



# Planning Committee

**Wednesday, 23 March 2022 at 6.30 pm**

**Council Chamber, Runnymede Civic Centre,  
Addlestone**

## Members of the Committee

Councillors: M Willingale (Chairman), P Snow (Vice-Chairman), D Anderson-Bassey, J Broadhead, D Cotty, R Edis, L Gillham, M Kusneraitis, C Mann, I Mullens, M Nuti, J Sohi, S Whyte, J Wilson and Vacancy

In accordance with Standing Order 29.1, any Member of the Council may attend the meeting of this Committee, but may speak only with the permission of the Chairman of the Committee, if they are not a member of this Committee.

## AGENDA

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mr B A Fleckney, Democratic Services Section, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425620). (Email: [bernard.fleckney@runnymede.gov.uk](mailto:bernard.fleckney@runnymede.gov.uk)).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please ring Mr B A Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on [Committee Meetings – Runnymede Borough Council](#)
- 4) Public speaking on planning applications only is allowed at the Planning Committee. An objector who wishes to speak must make a written request by noon on the Monday of the week of the Planning Committee meeting. Any persons wishing to speak should email [publicspeaking@runnymede.gov.uk](mailto:publicspeaking@runnymede.gov.uk)

5) In the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.

6) **Filming, Audio-Recording, Photography, Tweeting and Blogging of Meetings**

Members of the public are permitted to film, audio record, take photographs or make use of social media (tweet/blog) at Council and Committee meetings provided that this does not disturb the business of the meeting. If you wish to film a particular meeting, please liaise with the Council Officer listed on the front of the Agenda prior to the start of the meeting so that the Chairman is aware and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision on all matters of dispute in regard to the use of social media audio-recording, photography and filming in the Committee meeting.

**List of matters for consideration**  
**Part I**

Page

**Matters in respect of which reports have been made available for public inspection**

1. **Notification of Changes to Committee Membership**

2. **Minutes**

4 - 6

To confirm and sign, as a correct record, the Minutes of the meeting of the Committee held on 2 March 2022 (Appendix 'A').

3. **Apologies for Absence**

4. **Declarations of Interest**

Members are invited to declare any disclosable pecuniary interests or other registrable and non-registrable interests in items on the agenda.

5. **Planning Applications**

7 - 40

<b>Item No.</b>	<b>Application No.</b>	<b>Location</b>	<b>Page</b>
5a	RU.21/0272	Land at Green Lane, Chertsey	8

6. **Exclusion of Press and Public**

**Part II**

**Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection**

Runnymede Borough CouncilPLANNING COMMITTEE2 March 2022 at 6.30 pm

Members of Committee present: Councillors P Snow (Vice-Chairman in the Chair), J Broadhead, D Cotty, R Edis, L Gillham, M Kusneraitis, C Mann, I Mullens, M Nuti, J Sohi, S Whyte and J Wilson

Members of the Committee absent: Councillors D Anderson-Bassey and M Willingale.

Councillor S Williams attended as a non-Member.

**Councillor Mark Maddox**

The Vice -Chairman held a Minute silence as a mark of respect for Cllr Mark Maddox who had passed away suddenly earlier this week.

**Minutes**

The Minutes of the meeting held on 9 February, 2022 were confirmed and signed as a correct record.

**Declarations of interest**

No declarations of interest were made.

**Planning Applications**

The planning applications listed below were considered by the Committee. All representations received on the applications were reported and copies had been made available for inspection by Members before the meeting. The Addendum had also been published on the Council's website on the day of the meeting. An Objector and Applicant addressed the Committee on the application specified.

**RESOLVED that –**

**the following applications be determined as indicated: -**

<b><u>APP NO</u></b>	<b><u>LOCATION, PROPOSAL AND DECISION</u></b>
----------------------	---

<b>RU 20/0810</b>	<b>4 Aymer Close, Staines-upon-Thames</b>
-------------------	---

The retention and redistribution of soils at land at 4 Aymer Close and the use of the land for the private grazing of horses.

*The Committee supported refusal of this application on the basis of the advice from the Environment Agency (EA) on the grounds that the works would increase flood risk at the site and elsewhere.*

*In response to a comment from a Member on the approach taken by the EA, the CHDMBC noted that the EA was the statutory consultee on flooding matters whose consultation comments should be afforded*

*significant weight. Officers had sought further confirmation from the EA with regards their approach to flood risk on the site. The EA confirmed that it was confident it could substantiate its proposed reason and demonstrate the planning harm with regards flood risk caused by the proposal.*

*The EA recommended that Planning Permission be refused.*

**RESOLVED that-**

**The CHDMBC be authorised to refuse permission for the following reason;**

**The applicant has not demonstrated that the proposed retention and redistribution of material on the site, over and above the 2010 land level at the site (level of the land pre land raising), would not result in an increase in flood risk. As such the proposal fails to comply with Policy EE13 of the Runnymede 2030 Local Plan and policy and guidance within the NPPF and NPPG.**

**RU 21/1790 10 Station Parade, Virginia Water**

Conversion to restaurant with small kitchen

*This application had been deferred at the last meeting of the Committee to enable the Council's Environmental Health Officer to comment on the noise report submitted by the applicant. The comments of the Council's EHO were reported on the circulated Addendum.*

*Scaled elevations had been received confirming that the vent would be 2 metres away from the nearest window.*

*Further revisions had also been made to the extract canopy design to incorporate an acoustic Lined 90 Degree Bend and a revised drawing submitted. This drawing also clearly showed the installation of a Carbon Filter Unit, Antivibration Mountings, 400 MUB System Air unit and 2 Silencers.*

*The Council's Environmental Health Officer had confirmed that the noise insulation system would be acceptable with the noise acoustic report confirming that the vent would operate 5db below background noise level.*

*The applicant's proposal to provide an acoustic suspended ceiling within the restaurant area and hence prevent airborne noise within the restaurant area affecting residents above would also provide noise insulation and, if the calculations were correct, should not lead to noise nuisance conditions to the resident above the restaurant area.*

*The sound proofing measures would be fully implemented prior to occupation of the premises and retained and maintained thereafter. A condition to this effect was recommended.*

*The position on odour remained unchanged. The applicant proposed to have a system which provided fine filtration, and this was followed by carbon filtration. The fine filtration would be conducted using canopy baffle*

*filters, grease filters and pre paper/bag filters. Once this was undertaken the carbon filters would then remove any remaining odours. The applicant had stated that this would require a strict regime of cleaning and replacing filters in order to keep the system operating at peak efficiency and hence in a state which could remove the material that could cause odour. A condition was therefore recommended to secure the proper maintenance of the system.*

*The Committee considered that the measures proposed addressed their previous concerns over the siting of the extraction system and its potential impact in terms of noise and odour on residential amenities of the occupiers of the flat above.and thanked the Council's EHO and the applicant for their work on securing improvements to this application which addressed their concerns.*

**RESOLVED that-**

**The CHDMBC be authorised to grant planning permission subject to conditions (conditions 2,4 and 5 amended and condition 3 deleted as per Addendum),reasons and informatives listed on the Agenda .**

(Ms Slocombe, an objector, and Mr Villalta, applicant, addressed the Committee on the above application)

(The meeting ended at 7.05 pm)

Chairman

## **Planning Applications**

The planning applications to be determined by the Committee are attached. Officers' recommendations are included in the application reports. Please be aware that the plans provided within this agenda are for locational purposes only and may not show recent extensions and alterations that have not yet been recorded by the Ordnance Survey.

**If Members have particular queries on the applications, please contact Ashley Smith, Corporate Head of Development Management and Building Control by two working days before the meeting**

Copies of all letters of representation are available for Members and the public to view on the Planning pages of the Council website

<http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx>.

Enter the planning application number you are interested in, and click on documents, and you will see all the representations received as well as the application documents.

**(To resolve)**

### **Background Papers**

A list of background papers is available from the Planning Business Centre.



