered with the building adopting a scale and form commensurate with its proposed use within such an area.
28. Units 3-6 are sited approximately 24 metres to the south of Unit 1 and steps down in height to respond to the smaller scale buildings within the immediate context. This building will accommodate four units within a rectangular building measuring approximately 119 metres in width, 39 metres in depth and standing at 10.6 metres to its ridge. Whilst adopting a broadly similar shape to Unit 1, this building includes chamfered side elevations for the lobby entrances for Units 3 and 6. Similar external architectural language and design has been included on this building to that of the

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self-storage building but with more horizontally dominant fenestration in response to the significant width. Again, a strong south-western corner with corner glazing, buff brick and recessed entrance provides visual interest on focal points and to diversify the facade and complement the metal cladding.

29. Units 7-9, in continuing the steps down in height to respond to the smaller scale buildings within the immediate context, would stand at 9.5 metres in height to its ridge and approximately 60 metres in width and 24 metres in depth, being the smallest of the three buildings. This building would be sited closer to the western boundary than that of the existing although would respect the prevailing building line to the north and maintain soft landscaped edges between Albert Drive. The south-western corner of this building is considered to be of particular importance as, although the building would be the smallest of the three proposed, it would be visually prominent as you travel along Albert Drive. Two corner features are incorporated on the north-western and south-western corners of this building ensuring visual interest as you approach from the south. The application of these materials, together with the provision of horizontally emphasised glazing, buff brick risers and recessed entrance, would provide an appropriate spatial and visual appearance whilst remaining legible as commercial/industrial buildings.
30. There are limited opportunities to increase the soft landscaping on site given the provision of parking and services for each unit with approximately 80% of the site covered by structures. Landscape general arrangement plans have been submitted in support of the application which demonstrate that much of the vegetation will occur around the site boundaries. Additional planting is proposed along the northern, eastern and western boundaries bolstering the existing vegetated edges of the application site and contributing to the softer edges which provide a natural screen to the industrial units over time. Importantly the grass verge and existing vegetation along the western boundary with Albert Drive is to be preserved and enhanced with examples of grass parcels and edging throughout the car parking areas with additional tree planting. These will enhance the visual appeal of the site and create a clear separation between spaces, making it easier for users to navigate. Additionally, it will soften the external areas, ensuring that there are no large expanses of hard surfacing.
31. In terms of hard landscaping, Section 8.0 of the Design and Access Statement indicates that there would be more variety in hard ground surfacing materials than in the existing situation (in which concrete predominates), which would have some visual benefit. The hard surfacing will be provided in the form of permeable block paving, tarmacadam, brushed concrete, and consolidated gravel. A range of contrasting materials will be used to reduce the visual mass of hard surfaced areas and create visual interest and legibility through the contrast of colour and texture. Whilst soft landscaping and planting would be limited some would nonetheless be accommodated in a manner which would remain consistent with the nature/character of the site as a commercial/industrial estate (and a designated Employment Area). Overall, the proposed approach to landscaping is considered acceptable and further details can be secured via planning condition. Further biodiversity enhancements are discussed further below.
32. Taking into account the appearance of the existing site, as well as the protection afforded to it (as a designated Employment Area) by Policy CS15 of the Woking Core Strategy 2012, the proposed development is considered a visually and spatially acceptable form of development which would have an acceptable impact on the character, grain and pattern of development within the area. Furthermore, the proposed development would have a public benefit in providing modern, energy

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efficient commercial/industrial floorspace. The proposed development would comply with Policies CS15, CS21 and CS24 of the Woking Core Strategy 2012, the provisions of the Council's Supplementary Planning Document 'Design' 2015 and the National Planning Policy Framework 2023 in respect of design and character.

### Impact on Neighbour Amenities

33. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Further guidance as to how Policy CS21 could be implemented is provided within Supplementary Planning Documents (SPD) 'Outlook, Amenity, Privacy and Daylight' 2022 and 'Design' 2015.
34. The SPD on 'Outlook, Amenity, Privacy and Daylight' 2022 contains minimum recommended separation distances for achieving privacy, with the maximum in the case of three storey buildings being 30 metres (i.e. back-to-back elevation), and the maximum in the case of two storey buildings being 20 metres (i.e. back-to-back elevation). The potential loss of enjoyment of a view is not a ground on which planning permission can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses.
35. As set out above the proposal is partly for flexible employment use and the operations which could take place under these uses employment uses vary significantly. The applicants are looking for the Units 3-6 and 7-9 to operate as flexibly as possible and seek some operations to take place up to 24 hours a day, seven days a week, however this will very much depend on the end user. As the end user is currently unknown the following officer assessment, in terms of impact on neighbouring amenity, is taken on a worst-case scenario.
36. The application site is within the employment area in Sheerwater and has a history of office and industrial uses. The closest neighbours to the site are within the recently converted Wells Court to the north of Plot 1 which was converted from office to residential under a Prior Approval application (PLAN/2019/0952). This Prior Approval converted the entire building to 94no residential units across four floors. The other neighbours nearest the application site are located on the adjacent side of Albert Drive and along Blackmore Crescent.
  - Loss of Light and/or Overbearing Impact
37. In respect of daylight, and where existing habitable room windows/openings are orientated at 90° in relation to a proposed development, Paragraph 5.10 of the Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2022 states that *"they may affect the daylighting of an adjoining dwelling if they project beyond 3 metres of the building elevation, particularly if positioned close to a common boundary. Significant loss of daylight will occur if the centre of the affected window (or a point 1.6m in height above the ground for floor to ceiling windows/patio doors) lies within a zone measured at 45° in both plan and elevation"*.

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38. Paragraph 5.9 of the Council's SPD 'Outlook, Amenity, Privacy and Daylight' 2022 states that where existing habitable room windows/openings are located directly opposite a proposed development then suitable daylight is achieved where an unobstructed vertical angle of 25° can be drawn from a point taken from the middle of each of the existing window openings. The update to the Government's Planning Practice Guidance contains relevant paragraphs on Daylight and Sunlight. Paragraph 6 of the Effective Use of Land section of the NPPG (Ref ID: 66-006- 20190722) acknowledges that new development may cause an impact on Daylight and Sunlight levels enjoyed by neighbouring occupiers. It requires local authorities to assess whether the impact to neighbouring occupiers would be "*unreasonable*".
39. In support of this planning application a Daylight and Sunlight Report (Development and Light LLP) (Ref:202) has been submitted which is based on industry recognised British Research Establishment (BRE) standard guidelines. The BRE guidelines do not distinguish between urban or rural locations, so as a guide for a suburban location the BRE standards can offer a good base line for assessing potential impact in a location such as this.
40. In terms of daylighting, the assessment has looked at the amount of light which reaches neighbouring windows (Vertical Sky Component- VSC). The target figure for VSC recommended by the BRE is 27% to provide a "*relatively good level of daylight*" for habitable rooms with windows on principal elevations. The BRE guide also sets out an assessment of distribution of daylight, this test deals with the line that divides the point which you can and cannot see the sky (also referred to as 'No-Sky Line'- NSL). For existing buildings, the BRE guide states that if, following the construction of a new development, the NSL moves so that the area beyond the NSL increases by more than 20%, then daylighting is likely to be seriously affected. Together these tests look to ensure that existing windows maintains a suitable level of daylight.
41. Nos. 13–21 Albert Drive are the only properties on the adjacent side of the highway which include their principal elevation facing the application. These properties are positioned at least 36 metres away from Unit 6 which stands at a maximum height of 10.6 metres. Other properties along Albert Drive which contains a skewed relationship with the site including Nos. 11, 23 and 25 Albert Drive. The submitted Daylight and Sunlight Report dated April 2024 sets out the Vertical Sky Component (VSC) and No Sky Line (NSL) for all of these properties on the adjacent side of the highways would not fail either test indicating that no significant loss of daylight would occur to habitable room windows.
42. To the north, Wells Court is now a residential building having been converted under Prior Approval as set out above. The proposed B8 self-storage unit will be sited closest to this building with a separation gap of approximately 30 metres. Most of the units within Wells Court either face away from the site or are significantly set back from the proposed development. Those in the middle block of the property that face south-west, however, will have a more direct outlook over the application site and would be in closer proximity to the proposed scheme. The same test has been applied to the 147no windows and whilst the exact layout of rooms is not clear, reasonable assumptions have been made by the Sunlight and Sunlight assessors in accordance with industry practices. Of these, 145no windows meet the typical BRE recommendations in respect of the VSC Daylight assessment and all 93no rooms assessed meet the recommendations for the NSL Daylight assessment. The 2no windows that fall short relate to two south-west facing windows at ground floor of the middle block closest to the application site. These windows are, however, located under a canopy and overhangs from balconies or canopies of this type are features

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which are expressly recognised by the BRE as distorting the typical Daylight and Sunlight analysis. In this case it is clear from the other results for adjacent windows that the canopy is the cause of the slightly larger effects recorded to these two windows.

