

Committee Agenda Reference 5B

APPLICATION REF:	RU.22/0553
LOCATION	Land at 24 and 36-38, Station Road, Chertsey, KT16 8BE
PROPOSAL	Demolition of existing buildings and erection of part three, part four storey property for 27 residential units, parking and amenity area. (Revised Plans received amending the layout and amenity area of the top floor flats)
TYPE	Full Planning Permission
EXPIRY DATE	01/07/2022
WARD	Chertsey Riverside
CASE OFFICER	Justin Williams
REASON FOR COMMITTEE DETERMINATION	Major Application
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.	Grant subject to condition and completion of a S106
2.	To refuse planning permission at the discretion of the CHDMBC should the S106 not progress to his satisfaction or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the CHDMBC would warrant the refusal of planning permission.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site is former builders' merchants and comprises of four buildings one large two storey building and two single storey buildings, one being a bungalow. The site also has a large area of hardsurfacing. The site is adjacent to an existing light industrial commercial unit to the southeast of the site with an access road serving commercial units at Downside commercial area to the rear. Residential properties are opposite the site and to the Northwest of the site.

- 2.2 The surrounding properties are generally two and three storeys with pitched roofs and of varied style.
- 2.3 The site is located approximately 210 metres from Chertsey Railway Station and with the town centre approximately 560 metres away. Bus stops are located on Eastworth Road approximately 180 and 300 metres away to the North of the site. The Public parks at Chertsey Recreation Ground, Gogmore Farm Park and Bourne Meadow Park are located approximately 600 – 200 metres away. The site lies within the urban area and partially within 5kms of the Thames Basin Heath Special Protection Area. The site is within Flood zone 1.

3. APPLICATION DETAILS

- 3.1 The applicant has applied for Full Planning Permission for the erection of a four-storey flat, sedum, roof building with the fourth floor being set in from all elevations providing accommodation and roof top amenity areas. The proposal would provide 27 units, 10 being affordable housing. The units would be 2 bedroom for the affordable housing with the market housing being a mixture of 2 and 3 bedroom units. The proposal would be set back from the pavement with the boundary delineated by a small brick wall and a landscaping area between the front boundary and the building. Car parking for 20 vehicles would be located on the southeastern boundary with cycle storage and bin storage areas at ground floor in the building. A shared private amenity area for the occupiers of the units would be located to the rear of the site adjacent to the rear boundary where a further cycle storage area would also be located.
- 3.2 The proposed building would be approximately 12 metres high, with the fourth floor set in from all elevations with the roof top units having roof gardens. The building would have a maximum width of 36 metres wide and be of an L shape with a minimum depth of 15 metres increasing to a maximum depth of 25 metres.
- 3.3 The site currently has two vehicular accesses to the site and that the one closest to the existing commercial use would be modified and used. The proposal would provide 20 car parking spaces with at least four of these being for EV charging and there would be secure parking spaces for 27 cycles. The statement notes that the proposed use would result in a reduction of traffic movements in the morning peak hour and a slight increase in the evening peak hour. However, the use would result in an overall reduction of traffic to and from the site between 07:00 and 19:00 from the previous use.
- 3.4 The Planning Statement and Design and Access Statement states that the site constitutes previously developed land with the site being vacant and has been since March 2021. The proposal would redevelop the site and bring it back into use. The proposal would contribute to housing need in the Borough and provide affordable housing. The proposed front elevation has been broken up with recesses and reflects that found at Charles House at the western end of Station Road. The proposal would also be set back from the pavement with landscaping in front of the building with the boundary defined by a low brick wall. The overall height is also similar to that of the adjacent neighbouring properties, albeit the fourth floor is above the maximum height of the adjacent buildings but is recessed from all elevations. The site is currently covered in hard surfacing with the proposal providing additional landscaping to the front and to the rear of the site and with a sedum roof to the property. All of the additional landscaping measures assist in improving biodiversity at the site. Solar

Photovoltaic Panels would be provided on the roof of the property to provide renewable energy for the users of the flats.