PLANNING COMMITTEE

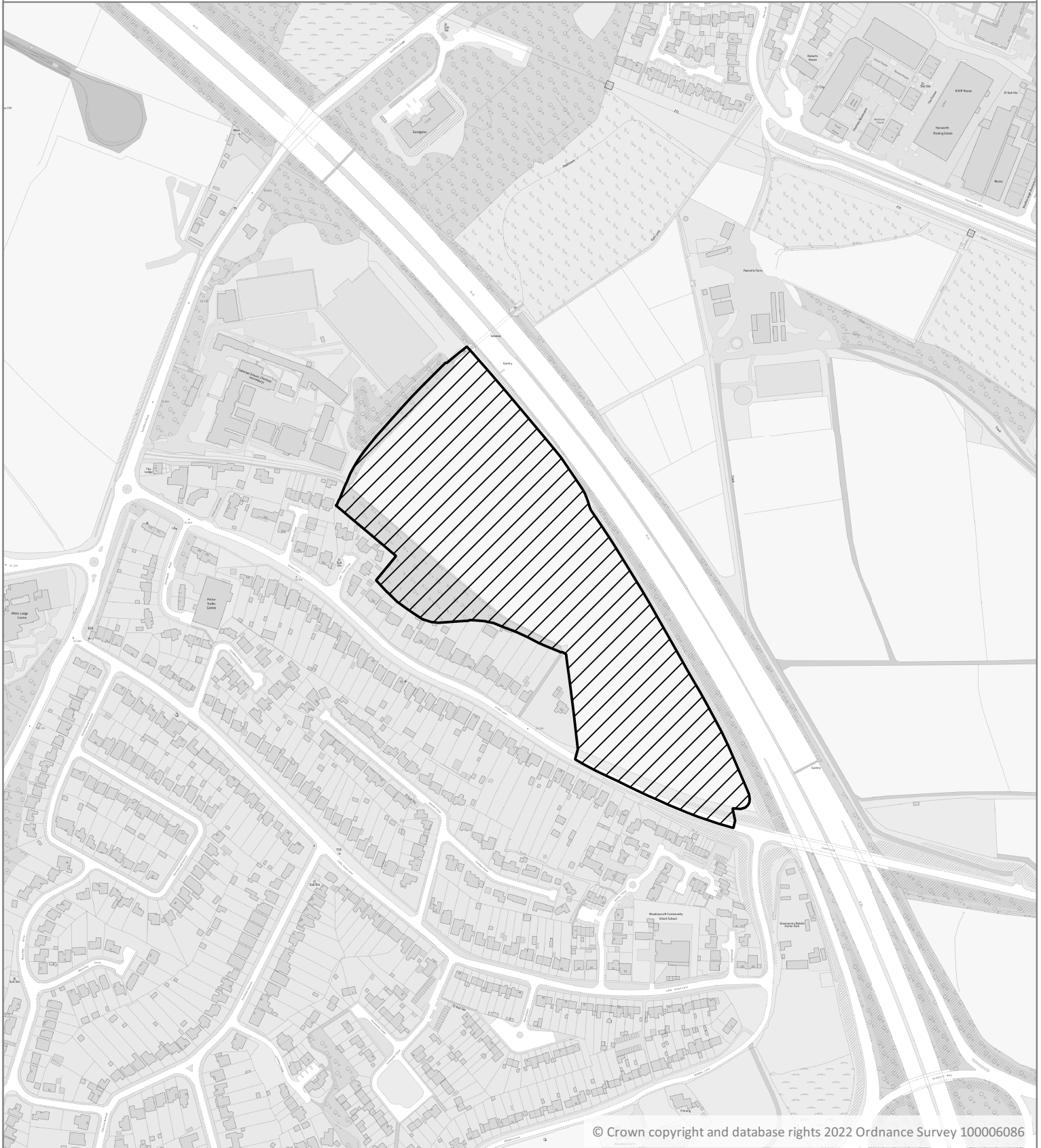
FOR LOCATION PURPOSES ONLY



Runnymede Borough Council  
Runnymede Civic Centre  
Station Road  
Addlestone  
Surrey KT15 2AH

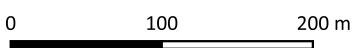
Date: 24/03/2022

Land at Green Lane, Chertsey



© Crown copyright and database rights 2022 Ordnance Survey 100006086

Scale: 1:5,000



**RU.21/0272**





<b>APPLICATION REF:</b>	<b>RU.21/0272</b>
<b>LOCATION</b>	Land at Green Lane Chertsey
<b>PROPOSAL</b>	Hybrid planning application for the land north of Green Lane, Chertsey Bittams: Full planning application for residential development (Use Class C3) comprising 149 dwellings; 5 gypsy and traveller pitches and associated works; informal and formal open space, footpaths, cycleways and internal roads; associated parking, landscaping, planting, utilities and drainage infrastructure including connection to the strategic foul network; and associated infrastructure and groundworks. Outline planning application for the use of 0.1 hectares of land for the provision of a community hub
<b>TYPE</b>	Hybrid (Full/Outline)
<b>EXPIRY DATE</b>	04 May 2022
<b>WARD</b>	Longcross, Lyne & Chertsey South
<b>CASE OFFICER</b>	Katherine Appleby
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major Development
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

## 1. SUMMARY OF RECOMMENDATION

<b>it is recommended the Planning Committee authorises the CHDMBC:</b>	
1.	<b>To approve the application subject to the completion of a S106 agreement and planning conditions</b>
2.	<b>To refuse planning permission at the discretion of the CHDMBC should the S106 not progress to his satisfaction.</b>

## 2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The site is situated to the northeast of Green Lane, (Chertsey Bittams), Chertsey, with the M25 motorway forming the north-eastern boundary of the site. The south-western boundary of the site is formed by Green Lane itself and by the rear gardens of residential properties on Green Lane. To the north of the site is the Salesian School.
- 2.2 The application site measures approximately 7.2 hectares in size and is irregularly shaped. The site falls at a relatively moderate gradient from the northern and mid-east of the site towards the boundaries, with the lowest points at the south-east, west and northwest corners. Two public rights of way pass through the application site, which begin from Guildford Road, one running eastwards, close to the north-western boundary of the application site, the other running through the western part of the application site (known as FP36 and 37) and between nos. 316 and 318 Green Lane. A rising main also cuts across the application site north to south.
- 2.3 The site currently comprises an unmanaged area of scrubland, with a former land use as a Christmas tree nursery, consisting of three fields along with a smaller parcel of land which is on the southwestern edge of the site and is accessed by a field gate access from Green Lane on the western end of the Green Lane site frontage. The three fields are separated by post and wire fence which is overgrown by bramble scrub. In the west of the site is a parcel of recently developed mixed woodland, behind a more established belt of trees which are subject to Tree Preservation Order 415 which covers vegetation along the northern boundary of the site, adjacent to Salesian School and vegetation along part of the southwestern boundary.

- 2.4 Following the adoption of the Runnymede 2030 Local Plan the application site is no longer within the Green Belt but is now within the urban area. This application site (which does not include no. 316 Green Lane and its associated curtilage) is a site allocated for development by the Runnymede 2030 Local Plan, Adopted 16th July 2020 (by Policies SD2 and SL14). The site also falls within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA) and is predominately within Flood Zone 1 with a very small area in the southwest part of the site that fronts onto Green Lane within Flood Zones 2 and 3. An area extending along the M25 motorway and into the application site close to the eastern boundary is located with the Runnymede Air Quality Management Area (AQMA).

### 3. APPLICATION DETAILS

- 3.1 The proposed development seeks full planning application for a residential development (Use Class C3) comprising 149 dwellings, 5 gypsy and traveller pitches and associated works; Outline planning is sought for the use of 0.1 hectares of land for the provision of a community hub. The applicant has carried out a public consultation and sought to engage the local community, in addition to undertaking pre-application discussions with Officers. Since the submission of the current application, the applicant has sought the advice of a Design Review Panel and following this and continuing dialogue with Officers the scheme has been amended.
- 3.2 The scheme proposed comprises of 25no. 1-bedroom apartments, 14no. 2-bedroom apartments, 27no. 2-bedroom houses, 57no. 3-bedroom houses and 26no. 4-bedroom houses comprising of a mix of 4 x 3 storey high apartment blocks, 3 terraced houses, 74 semi-detached houses and 33 detached houses. 53 dwellings (35%) within the development will be affordable comprising 30 apartments, 3 terraced houses, 18 semi-detached houses and 2 detached houses in a mix of 18no. 1 bed, 18no. 2 bed and 17 no.3 bed units.
- 3.3 A new access would be created in the southern corner of the site from Green Lane. Its location has been carefully positioned taking into account a number of site constraints including part of the Green Lane site frontage being within Flood Zones 2 and 3, changing ground levels, ensuring sufficient separation distance is maintained to the Bittams Lane junction to the east of the site and providing a connection to an existing footway/cycleway on the southern side of Green Lane.
- 3.4 The proposals would provide a 5.5m access road to serve the site from Green Lane (flared at the junction) with 10m junction radii to enable the passage of larger vehicles, earthworks are provided either side of the access road to accommodate the access. These will be formed by 1 in 3 embankments, no structures are required. Visibility splays of 2.4m x 120m are proposed, 3m footway / cycleways on both the eastern and western sides of the access road, with informal crossing facilities off Green Lane; and a separate pedestrian / cycle / emergency access at the western Green Lane frontage of the site, which will also provide access to a Foul Water Pumping Station.
- 3.5 The access road into the site will spur to the left, and then lead through the site, running parallel with the M25, existing planting is to be retained, with open space and a proposed 5-metre-high acoustic fence to the east, with residential buildings along one side and a 3m shared footway and cycleway and secondary and tertiary routes off this.
- 3.6 The proposed development proposes two distinct character areas, 'The Village Approach' along the spine road with a more contemporary design, providing taller dwellings including four, 3 storey high corner apartment blocks, 2.5 storey high houses with front dormers which overlook the road and corner turning houses to the access roads to avoid blank side walls. The second distinct area 'The Greensward' is situated around the green edges to the west and south providing a more rural feel and predominantly comprising a central 2 storey height terraced mews style development and semi-detached and detached dwellings backing on to existing housing in Green Lane and the Green Lane frontage itself with a more traditional style incorporating gables, bay windows, chimneys, white and natural weatherboarding and timber post porches. Dwellings are set back from the road, separated by the existing planting and open space.
- 3.7 The site frontage would include a feature brick wall enclosing the entrance area and creating a gateway into the development. Each individual parcel within the development is designed as an outward facing perimeter block, ensuring that all public realm is naturally surveyed from dwellings and there are no rear facing gardens creating blank street frontages.

