

## COMMITTEE AGENDA REFERENCE: 5D

<b>APPLICATION REF:</b>	<b>RU.22/1373</b>
<b>LOCATION</b>	159-175 Redevelopment Site Station Road Addlestone Surrey KT15 2AT
<b>PROPOSAL</b>	Development at 159-175 Station Road, Addlestone to provide a development of 3-6 storeys, comprising 75 affordable residential units, 330 sqm of commercial floorspace at ground floor level (Use Class E) and associated access, car and cycle parking, bin stores, plant, landscaping and amenity space.
<b>TYPE</b>	Full
<b>EXPIRY DATE</b>	20/01/23
<b>WARD</b>	Addlestone North
<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>	
<b>A.</b>	<b>To approve the application subject to the completion of a S106 Agreement and planning conditions</b>
<b>B.</b>	<b>To refuse planning permission at the discretion of the CHDMBC should the S106 Agreement not progress to their satisfaction.</b>

### 2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site until recently comprised a terraced group of single storey and two storey commercial and residential properties (159-175 Station Road) located to the northwest of Station Road. Addlestone Railway Station is in close proximity to the site positioned to the northeast. 157 Station Road, an existing two storey building (formally used as a bank) does not form part of the development proposal and has been converted for use as a yoga facility on the ground and first floors, with a self-contained residential flat in the roof area. Following the prior notification for the proposed demolition of existing buildings granted under RU.18/0744 all buildings on the site have been demolished which included the demolition of 6 existing residential units.
- 2.2 The application site is surrounded by a variety of both commercial and residential dwellings, including two storey 'semi-detached' properties along Victory Park Road and the more recent redevelopment of the former Safeway site (adjacent to the railway line and Train Station) known as Pyle Close, and Beech House/Oak House situated along Victory Park Road. 2 Victory Park Road has also been recently extended under RU.17/1772 and converted into two 1 bedroom flats with the construction of a two storey attached building on land adjacent to 2 Victory Park Road to provide 2 no. studio flats and 1 no. two bedroom flat.
- 2.3 The application site has an area of some 0.26 hectares and falls within the Urban Area of Addlestone. The site also falls within the Town Centre of Addlestone and the designated Primary shopping Areas with a Secondary Frontage. The site falls outside of the 'Air Quality Management

Area' (AQMA) which is located further to the west of Addlestone in the vicinity of the High Street/Station Road Junction. The site is located within 5-7km of the Thames Basin Heaths SPA.

- 2.4 Following the adoption of the Runnymede 2030 Local Plan the application site is a site allocated for development by the Runnymede 2030 Local Plan, Adopted 16th July 2020 (by Policies SD2 and IE7).

### **3. APPLICATION DETAILS**

- 3.1 The applicant seeks full Planning Permission for the proposed redevelopment of land at 159-175 Station Road, Addlestone to provide a development of 3-6 storeys, comprising 75 affordable residential units, 330 sqm of commercial floorspace at ground floor level (Use Class E) and associated access, car and cycle parking, bin stores, plant, landscaping and amenity space.
- 3.2 The proposal will position the new buildings to front Station Road to the south east with a retail frontage upon the ground floor and residential above. The retail element will wrap around the building to the east along the front section of Victory Park Road. The building will be predominantly residential fronting Victory Park Road to the north east and north west. The height of the development varies along its frontages ranging from 2-6 storeys along Station Road and Victory Park Road (with the 6th floor set in at roof level). Each unit would be provided with an enclosed balcony and generally have full height floor to ceiling windows.
- 3.3 The development proposals provide for on-site parking (31 spaces) centrally within the development accessed by an internal vehicular ramp from Victory Park Road to the north east. The proposal would include 1 EV charging facility per dwelling. The parking area will be contained centrally within the buildings and will not be visible from outside of the site. The proposals will also provide for a total of 82 cycle spaces and internal bin stores on the ground floor.
- 3.4 The creation of a raised shared external amenity space for the use of residents of the flats will also be provided above the internal car parking area to provide a shared green space. This area will also double up as a green roof for the 'sustainable urban drainage system' which also forms part of the redevelopment proposals and also the location for the proposed single storey air source hydraulic plant room (ASHP) in lieu of the gas-powered boiler which was granted within the previous RU.18/0743 scheme. The ASHP would measure approx. 3.3 metres high by 8.4 metres wide by 14.3 metres long with a mansard style roof and louvred enclosure.
- 3.5 In support of the proposals, the applicant has submitted a Design & Access Statement, Planning Statement, Hard and soft Landscape works Schedules, Biodiversity Net Gain Assessment, Biodiversity Metric, Preliminary Environmental Risk Assessment, Air Quality Assessment, Lighting Assessment, Sustainability Summary Report, Environmental Lighting Illumination Impact Profile, Air Quality Assessment, Daylight, Sunlight & Overshadowing Assessment, Townscape & Visual Appraisal, Flood Risk Strategy, Surface Water Drainage Strategy, Statement of Community Involvement, Habitats Regulation Assessment, Transport Statement, Travel Plan Statement, Noise Assessment, Operational waste and recycling Management Strategy and a Preliminary Ecological Appraisal.
- 3.6 According to the applicant the current application proposes minor design changes to the previously approved 2018 scheme for 75 flats (RU.18/0743) with the only changes to the scheme being an enhanced energy strategy to include central Air Source Heat Pumps to ensure energy is affordable for all residents and the energy efficiency of the scheme is improved and a move to 100% affordable housing provision although this element is still subject to negotiations. The intention is to deliver the entire site as affordable housing, specifically at much needed Social Rent levels.