43. It is considered that these rooms, served by these windows, are also dual aspect, as they receive light from a similarly sized additional window that faces south-east and north-west, respectively. The BRE suggests that a mean VSC reading can be taken for rooms with windows of equal size. Whilst there is a minor effect to two individual windows in this property, this is an anomaly that is clearly due to the canopy above the windows, rather than an excessive daylight impact from the proposal. In any case, however, the rooms affected still show comfortable adherence to the BRE recommendations when their other windows are accounted for in accordance with the BRE methodology, in addition to showing compliance in respect of the NSL and APSH assessments.
44. Regarding the potential loss a view, Paragraph 2.5 of the SPD 'Outlook, Amenity, Privacy and Daylight' 2022 states that "*Outlook from a principal window will generally become adversely affected when the height of any vertical facing structure exceeds the separation distance from the window. When a structure is placed too close to a window so that it completely dominates the outlook it will have an overbearing impact*". It must also be noted that Policy CS21 of the Woking Core Strategy 2012 refers to "*significant harmful impact*", this is the threshold which must be reached to form any potentially robust, and defensible, reason for refusal on neighbouring amenity grounds. The B8 self-storage building will be sited closest to Well Court but would, nevertheless, maintain a gap of approximately 30 metres. It has to be borne in mind that the application site as well as Well Court had been allocated as an Employment Area where such proposed development is to be expected. In any event, there is a generous separation between buildings so as to prevent a significant overbearing impact.

- Sunlight

45. With regards to the potential impact on sunlight, a building's window's orientation and the overall position of a building on a site will have an impact on the sunlight it receives but, importantly, will also have an effect on the sunlight neighbouring buildings receive. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on direction. The submitted Daylight and Sunlight Report covers this by way of Annual Probable Sunlight Hours (APSH) which is an assessment that is primarily focused on living rooms and conservatories, whereas kitchens and bedrooms are identified as being less important and normally need not be analysed for Sunlight. However, the report has assessed all habitable rooms with windows in this instance.
46. The BRE Guidelines suggest that the absolute APSH received at a given window in the Proposed Situation should ideally be at least 25% (i.e. 25 APSH) of the total available annually, including at least 5% (i.e. 5 APSH) in winter. The BRE Guidelines advise that where these absolute thresholds are achieved the room should still receive enough Sunlight. The finding of the APSH method of assessment shows that 154 out of 154 (100%) of the individual windows assessed meet the typical recommendations in the BRE Guidelines and therefore no objection is raised in this regard.

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### - Noise

47. Policy CS21 of the Woking Core Strategy 2012 requires proposals for new development to *“be designed to avoid significant harm to the environment and general amenity, resulting from noise”*. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 of the Development Management Policies DPD 2016 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites.
48. Paragraph 191 of the NPPF requires new development to be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
49. Further to this, however, Paragraph 193 of the NPPF 2023 states that *“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.”*
50. The application site forms part of a wider Forsyth Industrial Estate where currently vehicles and deliveries visit the site daily. The site constitutes an existing Employment Area which is protected for B Class Uses by the Development Plan (Policies CS5 and CS15 of the Woking Core Strategy 2012). This is an important factor as well as the site running along the south-western railway corridor which borders the entire western boundary.
51. Notwithstanding this, this proposal would introduce more industrial uses than those currently found at the site as well as an intensification of these uses due to an increase in floor area and additional units. Accordingly, the following assessment is regarding the potential impact on noise and disturbance due to the activities associated with the proposed development which could have an impact on the amenities of the occupiers of surrounding properties. However, the focus of this assessment is in terms of potential impact during late evenings, night-time, and early mornings and weekends where there would be an expectation of a greater level of amenity than that experienced during other times of the day.
52. A Noise Assessment (Accon UK Environmental Consultants) has been submitted in support of the planning application. The assessment has been undertaken on both daytime and nighttime periods. The assessment measures the impact from fixed plant, service yards and noise break out as well as changes in road traffic noises. Noise sensitive receptors (NSRs) were placed at Blackmore Crescent, Albert Drive and Wells Court as set out in Figures 1.1 and 4.1 of the noise report. The assessment found that being located within an area of existing commercial units, the

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proposed development is not introducing sound with a new character to the surrounding area. Genesis Business Park has been in a 'business use' since the approval in 1987. The site and surrounding properties in the area, as such, have been subject to potentially relatively high levels of road traffic noise. Delivery noise (excluding the unloading and loading of HGVs) has a very similar character to road traffic noise as it is predominately the noise of slow-moving HGVs.

53. The assessment indicated a low impact during the daytime and a tendency towards a low impact during the night-time period for the properties at Albert Drive without context of the existing area taken into account. It finds that day-time noise levels would be no more than 40 dB LAmax measured at first floor of 11 Albert Drive from fixed plant noise levels when taking into account fixed plant, delivery and break-out noises. This is 9 db below existing background sound levels during daytime. Night-time figures indicate that noise levels would be no more than 36 dB LAmax measured at first floor of 23 Albert Drive. Again, this is just 1 db above measured background noise levels indicating a low impact.
54. The noise report states that *"According to BS 4142:2014+A1:2019, a difference of "around +5 dB" is "likely to be an indication of an adverse impact, depending on the context", and where the "rating level does not exceed the background level" it is "a low impact, depending on context"*. The assessment at Table 4.3 sets a noise measurement summary at locations along the residential properties at Albert Drive at four times, the latest of which is 01:15am to 01:30am giving a brief snapshot into noise levels at this location. A more detailed hourly noise measurement is included at Appendix 2 but this relates to a location toward the eastern side of the site along the railway corridor and a significant distance from residential properties. Whilst none of the figures set out in table A3.1 of A3.2 indicate bd increases by more than +5 db it cannot be conclusive that all relevant times have been taken into account when considering noise levels against the residential properties on the adjacent side of Albert Drive.
55. The proposed scheme involves an increase in the amount of B2, B8 or E(g) floor space and wish to have no restrictions on operating hours across all units. As well as the increase in floor area and intensification of the industrial uses, it is proposed to introduce an additional access point off Albert Drive to serve Phase 1 and Phase 2. In terms of the proposed B8 self-storage use for Unit 1 within Phase 1, Unrestricted hours would be considered typical for a building of this sort. As the proposed use for this building is known, this can be conditioned with a further condition securing a management plan for this unit to ensure the limiting of potential noise increases during off-peak times.
56. Phase 2, however, includes a flexible use of B2, B8 and E(g) across the proposed 7no units. Considering the noise impact assessment and the result methodology, noise levels beyond 01:30am have not been measured and it is, therefore, unclear as to whether potential noise outbreak would exceed 5 db of the existing levels at the more sensitive times of late night/early morning. Further to this, it is not known what use any of the units will adopt be it entirely B2, B8 or E(g). Occupiers of nearby dwellings should have a reasonable expectation of low night-time noise levels and receptors would be sufficiently sensitive to the increased noise for this to have a moderate/significant effect. It is held, therefore, that considering the flexible use of the proposed units, unmeasured noise levels at residential receptor points and even with mitigation in place, increased levels of noise could be noticeable and intrusive. As such, it is considered reasonable and necessary despite the findings of the Noise Impact Assessment that operational hours for Units 3-9 (inclusive) be included to ensure no undue or intrusive levels of noise unduly impact the residential properties

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on the adjacent side of Albert Drive. Should a use of the units be clarified at any stage, there is always the option to amend this operation hours condition subject to appropriate mitigation and justification.

57. The Council's Environmental Health Team have been consulted on the application and recommend a number of conditions relating to the noise impact of a PA system as well as hours of use and noise break out mitigation requirements. These can be attached by way of condition.

- External Lighting

58. An External Lighting Proposals has been submitted in support of the planning application (Shepherd Bromley Partnership). This report seeks to demonstrate that the external lighting proposals have been developed with due consideration to several elements including, but not limited to, impact on neighbouring sites. Policy DM7 of the Development Management Policies DPF 2016 notes that *"Proposals for external lighting as part of a new or existing development which require planning permission will be permitted where the applicant can demonstrate that the lighting scheme is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution from glare or spillage."*

59. The submitted report sets out that potential light spill over the boundaries into adjoining areas has been kept to the minimum and in line with what is to be expected in an industrial estate. In terms of nighttime illuminance, the luminaires proposed for this scheme are 'night-time friendly' with 0% upward light ratio and shall also have a glass front to reduce the visibility of the light source and glare. The loading bays for the proposed B8 unit towards the northern end of the site would be located on the southern elevation away from Wells Court to prevent undue disturbance. Lights for the loading bays would be separately switched building mounted LED luminaires as the 'Whitecroft Euroflood MidiLED' type fitting (or equal) and would be located centrally over each loading bay door for short duration unloading of vehicles. The luminaires shall be orientated downwards and shall be controlled from a time-lag switch adjacent to the loading bay door. The council's Environmental Health Team have commented on this and note that lighting assessment confirms that the development will comply with the relevant British Standards and ILP guidance, with no adverse comments raised. A detailed lighting strategy can be secured by way of planning condition to ensure compliance with Policy DM7.

- Impact on Neighbour Amenity Conclusion

60. Overall, the application is supported by a number of documents and assessments which provide evidence on the potential impact on the amenities of the occupiers of surrounding residential properties. This includes a noise assessment which largely demonstrates that the proposed development would not result in significant increases to noise at a number of receptors, however, considering the flexible use of the Phase 2, intensification of this use and additional units, a condition restricting the operational hours is considered necessary in this instance. The Daylight and Sunlight Report demonstrates that the level of daylighting to habitable rooms windows would not be unduly impacted upon by the proposed development (i.e., the VSC and NSL) with no significantly detrimental impact on access to sunlight. In terms of external lighting, this site is located within an Employment Area and existing industrial estate where there is already some level of background lighting. The supporting lighting proposal report shows that any potential lighting overspill will largely be contained to the site and lighting overspill has been designed to minimise impact on residential properties.