- 3.8 All the individual dwelling houses would have private rear gardens and a small shed and the majority have single or double attached or detached garages within their curtilages, others have parking spaces to the front, some with car port structures. Other elements would include enclosed front gardens with low front hedging/planting and brick walls along more prominent boundaries. The heights of the proposed dwellings and apartment blocks would range between approximately 8.7 metres- 11.9 metres. Each flat would either have an enclosed private patio or balcony and to the rear of the blocks of flats would be communal garden areas located close to the building with single storey attached cycle and bin stores.
- 3.9 The site has been designed to allow the retention of a rising main which crosses the west of the site, to prevent possible disruption for adjacent residents whom this serves. The landscape led approach to the site has been developed to demonstrate how the proposed housing can be carefully integrated into the site and softened through new planting, that both strengthens and enhances the existing features of the site, but also maximises the opportunities to improve the site's biodiversity. As well as the attenuation basin at the entrance, there are three others located in the central west and northern areas of the site, these are intended to receive surface water run-off to help avoid any risk of flooding.
- 3.10 Other key landscape measures include the retention of the public footpath route as part of the site-wide footpath network, with a network of pedestrian and cycle routes provided to connect the site to Green Lane, and the public footpath network including pedestrian access to public footpaths FP37 to connect north under the M25 (through the underpass) towards Chertsey town centre and towards Green Lane; and pedestrian access to public footpath FP37 to connect to the A320 at Salesian School, to provide a strategic link, improved to enhance accessibility, with the routes cleared and paths surfaced using a countryside style surfacing. There would also be the creation of areas of informal open space with new planting, pathways and benches, an enlarged and equipped Local Area of Play (LAP) called a Super LAP (SLAP) alongside the potential community hub land in the south and close to the frontage of the site, with a trim trail being provided within the area of open space along the eastern boundary of the site known as the Linear Park which would include additional trim trail fitness equipment located at several locations along it.
- 3.11 A small foul water pumping station building is proposed which would be set back from the site frontage and close to the proposed SLAP as well as a small electricity substation building within the Linear Park, opposite apartment block comprising units 50-61.
- 3.12 Five Gypsy and Traveller Pitches are proposed which would occupy 0.25ha in the northern part of the application site, adjacent to dwelling units 146-149. Each pitch would be provided with a single storey brick amenity building to provide water and electricity supply, toilet, personal washing and laundry facilities. Soft landscaping and hedging are proposed around the pitches along with a 1.8m high metal green mesh fence which would have planting in front of it.
- 3.13 The scheme provides a total of 263 allocated car parking spaces, provided on-plot (in driveways) or in parking courtyards, 51 visitor car parking spaces, distributed across the site and an additional 64 garages. EV Charging is provided for each dwelling, with 20% spaces in shared courtyards provided with charging facilities. Secure cycle storage will be provided for each dwelling, in the rear of garages and within secure garden sheds for all other dwellings.
- 3.14 Refuse and recycling bins are to be accommodated in rear gardens, within easy dragging distance of a collection point on collection day. Space for storage of separate waste and recycling containers has been proposed with a covered bin storage area provided for the apartment blocks. The refuse collection for Plots 92-95 will be from a bin collection point as identified on the site layout.
- 3.15 Outline planning is sought for the use of 0.1 hectares of land for the provision of a community hub. The original position of this area of land was in the northeast part of the site, adjacent to the M25 which was too isolated a position. Following discussions with officers the area of land for the provision of a community hub has been relocated to the southwest of the site, closer to the site frontage. An indicative layout (albeit for an indicative use) has been produced to show how this may fit and work with proposed residential scheme.
- 3.16 Number 316 Green Lane is a detached property outside of the current application site, to the South-West corner and has its own in and out access off Green Lane. The site's allocation under Policy SL14 included this land, however it has not been included in the current application

proposals. Nonetheless, given it has been allocated, and in order to be re-assured that the current site proposal does not prejudice the development of the land currently occupied by property 316 Green Lane and to show how the site may effectively come forward in a way that makes best use of land whilst not compromising either proposal, two sketch options have been produced to show how the land could be accessed and developed alongside the current proposals, through the Community Hub land. Taking access through this land would mean that the Council would be in control of any future access to this. Both sketch layouts keep development set back from Green Lane and away from the Flood Zone 2 area in that location.

3.17 The applicant has submitted several other documents and plans including a Design and Access Statement, a Geo-environmental and Geotechnical Site Investigation, Utilities & Services Statement, Archaeological Desk-Based Assessment, Planning Statement, Energy Statement, Landscape and Visual Impact Assessment, Statement of Community Involvement, Flood Risk Assessment, Ecology Assessment, Noise Assessment and Air Quality Assessment.

3.18 The applicant has submitted a draft s106 agreement securing 35% Affordable Housing (the tenure split of the affordable housing is still to be confirmed but the scheme will provide a mix of dwelling types and sizes to meet the needs for a variety of occupants), open space maintenance, 0.1ha Community Hub land, contributions to SAMM as well as contributions to mitigation measures on the A320.

3.19 The application has been amended following comments and feedback received from planning officers as well as from a Design Panel to include the following:

- Relocation of Community Hub Land from the rear to the front of the site
- Relocation of Play area from the rear to the front of the site and creation of a trim trail
- Enhanced landscaping within the site and larger communal garden areas for the apartment blocks
- All apartments have a private patio/balcony
- More variation to design and use of materials
- The 5 Gypsy & Traveller pitches which were originally submitted in outline are now part of the full application and have been relocated further away from the M25 motorway boundary and have been designed to integrate with the development.
- In order to provide a more robust solution to mitigate noise from the M25 across the site, a 5m high acoustic barrier is proposed in addition to the existing 2m high highway noise barrier.
- Increased glazing, ventilation measures and boundary treatments to dwellings in proximity to the M25.

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details
RU.20/1717	EIA Screening Opinion as to whether up to 160 dwellings, land for a Community Hub (Use Class F2(b)), 5 Gypsy and Travellers Pitches/up to 11 additional residential dwellings (Use Class C3), plus open space and attenuation basins on land to the north of Green Lane would constitute EIA development. Not EIA Development 11 <sup>th</sup> January 2021.
RU.20/1718	EIA Screening Opinion as to whether up 15ha bespoke SANG, would constitute EIA development. Not EIA Development 11 <sup>th</sup> January 2021
RU.21/0265	Land to west of Hardwick Lane, Lyne, Chertsey The change of use from agricultural land to public open space (POS) for use as a Suitable Alternative Natural Greenspace (SANG), together with associated development to include vehicular access from

	Hardwick Lane, car parking, footpaths, landscaping and all other associated works. Granted 19/01/22 Subject to completion S106
--	---

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

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 The application site is a site allocated for development by the Runnymede 2030 Local Plan, Adopted 16th July 2020 (by Policies SD2 and SL14).
- 5.4 Runnymede Design SPD 2021
- 5.5 SPDs including but not limited to Thames Basin Heaths Special Protection Area 2008, Affordable Housing, S106 Contributions, Green and Blue Infrastructure (GBI).

## 6. CONSULTATIONS CARRIED OUT

Consultee	Comments
Environment Agency	No objection
Noise Consultant	No objection
Air Quality Consultant	No objection
RBC Arboricultural Officer	No objection
Natural England	No objection
RBC Contaminated Land Officer	No objection
SCC County Highway Authority	No objection
SCC Lead Local Flood Authority	No objection
SCC Archaeology	No objection
RBC Drainage Engineer	No objection
RBC Housing Manager	No objection
SCC Education -Runnymede	No objection
Surrey Wildlife Trust	No objection
RBC Green Spaces Team	No objection
RBC Planning Policy	No objection
Surrey Crime Prevention Design	No objection
West Surrey Badger Group	No objection
Sussex & Surrey Police	No objection
Highways Agency in England	No objection

Thames Water Utilities	No objection
Surrey Bat Group	No objection
CPRE -Runnymede	No objection
RBC Environment Health Officer	No objection
RBC Deputy Direct Services Manager	No objection
RBC Economic Development Officer	No objection
SCC Rights of Way	No objection
SCC Chair of Gypsy & Traveller Forum	No objection
SCC Countryside Access Forum	No objection
Affinity Water	No objection
SSE Power Distribution	No objection
UK Power Networks	No objection
Fields in Trust	No objection
NHS Heartlands CCG	No objection
Northwest Surrey Clinical Commissioning Group (CCG)	No objection

## 6.1 Representations and comments from interested parties

6.2 98 Neighbouring properties were consulted in addition to being advertised on the Council's website and 26 letters of representation have been received in regard to the original scheme and a further 6 letters following the receipt of amended plans, which can be summarised as follows:

- Not in keeping with the character of the area
- Not enough infrastructure
- Pressure on St Peters hospital and schools
- Will lead to further traffic congestion, more pollution and noise, damage to wildlife, including possible rare species
- Impact on drainage systems as the area already floods, due to poor maintenance of the existing street drainage and culverts
- Proposed exit will be very close to bridge and other road exits
- Number of garages should not be used in the parking space calculation for cars
- Lack of consultation
- Road improvements should be carried out before the development is started
- As part of the A320 'necessary mitigation' a footbridge should be provided over the A320, a new bus service down Green Lane to St Peters and Chertsey should be provided.
- All dwellings should have an EV charging point.
- The location of the hub land for a community hub building could have a negative impact on neighbouring residential properties.
- Development could lead to an increase in crime rate and anti-social behaviour
- Proposals cannot be assessed fully without reference to the other neighbouring developments for the Bittams triangle, which are described in the Local Plan 2030. These sites (Bittams A B C D E) are so close together that taken as a whole they will

have a major and adverse impact on the quality of life for the present residents in the Bittams triangle.

- The development should be moved to the SANG area.
- Do not need any more Gypsy/Traveller pitches in the area.
- Loss of trees along boundaries
- The use of the existing footpaths could significantly increase which could result in interaction between students from adjacent Salesian School and the public and a additional risk to the general security of the school site
- Noise from the construction phase could result in disruption to the school day
- This and other development will necessitate many heavy lorries travelling in the area.
- Trees will be removed which are a noise barrier from the motorway.