- 3.5 The Noise Assessment outlines that daytime noise levels at the site would be within acceptable WHO parameters with night-time levels slightly above this but could be controlled by acoustic measures including insulation and glazing.
- 3.6 The Air Quality Assessment states that the closest Air Quality Management Area is the M25 which is approximately 670 metres from the site. The proposal would have limited impact on air quality through the construction phase with dust spoiling having a medium impact on air quality, with low impact on air quality during the operational phase. However, this can be controlled under a Dust Management Plan.
- 3.7 The applicant has submitted several other documents in support of this application; Preliminary Ecological Appraisal, Flood Risk Assessment, Geo Environmental Report and Surface Water Drainage Statement.

4. RELEVANT PLANNING HISTORY

- 4.1 No previous planning history

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 Other documents which might be a material consideration in determination:
 - Infrastructure Delivery and Prioritisation Supplementary Planning Document
 - Runnymede Design Supplementary Planning Document
 - Green and Blue Infrastructure Supplementary Planning Document

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
Surrey Wildlife Trust	No objection
Surrey Lead Local Flood Authority	No objection subject to conditions regarding full details of SuDS scheme

RBC Drainage	No objection
RBC Contaminated Land Officer	No objection subject to condition
RBC Tree Officer	Landscaping should incorporate more trees on the site
Thames Water	No objection on wastewater network and sewage treatment – informative advising site is within 15 metres of Thames Water underground waste water assets.
Surrey County Highways	No objection subject to conditions
RBC Housing	No objection to the proposal

Representations and comments from interested parties

6.2 29 Neighbouring properties were consulted in addition to being advertised on the Council's website and 40 letters of representation have been received 22 from different properties, which can be summarised as follows:

- The area is already congested, this would make the congestion in the area worse
- The proposal would add to on street parking, which is already stretched
- The proposal would cause overshadowing the occupiers of the properties opposite the site
- The proposals are not in keeping with the adjacent two storey housing
- The proposal would cause overlooking
- The construction of the development would be disruptive to residents
- More flats near the flood plain should not be allowed
- The proposal is not in keeping with the properties in the surrounding area
- The proposal would add pressure to already overstretched infrastructure such as, schools, healthcare, police, fire etc.
- The scale of the proposal is out of keeping with the area.
- The area for car parking should be permeable and not contribute to surface water flooding
- The proposal should incorporate dust suppression measures during the construction period to safeguard the amenities of the occupiers of the adjacent neighbouring properties.
- Construction traffic should not block access to adjacent properties.
- The proposed development would result in an increase in noise pollution
- The amount of parking is inadequate for the proposal.

7. PLANNING CONSIDERATIONS

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are the impact the proposal would have on the character and appearance of the area, the impact on the visual amenities of the street scene, the residential amenities of the occupiers of the adjacent neighbouring properties and the impact on highway safety and biodiversity.
- 7.2 The site is located in a residential area and is within walking distance of Chertsey Railway Station, Bus stops, Chertsey Town Centre and Council recreation parks. The NPPF states that the planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The site is not a protected employment site under Policy IE2 and does not fall within any of the categories set out in Policy IE3. Furthermore, Policy SD1 of the Local Plan which outlines that Chertsey including Chertsey South will require 2,212 net additional dwellings during the plan period 2015-2030. The proposal would reuse an existing vacant parcel of land in a predominantly residential area for residential use and contribute to housing in a sustainable location. It is therefore considered that the principle for the use of the site for residential is acceptable.