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61. Subject to recommended conditions, the proposed development would avoid significant harm to the surrounding neighbours in terms of loss of light, overbearing impact, noise generation and external lighting. The proposed development would therefore comply with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework.

### Highways, Transport and Parking

62. Policy CS18 of the Woking Core Strategy 2012 states that *“The Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity”*. The NPPF 2023 is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

63. Some of the key requirements of Policy UA26 of the Site Allocations DPD 2021 call for the development to;

*“ii Be supported by a Transport Assessment to assess the likely impacts of the development, and to inform appropriate mitigation. This should take account of proposed developments in the vicinity of the site.*

*iii. Be supported by a Travel Plan to minimise car use of prospective occupants of the development.*

*iv. Include appropriate provision for car, cycle parking and servicing taking into account the guidance of the Parking Standards SPD, the site’s accessible location and the need to avoid adverse highway safety effects.*

*v. Provide effective access arrangements that are safe and suitable for all users.”*

#### - Trip Generation

64. The applicant is seeking planning permission for a “flexible” employment use across Units 3-6 and 7-9 where a variety of different end users could occupy the proposed buildings as set out above. Future users are unknown, and it is important, in supporting employment generating uses that permission allows for flexible uses to occupy the building. This, in turn, however, means ensuring that the matters regarding highway safety, capacity and parking are fully considered from the outset. For example, the vehicle activities associated with a Research and Development building could be significantly different from a General Industrial Building which operated as, for example a car repair/MoT garage. The vehicle movements associated with buildings used for a timber yard, self-storage or a parcel distribution centre can be widely different, yet all these uses fall within a B8 (storage and distribution) use. We do know, however, that Unit 1 is proposed to accommodate a B8 use (self-storage building) with Unit 2 maintaining a B2 use (office).
65. All existing units on site adopt a B Use Class and are largely in office use, some of which are currently vacant. It is noted that whilst highway improvement works to the Sheerwater Link Road has improved access, the location remains poor to access by foot from the railway station. Furthermore, the existing use as offices as poor

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connectivity to the main transport hubs makes the site largely reliant upon private car trips. A Transport Assessment (Motion) has been submitted in support of the application which shows at Table 5.1 that the existing business park could generate in the order of 148 two-way vehicle trips during the AM peak period, of which 1 trip would be undertaken by HGV, and during the PM peak the existing business park could generate approximately 134 two-way vehicle trips, of which no trips would be undertaken by HGV.

66. In terms of the proposed units, the trip generation associated with this use has been modelled on Trip Rate Information Computer System (TRICS) which is an industry recognised standard for assessing trip generation of new developments with TRICS category '02-Employment-E-Warehousing (storage)' being applied and sites located in England, excluding Greater London in Suburban areas being selected. The findings for this unit (Unit 1) are set out in Table 5.2 of the Transport Assessment and identifies that the proposed unit could generate in the order of 15 two-way vehicle trips during both the AM peak and 16 two-way vehicle trips during the PM peak periods. During the peak periods, the proposed self-storage unit is predicted to generate no HGV movements.
67. Trip generations for the proposed flexible use units (Units 3-6 and Units 7-9) have also been modelled through TRICS with category '02-Employment-E-Industrial Estate' has been applied in order to reflect the flexible uses that this application refers to (i.e. Class E(g), B2 and B8) with any office space set as ancillary, equivalent to circa. 14% of the total floor space of the proposed flexible employment units. The trip rate and associated trips were averaged across the range of uses proposed (Class B2, Class B8, Class E(g) Office, Class E(g) Research & Development and Class E(g) Light Industrial). Table 5.4 of the Transport Assessment identifies that the proposed flexible employment units could generate in the order of 37 two-way vehicle trips during the AM peak period, of which 2 trips would be by HGV. During the PM peak, the proposed flexible employment units could generate approximately 31 two-way vehicle trips, of which 1 trip would be by HGV.

Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
<b>Total Vehicle Trips</b>						
Existing Use	122	26	148	28	106	134
Proposed Use	27	10	37	9	22	31
<b>Net Change</b>	<b>- 95</b>	<b>- 16</b>	<b>- 111</b>	<b>- 19</b>	<b>- 84</b>	<b>- 103</b>
<b>OGV Trips</b>						
Existing Use	1	1	1	0	0	0
Proposed Use	1	1	2	0	0	1
<b>Net Change</b>	<b>0</b>	<b>0</b>	<b>+ 1</b>	<b>0</b>	<b>0</b>	<b>+1</b>
* figures may not add up due to rounding						

*Table 1: Total Vehicular Net Change Assessment*

68. The table above illustrates that the proposed development has the potential to generate 111no fewer two-way vehicle trips during the AM peak period, and 103no fewer two-way vehicle trips during the PM peak period compared with the existing

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use. Whilst some of the offices may have been in various stages of occupation over the years, the fall-back position and what should be considered baseline for the assessment is a material consideration. Overall, it is considered that there is robust and clear supporting transport information submitted in support of the application and reviewed by the County Highway Authority. The evidence provided demonstrates that the vehicle movements associated with the proposed development would not result in increase in overall vehicle trips (those to and from the site). It is not considered, therefore, that the proposed development would have a severe impact on the road network.

69. Whilst it is acknowledged that some letters of representation raise concern in respect of the impact of increased traffic in the area, in the absence of objection being raised by the County Highway Authority on highway safety, capacity and policy grounds, any such potential refusal on this basis would not be robust and would very likely not be defensible.

- Access, Servicing and Highway Safety

70. In terms of vehicular access, it is proposed to introduce a new priority 'T' junction off Albert Drive providing an independent ingress and egress point to serve the self-storage Unit 1. It is also proposed to provide a staggered priority junction towards the southern end of the application site providing independent access to Plot 3 off Albert Drive. These new access points will incorporate a raised crossing point for pedestrians and cyclists (known as a Copenhagen crossing) to maintain the existing shared footway/cycleway along Albert Drive as requested by the County Highway Authority. The crossing points will retain the existing width of the shared route which will be a minimum of 3 metres to accord with LTN 1/20 guidance and SCC comments provided at pre-application. The proposed raised crossing points also retains the existing desire line for pedestrians and cycle thereby prioritising their movements. Within the site, 1.5 metres wide footways will be provided tying in with those existing footpath and cycleways on Albert Drive. Much of these works will be secured by way of Section 278 Agreement with the County Highway Authority who have been engaged with the scheme from pre-application stage and raise no objections subject to a number of conditions.
71. Servicing of the proposed units will comprise refuse collection as well as site specific deliveries. The Transport Statement includes swept path analyses (Appendix D) which demonstrate that the largest of goods vehicles (16.5 metre articulated lorry), refuse lorry and 12 metre rigid lorry can gain access and exit safely from each of the proposed plots.
72. The Transport Assessment sets out that a number of bus routes serve the site, including bus routes 436, 456 and 462 that the closest bus stops to the site are on Albert Drive approximately 150 metres from the application site. Woking railway station is situated within Woking Town Centre approximately 2.5 kilometre to the south-west of the site and accessed via pedestrian footways and cycle ways. As the Transport Assessment acknowledges, the location of the application site reflects requirements of the NPPF 2023 and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce prospective staff and customers' reliance on the private car. As such, the site is, therefore, well served by Woking railway station as part of linked trips with local bus services for future employees and visitors of the proposed development.

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73. The proposed development has been considered by the County Highway Authority, having assessed the application on safety, capacity and policy grounds, raises no objection subject to a number of conditions relating to the new and modified accesses, the spaces have been laid out for the parking loading and unloading of vehicles, submission of a Construction Transport Management Plan, cycle parking as well as EV facilities and provision and a staff travel information pack has been agreed.
- Parking
74. The Council's SPD 'Parking Standards' 2018 sets out a maximum parking standard of 1 car space per 30 sq.m for Use Class B1 (Business - Offices, research & development, light industry appropriate in a residential area). As set out previously following substantive changes to the Use Classes Order (which came into force on 1 September 2020) Use Class B1 no longer exists although Use Class E(g) includes uses for the same purposes as fell within the former Use Class B1 (hence the requirement for Class B1 has been used for Class E(g) in this officer assessment). The SPD also sets out maximum parking standards for Use Class B8 (Storage/distribution) these being 1 car space per 100 sq.m for warehouse - storage with a maximum of 1 lorry space per 200 sq.m for this type of warehouse.
75. On the basis of the SPD 'Parking Standards' 2018 maximum standards, the proposed self-storage unit (Unit 1) would have a total maximum parking requirement of 75no car parking spaces. A total of 21no car parking spaces for Unit 1 are proposed including 1no disabled bays and 3no loading bays. The supporting Transport Assessment has carried out a parking accumulation analysis based on the TRICS arrivals and departures profile for the self-storage use and industrial uses in order to establish the anticipated parking demand associated with the proposed uses. It is noted that HGVs have not been included within the car parking accumulation assessments as it is not considered appropriate as the total parking provision does not account for the loading bays provided for the proposed units. Medium and large goods vehicle (OGV) is defined by TRICS as, "*all commercial vehicles with 2 axles and twin rear wheels, all vehicles with 3 axles, and all goods vehicles with 4 or more axles*", and therefore, the size of these vehicles would not be suitable for using the standard car parking bays and rather, the loading bays would be used. Therefore, the trip rates provided in the below assessments reflects the total vehicle trip rates minus the OGV trips rates in order to provide a practical assessment.
76. The parking accumulation over a typical weekday profile for the proposed self-storage unit finds that the self-storage unit would generate a maximum parking demand for 12 spaces over a typical weekday daily profile. It was found, therefore, that the proposed parking provision of 21no spaces would adequately accommodate the anticipated parking demand generated by the proposed self-storage unit. The requirements of 75no spaces are a maximum standard and the context of the site needs to be taken into account and it is clear that the location of the site is sustainable in transportation terms with the above findings indicating that the maximum need of 12 car parking spaces is comfortably met. The County Highway Authority has suggested that the proposed parking arrangement be secured by condition.
77. Unit 2 is to remain as B2 office space. It should be noted that the retained Unit 2 with the parking provision as per existing arrangements given there is proposed to be no change to the building. The building is currently provided with 31no spaces which will be retained.