## 7. PLANNING CONSIDERATIONS

### Principle and Quantum of Development

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The site is no longer constrained by the Green Belt designation. The application site is also included in the SHLAA (2021) which identifies that this site could accommodate 175 units. The application site is located within the urban area where the principle of such development is acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning considerations are the acceptability of development in this location, the acceptability of the access proposed, the impact of the development on the character and visual amenities of the area, including trees, the impact on residential amenity, including noise impacts, affordable housing and infrastructure contributions, issues of traffic, highway safety and parking, contamination, air quality, flood risk and drainage, archaeology, and ecology including species protection and biodiversity of the area. The planning history and relevant comments raised by consultees, and residents are also material planning considerations.
- 7.2 The application site is included in the Runnymede SLAA (2021) and comprises part of the Chertsey Bittams Resultant Land Parcel (RLP) known as Chertsey Bittams A. The Runnymede Site Selection Methodology and Assessment (SSMA-2017) examined potential development sites for allocation in the Runnymede Local Plan against aspects such as accessibility and constraints, and how each performed against the other and Green Belt purposes and recommended that the site should be allocated for housing.
- 7.3 The Runnymede 2030 Local Plan was adopted on 16th July 2020 and within this Policy SD1 of the Local Plan advises that Chertsey including Chertsey South will require 2,212 net additional dwellings during the period of the Local Plan (2015-2030) and 24 travellers pitches. Policy SD2 states that sites listed within this policy are expected to deliver the level of development subject to complying with specific requirements set out in the individual site allocation policy which in this case is Policy SL14 which has allocated the site for development for a minimum of 175 net dwellings (subject to delivery of necessary mitigation on the A320).
- 7.4 Regarding the quantum of development proposed on the site The Runnymede Site Capacity Analysis Addendum (2018) suggested that the sites developable area could be 4.45ha which would have allowed for a minimum of 175 dwellings (reiterated in Policy SL14) at a net density of 39dph. However, the current application excludes the curtilage of 316 Green Lane which is included in the allocation and was therefore included in the site capacity work. This reduces the developable area now by a further 0.24ha and which could, at a density of 39dph potentially accommodate a further 9 or so units. However, following further detailed work carried out as part of the planning application process the developable area has been found to be smaller due to the necessary inclusion of 3 attenuation ponds for flood mitigation, the provision of adequate green corridors, the need to exclude development to allow the retention of a rising main which crosses the west of the site and in view of the outcome from noise and air quality assessments.

- 7.5 It is not possible at the high-level plan making stage to predict what detailed measures might need to be incorporated into a scheme for flood mitigation or as part of a wider drainage and/or biodiversity strategy to comply with other policies in the Local Plan to ensure the development is sustainable. For the reasons as set out above it is therefore considered that the current proposal 17 below what is required across the entire allocation including 316 Green Lane would be an efficient use of land.
- 7.6 The site is located within a reasonable walking and cycling distance of key facilities in Chertsey Town Centre as well as other leisure, employment and education facilities close to the site. Bus stops providing access to Chertsey Town centre as well as to the nearby larger towns of Staines-upon-Thames and Woking are located just a short distance away, and Chertsey Rail Station provides access to the rail network for longer distance trips with the M25 close by. As such the site is in a settlement location and has reasonable access to local facilities and is in a reasonably sustainable location. Given its allocation the proposed residential development of the site is acceptable in principle.

#### Design, Layout and Impact on Character and Appearance of the Area

- 7.7 A core principle of the NPPF is the provision of high-quality design and that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions. Local Plan Policy EE1 provides a range of requirements for new residential development and the supporting text refers to the careful planning required for such development to meet the objectives of the policy.
- 7.8 Within Chertsey, a variety of buildings can be found constructed in different styles and with varying materials and finishes. Most of these buildings consist of 1.5 and 2-storey residential dwellings and are of a simple form and scale. Some houses have rooms in the roof, extending to either 1.5 or 2.5 storeys. Most residences within the immediate vicinity of the site are set back from the road, behind modest gardens. The proposal is for a two-storey, two and a half and three-storey development, consistent with the surrounding properties in this part of Chertsey. Single storey garages are proposed between properties to break up the scale and mass. An allocated zone along the eastern boundary is designated as being capable of providing taller dwellings (up to 3 storey) whilst the rest of the site graduates down to a maximum of 2 storey height dwellings behind, including where backing on to existing housing in Green Lane and the Green Lane frontage itself.
- 7.9 Character has been created through the consistent use of a varied pallet of materials, with a comprehensive planting scheme tying the whole development together. The development will produce 2 distinct character areas, and these will be defined by location, road design, landscaping, materials, road surfacing, cluster and size of dwellings as well as dwelling style. The individual dwellings would predominantly be provided in a mix of detached and semi-detached buildings which reflects the character of the residential areas around the site.
- 7.10 Individual dwellings would have private rear gardens to an acceptable standard, with some exceeding the minimum standard and each flat would either have an enclosed private patio or balcony in compliance with the Council's Adopted Design SPD and Policy EE1.
- 7.11 In addition to spaces between buildings to provide private and semi-private amenity space, the layout also includes areas of public open space and play spaces as well as communal spaces serving the flatted development which would add interest to the development and create opportunities for communal activities. Regarding the suitability of the living accommodation being provided for future occupants, the dwellings in the proposed development would all meet the minimum floor space requirements set out in Policy SL19. All dwellings are designed to comply with Building Regulations Part M4(2) for future adaptation, whilst 5% are designed to Part M4(3) as fully accessible for wheelchair users in compliance with Policy SD7.
- 7.12 The Design and Access Statement also sets out the principles to be adopted in the detailed design of the development to achieve a secure and safe layout in accordance with the principles set out in Designing Out Crime. These include arrangements of buildings to overlook any communal areas or public realm.



- 7.13 The development would have no frontage onto any of the existing residential streets around the site. The entrance to the site is provided from Green Lane, including a 1.8m high feature brick wall and 1.1m high post and rail fencing enclosing the entrance area and creating a gateway into the development as well as several trees and soft landscaping features, which would provide a landscaped approach to the development. It is therefore considered that the development would not adversely affect the appearance of any of the surrounding residential streets.
- 7.14 Most views from the surrounding area of the site are screened by a combination of boundary vegetation, the built settlement edge of Chertsey South, the M25, furthermore the flat topography of the surrounding area and landscape / townscape means that the visual impacts of the development will be limited primarily to the site and the immediate vicinity. The relatively low scale of the buildings combined with the retention of trees and enhancement of the planting around the site would ensure that the development would not be highly visible from sensitive areas outside the site, particularly from the neighbouring footpaths.
- 7.15 The Runnymede 2030 Local Plan promotes creating attractive places which make a positive contribution to the Borough's townscape, paying regard to layout and landscape character. It is considered that the development displays evidence of exploring place and context and has some relation to the local character. Furthermore, the design has incorporated the various guidelines and principles set out in the recently adopted Design Guide SPD. Considering the above, it is considered that the proposed development would make a positive contribution and the layout and design would respect and enhance the townscape and the established character and appearance of the surrounding area and would be appropriate for its setting given the local context and the position of the site on the edge of the settlement in compliance with Policies EE1, EE9, and EE11 and the NPPF.

#### Connectively and Highway Considerations

- 7.16 Parking would be provided throughout the site. The scheme provides a total of 263 allocated car parking spaces and 51 visitor car parking spaces which complies with the current maximum adopted parking standards and would achieve a ratio of 2 spaces per unit across the development. Individual dwellings would primarily have in-curtilage parking including a garage, or parking immediately to the side of the property, and there would be a parking court providing parking to serve the flats as well as some of the individual dwellings. EV Charging is provided for each dwelling, with 20% spaces in shared courtyards provided with charging facilities. Adequate covered cycle storage would be provided for both houses and flats in line with SCC recommended cycle parking standards. The internal highway layout of the development has been designed by the applicant to meet highway requirements for highway safety. The roads would be sufficiently wide to allow Gypsy and Traveller vehicles/trailers access to the rear of the site and refuse and emergency vehicles to access all parts of the site, but not excessively wide so that the scheme also satisfies urban design objectives. The hard surfacing for roads and parking would have a mix of surfaces so that their function would be clear.
- 7.17 The Runnymede Strategic Highway Assessment Report (Oct 2017) raised concerns about the cumulative impacts of development over the period of the Local Plan in the vicinity of St Peter's Hospital, in particular the development sites of St Peter's Hospital, Chertsey Bittams and nearby Longcross South and considered that major investment would be required to mitigate against this impact. Since this time, the A320 Corridor Study has provided feasibility information on junction improvements along the length of the A320 Green Lane/Guildford Road roundabout junction. The Infrastructure Delivery & Prioritisation SPD (adopted Nov 2020) requires 100% funding associated with the Housing Infrastructure Fund (HIF) funding to be recovered from developments impacting on the A320 corridor, by using the formula in the SPD and the appropriate tariff of £246 per sqm, the development totalling 10,387 sqm would attract a contribution of £2,555,202.
- 7.18 The first housing occupations are expected in late 2022/early 2023 and it is estimated that there would only be some 50 dwellings occupied in advance of the completion of the A320 improvement scheme (in April 2024). Nevertheless, the potential impact of delivery of the application site (including the provision of 5 Gypsy & Traveller Pitches) in advance of

completion of the A320 corridor improvements has also been carried out to consider the operation of the existing junction at A320 / Green Lane / Holloway Hill.