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

- 7.4 The NPPF states that the creation of high quality and sustainable buildings and places is key to what the planning and development process should achieve. Decisions should be sympathetic to local character while not preventing or discouraging appropriate innovation or change (such as increased densities), developments should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development. 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.
- 7.5 The application site is a former builder merchants and is adjacent to residential properties opposite and east of the site and with commercial to the rear and west. The surrounding area has a varied appearance with properties predominantly having small set backs from the road with on street parking. The heights of the properties are mostly two storey with tall pitched roofs with some having accommodation in the roof area. The properties are mostly housing, however, there are flats along Station Road and in the surrounding area. Charles House which is a four storey residential flatted unit with the fourth floor set in from all elevations is located to the northwest of the site. The proposal would include off street parking inc. EV charging spaces and secure cycle storage parking.
- 7.6 The proposal would be taller than the adjacent neighbouring properties, however, the fourth floor would be set in from all elevations. With the height nearest to the closest neighbouring property, 22 Station Road, being similar to the ridge height.
- 7.7 The proposed change of use of the site to residential would be in keeping with the predominant use of the area and the scale and design of the proposal would not be over-dominantly within the street scene or result in poor design which would be harmful to the character and appearance of the area. It is considered that the proposal would comply with Policy EE1 of the Local Plan and policies of the NPPF in this regard

Impact on neighbouring properties.

- 7.8 The surrounding area is predominantly residential, and the proposal would replace existing buildings which are mostly 2 storey with pitched roofs with a four storey flat roof building. The proposal would extend beyond the rear elevation of the closest neighbouring adjacent property (22 Station Road), which is commercial at ground floor with a residential flat at first floor level. However, this would be limited at a depth of approximately 2.5 metres. In addition, the fourth floor would be set in off this side elevation. No windows are proposed on the side elevations which would face onto this property. No. 22 is a two storey property and the rear garden is already overlooked by the first floor flat and by their attached neighbour. It is therefore considered that the proposal by nature of its limited projection beyond the rear elevation and its design would not materially result in an overbearing or unneighbourly form of development to the detriment of the occupiers of this neighbouring property.
- 7.9 The proposal would retain good separation distances to the neighbouring property 46 Station Road (which is a commercial unit) with the proposal including a surface car park adjacent to the boundary with the proposed building approximately 20 metres away from the boundary. Whilst there would be windows and external amenity areas facing the property, it is considered that because of the use of No. 46 being commercial, the proposal would not materially result in overlooking or loss of privacy to the occupiers of this property and would not have an adverse impact on the amenities of this property.
- 7.10 The rear boundary of the site abuts an access road which serves a number of commercial properties including a vehicle rental business. The proposed building would extend to within 1.5 metres with this boundary. It is noted that there is a window in this building in the ground floor elevation facing the application site. This serves an office area. This building is outside of the application site and there are posts for fencing along the boundary which has since been removed. The window would look out onto the car parking area. The proposal would include windows which would face the properties to the North. However, in view of the adjacent land use the proposal would not overlook or lead to an unacceptable loss of privacy. In addition, it is not considered that the proposal would be materially overbearing to the users of the adjacent site, the proposal would comply with Policy EE1 of the Local Plan in this respect.
- 7.11 The proposal would face onto Station Road where properties predominantly face onto the road with a small set back from the pavement. The proposal would follow the same design principles. With windows facing the road with a small set back from the pavement with landscaping. The adopted design guide states that across the street, 10 metres is considered an accepted distance for sufficient privacy. The proposal would comply with this with a separation distance of approximately 14 metres. The proposal would be clearly visible from properties across the street and would impact on the amenities of the occupiers of these properties more than the existing situation. However, the height of the proposal would not be significantly dissimilar to that of other properties nearby, furthermore the proposal has been designed to break up the mass and bulk of the proposal so as not to be materially overbearing to the detriment of the occupiers of the adjacent neighbouring properties. In addition, the proposed residential uses fronting other residential use would not result in material level of overlooking. In addition, it is noted that there are other flats in the road which have similar relationship with properties opposite the road. It is therefore considered that the proposal would comply with policy EE1 of the Local Plan in this respect.