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78. Plot 3, which is to contain Units 3-6 and 7-9, would adopt a flexible use. As set in the table below Units 3-6 and 7-9 would have a total maximum parking requirement of 230 spaces on the basis of all floorspace being in use for purposes within Use Class B2 or E(g) (i.e., equivalent to former Use Class B1). As can also be seen on the following table the proposed development would have a total maximum parking requirement of 69 spaces on the basis of all floorspace, being in use for purposes falling within Use Class B8.

<b>Unit</b>	<b>Proposed Use Classes</b>	<b>Proposed GIA (sq.m) (approx.)</b>	<b>Required Parking Spaces for flexible uses</b>	<b>Proposed Parking Spaces</b>
3-6	Flexible B2, B8, E(g) (i-iii)	5,400	54 - 180	101
7-9	Flexible B2, B8, E(g) (i-iii)	1,510	15 - 50	

79. Similar to the B8 self-storage unit, the Transport Assessment found that the parking accumulation over a typical weekday profile for the proposed flexible employment units shows that the unit would generate a maximum parking demand for 51no spaces over a typical weekday daily profile. Therefore, the proposed parking provision of 101no spaces would adequately accommodate the anticipated parking demand generated by the proposed flexible employment units.
80. The Council’s SPD ‘Parking Standards’ 2018 states that *“For non-residential development it is the responsibility of site occupiers to ensure adequate exclusive provision is made for the needs of people with disabilities to provide access in a socially inclusive way, under the Equalities Act 2010”* and that where a car park is used for ‘Employees and visitors to business premises’ (up to 200 bays) that *“Individual bays for each disabled employee plus 2 bays, or 5% of total capacity, whichever is greater”* should be provided. A total of 8no accessible parking spaces would be provided on-site, 1 space to each proposed unit with the existing unit (Unit 2) retaining the existing provision. This level of accessible space provision represents 7% of total parking spaces across the site (i.e., 8 out of 122). This level of accessible parking provision is considered appropriate given that it is not known how many disabled employees will work on-site post-development.
81. The ‘Parking Standards’ SPD 2018 states that *“The provision of good quality cycle parking supports cycling as a means of transport and is therefore critical to increasing the use of cycles”* and sets out minimum cycle parking standards as shown:

<b>B1 Business (Now Class E(g))</b>	
Offices - Class E(g)(i)	1 space per 125 sq.m (min. 2 spaces)
Research & development / light industry - Class E(g)(ii) & (iii)	1 space per 250 sq.m (min. 2 spaces)
<b>B8 Storage or distribution</b>	
B8 Storage or distribution	1 space per 500 sq.m (min. 2 spaces)

82. Paragraph 4.31 of the supporting Transport Statement notes that *“cycle parking facilities will be provided in the form of covered Sheffield stands. It is also proposed that facilities for e-bike charging will be provided whereby the self-storage unit will*

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provide 4 chargers (equivalent to 25%), and the flexible employment units will provide 8 chargers (equivalent to 20%) which complies with SCC standards.” The provision of cycle parking is set out at Table 4.2 of the Transport Statement:

Use	Floor Area	SCC Standard	SCC Provision	Site Provision
Self-Storage Unit	7,528m <sup>2</sup>	1 cycle space per 500m <sup>2</sup>	15 spaces	16 spaces
Flexible Employment Units	6,428m <sup>2</sup>	1 car space per 250m <sup>2</sup> (Class E(g)) 1 car space per 500m <sup>2</sup> (Class B2/B8)	13 – 26 spaces	40 spaces

83. The provision of sheltered secure cycle would be appropriate, and compliant with the SPD requirements. Provision for charging e-bikes can too secured by way of planning condition.
84. In respect of Electric vehicle (EV) charging points, the SPD ‘Parking Standards’ 2018 states that *“As part of the Council’s commitment to achieving an energy efficient transport system and to cut carbon emissions the Council has produced a Climate Change SPD which sets out the requirement for new developments to provide EV charging points, in line with Core Strategy Policy CS22: Sustainable construction”*. The Council’s Supplementary Planning Document ‘Climate Change’ 2023 notes that the minimum requirements for the provision of EV charge points in accordance with the current Building Regulations Part S with a minimum of one EV charge point with cable routes for one in five of the total parking spaces would be required for non-residential developments. The Transport Assessment notes that the self-storage unit will provide electric vehicle charging facilities for 10 spaces along with 8 spaces to be provided with passive provision for future conversion when the demand arises. The flexible employment units will provide electric vehicle charging facilities for 52 spaces along with 24 spaces to be provided with passive provision for future conversion when the demand arises. A planning condition can secure further details of EV charging points and provision of active/passive points in accordance with Climate Change SPD.
85. In terms of highway safety, the applicants have provided tracking information demonstrating that the proposal and the vehicles associated with potential future uses would not give rise to increase highway safety issues with a negligible impact on the pressures on highway capacity. The proposed development also provides a suitable level of off-street parking for the flexible development proposed. The development, therefore, is considered to comply with all relevant Core Strategy 2012 Policies as well Policy DM16 of the Development Management Policies DPD and the policies in the National Planning Policy Framework 2023 and Council’s SPDs on ‘Parking Standards’ 2018 and ‘Climate Change’ 2023.

### Contamination

86. The NPPF 2023 advises that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM5 of the Development Management Policies DPD 2016 relates to environmental pollution and Policy DM8 states that new development must demonstrate that any existing contamination of the land or groundwater will be addressed by appropriate mitigation measures and the proposed development will not cause the land or groundwater to become contaminated. The applicant has submitted a Preliminary Risk Assessment in support of the application undertaken by Geo2 dated April 2024.

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87. The Council's Contaminated Land Officer has been consulted on the application and find that whilst there is no change in use the proposed construction works could expose contamination and recommends a number of conditions in the event of an approval.
88. Overall, subject to recommended conditions, the proposed development complies with Policy DM8 of the Development Management Policies DPD 2016 and the relevant provisions of the National Planning Policy Framework 2023 in respect of land contamination.

### Archaeology

89. In respect of archaeological impacts, the site does not fall within an area of high archaeological potential but it does exceed 0.4 hectares which calls for archaeological assessment and evaluation within the Woking Core Strategy Policy CS20. Furthermore, Policy UA26 of the Site Allocations DPD 2021 calls for development of the site will be required to be supported by an Archaeological Assessment in accordance with Policy CS20.
90. Paragraph 205 of the NPPF 2023 which states that local planning authorities should *"require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible"*. The submitted Archaeological Desk-Based Assessment indicates that the site has limited archaeological potential given the impacts which would of occurred with the creation of the Sheerwater Lane during the late 17<sup>th</sup> and early 18<sup>th</sup> centuries with further impacts during the 19<sup>th</sup> century through multiple phases of development. The assessment concludes that no further archaeological works would be recommended.
91. The County Archaeologist has reviewed the submitted information and finds that the supporting assessment is of good quality and suitable to support the application demonstrating a history of development and redevelopment at this site that will have reduced the archaeological potential significantly to the point where any surviving assets are likely to be severely damaged and of little significance. The County Archaeologist find that there are no archaeological concerns regarding these proposals and that the proposed development would not have an adverse effect on archaeology and would comply with Policy CS20 of the Woking Core Strategy 2012 and the relevant policies in the National Planning Policy Framework 2023.