### **4. RELEVANT PLANNING HISTORY**

- 4.1 The following history is considered relevant to this application:

Reference	Details
RU.12/0577	(Land r/o 159-161 Station Road) Retrospective planning permission for the use of the premises as a car washing and valeting facility and alterations to the existing premises. Granted.
RU.18/0115	(157 Station Road) Change of use from A2 Financial to D2 leisure. Granted.
RU.18/0744	(159-175 Station Road) Prior notification for the proposed demolition of existing buildings. Granted.
RU.18/0743	Redevelopment of land and buildings at 159-175 Station Road, Addlestone to provide a development of 2-6 storeys, comprising 74 residential units (Use Class C3), flexible retail floorspace on the ground floor (Use Class A1, A2, A3) and associated access, car and cycle parking, bins stores, plant, landscaping and amenity space (amended plans received 7th, 8th and 14th of August 2018) – Granted - Not Implemented- Lapsed

## 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 a site allocated for development by the Runnymede 2030 Local Plan, Adopted 16th July 2020 (by Policies SD2 and IE7).
- 5.4 SPDs including but not limited to:
- Runnymede Design SPD (July 2021)
  - Thames Basin Heaths SPA SPD (April 2021)
  - Affordable Housing SPD (April 2022)
  - Green and Blue Infrastructure SPD (November 2021)
  - Runnymede Parking Guidance SPD (November 2022)

## 6. CONSULTATIONS CARRIED OUT

### Consultees responses

Consultee	Comments
RBC Housing Manager	No objection
RBC Affordable Housing Manager	No objection
RBC Arboricultural Officer	No objection subject to condition
Natural England	No objection
SCC County Highway Authority	No objection subject to conditions
Environment Agency	No objection
RBC Contaminated Land Officer	No objection subject to condition
RBC Environmental Health Officer	No objection subject to conditions

RBC Drainage Engineer	No objection subject to conditions
RBC Energy Officer	No objection subject to conditions
SCC Lead Local Flood Authority	No objection subject to conditions
Surrey Wildlife Trust	No objection subject to conditions
RBC Planning Policy	No objection
RBC Deputy Direct Services Manager	No objection
Surrey Bat Group	No objection subject to conditions
SCC Crime Prevention Design	No objection
Affinity Water	No objection
Network Rail	No objection
Thames Water Utilities	No objection
RBC Valuer	No objection

### 6.1 Representations and comments from interested parties

6.2 The application has been advertised in the local paper and a Site Notice has also been displayed near the site. In addition, 199 Neighbouring properties were consulted in respect of the development proposals. In response to these consultations letters of objection have been received from 9 households outlining the following concerns