Highways

- 7.12 It is proposed to retain the existing access closest to the adjacent commercial unit at No. 46 Station Road and stop up the other access. Letters of objection raise concern about the lack of parking to be provided at the site and the impact this will have on the surrounding area. However, it is noted that the site is located within 210 metres of the Chertsey Railway Station

and two bus stops are located nearby on Eastworth Road approximately 180 – 300 metres away. With the town centre close by. It is therefore considered that the site is in a highly sustainable location with easy access to amenities and public transport. Notwithstanding this, the proposal would provide 20 car parking spaces on the site, with at least four with EV charging and secure cycle storage for approximately 27 cycles. The submitted assessment notes that the proposal would result in a reduction in peak traffic movements from the site during the morning, with only a marginal increase in the evening. The County Highways Authority raise no objection to the application, but recommend conditions regarding the submission of a Construction Transport Management Plan to minimise disruption to the occupiers of the adjacent neighbouring properties during the construction phase of the proposal, subject to this condition and others regarding provision of car parking area, cycle storage, EV charging points and the closing up of two of the existing accesses it is considered that the proposal would comply with Policy SD4 of the Local Plan.

Flood Risk and Drainage

- 7.13 The site is within Flood Zone 1 and a Groundwater Source Protection Zone. A Flood Risk Assessment has been submitted in accordance with the requirements of the NPPF which includes details of sustainable drainage.
- 7.14 Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied that the proposal meets the requirements set out in the technical stand 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.

Biodiversity and landscaping

- 7.15 Policy SD7 of the Runnymede 2030 Local Plan requires development to protect existing biodiversity and include opportunities to achieve net gains in biodiversity as well as greening the environment. The existing site is predominantly covered by buildings and hard surfacing with the exception of the rear garden of the bungalow to be demolished. The applicant has submitted a Preliminary Ecological Appraisal. The appraisal details that the site has limited ecological features at the moment and the buildings, garden area and Conifer and Ash trees presently on site are unlikely to support species of ecological importance. The appraisal also lists measures to provide biodiversity net gain, which includes additional planting at the site of trees, shrubs and hedgerow, bird and bat boxes and openings in boundary fences to ensure free movement of small mammals throughout the site and neighbouring properties. Exact details of the biodiversity and landscaping scheme have not been submitted; however, this can be secured via condition. Surrey Wildlife Trust raise no objection to the application. It is considered that the proposal would comply with Policy SD7 of the Runnymede 2030 Local Plan

Housing Mix

- 7.16 The proposal would provide 27 units being a mixture of 1, 2 and 3 bedroom units. These would all comply with the size requirements as required by Policy SL19 of the Local Plan. The applicant has advised that the proposal would provide 9 affordable housing units in accordance with adopted Policy SL20. Furthermore, the applicant has advised that if planning permission is secured then the proposal would come forward as 100% affordable. However, it is noted that this is not the current proposal to be determined. It is considered that the proposal would comply with policies SL19 and SL20 of the Runnymede 2030 Local Plan.

Land Contamination

- 7.17 No objections have been raised by the Council's Contaminated Land Officer subject to conditions securing a site characterisation to identify if there is any contamination on the site, with further remediation measures to reduce risks if identified. Subject to this condition, the proposal would comply with Policy EE2 of the Local Plan.

Noise and Air Quality Management

- 7.18 As indicated above, the site is in a predominantly residential area, with light industrial uses to the east and south of the site. The Chertsey to Addlestone Railway line approximately 30 metres to the south, however this is located the other side of the existing commercial units to the south/rear of the site. The submitted noise assessment notes that the site does suffer from noise disturbance, but this could be controlled by remediation measures including glazing and acoustic insulation, exact details of this have not been submitted and therefore a condition is recommended for further details to be submitted.
- 7.19 The site is not close to an air quality management area and it is not considered that the proposal would be affected by air quality or materially contribute to air quality once it has been completed. However, during construction of the proposal, this may cause dust nuisance. This could be controlled via a dust suppression scheme and a condition requiring the submission of these details prior to construction of the site is recommended. Subject to the above conditions, the proposal would comply with Policy EE2 of the Local Plan.