- 7.19 The proposed development is expected to result in around 80 'two way' (in and out) trips in each peak hour and demonstrates that the impacts of the development at Green Lane are small, adding less than one additional peak hour vehicle each minute to the A320 corridor at Junction 6 (Green Lane / A320 / Holloway Hill), beyond which impacts dissipate and reduce.
- 7.20 The site would increase traffic flows by 2.3% at the A320 / Green Lane (Junction 6a) and by 1.3% at the A320 / Holloway Hill junction (Junction 6b) which are modest traffic increases but there will not be a significant (let alone severe) impact of delivery ahead of the A320 improvement works. The Transport Assessment concludes that due to the delivery of the significant package of highway improvements to the A320 corridor and at M25 Junction 11 with forward HIF funding achieved to deliver the works with completion required by April 2024, this will ensure the improvements to the network needed to accommodate the Local Plan growth, including the application site are in place before the majority of the development comes forward. Nevertheless, it has also demonstrated that the impacts of development at the existing junction are very small and will not materially impact its interim operation and fall far below a 'severe' impact, outlined in the NPPF.
- 7.21 A Framework Travel Plan has also been submitted with the application which identifies measures to encourage sustainable travel, with a view to reducing car dependency and lessening any impact on the road network. These include measures to achieve a 10% reduction in single occupancy weekday peak period car use generated by the development proposal within five years, promoting walking and cycling, including provision of plans showing walking and cycling routes to local facilities, promotion of public transport, promotion of Surrey's car sharing scheme, travel information during the sales process, and a resident's travel information pack. Given the A320 improvements planned, it is anticipated that the relatively small impact on the A320 will be short term, with the build out of this site and the A320 HIF works proceeding in tandem. It is therefore the County Highway Authority's view that requiring the A320 works to be completed prior to occupation would be unreasonable and has raised no objections to the proposals subject to the completion of a Section 106 legal agreement to secure obligations including the HIF contribution of £2,555,202, a Travel plan auditing fee of £6150, off site highway works and associated conditions including the submission of a Construction Transport Management Plan. As such the proposals are in accordance with Policies SL14, SD3, SD4 and SD5 of the Local Plan.
- 7.22 In respect of the proposed access to the site the County Highway Authority considers that the proposed primary access to the site from Green Lane can be provided with appropriate visibility splays and with sufficient width and kerb radii to accommodate the expected traffic load. The design will be developed in further detail post planning and would be subject to Road Safety Audits under the S278 process which may require modifications. It is therefore considered that no additional traffic or highway issues have arisen from this current proposal and the scheme satisfies Policies SL14, SD3 and SD4.
- 7.23 Regarding policy SL14 Criteria d) which asks to maximise opportunities to link with existing public rights of way the proposal includes measures for:
- pedestrian and cycle access to Green Lane, to connect to the existing footway / cycleway running along the south of Green Lane at the site access junction,
  - dedicated footway / cycleways and crossings, to the west of the proposed site access, where a dedicated pedestrian / cycle access is proposed (also serving the FW Pumping Station),
  - Pedestrian access to public footpaths FP37 to connect north under the M25 (through the underpass) towards Chertsey town centre and towards Green Lane; and
  - pedestrian access to public footpath FP37 to connect to the A320 at Salesian School, improved to enhance accessibility, with the routes cleared and paths surfaced using a countryside style surfacing.

As a result of the arrangements for access, including the retentions of the two public rights of way, the proposal is considered to be in accordance with Policies SL14, SD3, SD4 and SD5 of the Local Plan and with the NPPF.

### Affordable Housing

- 7.24 The mix of market homes is closely in line with the SHMA as per Policy SL19 requirements. The proposed 35% affordable housing provision is acceptable as it is in accordance with the new Local Plan Policy SL20. The Council's Head of Housing agrees with the proposed mix of primarily which has been adjusted to incorporate the inclusion of "First Homes". As such the proposed mix is 25% first homes, 53% affordable rent/social rent and 22% shared ownership.

### Gypsy and Traveller Provision

- 7.25 It is considered important to constitute good design to integrate these pitches within the development and as such these plots have been designed with the same detailing and materials as the Greensward character area and in accordance with the guidance set out in the Runnymede Design SPD 2021. These pitches will be allocated by the Council on the basis of applicants meeting a range of criteria relating (amongst other things) to demonstrating a local connection to the Borough, meeting the definition of a Gypsy or Traveller and passing a financial solvency test. It is envisaged that the allocated pitches will be sold as market pitches with the expectation that once the Council has a list of eligible applicants for the pitches, the sale of the pitch will then be between the developer and purchaser directly. The proposal therefore complies with Policy SL22.

### Impact on Trees

- 7.26 The site is subject to Tree Preservation Order no.415 but includes other trees not covered by this. An Arboricultural Impact Assessment has been submitted which concludes that to implement the proposal it will be necessary to remove four individual trees, seven groups of trees and two sections of groups of trees. The most important features of both woodland areas W1 and W2 of the TPO appear to be the lines of oak trees and their immediate understorey, as well as the larger oaks T7 and T8 within W1.
- 7.27 All the vegetation to be removed is of low quality and its loss to public amenity is negligible due to its overall condition, lack of visual presence of poor historical pruning. All vegetation of high and moderate quality and most growing around the boundaries of the site will be retained and can be adequately protected throughout the development process.
- 7.28 Landscaping is proposed throughout the site to ensure that the new development sits within the existing landscape structure. Existing planting boundaries will be retained and enhanced, without resulting in significant harm to the surrounding local landscape / townscape character or views from the wider area whilst a new buffer is proposed along the eastern boundary of the site, helping to incorporate the 5m high acoustic barrier to be located along this boundary.
- 7.29 The loss of trees to enable the provision of a safe access can be readily mitigated with substantial new tree planting, and the retained trees can be adequately protected during construction activities to sustain their health and longevity. Elsewhere there are opportunities for tree, shrub and hedgerow planting within the open spaces and streets across the site. Precautions to ensure that the trees are protected and preserved for the future are proposed which includes tree protection measures implemented in conjunction with the proposals. Consequently, there will be an acceptable impact upon the local trees, subject to adhering to normal tree protection and construction techniques.
- 7.30 The Council's Tree Officer does not object to the works but recommends a condition requiring a site specific detailed AMS and a condition requiring the implementation of the landscape proposal. The proposal therefore complies with policies EE1, EE9 and EE11.

### Ecology

- 7.31 An Ecological Impact Assessment (dated January 2021) and an assessment of Biodiversity Net Gain using Natural England's Biodiversity Metric has been submitted with the application

which considers the ecology of the site. The applicant has submitted reports in respect of surveys undertaken for protected species.

- 7.32 A Preliminary Roost Assessment of trees to be felled regarding Bats was undertaken in January 2021 which concluded that all trees to be removed have negligible roost suitability and as the site is dominated by open grassland is of generally low suitability for roosting bats. However, the Bat Surveys recorded at least four species of bat to occur on-site. As such, as some species are sensitive to light a sensitive approach to lighting across the site is recommended through the submission of a Sensitive Lighting Management Plan.
- 7.33 The proposals, in addition to the supplementary planting described along the east-west green link, a buffer to the linear woodland of the M25 embankment along the north-eastern site boundary as well as the three proposed surface water attenuation basins will result in an increase in biodiversity net gain. Surrey Bat Group has raised no objections to the proposal. Surrey Wildlife Trust recommends conditions be attached requiring the submission of a Construction and Environment Management Plan (CEMP) and biodiversity enhancement. With successful implementation of the avoidance, mitigation and enhancement measures set out in the above-mentioned submission documents and subject to safeguarding conditions, it is considered that the proposed development at Green Lane can be carried out without any harmful impacts on protected species or habitats and the scheme complies with Policies EE9 and EE10.

#### Public Open Space

- 7.34 In terms of recreation, Local Plan Policy SL26 requires the provision of play spaces in new housing developments of 20 dwellings (net) or more. The Fields in Trust (FIT): Beyond the Six Acre Standard (2020) guidance states that for a site up to 200 dwellings should contain 1 Local Area for Play (LAP) at a minimum of 100sqm and 1 Locally Equipped Area for Play (LEAP) at a minimum of 500sqm. Previously, this had been shown in the form of a Locally Equipped Area of Play (LEAP) adjacent to the community hub land in the north-east of the site where Officers considered it was too detached at the back of the site and would not be well used in view of its location close to the motorway, noise, and pollution.
- 7.35 As such an enlarged and equipped Local Area of Play (LAP) called a Super LAP (SLAP) alongside the potential community hub land in the south, and Trim Trail (suggested by the Design Review Panel) is proposed which would have a total area of at least 600sqm equipped provision. No objections have been received from the Council's Open Spaces Team. It is considered that the provision can be secured via a condition or legal agreement as can its future maintenance. On this basis it is considered that the proposal would comply with Policy SL26 and that the quantum of development could be achieved whilst providing space for recreation. A management company will be set up to maintain all the communal areas within the site, including landscaping, open space, private shared drives, and non-adopted roads.

#### Provision of a Community Facility

- 7.36 In respect of Policy SL14 f) which requires 0.1ha of land to be provided for a Community Hub Building, the location of the land has been amended from that originally submitted to the front of the site and objections are no longer raised. This would be secured by S106 and j) Provision of a built community facility on the land secured under criteria f) would be covered by CIL. The nature, use and design of that building will be a matter for the Runnymede Borough Council to progress via a subsequent application.