- We have objections to the proposed number of parking spaces 31 and no visitor spaces in relation to the 75 apartments due to be built. Parking is already difficult.
- We have objections about the proposed height of the development, 6 storeys in part, would have a major effect on the available light for surrounding businesses and apartments.
- I have some concerns about the build that is planned as I feel the level of the building will dramatically affect the view from our property meaning we will be able to look directly into the windows of the tenants of the new builds and they will be able to look directly into Oak House
- Devaluation of neighbouring properties
- Need to have enough bin provision
- There is already a lot of anti-social behaviour in the area, with more affordable/council housing this will only get worse and it will be a horrendous place to live let alone bring up children.
- That empty space would be better used and more gratefully received if the Council were to transform it to extra parking for residents already living and working in the area.
- Congestion will increase as Victory Park Road is already used for drop off and collections at the train station, Tesco deliveries (where there is frequently a large truck parked) and with the taxi office there are always lots of taxis coming and going. This worsens due to the closure of the barriers at the train station twice every hour.
- Noise disturbance to existing residents from the construction
- Currently Station Road and Addlestone One has many retail spaces available which are not being utilised. Some have not been in use by any business since being built - how will the new retail space going to be handled? Will these then be converted to housing/residential spaces like Aviator Park etc.
- Further impact on already stretched services, e.g., doctors, pharmacy and education.

- We were advised that the current water pressure in our area was so low that we were unable to avail of a more economical and environmentally friendly combi boiler. Water pressure was raised as an objection to the previous developments in this area and it has become decidedly worse.
- Detrimental overlooking, loss of sunlight and loss of privacy to residents on Pyle Close.
- The local residents of Oak House currently look over to the beautiful Surrey Countryside. This new development at 6 storeys will totally block this view.

## 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. Previous planning approval RU.18/0743 is also a material consideration. The key planning matters include;

- Principle and Quantum of Development
- Affordable Housing
- Design and Impact on Character and Appearance of the Area
- Residential amenity
- Highway Considerations
- Noise and air quality
- Flood Risk and Drainage
- Impact on Trees
- Ecology (including the Thames Basin Heaths SPA)
- Sustainability
- Planning infrastructure tariff

### Principle and Quantum of Development

7.2 The application site is included in the Runnymede SLAA (2021) and comprises a site allocated under Policy IE7, 'Addlestone East Allocation'. The site is located within a reasonable walking and cycling distance of key facilities in Addlestone as well as other leisure, employment and education facilities close to the site. Bus stops providing access to Addlestone as well as to the nearby larger towns of Egham, Chertsey and Staines-upon-Thames are located just a short distance away, and Addlestone Station nearby provides access to the rail network for longer distance trips with the M25 and M3 close by. As such the site is in a settlement location and has access to local facilities and is in a sustainable location. Given the sites allocation (as well as its recent planning history) the proposed residential development of the site is acceptable in principle.

7.3 The Runnymede 2030 Local Plan was adopted on 16th July 2020 and within this Policy SD1 of the Local Plan advises that Addlestone will require 1,265 net additional dwellings and 4,400sqm of net additional A (now E) Class floorspace in Addlestone town centre during the period of the Local Plan (2015-2030). 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 IE7 which has allocated the site for development for a minimum of 70 (net) dwellings.

Policy IE7 also requires the following:

- a) Mix of A uses at ground floor level
- b) A minimum of 70 (net) residential units

A drainage strategy will be expected to be submitted with the planning application at this site which will address the potentially high water table in the design of any suds scheme.

This town centre allocation may also present opportunities to provide other town centre uses to meet identified needs.

7.4 Paragraph 130 of the NPPF advises that developments should function well and add to the overall character of the area, be sympathetic to the surrounding built environment (local character and history) and should be visually attractive as a result of good architecture, layout and landscaping. The NPPF however focuses upon not discouraging appropriate innovation or change such as increased densities and the need to make the effective use of land. Section 7 of the NPPF focuses upon the importance of Town Centres confirming that planning policies and decisions should support the role that Town Centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation. The NPPF stresses that local planning authorities should encourage the sustainable growth of Town Centres and allocate a range of suitable sites to meet the scale and type of development likely to be needed to meet this objective. The NPPF also, in chapter 11, supports making effective use of land and achieving appropriate densities.