Renewable Energy

- 7.20 Policy SD8 of the Runnymede 2030 Local Plan refers to renewable and low carbon energy. The policy states that major development proposals will be required to submit an energy statement demonstrating how the energy hierarchy has been applied and how it will be implemented. The applicant has submitted a Sustainability and Energy Statement which states that the proposal would be constructed of methods to reduce CO2 and would provide 21 photovoltaic panels on the roof, in addition water saving measures would be included in the units. Therefore, it is considered that the proposal would comply with Policies SD7 and SD8 of the Runnymede 2030 Local Plan.

Thames Basin Heath Special Protection Area (TBH SPA)

- 7.21 The site lies within 5km of the Thames Basin Heaths Special Protection Area. In accordance with guidance from Natural England, the Habitats Regulations Assessment requirements are that plans or projects which may have a likely significant effect on a European designated site (such as the TBHSPA) can only proceed if the competent authority is convinced, they will not have an adverse effect on the integrity of the European site. Recent case law has suggested that likely significant effects cannot be ruled out at this screening stage, and in accordance with the Natural England guidance and national legislation, the application proposal must be made subject to an appropriate assessment. In accordance with the Council's SPG, and without consideration of potential mitigation regarding the TBHSPA this application is 'screened in' to the need for appropriate assessment as it lies within a zone of influence where recreational disturbance arising from new occupation in proximity to the TBHSPA is likely to have an adverse effect.
- 7.22 The guidance is that Natural England are required to be consulted and the LPA must have regard to its advice. Natural England agreed the framework for relevant development proposals affected by the TBHSPA in 2008 and the Council has been following this framework since then utilising it as standing advice removing the need for individual consultation to Natural England for schemes of this scale. It therefore falls to the Council to undertake the Appropriate Assessment of the application, which includes the consideration of any proposed

mitigation, to reach a conclusion as to whether the proposal has a residual adverse effects that lead to a likely significant effect on habitats at the THBSPA. In undertaking this Appropriate Assessment it is considered that there will be permanent effects arising from increasing the number of residential units within 5km of the TBHSPA. The applicant has agreed to submit a S106 with a clause for mitigation on the TBH SPA. The Council's appropriate assessment requires a contribution of £44,045.63 towards the provision of SANG and £17,550.00 towards the provision of SAMM in accordance with the Council's adopted SPG. Subject to securing the SANG and SAMM contributions by way of the S106 agreement, it is considered that the proposal would address the impacts of the development on the TBH SPA in accordance with Policy EE10 and the NPPF.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 In line with the Council's Charging Schedule the proposed development would now be CIL liable. The applicant has submitted the required forms including the assumption of liability for payment.

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 has imposes a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

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

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

10. CONCLUSIONS

- 10.1 The application site is in the Urban Area and would provide a net addition of 26 units to the housing supply in the Borough. The site would reuse an existing site for residential in what is a predominantly residential area. The site would make an efficient use of land for residential development and the design and character of the proposal is not considered to be harmful to the character of the area or on future occupiers. The traffic and highway safety aspects of the

proposal have been assessed by Surrey County Highways who raise no objection to the application. There are no other technical planning issues which 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, SL19, SL20, SL26, EE1, EE2, EE9, EE10, EE11, EE12, EE13 and IE3 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

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 and conditions:

SAMM (TBH SPA) Financial contribution of £17,550.00

SANG (TBH SPA) Financial contribution of £44,045.63

The provision and deliverability of 35% affordable housing mix to consist of 2 first homes and 7 affordable rent.

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) List of approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans.