### Trees and Landscaping

92. Policy CS21 of the Woking Core Strategy 2012 states that *"Proposals for new development should...incorporate landscaping to enhance the setting of the development, including the retention of any trees of amenity value, and other significant landscape features of merit, and provide for suitable boundary treatment/s"*. Policy CS24 of the Woking Core Strategy 2012 calls for developments to *"Protect and encourage the planting of new trees where it is relevant to do so"*.
93. Policy DM2 of the Development Management Polices DPD 2016 states that *"Trees, hedgerows and other vegetation of amenity and/or environmental significance or which form part of the intrinsic character of an area must be considered holistically as part of the landscaping treatment of new development. When considering development proposals, the Council will...require landscape proposals for new development to retain existing trees and other important landscape features where*

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*practicable...require any trees which are to be retained to be adequately protected to avoid damage during construction...require adequate space to be provided between any trees to be retained and the proposed development (including impervious surfaces)”.*

94. Paragraph 136 of the NPPF 2023 states that *“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change...that [developments should ensure that] appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible”.*
95. The application has been submitted with an Arboricultural Impact Assessment. This identifies that 40no trees/tree or shrub groups are to be removed as part of the development. Section 6.2 of the assessment notes that trees proposed for removal are of low quality or are unsuitable for retention due to their condition with five moderate quality trees are proposed for removal; these include four trees from the site frontage with Albert Drive and one from the frontage with Forsyth Road. The removal of trees will result in a loss of landscape greening and visual amenity. As part of the proposed Landscape General Arrangement Plan, however, 72no replacement trees are to be planted on the site; along the site frontages and within the central site area. Trees of narrow crown shape have been selected for areas where there is restricted space to reduce the need for reduction pruning. The specification is for extra heavy standard and semi-mature trees which will provide a more immediate impact than use of smaller sizes. It is considered that tree removals will be adequately mitigated by the replacement tree planting and that an improved arboricultural landscape will be achieved in the process.
96. The Council’s Senior Arboricultural Officer considers the arboricultural implications to be acceptable in this instance. Further information is required to be submitted for LPA approval prior to the commencement of development regarding a detailed landscaping plan as well as a pre commencement meeting prior to any works on site and include the LA tree officer, project Arboriculturalist and project Manager.
97. It is noted that the arboricultural report identified 40no trees for removal. The submitted ‘Bat Survey: Ground Level Tree Assessment, Middlemarch August 2024) assessed one tree (T52) to have a negligible/low suitability and all other trees on site to have a negligible potential to support roosting bats. Surrey Wildlife Trust have reviewed this assessment and advise that tree T52 is soft felled in line with a precautionary approach. It is also advised that, in line with the ecologist’s recommendations update GLTAs should be undertaken if tree works are undertaken more than 12 months after the date of the GLTA survey and that bat boxes be installed on the site.
98. Overall, subject to recommended conditions, the arboricultural impacts of the proposed development are acceptable.

### Ecology and Biodiversity

99. The NPPF 2023 states at Paragraph 180 that *“planning policies and decisions should contribute to and enhance the natural and local environment by:*
  - a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)*

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*d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.”*

100. Circular 06/05 – Biodiversity and Geological Conservation requires the impact of a development on protected species to be established before planning permission is granted and in relation to habitat types of principal importance to assess the impact of development on these as part of the planning application process. This approach is reflected in Policy CS7 of the Woking Core Strategy 2012.
101. A Preliminary Ecological Appraisal (Middlemarch) has been submitted in support of the application. This assessment makes a number of recommendations which include the need for a Habitat Regulations Assessment Stage 1 Screening, consultation with statutory and non-statutory bodies over the course of the application, and the need for a preliminary bat roost assessment prior to demolishing existing building(s) (Plot 3). In line with the PEA recommendations, a Preliminary Bat Roost Assessment (PBRA) in respect of Phase 1, the results of this have been agreed with Surrey Wildlife Trust (SWT) and Prior Approval is not required for the demolition of the existing building for Unit 1.
102. Additional assurances and mitigation can be secured by way of a condition, in the form of a Sensitive Lighting Management Plan, Phased Biodiversity Gain Plan, Construction Environmental Management Plan (CEMP) and a Habitat Management and Monitoring Plan (HMMP). Of note, is that BNG is inherent under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Paragraph 24 of the Biodiversity Net Gain PPG notes that:
- “Planning conditions are normally imposed on the grant of planning permission under section 70 (1) and section 72 of the Town and Country Planning Act 1990.*
- By contrast, the biodiversity gain condition has its own separate statutory basis, as a planning condition under paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990. The condition is deemed to apply to every planning permission granted for the development of land in England (unless exemptions or transitional provisions apply), and there are separate provisions governing the Biodiversity Gain Plan.*
- To ensure applicants are clear about this distinction, the local planning authority are strongly encouraged to not include the biodiversity gain condition, or the reasons for applying this, in the list of conditions imposed in the written notice when granting planning permission.”*
103. Further to this, The Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 modifies the general biodiversity condition for planning permissions which are phased development. Instead of the standard approach for the Biodiversity Gain Plan:
- an Overall Biodiversity Gain Plan must be submitted to and approved by the planning authority before any development can begin; and
  - a Phase Biodiversity Gain Plan for each phase must be submitted to and approved by the planning authority before the development of that phase can begin.
104. The requirements for a phased development differ to that for a non-phased development and are set out through Paragraphs 53-62 of the Biodiversity Net Gain

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PPG. These should be referred and adhered to on submission of the overall BNG Plan and Phase BNG Plan.

105. The need to secure BNG and its monitoring via a condition is, therefore, not considered wholly necessary as the Biodiversity net Gain Plan along with habitat monitoring management plan and other requirements regarding BNG need to be submitted to and approved to the LPA prior to the commencement of development. Please refer to Informatives 12 and 13 of this decision. Issues regarding CEMP will be addressed in the following paragraphs.
106. A 'Dusk Emergence Bat Survey' (Middlemarch, May 2024) and 'Preliminary Bat Roost Assessment' (Middlemarch, April 2024) which details that the buildings have low suitability to support a bat roost had been submitted in support of the Prior Approval application for the demolition of the existing building (Building 1) within the Phase one location. (PLAN/2024/0320). No bats were observed emerging from Building 1 during the dusk emergence survey and Middlemarch assess that it is considered highly unlikely that roosting bats are present in this building. Plot 2 of the scheme involves the retention of the existing building with no physical works or alterations proposed.
107. Surrey Wildlife Trust were consulted on this and concluded that the findings were accepted but noted the submission of the Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment, which is outlined in Section 1.1 of the 'Dusk Emergence Bat Survey' (Middlemarch, May 2024) is necessary prior to determination. This would ensure that the LPA has reviewed all ecological surveys, assessments, and reporting. The findings of the Preliminary Bat Roost Assessment for Phase 2 buildings notes that Buildings 1-5 (units 2-8) have been assessed as having low potential to support roosting bats. The assessment goes on to note that Bat Surveys: Good Practice Guidelines, published by the Bat Conservation Trust (Collins, 2023)<sup>1</sup>, recommends for structures with low bat roosting potential that at least one survey (consisting of a dusk emergence survey) be undertaken during the peak season for emergence surveys (May to August) to determine the presence/absence of roosting bats within the buildings. Should this survey confirm the presence of roosting bats, it will be necessary to undertake additional surveys in order to inform a Natural England licence application. In addition, should the survey identify the presence of significant levels of bat activity at the site, it may be necessary to undertake further survey visits to comprehensively assess the value of the site to bats.
108. It has to be noted that the proposed development is a phased scheme where work on Phase 2 unlikely to commence until 2028 and to be completed in 2029. As such, it is considered early to carry out a dusk emergence survey at this time and it should instead be secured as part of a suitably worded condition. Surrey Wildlife Trust has been consulted on the Preliminary Bat Roost Assessment (dated October 2024). It is suggested, therefore, that subject to a response from SWT prior to hearing this report before planning committee, a written update to the Officer's Report will be presented to members on the findings of SWT and whether a suitably worded condition in relation to a dusk emergence survey be secured prior to commencement of development on Phase 2 of the proposed scheme.
109. In addition to the avoidance of ecological harm, the Environment Act requires a mandatory Biodiversity Net Gain (BNG) of 10% on new development (subject to some exclusions). The application is also supported by a Biodiversity Statement and Metric Assessment (Middlemarch) which sets out that, with the site is dominated by the built environment, with buildings and hardstanding covering approximately 80%

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of the survey area. The remaining areas are comprised of amenity grassland, introduced shrub, and bare ground. There are 56 scattered trees present throughout the site.

110. The Biodiversity Statement establishes the on-site baseline and the net changes as a result of on-site and off-site habitat retention, creation and enhancement. Based on a planting plan, (Proposed Landscape General Arrangement Plan Sheets 1, 2 and 3 provided by PRC) stipulating the planting of 72 small trees, the scheme demonstrates a total of 24.74% net change in on-site habitat units which meets and exceeds the mandatory BNG of 10% on new developments. A number of recommendations are made in the Biodiversity Statement. One of these recommendations related to the need for a Biodiversity Gain Plan which was submitted as additional information in August 2024. This plan provides the information regarding the overall delivery of BNG for the proposed development.
111. SWT note that, in line with government guidance, in the event of an approval of this application then a Phase Biodiversity Gain Plan (which should focus on the phase's contribution to biodiversity net gain and confirming progress towards the overall biodiversity gain objective for the entire development) be submitted prior to the commencement of each Phase of the development.
112. Further to this, A 30-year Habitat Management and Monitoring Plan (HMMP) should set out the detailed habitat creation and enhancement specifications and long-term management prescriptions, that will be required to ensure the scheme will achieve its conservation objectives over the lifespan of the project. this HMMP should also be inclusive of a long-term monitoring strategy to measure progress against conservation objectives and inform an adaptive approach to long-term management. As noted, information relating to this should be submitted prior to any commencement of development within the red lined application site.

### Flood Risk and Drainage

113. Policy CS9 of the Woking Core Strategy 2012 states that *"The Council will determine planning applications in accordance with the guidance contained within the NPPF. The SFRA will inform the application of the Sequential and Exceptional Test set out in the NPPF"*. Policy CS9 goes on to note that *"The Council expects development to be in Flood Zone 1 as defined in the SFRA"*. Paragraph 165 of the NPPF 2023 states that *"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)"*.
114. A Flood Risk Assessment & Drainage Strategy Report (Baynham Meilke) (hereafter referred to as the FRA) which identifies that the site falls within Flood Zone 1 and the Environmental Agency identifies Flood Zone 1 as land having a less than 1 in 1,000 annual probability of river or sea flooding and is described as having the lowest probability of flooding. The south-eastern corner of the application site, however, is within an area at risk of surface water flooding.
115. No sequential test for alternative sites has been applied. The PPG, however, sets out that where a site has been allocated for development and subject to the test at the plan making stage, the sequential test is not required to be applied. The wider Employment Area is expected to remain in its current designation and on this basis, a sequential test would not be required to be applied. The exception test is not required because this type of development is categorised as less vulnerable.