7.5 In line with this national policy, Policy IE6 seeks to encourage development proposals within the three Town Centres of the Borough to improve the quality and broaden the range of retail and leisure facilities so as to enhance each individual Town Centres role as a sustainable shopping and leisure destination with much enhanced vitality and viability. As part of this drive to regenerate Town Centres the 2030 Local Plan has highlighted certain specific land parcels within their Town Centre Allocations to ensure the delivery of high quality buildings and spaces that make a positive contribution to the character and function of each Town Centre and the quality of its urban environment. This includes the 'Addlestone East' allocation (policy IE7) which includes the current application site 159-175 Station Road. This policy focuses upon the importance of this land parcel in providing a regeneration role for Addlestone in the form of a higher density 'high quality' mixed use redevelopment. It is therefore recognised that planning policy seeks to encourage sustainable and appropriate change within our existing Town Centres. As well as the proposed residential element the development would also include 330 sqm of commercial floorspace at ground floor level (Use Class E - Commercial, Business and Service which largely replaces the previous A class uses as class E includes the revoked Classes A1/2/3, B1, D1(a-b) (with classes A4 and A5 new being included in Sui Generis)) split between two units; one which would be 135sqm and the other 195sqm, in compliance with Policy IE6. It is for these reasons coupled with the planning history of the site that the quantum of development proposed is considered to be an efficient use of land.

### Affordable Housing

7.6 Policy SL19 requires (on sites of 10 or more dwellings) that the housing mix is generally in line with the latest Strategic Housing Market Assessment (SHMA). The current proposal is for:

Unit size	No. of shared ownership units	No. of affordable rent units	Total units
1 bedroom	12 (16%)	5 (7%)	17 (22%)
2 bedrooms	27 (36%)	29 (39%)	56 (75%)
3 bedrooms	1 (1%)	1 (1%)	2 (3%)

In terms of the tenure mix, shared ownership properties account for 40 units (53%) (12 x 1 bed, 27 x 2 bed and 1 x 3 bed) with affordable rented bring the remaining 35 units (47%) (5 x 1 bed, 29 x 2 bed, 1 x 3 bed). This compares to the mix from the SHMA which requires:

For low-cost home ownership:

- 1-bed properties: 15-20%;
- 2-bed properties: 40-45%;
- 3-bed properties: 25-30%; and
- 4-bed properties: 10-15%

Affordable rented:

- 1-bed properties: 10-15%;
- 2-bed properties: 40-45%;
- 3-bed properties: 35-40%; and
- 4-bed properties: 5-10%

As can be seen from the above, the proposed development does not meet the required split in terms of the size of the units, however, as the development site is in a town centre location where a high density flatted development is expected to meet the requirements of Policy IE7, this discrepancy is considered acceptable. All of the proposed units would meet with the minimum space standards as set out in Policy SL19.

- 7.7 Policy SL20 states that on sites of 10 dwellings or more, 35% of units should be affordable and that 70% of the units should be provided as affordable rent with the remaining 30% as shared ownership, which means the proposed split is not in line with this. However, it should be noted that paragraph 2.3.10 of the Adopted Affordable Housing SPD (April 2022), this 70:30 split is amended to 25% First Homes, 53% social / affordable rent and 30% other forms of affordable housing. However, this relates to developments where only 35% are provided as affordable homes, and not an entirely affordable proposal as applied for. The fact that the entire scheme would be affordable units negates the requirement for the provision of First Homes as per paragraph 7 of the Interim Policy Statement on First Homes (January 2022). Nevertheless, the requirement in the NPPF (paragraph 64) which requires major development involving the provision of housing to provide at least 10% of the total number of homes to be available for affordable home ownership would be complied with.
- 7.8 In addition to the above, the Affordable Housing SPD (at paragraph 2.3.12) sets out that the Council needs to consider 100% Affordable Housing schemes on a case-by-case basis. A key influencing factor is the scale of development and whether the proposal would meet an identified need for this type of product in this location. The Council's Housing Team are supportive of this application for 100% affordable housing utilising grant funding from Homes England as it is from one of the Council's key Registered Provider (RP) partners. Discussions with the RP indicate that they intend to deliver some of these units at rents less than 80% of market rents, meaning these much-needed homes would be genuinely affordable for households in housing need. This would help to offset the lack of social rented provision in the development.
- 7.9 The cost of accommodation in Runnymede Borough is exceptionally high. For some applicants on the Council's Housing Register the cost of an Affordable Rent can be prohibitive, especially for working households with a low income. Considering recent increases in the cost of living, Social Rents can provide households with security and peace of mind. The Levelling Up white paper states that, "The UK Government will also increase the amount of social housing available over time to provide the most affordable housing to those who need it. This will include reviewing how to support councils to deliver greater numbers of council homes, alongside Housing Associations. The UK Government will also ask Homes England to play a wider role in supporting mayors and local authorities to realise their ambitions for new affordable housing and regeneration in their areas"
- 7.10 Recent figures provided by the Housing Department at Runnymede Borough Council show the breakdown of applications on the Housing Register by the number of bedrooms each household requires:

Bedrooms Required	Number of Applicants	Percentage of Total
One bedroom	616	50.6%
Two bedrooms	342	28.1%
Three bedrooms	206	17.0%
Four (+) bedrooms	53	4.3%
Total	1217	

Runnymede Council's Allocation Scheme prioritises transfers for tenants who are under occupying family size homes, however the difference in rent on new affordable housing at Affordable Rent (up to twice that of existing social rent tenancies) means that it is difficult to encourage tenants to move unless they are not able to manage in the larger home or are subjected to the Social Sector Size Criteria. Provision of good quality smaller properties at social rent should facilitate the availability of larger homes to people on the Housing Register

- 7.11 The proposed mix of one-bedroom and two-bedroom flats strikes a balance between the needs identified by these figures and a manageable and sustainable development. This application seeks to provide much needed accommodation in a sustainable location
- 7.12 The tenure mix would be secured through the s106 agreement. Secondly, given that the provision of 100% affordable has been attributed weight in the planning balance; a planning condition is recommended to secure this and to ensure that any change to this level of provision would require the submission of a section 73 application to vary this condition.
- 7.13 On this basis it is considered that the proposal meets the requirements of Policies SL19, SL20 and the Affordable Housing SPD.

### **Design and Impact on Character and Appearance of the Area**

- 7.14 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 requires development proposals to achieve a high quality and inclusive design which responds to the local context including the built, natural and historic character of the area. Development should be designed to take into consideration the existing site and its local context. Any development should consider the existing local context of the Town Centre and the scale and design of existing surrounding buildings whilst providing a higher density development in line with policy IE7 of the Local Plan.
- 7.15 During the consideration of RU.18/0743 Officers worked with the applicant to secure a high quality scheme which provided for an appropriate scale, layout and design for Addlestone Town Centre. The current proposed scheme is identical to that granted under RU.18/0743, with the exception of the proposed single storey air source hydraulic plant room (ASHP) in lieu of the gas powered boiler, however since the approval of planning application RU.18/0743 there have also been a number of changes in planning policy including the adoption of the Runnymede 2030 Local Plan, the adoption of a number of new 'Supplementary Planning Documents' (SPD's) and the introduction of CIL.
- 7.16 The highest section of the building (extending to 6 storeys) has been restricted to the north eastern part of the site (adjacent to Victory park Road and Station Road) so as to reflect the higher elevations of the neighbouring residential/retail development on the former Safeway site and to create a focal corner feature when viewed from the north east along Station Road. The design considers the design of existing smaller 'gabled' terraced units along Station Road and look to introduce these gabled features along with some additional detailing within the new proposal. The proposal also provides a variation in the height, projection and external materials of the building so as to better reflect the scale and character of existing lower buildings along Station Road.
- 7.17 It is recognised that the proposal will result in a material change in floor area, scale and massing when compared with the original buildings within the application site and existing neighbouring buildings within the local area along Station Road. The existing neighbouring mixed use scheme to the north east (the former Safeway site) has however introduced a modern 5 storey building with the 5th floor contained within a smaller flat roof element set in from the main elevations of the building. This building extends to some 15.8 metres to the upper roof (13.6 metres to the top of the main flat roof).
- 7.18 In comparison the current proposal will extend to 6 storeys with the 6th floor positioned within a separate hipped/gable element 'set in' from the main elevations of the building. In



comparison the height of the proposed building to the north east of the site (adjacent to the former Safeway site) has a height of some 17.6 metres (extending to some 22 metres including the upper roof element, which is 'set in' from the main elevations). The development is considered to represent a high quality design which carefully considers the existing local context of the surrounding Town Centre and the design and scale of existing surrounding buildings (including the neighbouring bank building) whilst still providing a high density development in line with policy IE7 of the 2030 Local Plan.