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

3) External materials (details required)

Before the above ground construction of the development hereby permitted is commenced, details of the materials to be used in the external elevations of the dwellings shall be submitted to and approved by the Local Planning Authority. The approved materials shall be used for the purposes of constructing the approved development, with no variations, unless otherwise agreed in writing by the Local Planning Authority.

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

4) Hard and soft landscaping

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.

This 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. The above details should also be supported by a phasing plan/timetable for the delivery on the hard and soft landscaping.

(b) 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 in accordance with the phasing plan/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.

5) Acoustic glazing and ventilation

Before the development hereby approved is occupied details of the acoustic glazing, and ventilation for the residential properties as outlined in the submitted Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority with the approved measures installed and retained in perpetuity.

Reason: To minimise potential noise impacts to the occupiers of the proposed units and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

6) Surface Water Drainage

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

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 11 litres/sec, including evidence of small-scale sustainable drainage measures incorporated on site.
- c) 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.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

7) Suds Verification Report

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

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

8) Closure of existing accesses

The development hereby approved shall not be first occupied unless and until the existing access from the site to Station Road has been permanently closed and any kerbs, verge, footway fully reinstated

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

9) Creation of vehicular access

No part of the development shall be first occupied unless and until the proposed modified vehicular access to Station Road has been constructed and provided in general accordance with the approved plans and thereafter shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

10) Provision of parking spaces

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

11) EV Charging

The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

12) Cycle parking

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:

The secure parking of bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

13) Construction Transport Management Plan

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) measures to prevent the deposit of materials on the highway

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 does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

14) Land Affected by Potential Contamination

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

(i) Site Characterisation

No development must take place until an assessment of the nature and extent of contamination on the site has been submitted to and approved in writing by the Local Planning

Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include:

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

(b) an assessment of the potential risks to:

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

(ii) Submission of Remediation Scheme

If found to be required no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal and remedial options, proposal of the preferred option(s), a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(iii) Implementation of Approved Remediation Scheme

If found to be required, the remediation scheme shall be implemented in accordance with the approved timetable of works.

Upon completion of measures identified in the approved remediation scheme, a verification report (validation report) that demonstrates the effectiveness of the remediation carried out must be submitted to the local planning authority.

(iv) Reporting of Unexpected Contamination

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

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

15) Sensitive Lighting Scheme

Before any external lighting is installed at the site (excluding within the curtilage of a private residential properties), 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.

16) Renewable Energy and Water Efficiency

The development hereby approved shall provide renewable energy technology, energy efficiency and water efficiency measures as outlined in the submitted and approved Sustainability and Energy Statement dated 14 March 2022 to ensure that a minimum of 10% of the predicted energy consumption of the development would be met through renewable energy/low carbon technologies unless otherwise agreed in writing by the Local Planning Authority.

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 technologies and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance in the NPPF.

17) Dust suppression and air quality

Prior to commencement of development details of a dust suppression scheme shall be submitted to and approved in writing by the Local Planning Authority with such details operational throughout the construction period of the development.

Reason: To minimise the potential dust soiling effects on the occupiers and users of the adjacent neighbouring properties and to comply with Policy EE2 of the Runnymede 2030 Local Plan

18) Biodiversity

No development shall take place until a Biodiversity improvement strategy for on site works has been submitted and approved in writing by the Local Planning Authority. The Strategy should be based on the submitted Preliminary Ecological Appraisal and

Ecological Impact Assessment. All on site biodiversity enhancements within public areas shall be delivered prior to that area of the site being opened up for public use.

Such measures shall be retained in perpetuity.

Reason: To protect the habitat of bats, any invertebrates, reptiles and small mammals, the flora and fauna and ecological value of the site and to comply with Policies EE9 and SD7 of the Runnymede 2030 Local Plan and guidance in 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 permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
- 3) The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 4) 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.
- 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) When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developer's expense.

- 7) 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).
- 8) 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.
- 9) 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.
- 10) If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

Sub ground structures should be designed so they do not have an adverse effect on groundwater.

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.