#### Land Contamination

- 7.37 No objections have been raised by the Council's Contaminated Land Officer as the investigation submitted states no potential contamination are considered to be present and no further action is required.

#### Noise and Air Quality Management

- 7.38 The noise environment at the site is influenced by road traffic noise from the M25 motorway which lies to the northeast. A Noise Assessment has been undertaken to assess the baseline

situation, the suitability of the site for residential development and identify any mitigation measures. The Noise Assessment and the measurements and predictive modelling it sets out indicate that it would be appropriate to install an additional noise barrier along the development boundary with the M25 to provide a reduction in road traffic noise across the whole development.

- 7.39 Following a review of the original assessment it has been concluded that the optimum effective height of the barrier would be 5m. This is to be achieved by a combination of acoustic fence and a 1m bund where appropriate. Where the bund can be utilised a 4m high fence will be installed and where there is no bund the full 5m high fence will be used. The design of the bund / barrier has had regard to other site constraints and considerations including ensuring the barrier is suitably clear of the root protection zones including an allowance for access and maintenance. It is also proposed that the visual impact of the barrier will be mitigated by utilising suitable planting and landscaping from the development side and is obscured from view from outside the development by existing trees for much of its length.
- 7.40 In addition, following the noise review the 5 Gypsy and Traveller pitches have been relocated further west and away from the M25 as traveller accommodation would not be bricks and mortar and would be more susceptible to noise issues and air quality issues. In addition, Plots 146 -149 gardens would be located behind the housing and 3-metre-high garden fences to Plots 2 and 149 would be provided along the boundaries. It is considered that when the site was allocated and examined during the Local Plan process, it was known that there would be higher levels of noise on the site than sites away from a motorway source of noise, and that this would potentially be part of the trade off in the need for housing and it was known that this source could never be eliminated, only mitigated as best possible.
- 7.41 It is considered that the garden noise mitigation strategy has yielded an optimised strategy of mitigating external noise based on the revised site layout. Enhanced glazing and trickle ventilation unit sound insulation performances have also been recommended to dwellings overlooking the M25 and internal noise level criteria are predicted to be met. It is for these reasons and subject to conditions the proposed development is in accordance with Policy EE2 of the Local Plan and relevant policies in the NPPF in relation to noise.
- 7.42 The north-eastern extent of the site lies within the Air Quality Management Area (AQMA) being within proximity to the M25. Due to the location of the proposed development, an Air Quality Assessment has been undertaken to assess the suitability of the site for residential development from an air quality perspective and identify any mitigation measures. Following a review of the original assessment and the submission of further information as well as amended plans, all proposed sensitive land-uses (i.e. the proposed dwellings, gypsy and traveller pitches and community hub) will be located in areas where predicted concentrations of pollutants are below the relevant objectives and positive design decisions have been made to reduce the exposure of the residents to emissions from the M25. Therefore, it is considered that new residents and users of the site will experience acceptable air quality, and that the site is suitable for its intended end-use. It is for these reasons and subject to conditions the proposed development is in accordance with Policy EE2 of the Local Plan and relevant policies in the NPPF in relation to noise.

#### Flood Risk and Drainage

- 7.43 The site is predominately within Flood Zone 1 and a Groundwater Source Protection Zone with a very small area in the southwest part of the site that fronts onto Green Lane within Flood Zones 2 and 3. A Flood Risk Assessment was submitted in accordance with the requirements of the NPPF as the site is over 1 ha, including details of Sustainable Urban Drainage.
- 7.44 Following initial concerns raised by National Highways (formerly Highways England) regarding potential surface water flowing onto the adjacent M25 because of the development, further information has been submitted by the applicant and no objections are raised subject to a condition securing the necessary detailed drainage information.
- 7.45 Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied the proposals meet the requirements set out in the technical Standard and Planning Policy Guidance. It is therefore considered that the site can deal with surface water drainage for the development in

a sustainable manner which complies with the NPPF. The details of the drainage scheme can be secured by conditions as recommended by the LLFA.

- 7.46 The Council's Drainage Officer has reviewed the Flood Modelling report ref 180501-04A Rev A dated September 2021 and raises no objections as the proposed site access will be raised resulting in a hazard classification (very low hazard – caution) which means that safe access and egress exists for the site.
- 7.47 The Environment Agency initially raised an objection to the application in respect of the originally submitted FRA and the type of modelling carried out of the site. Further information has been submitted and the model has been approved for use within the FRA and the Environment Agency has now withdrawn its objection.

#### Other Matters

- 7.48 The development would be close to existing residential dwellings fronting Green Lane (Nos. 316-356), Elm Tree Close and Willow Close, two residential cul de sacs off Green Lane with a number of institutional buildings from Salesian School located adjacent to the north western boundary of the site. However, rear to side separation distances of at least 15 metres and rear to rear separation distances of at least 26 metres would be maintained to these properties and within the site itself. Generally, the proposed houses are set back from the boundaries of the site to minimise impact.
- 7.49 Separation distances from the flats to the closest boundary to the east (and adjacent to the M25) of at least 25-37 metres would also be maintained. It is considered that these separation distances, coupled with the retention of key trees and landscape enhancement which will also act as a landscape screen would maintain privacy and avoid overlooking and would provide an acceptable relationship between the existing and proposed dwellings and would maintain the residential amenities of all these properties and the proposal therefore complies with Policy EE1.
- 7.50 As the site is over 0.4ha, Policy EE7 of the Local Plan requires the applicant to carry out an archaeological review of the site. A desk study has been carried out which concludes that the site has a moderate to good potential for archaeological remains from the prehistoric and Roman periods and recommends that further work may be required to clarify the archaeological potential of the site. The County Archaeologist has reviewed the study and agrees with the recommendations of the assessment and considers that it would be reasonable and proportionate to secure the evaluation and any further works by condition in compliance with the requirements of Policy EE7.
- 7.51 The proposed development will have impacts on local infrastructure including education, health and Police which will all now be delivered through CIL in compliance with Policy SD7.
- 7.52 Policy EE10 states that additional residential development (including strategic allocations) beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects on the Special Protection Area. These must be delivered prior to occupation and in perpetuity and agreed with Natural England.
- 7.53 Policy SL14 (site allocation policy) includes a requirement that the proposed development of this site should avoid an impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM.
- 7.54 To address this policy requirement and as set out in an appropriate assessment the developer has submitted an application RU.21/0265 for the change of use from agricultural land to public open space (POS) for use as a Suitable Alternative Natural Greenspace (SANG), on land to west of Hardwick Lane. This application has been submitted by the same applicant and was recently granted subject to the completion of a S106 to secure the costs of initial set up works, maintenance and replacements in perpetuity and the management arrangements for the maintenance of the SANG in perpetuity.

- 7.55 At a size of c. 14.2ha, the proposed SANG would have a linear catchment radius of 4km. The capacity of a SANG is calculated based on 8ha/1000 population. A 14.2ha SANG would therefore cater for 1775 users, equivalent to approximately 739 dwellings at an assumed average occupancy of 2.4/dwelling. Whilst the preference would be that bespoke SANGs are delivered 'on-site' this would not be feasible on the land northeast of Green Lane and the Council's SPD (April 2021) regarding the TBHSPA does acknowledge that off-site solutions can be possible. The proposed development would provide 149 dwellings and 5 Gypsy and Traveller pitches and a total occupancy of 345. As such, the proposed SANG granted under RU.21/0265 would have more than sufficient capacity to mitigate the developments impact.
- 7.56 Subject to the completion of a S106 the proposed SANG (or a phase of the SANG if appropriate) granted under RU.21/0265 needs to be delivered prior to occupation of any development at the Bittams A site or any other site which may be assigned to the proposed SANG in accordance with 2030 Local Plan policies SD5 and EE10. As competent authority the Council's appropriate assessment also requires a contribution of £124,362 towards the provision of SAMM in accordance with the Council's Adopted SPG. Subject to securing the SANG and the relevant SAMM contributions by way of a s106 agreement, it is considered that the proposal would address the impacts of the development the impact arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF in compliance with Policy EE10
- 7.57 The applicant has submitted an Energy Assessment which indicates that solar PV panels could be installed on the multiple South / South-East roof slopes in the development to provide renewable energy. New Policy SD8 promotes renewable energy and requires a minimum of 10% of the development's energy needs to be supplied by renewable and/or low carbon sources and new policy SD7 promotes sustainable design. However, no further details of measures have been provided and therefore conditions are recommended to secure this and in respect of water efficiency, and the proposal complies with the policies SD7 and SD8 and the NPPF.

## 8. **PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 8.1 In line with the Council's Charging Schedule the proposed development would be CIL liable.

## 9. **EQUALITY AND HUMAN RIGHTS CONSIDERATIONS**

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

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

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

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

## 10. **CONCLUSIONS**

- 10.1 This is a site allocated for development by the Runnymede 2030 Local Plan (by Policies SD2 and SL14). The quantum of development proposed makes an efficient use of an appropriate site and is not considered to be harmful to the character of the area. The traffic and highway safety aspects of the application have been reviewed by the County Highway Authority who raises no objections and conclude that the proposed access is safe, and no harmful impacts would arise in respect of the highway network in the area. No other technical planning issues

have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.