- 7.19 In support of the proposals, the applicant has submitted a 'Townscape and Visual Appraisal' which considers the visual impact of the proposals upon both the Town Centre and longer distance views. This assessment acknowledges that in the immediate area of the application site, the proposal would significantly alter the view and introduce a new and prominent feature within the Town Centre. However, this changed view would not be uncharacteristic of the existing urban context and the recent development on the former Safeway site and other recent developments which have been undertaken as part of the regeneration of Addlestone Town Centre.
- 7.20 The assessment advises that the scheme would have a small visual envelope which would result in changes to key views for a highly localised geographic area generally within 500 metres of the site. Beyond this, the assessment concludes that there would be no critical views of the development due to intervening structures and vegetation. The assessment states that the proposed development would be of a high quality which would improve the physical condition and fabric of the streetscape resulting in a positive effect in line with policy EE1 of the 2030 Local Plan. The scale of the impact would only have a minor effect on the character of Addlestone Town Centre and a negligible effect upon wider character. When taken in conjunction with nearby approved Town Centre redevelopment schemes, the assessment also concludes that the proposal has the potential to contribute to a collective beneficial impact on the Town Centre as part of the councils wider planned Town Centre regeneration programme.
- 7.21 On the basis of the above 'Townscape and Visual Appraisal' coupled with planning approval RU.18/0743 for an almost identical scheme, it is considered that the proposal will result in a 'high quality' development which will seek to enhance the character and vitality of Addlestone Town Centre in line with policy EE1 of the 2030 Local Plan. It is acknowledged that this policy requires the redevelopment of the site to provide a much higher density of development. It is considered that this proposal would meet the objectives of this policy by providing an increased density of development whilst still being sympathetic to the surrounding built environment (local character and history). The proposal would be visually attractive as a result of good architecture, layout and landscaping and would positively enhance the character of the Town Centre. The proposal is therefore considered to comply with Policies IE7 and EE1 within the NPPF.

### **Residential amenity**

- 7.22 Policy EE1 states that development proposals should have no adverse impact on neighbouring properties or the amenities of future occupiers and should provide an appropriate standard of amenity space. Policy SL19 requires development to comply with minimum internal space standards. The closest residential dwelling to the proposal is considered to be an existing residential unit within the roof area (third floor) of the existing bank building known as 157 Station Road. The design of the new building adjacent to this existing residential unit has been designed so as to not extend any further towards of the rear elevation of this neighbouring residential unit.
- 7.23 The proposed air source hydraulic plant room (ASHP) would be located at first floor height within the central courtyard but it would be single storey in height and have a mansard style sloping roof. The applicant has investigated positions for the ASHP'S to be placed on the roof and also within the building but these were discarded for visual or technical reasons. If placed on the roof they would disrupt the design of the pitched roof solution and in the building the free air requirements could not be achieved. It was decided that the most discrete position was on the podium with an enclosure that would also meet the free air requirements. The louvres will be arranged in a series of panels arranged to give visual interest and not a single run of louvres. The impact of the enclosure has been reduced by having a sloping mansard roof. The louvres will be matched in colour with all metalwork and windows in the development.