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116. The FRA sets out that as the proposed buildings will be largely located in the positions of the existing ones, that all buildings are proposed to be located outside of areas at a high risk of surface water flooding. The FRA sets out that the proposed discharge rate for the whole development will be restricted to Qbar greenfield runoff rate (5.1l/s) which is to be split over each phase. Phase 1 having a discharge rate restricted to 1.7l/s and phase 2 having a discharge rate restricted to 3.4l/s. This will add up to the total development having a discharge rate of 5.1 l/s which will be a vast betterment compared to the existing discharge rate. Storm water discharging from the development will be attenuated within porous paving as well as cellular storage tanks further downstream and controlled using hydrobrakes. Phase 1 will provide an attenuation volume of 551.7m<sup>3</sup>. The proposed attenuation volume for phase 1 has an allowance for the catchment area of existing unit that is being retained. This has been reflected within the attenuation tanks. Phase 2 will provide an attenuation volume of 991.8m<sup>3</sup>. the site will have a combined attenuation volume of approximately 1543.5m<sup>3</sup>.
117. In terms of foul water, it is noted that the foul drainage should provide infrastructure to support the wastewater from the proposed buildings. The proposed foul network strategy is to be connected via gravity to the existing stubs located across the site. The foul drainage strategy network can be found within the Proposed Drainage Strategy in Appendix C. Thames Water have been consulted on the foul water sewerage network infrastructure capacity, and raise no objection based on the information provided.
118. In respect of potentially discharging surface water runoff to a soakaway or other infiltration system, in line with the sustainable drainage (SuDS) hierarchy, the FRA sets out that the site is directly underlain by stratum of the Bagshot formation - Sand which is considered to have high water conductivity as well as being potentially less stable. Therefore, the suitability of infiltration via SuDS techniques is not viable. It goes on to note that the nearest water feature to the site is the Basingstoke Canal located 210m to the north-west of the site and the current drainage strategy proposes to utilise the existing on-site connection point that will discharge into the existing surface water sewer located within Albert Drive. A number of potential SuDS techniques are also explored within the FRA including green roofs, pervious pavements, geo-cellular/modular systems etc.
119. The Lead Local Flood Authority (LLFA) have been consulted on this application and following reviews of the submitted information including the responses from Baynham Meikle dated 10.06.2024 in relation to queries raised that they are satisfied that the proposed drainage scheme meets the requirements set out in the submitted documents. They also note that they are content with the development proposed, subject to conditions relating to a surface water drainage scheme in line with the SuDS Hierarchy as well as a verification report for the above.

### Sustainability

120. The Council has adopted BREEAM (Building Research Establishment Environmental Assessment Method) standards in Policy CS22 of the Woking Core Strategy 2012 in order to deliver more sustainable non-residential development across the Borough:

*“New non-residential development of over 1,000 sq,m or more (gross) floorspace is required to comply with the BREEAM very good standards (or any future national equivalent).”*

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121. To encourage renewable and low carbon energy generation in the Borough, Policy CS23 of the Woking Core Strategy 2012 sets out the following:

*“Applicants should take appropriate steps to mitigate any adverse impacts of proposed development through careful consideration of location, scale, design and other measures. All reasonable steps to minimise noise impacts should be taken”.*

*“Applicants should provide sound evidence of the availability of the resource which will be harnessed or the fuel to be used, including details of the adequacy of transport networks where applicable and detailed studies to assess potential impacts such as noise nuisance, flood risk, shadow flicker and interference with telecommunications”.*

122. The application has been submitted with BREEAM Pre-Assessment Report for proposed Unit 1 and proposed Units 3-9. The report for Unit 1 is for the shell only with the report for Units 3-9 for the shell and core. The BREEAM is set out in four stages; pre-assessment, design stage, post construction review and post with the BREEAM rating achieved at the design and post construction stages. The test for Unit 1 of the proposed scheme is based upon the BREEAM New Construction V6.1 Shell Only methodology (SD5078:3.0-2019) with the appropriate measures applied under the BREEAM 'Industrial, Shell Only' methodology. This represents the most appropriate and most recent methodology for the development. The credits targeted result in a potential score of 63.23%, equivalent to a BREEAM 'Very Good' rating.
123. For Units 3-9 the assessment was based on Based upon the BREEAM New Construction V6.1 Shell and Core methodology (SD5079:1.0-2023). This test represents the most appropriate and most recent methodology for the development of Units 3-9. The credits targeted result in a potential score of 64.45%, equivalent to a BREEAM 'Very Good' rating. Whilst both BREEAM ratings of 64.45% and 63.23% 61.60% are provisional, and stated to be a target, at this pre-construction phase, it is set out within both assessments that a contingency of ~4% above the threshold is incorporated within the target score and would provide a safety net for the required rating. The target score as a minimum should be ~59% for both assessments and would still achieve a 'Very Good' rating. Planning conditions are recommended in respect of BREEAM.
124. Further to the BREEAM assessments, the application is also supported by an Energy Statement which demonstrates how the newly built floorspace proposed as part of this application will target a minimum of EPC 'A' ratings and is expected to 'Pass' Part L of the Building Regulations in respect of Primary Energy and CO2 emission.

### Local Finance Considerations

125. The proposed development would not be Community Infrastructure Levy (CIL) liable because it would contain no residential or retail floorspace.

### CONCLUSION

126. In conclusion, the application site is an allocated site for industrial, warehousing and offices in an Employment Area and Priority Place (UA26). The proposed development would safeguard an existing designated Employment Area for B Class uses whilst achieving the redevelopment of outmoded employment floorspace to cater for modern business needs and improve the quality of the commercial/industrial

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employment floorspace which is available within the Borough and helping Woking's economy to grow. The proposed development would help to meet a requirement for industrial/warehousing space (which would also be appropriate for potential high technology manufacturing) and would support small and medium sized enterprise (SME) formation and development by providing a range of unit sizes. The proposed development would, therefore, comply with Policy CS15 of the Woking Core Strategy 2012 and the provisions of the National Planning Policy Framework (NPPF).

127. Further to this and taking into account the appearance of the existing site, as well as the protection afforded to it (as a designated Employment Area) by Policy CS15 of the Woking Core Strategy 2012, the proposed development is considered a visually and spatially acceptable form of development which would have an acceptable impact on the character, grain and pattern of development within the area. Additionally, the proposed development would have a public benefit in providing modern, energy efficient commercial/industrial floorspace. The proposed development would comply with Policies CS21 and CS24 of the Woking Core Strategy 2012, the provisions of the Council's Supplementary Planning Document 'Design' 2015 and the National Planning Policy Framework 2023 in respect of design and character.
128. As such, subject to recommended conditions, the impacts in respect of highways and parking, arboriculture, biodiversity and protected species, flooding and water management, archaeology, contamination and sustainable construction are acceptable. The application, therefore, complies with relevant Development Plan policies, and other material considerations, and is recommended for approval subject to conditions set out below.

### **BACKGROUND PAPERS**

1. Site visit photographs
2. Responses from WBC Arboricultural Officer (28.05.2024)
3. Responses from Scientific Officer (21.05.2024)
4. Responses from WBC Environmental Health Team (29.05.2024)
5. Response from County Highway Authority (08.05.2024)
6. Response from Surrey Wildlife Trust (30.07.2024 & 20.09.2024)
7. Responses from SuDS Team (01.07.2024 & 10.10.2024)
8. Responses from SCC Archaeologist (30.05.2024)
9. Response from Network Rail (03.06.2024)
10. Response from Thames Water (04.06.2024)
11. Response from Southern Gas (05.06.2024)
12. Response from Network Grid (21.05.2024)
13. Site Notice (Major Development) (24.05.2024)

### **RECOMMENDATION**

1. It is recommended that Planning Permission be Granted subject to the following Conditions listed below.

### **CONDITIONS**

#### **Time Limit**

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

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Reason: To accord with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### Phasing

2. The development shall be carried out in accordance with the approved details of phasing shown on Phasing plan Drawing No. 106 Rev A (Received by the LPA on 26.04.2024) unless any variation or amendments have first been approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory phasing of the development and to ensure that utility infrastructure is delivered in a coordinated and planned way.

### Materials

3. Notwithstanding the details shown on approved plans or the application form, no works on each phase other than demolition, below ground works or commencement of superstructure works for a building hereby permitted, should take place until full details (including samples) of all external facing materials of that building(s) in that phase are submitted to and approved in writing by the Local Planning Authority. The submitted details must include details of all facing / cladding materials / panels (including timber and timber effect panels), roof covering materials, downpipes/gutters/verges (including colour and material) and RAL colour(s) and material for window(s), loading doors and personnel door frames.

The submitted details must generally accord with the type and quality of materials indicated within the application. The building(s) must thereafter be carried out and permanently maintained in accordance with the approved details unless the Local Planning Authority first agrees in writing to any variation.

Reason: To ensure a high-quality development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPD Design 2015 and the NPPF.