- 10.2 The development has been assessed against the following Development Plan policies – SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL14, SL19, SL20, SL22, SL26, EE1, EE2, EE7, EE9, EE10, EE11, EE12 and EE13 of the Runnymede 2030 Local Plan of the Runnymede Borough Local Plan Second Alteration April 2001, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## **11. FORMAL OFFICER RECOMMENDATION**

### **Recommendation Part A:**

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

- 1. SAMM (TBHSPA) financial contribution of £124,362**
- 2. Proposed SANG (or a phase of the SANG if appropriate) granted under RU.21/0265 must be delivered prior to occupation of any development at the Bittams A site or any other site which may be assigned to the proposed SANG.**
- 3. The provision of 5 Gypsy & Traveller pitches including a clear phasing for their timely delivery.**
- 4. The provision and deliverability of 35% Affordable Housing**
- 5. Secure management arrangements for the maintenance of the open space and equipped play spaces**
- 6. Provision of 0.1ha of land to be provided for a Community Hub Building**
- 7. To secure through a Section 278 Agreement with the Local Highway Authority the cycle and pedestrian crossing points across Green Lane**
- 8. To secure the preparation and implementation of a Travel Plan**
- 9. Transportation improvements and contributions, including:**
  - a) A financial contribution of £2,555,202 towards mitigation measures on the A320**
  - b) Travel plan auditing fee of £6150**

All figures and contributions will also need to be finalised in negotiation with the applicant and relevant consultees and final authority in these negotiations is given to the CHDMBC.

And the following conditions:

#### **1 Commencement**

The development for which full planning permission is hereby granted must be commenced no later than the expiration of three years beginning with the date of this permission.

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



## 2 Reserved Matters

In respect of that part of the application for which outline planning permission is granted (for the provision of 0.1ha of land to be provided for a Community Hub building within those areas edged blue plan on plan PL-04 Rev R)

(a) Application for approval of the reserved matters shall be made to the Planning Authority before the expiration of three years from the date of this permission.

(b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

## 3 Approval of Reserved Matters

Approval of the details of the appearance, layout and scale of the building(s), the access and the landscaping of the site within the 0.1ha of land to be provided for a Community Hub Building within those areas edged blue plan on plan PL-04 Rev R (hereinafter called "the reserved matters") shall be obtained from the Planning Authority in writing before any development is commenced in each of the areas, and shall be carried out as approved.

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

## 4 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the approved Schedule of Plans as set out in

- Site Layout (ECE Architecture) (drawing PL-04R)
- Material Layout (ECE Architecture) (drawing PL-05G)
- Block Plan (ECE Architecture) (drawing PL-06F)
- Detailed Site Layout (ECE Architecture) (drawing PL-7F) (sheet 1/3)
- Detailed Site Layout (ECE Architecture) (drawing PL-8F) (sheet 2/3)
- Detailed Site Layout (ECE Architecture) (drawing PL-9F) (sheet 3/3)
- Building Heights Plan (ECE Architecture) (drawing PL-10F)
- Parking Plan (ECE Architecture) (drawing PL-11F)
- Tenure Plan (ECE Architecture) (drawing PL-12F)
- NA21/NA21 (ECE Architecture) (drawing PL-20B)
- NA21/NA23 (ECE Architecture) (drawing PL-21B)
- NA21/INT31 (ECE Architecture) (drawing L-22B)
- NA22/NA22 & MA22/NA34 (ECE Architecture) (drawing PL-23C)
- NA32/NA32 (ECE Architecture) (drawing PL-24B)
- NA32 Detached and NA32/NT41 (ECE Architecture) (drawing PL-25B)
- NA34 Detached and NA34/NA34 (ECE Architecture) (drawing PL-26B)
- NA34 Terraced (ECE Architecture) (drawing PL-27B)
- NB31 (ECE Architecture) (drawing PL-28B)
- NT31 detached (ECE Architecture) (drawing PL-29C)
- NA42 (ECE Architecture) (drawing PL-30B)
- NT41 detached (ECE Architecture) (drawing PL-31C)
- NA44 Detached (ECE Architecture) (drawing PL-32B)
- Garages and store buildings(ECE Architecture) (drawing PL-33A) (as submitted)
- Flat Block 1 (ECE Architecture) (drawing PL-34D)
- Flat Block 2 (ECE Architecture) (drawing PL-35D)
- Flat Block 3 (ECE Architecture) (drawing PL-36D)
- Flat Block 4 (ECE Architecture) (drawing PL-37D)

- G&T Amenity Buildings Plans and Elevations (ECE Architecture (drawing PL-38A)
- Street Scene Sheet 1 (ECE Architecture) (drawing PL-50E)
- Street Scene Sheet 2 (ECE Architecture) (drawing PL-51B)
- Street Scene Sheet 3 (ECE Architecture) (drawing PL-52C)
- Street Scene Sheet 4 (ECE Architecture) (drawing PL-53D)
- Proposed Site Access Arrangements drawing (i-Transport) (drawing ITB12183-GA-016 Rev K)
- Highway and Drainage Longitudinal Sections drawing (Ardent Consulting Engineers) (drawing 180501-003 Rev C)
- Soft Landscaping Proposals (CSA Environmental) (drawing 3322/109-B sheet 1/3)
- Soft Landscaping Proposals (CSA Environmental) (drawing 3322/110-B sheet 2/3)
- Soft Landscaping Proposals (CSA Environmental) (drawing 3322/111-B sheet 3/3)
- Hard Landscaping Proposals (CSA Environmental) (drawing 3322/112-B sheet 1/3)
- Hard Landscaping Proposals (CSA Environmental) (drawing 3322/113-B sheet 2/3)
- Hard Landscaping Proposals (CSA Environmental) (drawing 3322/114-B sheet 3/3)
- Play Areas Proposals drawing (CSA Environmental) (drawing 3322/115-A)
- Landscape Masterplan (CSA Environmental) (drawing 3322/116-A)
- Biodiversity Mitigation and Enhancement Plan (CSA Environmental) (drawing 3322/117-A)
- Sub-station Plans & Elevations PL-39

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

#### 5 Levels Access Road

Prior to the commencement of development hereby approved in detail, with the exception of site clearance, details of the existing and proposed levels of the main access road shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details.

Reason: In order to obtain a satisfactory form and scale of development in the interests of the visual amenities of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 6 Levels

Prior to the commencement of any of the approved flats or dwellings hereby approved in detail details of the existing and proposed levels across the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details.

Reason: In order to obtain a satisfactory form and scale of development in the interests of the visual amenities of the area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF

#### 7 External Materials

No development above slab level shall commence until details of the materials to be used on the external surfaces of the dwellings have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

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

#### 8 Finishing Materials

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

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

## 9 Hard and Soft Landscaping

a) Full details of both hard and soft landscaping works including tree planting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the above ground construction of the buildings hereby permitted in detail and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, or other means of enclosure within or around the site, access features, minor structures, the existing trees and hedges to be retained, the new planting to be carried out, measures to be taken to ensure that retained trees and their roots are not damaged and details of the measures to be taken to protect existing features during the construction of the development.

(b) All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development, otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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

## 10 Boundary Treatment Including Noise Barrier

Before the development hereby approved in detail is occupied all boundary treatments including the 5m high noise barrier and the proposed 3-metre-high garden fences/walls/planting to Plots 2 and 149 shall be installed in accordance with detailed that have first been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall thereafter be maintained in accordance with the approved details.

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

## 11 Removal of Permitted Development Rights

Notwithstanding the provisions of Classes, A, B, C and E of Schedule 2, Part 1 and of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any orders amending or re-enacting that Order with or without modification, no development following within the descriptions of Classes A, B, C and E shall be constructed or carried out, without the prior written permission of the Local Planning Authority.

Reason: To ensure that a satisfactory form of development takes place and to protect the amenities of occupiers of adjoining properties and the surrounding area and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 12 Arboricultural Report and Tree Protection

- A. Prior to the commencement of any development, including before any equipment, machinery or materials relevant to commencement are brought on to the site, a site specific Arboricultural Method Statement (AMS) and Tree Protection Plan shall be submitted to the Local Planning Authority for approval.

These details should be in accordance with the Initial Arboricultural Impact Assessment prepared by Barton Hyett Associated dated February 2022 and the general provisions of BS5837:2012 and give details of, but not be limited to, the construction of all structures/surfaces within the RPA of any trees to be retained, details of the removal of any structures/surfaces within the RPAs of retained trees and the method of tree protection to be used, phased, if necessary, to allow for the requirements of demolition and construction.

- B. The works shall be carried out in accordance with the approved protection plan and method statement. The protective measures shall remain in place until all works are complete, and all machinery and materials have finally left site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans, be made without the written consent of the LPA.
- C. There shall be no burning within six metres of the canopy of any retained tree(s). Where the approved protective measures and methods are not employed or are inadequately employed or any other requirements of this condition are not adhered to, remediation measures, to a specification agreed in writing by the LPA, shall take place prior to first occupation of the development, unless the LPA gives written consent to any variation.

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

13 Tree retention

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

Reason: To protect the trees to be retained and to preserve and enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan.

14 Tree replacement

If within a period of five years from the date of the planting of any tree, shrub or plant, that tree, shrub or plant or any tree, shrub or plant planted in replacement for it, is removed, uprooted, destroyed, dies or becomes seriously damaged or defective, another tree, shrub or plant of the same species and size as that originally planted, shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect the trees to be retained and enhance the appearance and biodiversity of the surrounding area, to ensure that replacement trees, shrubs and plants are provided

and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 15 Landscape Management Plan

An Arboricultural Maintenance Plan and Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas other than small, privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority before occupation of the development. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan.

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

#### 16 Flood Risk Assessment

The development hereby permitted in detail shall be carried out in accordance with the submitted flood risk assessment (Ref 180501-01B by Ardent Consulting Engineers (September 2021) and Green Lane - Response to FRA Comments\_v2 by Ardent Consulting Engineers and the following mitigation measures it details:

1. Finished floor levels shall be set no lower than 20.1metres above Ordnance Datum (AOD)
2. A 450mm diameter culvert located underneath the access road to ensure flows are not impeded and compensation is provided as described and shown in the FRA and Indicative Culvert Location and Cross Section (180501-SK02).

Reason: To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

#### 17 Surface Water Drainage

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

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+35% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 14.5 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) 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 that the final drainage design does not increase flood risk on or off site and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

18 Verification Report SUDS (phased)

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

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

19 Drainage – Motorway National Highways

Prior to commencement of the development hereby permitted in detail, full details of drainage and its location shall be submitted to and approved in writing by the local planning authority (in consultation with National Highways). The development shall thereafter be undertaken in strict accordance with the approved details hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the proposed development onto the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of the development hereby permitted may be made to any Strategic Road Network Drainage system.

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

20 Storage of spoil during construction (sites partially within floodplain)

There shall be no spoil or building materials deposited or stored within the area of the site liable to flood, before or during the construction of the development hereby permitted.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity during the construction process and to comply with Policy EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

21 Electric vehicle charging points

Prior to the commencement of the above ground works of the development hereby approved in detail, a scheme shall be submitted to and approved in writing by the Local Planning authority which shows:

- A) At least 20% of the available parking spaces for flats and each of the proposed houses to be provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector – 230 v AV 32- amp single phase dedicated supply)
- B) A further 20% of available spaces shall be provided with a power supply (feeder pillar or equivalent) permitting future connection for electric vehicle charging.

The charging points shall be provided prior to the first occupation of the relevant dwelling and shall be retained for the lifetime of the development

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

22 Sustainable development

In the event any gas-fired boilers are installed as part of any of the development hereby approved, they shall meet a minimum emissions standard of 40 mg NO<sub>x</sub>/kWh.

Reason: To sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas in accordance with guidance within the NPPF.

23 Modified and New Accesses

No part of the development hereby approved in detail shall be first occupied unless and until the proposed modified vehicular access and new vehicular access to Green Lane has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones as well as the pedestrian and cycle crossing points of Green Lane in accordance with drawing ITB12183-GA-016 Rev K shall be kept permanently clear of any obstruction over 1000 mm high.

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

24 Parking

The residential units hereby approved shall be occupied unless and until the relevant allocated car and cycle parking space for that dwelling or flat has been laid out within the site in accordance with the approved plans for vehicle and cycle parking. All cycle parking shall be secure, covered and lit. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

25 Visitor Parking and Provision of one space for Car Club

Prior to the occupation of the last dwelling the visitor car parking spaces shall be provided as shown on the approved plans and shall be permanently retained for the parking of vehicles. This shall include a minimum of one space allocated for a car club.

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

26 Construction Management Plan

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

(a) parking for vehicles of site personnel, operatives and visitors

(b) loading and unloading of plant and materials

(c) storage of plant and materials

(d) programme of works (including measures for traffic management)

(e) provision of boundary hoarding behind any visibility zones

(f) measures to prevent the deposit of materials on the highway

(g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

(h) on-site turning for construction vehicles

(i) earth works strategy

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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

## 27 Contamination

In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority (LPA), and development must stop on that part of the site. An assessment must be undertaken of the nature and extent of contamination on the site and submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include:

- a. a survey of;
- b. the extent, scale and nature of contamination;
- c. an assessment of the potential risks to:
  - i. human health;
  - ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
  - iii. adjoining land;
  - iv. ground waters and surface waters;
  - v. ecological systems;
  - vi. archaeological sites and ancient monuments

Where remediation is necessary, a remediation scheme, together with a timetable for its implementation must be submitted to and approved in writing by the LPA in the form of a Remediation Strategy which follows DEFRA guidance. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of the measures identified in the approved remediation scheme, a validation (or verification) plan and report must be submitted to and approved in writing by the LPA.

Reason: To ensure that risks from land contamination to the future users of the land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 28 Noise (Acoustic insulation and ventilation)

Prior to the commencement of above ground works, a Level 2 Overheating Assessment to confirm the extent of mechanical ventilation required shall be submitted to and approved in writing. The development hereby permitted shall be constructed in accordance with the details set out in the Noise Assessment 180501-05E dated February 2022 and the Level 2 Overheating Assessment.

Reason: To protect the amenities of occupiers of the development and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.



29 Ecology

The construction of the development hereby approved in detail shall take place fully in compliance with the measures set out in the Ecological Impact Assessment EclA; CSA/3322/03 Rev B; January 2021) and 3322/08 Green Lane, Chertsey – Ecology Briefing Note and the final development shall include the mitigation and enhancement measures as recommended in the Ecological Impact Assessment EclA; CSA/3322/03 Rev B; January 2021) and 3322/08 Green Lane, Chertsey – Ecology Briefing Note as shown on plan CSA/3322/117 rev Av (Biodiversity Mitigation and Enhancement Plan). Such measures and enhancements as provided shall be retained and maintained thereafter.

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

30 Construction Environmental Management Plan (CEMP)

Prior to commencement of development hereby approved in detail, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place fully in accordance with the approved details.

Reason: To achieve sustainable development and protect the environment in the vicinity of the site and to comply with Policy EE2 of the Runnymede 2030 Draft Local Plan and guidance within the NPPF.

31 Sensitive Lighting Scheme

Before any external lighting is installed at the site, details shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

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

32 Renewable Energy

Prior to the first occupation of the development hereby approved in detail, details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that a minimum of 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

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

In the event of PV's panels being part of the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation.

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

33 Archaeological Work

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

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

34 Provision of Play Areas

Prior to the commencement of above ground works of development hereby approved in detail details of the siting, size and design of the children's equipped play area(s) have been submitted to and approved in writing by the Local Planning Authority. The play areas shall be provided in accordance with the approved details before any part of the development is first occupied and retained. The details shall be in accordance with approved drawings 3322/115-A (Play Areas Proposals and the 3322/116-A (Landscape Masterplan).

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

35 Open Space

Prior to the commencement of above ground works of the development hereby approved in detail, details of the provision of the equipped open space (trim trail) and incidental open space and amenity areas to be incorporated within the development, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include measures for management and maintenance, and the scheme shall be implemented fully in accordance with the approved details and retained for the lifetime of the development. The details shall be in accordance with approved drawings 3322/115-A (Play Areas Proposals and the 3322/116-A (Landscape Masterplan).

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

36 Water Efficiency

Prior to the first occupation of the development in detail hereby permitted in detail it shall be demonstrated that the optional requirement for water consumption (110 litres use per person per day) in Regulation 36(2)(b) of the Building Regulations has been complied with for that dwelling. Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

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

37 Gates and accessibility

No gates shall be provided across the vehicular entrance to the development. There shall also be no lockable gate to pedestrian access points.

Reason: To protect the visual amenities of the area and to promote inclusive communities in accordance with the NPPF.

**Informatives:**

- 1 Summary of Reasons to Grant Consent  
The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

- 2 The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council
- 3 The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 4 The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> . The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)
- 5 The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149)
- 6 The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 7 Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 8 Many trees contain wildlife such as bats and nesting birds that are protected by law. The approval given by this notice does not override the protection afforded to these species and their habitats. You must take any necessary steps to ensure that the work you are carrying out will not harm or disturb any protected species or their habitat. If it may do so you must also obtain permission from Natural England prior to carrying out the work. For more information on protected species please go to [www.naturalengland.gov.uk](http://www.naturalengland.gov.uk) .
- 9 It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
- 10 Unless it can be demonstrated that it is unfeasible to do so the applicant shall achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings achieving Part M4 (3).

- 11 The applicant is advised to incorporate into the development the principles and practices of the 'Secured by Design' scheme in consultation with the Designing Out Crime Officer.
- 12 The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -
- 8.00am - 6.00pm Monday to Friday  
8.00am - 1.00pm Saturday  
and not at all on Sundays and Bank Holidays.
- 13 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 there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk).
- 14 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 there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via [SUDS@surreycc.gov.uk](mailto:SUDS@surreycc.gov.uk).
- 15 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 on line via [www.thameswater.co.uk](http://www.thameswater.co.uk) Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 16 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 17 The applicant is advised that there are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or [aw\\_developerservices@custhelp.com](mailto:aw_developerservices@custhelp.com) .
- 18 The applicant is advised that in this location Affinity Water will supply drinking water to the development. To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (<https://affinitywater.custhelp.com/>) or [aw\\_developerservices@custhelp.com](mailto:aw_developerservices@custhelp.com) . The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing [maps@affinitywater.co.uk](mailto:maps@affinitywater.co.uk).

## Recommendation Part B:

The CHDMBC be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice

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

Location Plan



# Proposed Site Plan



# Selection of Elevations



1	Scale	1/8" = 1'-0"
2	Date	10/12/11
3	Project	Taylor Winery South Tract
4	Client	Green Lake Charley
5	Sheet Name	Sheet 3
6	Scale	1/8" = 1'-0" @ A0
7	Plot	10' x 14'
8	Plot	PL-30
9	Plot	APPROVAL



1	Scale	1/8" = 1'-0"
2	Date	10/12/11
3	Project	Taylor Winery South Tract
4	Client	Green Lake Charley
5	Sheet Name	Sheet 2
6	Scale	1/8" = 1'-0" @ A0
7	Plot	10' x 14'
8	Plot	PL-31
9	Plot	APPROVAL