4. Notwithstanding the details or any indication given by the approved plans, no works on each phase other than demolition, below ground works or commencement of superstructure works for a building for that phase, hereby permitted, should take place until a hard landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The submitted details must include details of materials to be used in areas of hard surfacing, details of proposed finished levels, means of enclosure and street furniture. The details must generally accord with the type of materials indicated within the application. The development must thereafter be carried out and permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure a high-quality development in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM2 of the Development Management Policies DPD 2016, SPD Design 2015 and the NPPF.

### Approved Plans

5. The development hereby permitted should be carried out in accordance with the approved plans listed in this notice:

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### Site Wide Plans

- Location Plan Drawing No. 100 (Amended) (Received by the LPA on 07.05.2024)
- Proposed Site Plan Drawing No. 102 Rev C (Received by the LPA on 26.04.2024)
- Phasing plan Drawing No. 106 Rev A (Received by the LPA on 26.04.2024)
- Landscape General Arrangement Plan Sheet 1 of 3 Drawing No. 140 (Received by the LPA on 26.04.2024)
- Landscape General Arrangement Plan Sheet 2 of 3 Drawing No. 141 (Received by the LPA on 26.04.2024)
- Landscape General Arrangement Plan Sheet 3 of 3 Drawing No. 142 (Received by the LPA on 26.04.2024)

### Street Scenes

- Proposed Street Scene View from Albert Drive Drawing No. 103 Rev A (Received by the LPA on 26.04.2024)
- Proposed Street Scene View from Forsyth Road Drawing No. 104 Rev A (Received by the LPA on 26.04.2024)

### Buildings – Phase 1

- Unit 1 Proposed Elevations Drawing No. 115 Rev A (Received by the LPA on 26.04.2024)
- Unit 1 Proposed Ground Floor and First Floor Mezzanine Plans Drawing No. 110 Rev A (Received by the LPA on 26.04.2024)
- Unit 1 Proposed Second and Third Floor Mezzanine Plans Drawing No. 111 Rev A (Received by the LPA on 26.04.2024)
- Unit 1 Proposed Roof Plan Drawing No. 120 Rev A (Received by the LPA on 26.04.2024)

### Buildings – Phase 2

- Units 3-6 Proposed Elevations Drawing No. 116 Rev A (Received by the LPA on 26.04.2024)
- Units 7-9 Proposed Elevations Drawing No. 117 (Received by the LPA on 26.04.2024)
- Units 3-6 Proposed Floor Plans Drawing No. 112 Rev A (Received by the LPA on 26.04.2024)
- Units 7-9 Proposed Floor Plans Drawing No. 113 (Received by the LPA on 26.04.2024)
- Units 3-6 Proposed Roof Plans Drawing No. 121 Rev A (Received by the LPA on 26.04.2024)
- Units 7-9 Proposed Roof Plans Drawing No. 122 (Received by the LPA on 26.04.2024)

### Ancillary Structures

- Cycle Shelter Floor Plan and Elevations Drawing No. 107 (Received by the LPA on 15.05.2024)
- Substation Floor Plan and Elevations Drawing No. 108 (Received by the LPA on 15.05.2024)
- Condenser Enclosure Floor Plan and Elevations Drawing No. 109 (Received by the LPA on 15.05.2024)

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### Technical Documents

- Noise Impact Assessment, A5130/N/02 dated 18.04.2024 (Received by the LPA on 26.04.2024)

Reason: For the avoidance of doubt and to ensure that the development is completed in accordance with the approved plans.

### Approved Uses and Mezzanine Floors

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (and/or any Order(s) revoking and/or re-enacting or amending that Order with or without modification(s)), the following units hereby permitted must not be used other than for the following purposes as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification(s)) with any change between the uses permitted within Units 3, 4, 5, 6, 7, 8 and 9 (inclusive) for up to 10 years following first occupation of any relevant unit:

#### Unit 1:

For purposes falling within Class B8 of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) for self-storage and for no other purpose(s) whatsoever (including any other purposes falling within Use Class B8) without express planning permission from the Local Planning Authority first being obtained.

#### Unit 2:

For purposes falling within Class B2 and/or E(g) only of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other purpose(s) whatsoever without express planning permission from the Local Planning Authority first being obtained.

#### Units 3, 4, 5, 6, 7, 8 and 9 (inclusive):

For purposes falling within Classes B2, B8 and/or E(g) only of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other purpose (including any other purpose(s) in Class E of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification(s) without express planning permission from the Local Planning Authority first being obtained.

Furthermore, the uses hereby permitted must occur only within the buildings hereby permitted and must not take place externally to the buildings.

Reason: To protect the status of the site as an Employment Area (designated by the Development Plan) and to protect the amenity of the surrounding area in respect of noise and disturbance, vehicle movements and highway impacts and parking provision in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016, the Council's SPD 'Parking Standards' 2018 and the National Planning Policy Framework (NPPF).

7. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (and/or any

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equivalent Order(s), replacing, amending and/or re-enacting that Order(s) with or without modification(s)) no additional floors, including mezzanine floors, other than as shown and detailed on the approved plans listed within Condition 5 of this notice shall be erected within any of the units hereby permitted.

Reason: To avoid potential over-intensification of use of the site and subsequent adverse implications for car parking, noise and neighbouring amenity in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the National Planning Policy Framework (NPPF).

### Hours of Use and Noise

8. Where not falling within purposes within Use Class B8 of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) (whereby Condition 13 applies), units 3-9 (inclusive), hereby approved, must not operate other than between the following hours:

- 07:00 and 21:00 hours on Mondays to Saturday (inclusive) (excluding Bank and Public Holidays); and
- 08:00 and 20:00 hours on Sundays, Bank and Public Holidays.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

9. The buildings should be constructed so as to provide sound attenuation against internally generated noise of not less than those set out in Table 6.3 of the submitted Noise Impact Assessment by Accon UK Version: A5130/N/02 dated 18.04.2024 with windows shut and other means of ventilation provided.

Reason: To protect the environment and the amenities of the occupants of nearby residential properties.

10. In the event of forklift trucks being used within any of the units, hereby approved, prior to the unit first being brought into use, details of noise reduction equipment and measures must be submitted to and approved in writing by the Local Planning Authority. The approved details must thereafter be retained and maintained and must not be altered in any way without the prior written approval of the Local Planning Authority.

Reason: To safeguard the residential amenities of existing nearby residential occupiers within Wells Court in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies.

11. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

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12. With the exception of the plant listed within the Noise Impact Assessment by Accon UK Version: A5130/N/02 dated 18.04.2024, no fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment shall not be installed otherwise than in strict accordance with the approved specifications.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

13. Prior to the occupation of any of the units, hereby approved, for purpose(s) falling within Use Class B8 of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987 (as amended) a scheme for the management of that unit must be submitted to and approved in writing by the Local Planning Authority. The measures for management should include, but not be limited to, parking signage and information, means of control for users of the facility to access the site during off peak times (23:00 – 07:00). The approved management scheme for that unit must be implemented on to the commencement of the use falling within B8 and thereafter retained for the lifetime of that use in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

14. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading unless and until a Delivery and Servicing Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Delivery and Servicing Plan shall include details of HGV best practice, loading and deliveries to and from the site. The Delivery and Servicing Plan must be implemented in accordance with the approved details and maintained thereafter.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

15. The roller shutter doors of each unit shall only be opened as part of delivery and servicing operations and shall be kept closed when not in use. During any period where the roller shutter doors are open, no industrial machinery shall be operated unless sufficiently attenuated. Sufficient means of alternative ventilation shall be provided to allow the unit to be used with the door closed.

Reason: To safeguard the residential amenities of existing adjoining and nearby residential occupiers in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM7 of the Development Management Policies DPD 2016 and the provisions of the National Planning Policy Framework (NPPF).

16. Construction work of any sort within the area covered by the application site shall only take place between 0800 -1800 hours, Monday to Friday, 0800-1300 hours on

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Saturday and not at all on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties.

### Highway Safety and Parking

17. No part of Phase 1 of the development, hereby approved, shall be first opened for trading unless and until the proposed vehicular/pedestrian/cycle access to Albert Drive has been constructed and provided with visibility zones in general accordance with the approved plan Drawing No. 2308092-04 Rev C by the Local Planning Authority. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

18. No part of Phase 2 of the development, hereby approved, shall be first opened for trading unless and until the proposed vehicular/pedestrian/cycle access to Albert Drive has been constructed and provided with visibility zones in general accordance with the approved plan Drawing No. 2308092-05 Rev C by the Local Planning Authority. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

19. With the exception of Unit 2, the development hereby approved shall not be first opened for trading unless and until existing access to the site from the Blackmore Crescents junction with Albert Drive via a priority crossroads with ghosted right turn lane has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

20. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading unless and until space has been laid out within that phase in accordance with the approved plans listed within Condition 5 of this notice for vehicles to be parked, for the loading and unloading of HGVs, and for vehicles to turn so that they may enter and leave that phase in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

21. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading unless and until the following facilities have been provided in accordance with the approved plans listed in Condition 5 of this notice:

- (a) The secure parking of bicycles within the development site,
- (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,

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- (c) Facilities within the development site for the secure, lit and covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities,
- (d) Providing safe routes for pedestrians / cyclists to travel between the different units within the development site.

Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and Policies in the NPPF.

22. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading unless and until a Staff Travel Information Pack has been submitted for that phase for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide".

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and Policies in the NPPF.

23. With the exception of Unit 2 and unless otherwise first agreed by the Local Planning Authority, each phase of the development, hereby approved, should not be first opened for trading unless and until at least 50% of all available parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and Policies in the NPPF.

### Construction Management

24. ++ No development of Phase 1 should commence until a Construction Transport Management Plan (CTMP), to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (j) no HGV movements to or from the site should take place between the hours of 8.30 am and 9.15 am and 3.15 pm and 4.00 pm nor should the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in adjoining to the site during these times
  - (k) on-site turning for construction vehicles

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

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

25. ++ No development of Phase 2 should commence until a Demolition and Construction Transport Management Plan (DCTMP), to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zones
  - (f) HGV deliveries and hours of operation
  - (g) vehicle routing
  - (h) measures to minimise dust levels during demolition and construction
  - (i) measures to prevent the deposit of materials on the highway
  - (j) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
  - (k) no HGV movements to or from the site should take place between the hours of 8.30 am and 9.15 am and 3.15 pm and 4.00 pm nor should the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in adjoining to the site during these times
  - (l) on-site turning for construction vehicles

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

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users.

### Contamination

26. ++ With the exception of Unit 2, prior to the commencement of each phase of the development, hereby approved, (except site clearance / demolition) a contaminated land site investigation and risk assessment, that determines the extent and nature of contamination on site for that phase and reported in accordance with the current best practice and guidance, shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, ground gas risk assessments should be completed.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

27. ++ With the exception of Unit 2, prior to the commencement of each phase of the development, hereby approved, a detailed remediation method statement for that phase shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement shall detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and shall detail the information to be included in a validation report. The remediation

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method statement shall also provide information on a suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

28. With the exception of Unit 2, prior to the first occupation of any phase of the development, hereby approved, a remediation validation report for the site shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems shall have regard to current best practice and guidance for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

29. Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted to and approved in writing to the Local Planning Authority (including any additional requirements that it may specify). The development shall then be undertaken in accordance with the approved details. Should no further contamination be identified then a brief comment to this effect shall be required to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

### Trees and Landscaping

30. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading until a Landscape Management Strategy has been submitted to and approved in writing by the Local Planning Authority.

The overall layout, extent and type of soft landscaping for the development hereby permitted must generally accord with the approved plans listed within Condition 5 of this notice.

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All landscaping must be completed/planting must be completed in accordance with the approved details during the first planting season following practical completion of the development hereby permitted or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. Any new planting which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced during the following planting season. Unless further specific written permission has first been given by the Local Planning Authority replacement planting must be in accordance with the approved details.

Reason: To ensure a high-quality development in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM2 of the Development Management Policies DPD 2016, SPD 'Design' 2015 and the provisions of the National Planning Policy Framework (NPPF).

31. Protective measures must be carried out in strict accordance with the arboricultural Information provided by SJ Stephens Associates Project Ref: 2252 Report dated 17 April 2024 received on 26.04.2024 including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

### Ecology and Biodiversity

32. ++ With the exception of Unit 2, prior to commencement of development within each phase of the development, hereby approved, including any works of demolition and/or site clearance, a Construction Environmental Management Plan (CEMP), for that phase of development must be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to, the following matters:
- a. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers;
  - b. Delivery and collection times for demolition and construction;
  - c. Hours of working on the site;
  - d. Dust management - measures to control the emission of dust/dirt during demolition and construction including wheel washing and measures to control dust/dirt on the public highway by providing a Dust Management Plan in accordance with paragraph 10.134 of the submitted Environmental Statement;
  - e. Measures to control noise and vibration during demolition and construction and the use of best practical means to minimise noise and vibration disturbance from works
  - f. Measures to prevent ground and water pollution from contaminants on site/a scheme to treat and remove suspended solids from surface water run-off during construction, including the use of settling tanks, oil interceptors and bunds;
  - g. Measures to site clearance to take place outside of breeding bird season or following nesting bird checks;

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- h. A map of the locations of ecological features and timing of sensitive works to avoid harm to biodiversity features;
- i. Identification of areas/containers for the storage of fuels, oils and chemicals;
- j. Details of any temporary lighting to be used for demolition/construction purposes including confirmation from the project Ecologist that the temporary lighting would not be harmful to the ecology of the site and measures for monitoring of such lighting;
- k. Details of measures to mitigate the impact of demolition and construction activities on ecology in accordance with a Construction Ecological Management Plan (prepared by the Ecological Clerk of Works) to be submitted as part of the CEMP;
- l. Site fencing/hoarding and security measures;
- m. The prohibition of burning of materials and refuse on site;
- n. Management of materials and waste;
- o. External safety and information signing and notices;
- p. Liaison, consultation and publicity arrangements including dedicated points of contact and contact details;
- q. Complaints procedures, including complaints response procedures;
- r. Access and protection arrangements around the site for pedestrians, cyclists and other road users including temporary routes;
- s. Procedures for interference with public highways, permanent and temporary realignment, diversions and road closures;
- t. Construction management plan for surface water run-off during the construction period;
- u. Details regarding the soft felling of T52 which has low/negligible bat potential;
- v. Details of a revised bat ground level roost assessment (GLRA) in the event that tree works are undertaken more than 12 months after the date of the initial survey.

Development must be carried out in accordance with the approved CEMP.

Reason: To ensure the proposed development does not unduly prejudice the amenities of occupiers of adjoining properties during the construction phase and in the interests of highway and pedestrian safety and to protect the environmental interests and the amenity of the area in accordance with Policies CS7, CS9 and CS21 of the Woking Core Strategy 2012 and the National Planning Policy Framework (NPPF). This condition is required to be addressed prior to commencement (including prior to any demolition and site clearance) in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

33. No external lighting must be installed within Phase 1 or Phase 2 of the development, hereby approved, (with the exception of any temporary demolition/construction required external lighting) until full details relating to that phase (to include a layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles)) and demonstrating compliance with both the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK - Bats and The Built Environment Series" (or any future equivalent) and the recommendations of the Institute of Lighting Professionals Guidance Note GN01/21 for The Reduction of Obtrusive Light (2021) (or any future equivalent) have been submitted to and approved in writing by the Local Planning Authority. The external lighting scheme must thereafter be installed and permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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Reason: To protect the general environment, the amenities of the area, the residential amenities of neighbouring and nearby existing properties and the habitat for bats and other nocturnal animals. Nocturnal animals, including bats, are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes. To accord with Policies CS7 and CS21 of the Woking Core Strategy 2012, the provisions of the National Planning Policy Framework (NPPF) and Circular 06/05 Biodiversity and Geological Conservation.

34. ++ With the exception of Unit 2, each phase of the development, hereby approved, shall not commence until a scheme detailing the location, specification and type of bat boxes to be installed within that phase hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall incorporate the approved details within the development hereby approved prior to first occupation and shall be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safeguarding the habitats of protected species and to enhance biodiversity at the site in accordance with Section 15 of the National Planning Policy Framework

### Drainage

35. ++ With the exception of Unit 2, each phase of the development, hereby approved, shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
  - b) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
  - c) Details of drainage management responsibilities and maintenance regimes for the drainage system.
  - d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

36. With the exception of Unit 2, each phase of the development, hereby approved, should not be first opened for trading unless and until a verification report is submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), confirming any defects have been rectified. Provide the details of any management company. Provide an 'As-Built' drainage layout and state the national grid reference of key drainage elements.

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

### BREEAM

37. Unless otherwise first agreed in writing by the Local Planning Authority within 6 months of first occupation of the development hereby permitted a final Certificate must be submitted to and approved in writing by the Local Planning Authority certifying that not less than BREEAM 'Very Good' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme) has been achieved for the development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy 2012 and SPD 'Climate Change' 2023. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

38. Unless otherwise first agreed in writing by the Local Planning Authority within 6 months of first occupation of the development hereby permitted a final Certificate must be submitted to and approved in writing by the Local Planning Authority certifying that not less than BREEAM 'Very Good' in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme) has been achieved for the development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy 2012 and SPD 'Climate Change' 2023. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

### **Informatives:**

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2023.
2. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

3. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

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4. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
5. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:

Mondays - Fridays (inclusive) working only between 08:00 - 18:00 hrs

Saturday working only between 08:00 - 13:00 hrs

No work to take place on Sundays or Bank/Public Holidays

If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.

6. It is recommended that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
7. Is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
8. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.
9. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
10. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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11. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
12. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:
  - (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
  - (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Woking Borough Council.

13. If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

14. The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.
15. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information available, this permission is considered to be one which will require the approval of a Biodiversity Gain Plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.
16. Due to the close proximity of the proposed development to Network Rail’s land and the operational railway, Network Rail requests the applicant / developer engages Network Rail’s Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail’s Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>).

17. There may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. The applicant is advised to read Thameswater guide working near or diverting our pipes.

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<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

18. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
19. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
20. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater.

If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk). Please use our reference number in any future correspondence.

21. The applicant is advised that, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17, Woking Borough Council is the authority responsible for the numbering and naming of properties and new streets. You should make a formal application electronically to Woking Borough Council using the following link: [www.woking.gov.uk/planning-and-building-control/street-naming-and-numbering/about-street-naming-and-numbering](http://www.woking.gov.uk/planning-and-building-control/street-naming-and-numbering/about-street-naming-and-numbering) before addressing any property or installing or displaying any property name or number or street name in connection with any development the subject of this Planning Permission.