- 7.24 The ASHP'S sit inbound of the boundary wall as there is also a vent from below for the car park to meet free air requirements. The ASHP' will exhaust vertically. Due to constantly changing technology regarding Air Source Heat Pumps, the final type of equipment has not yet been identified for the scheme, however a condition would be imposed for an assessment of noise and vibration. The positioning will ensure that the amenities of the neighbouring dwelling are protected and in addition there will be no overlooking or loss of privacy to this neighbouring residential unit.
- 7.25 The ground and first floors of this neighbouring building are currently in commercial use being converted for use as a yoga facility. Existing two storey dwellings are also positioned towards the north west (known as 1,2 and 3 Victory Park Road). Given the distances (30 metres) and side positioning of 1 & 3 Victory Park Road to the proposals, there is not considered to be any unreasonable loss of amenity to these existing dwellings. It is also noted that the front elevations of these residential units face the application site, which will ensure that the rear garden areas of these dwellings are protected from unreasonable overlooking and loss of privacy.
- 7.26 2 Victory Park Road has recently been extended and converted into two 1 bedroom flats with the construction of a two storey attached building to provide 2 no. studio flats and 1 no. two bedroom flat. It is considered that given the 'L' shaped layout of this proposed new development, the development proposals will not result in any loss of amenity to this neighbouring development, including overlooking or loss of privacy. It is acknowledged that the proposals will introduce new windows facing existing residential properties along Oak House and Beech House to the north east of the site along Victory Park Road. However, it is considered that the development will face the main 'public' elevation of this neighbouring development, which coupled with the distances retained is considered to adequately protect the amenities of the occupiers of this neighbouring development in terms of overlooking and loss of privacy.
- 7.27 In support of their proposals, the applicant has submitted a 'Daylight, Sunlight and Overshadowing Assessment', which concludes that there will be no detrimental impacts upon neighbouring residential properties along Pyle Close and Victory Park Road. The report advises that three existing properties along Station Road (opposite the application site) will be likely to experience daylighting impacts. However, the report concludes that these levels are expected given that the three properties already experience poor existing values of daylight and sunlight. This coupled with their high street context is not considered to be objectionable in this particular case. The reports consider the impacts upon Oak House and Beech House advising that these buildings have been designed with long narrow rooms, which result in residents experiencing average to poor daylight figures. The report concludes that given the internal layout of this neighbouring development and following a series of assessments, these rooms will still fall in line with the daylighting and sunlighting standards in the BRE guidance when the development is completed.
- 7.28 The report also considers the impacts of overshadowing of surrounding amenity space advising that there will be some overshadowing of a ground floor garden in an existing flat within Beech House. However, the report concludes that this amenity area is already small and due to its design and positioning currently functions as a poor quality amenity area. It therefore has to be acknowledged that the amenity of this flat will be affected by the proposed development. However, the impact is primarily in respect of the small patio and would not be able to provide full amenity to the occupiers as it stands. There is Victory Park to the north within very close walking distance which provides an excellent amenity for residents and is a reasonable mitigation for the impact identified.
- 7.29 The report concludes that the proposed development will fully comply with the recommended daylight and sunlight BRE standards for these residential units. On the basis of the above assessments, whilst the report does conclude that there will be some impacts on existing surrounding properties, the level of impact will be not significant and there will still be an acceptable level of amenity maintained for the occupiers of Pyle Close and Beech House. As

such, it is not considered that the development proposals will have any material detrimental impacts upon the amenities of existing residential dwellings surrounding the application site and the proposals are considered to comply with Policy EE1 and policy within the NPPF.

- 7.30 Regarding the suitability of the living accommodation being provided for future occupants, the proposed dwellings are generally arranged around the living spaces with bedrooms on either side. The ground floor of the scheme comprises a mix of uses. Flexible commercial floorspace will be provided along the Station Road frontage as part of 2 units. The majority of the remaining ground floor will comprise car parking, with residential units located around the edge adjacent to Victory Park Road. Bin stores, plant rooms, cycle parking and electric car charging points are also provided at ground floor level. There is level access to all areas and residents lifts are proposed. All dwellings are designed to comply with Building Regulations Part M - Accessible Design Standards in compliance with Policy SD7.
- 7.31 All units would have an enclosed balcony, providing a level of privacy whilst minimising overlooking of adjacent properties. In addition to the private amenity space, the layout also includes a central landscaped courtyard space and a play area at podium level serving the flatted development which would add interest to the development and create opportunities for communal activities. New homes will surround the courtyard area on three sides. Access will be provided directly on to the courtyard from the residential blocks. The upper floors are accessed by two cores that are entered from the pedestrian entrances on the eastern part of the site along Victory Park Road. The upper floors are separated into three distinct blocks, allowing natural light into the central courtyard area and providing natural surveillance internally and externally along both Station Road and Victory Park Road.
- 7.32 The proposals have been developed to respect the privacy and limit overlooking of the neighbouring properties. This will be achieved primarily through the innovative design of the scheme, which also benefits from considerable separation distances to other properties. All of the homes would meet the required Nationally Described Space Standards and thus meet the minimum floor space requirements set out in Policy SL19. It is therefore considered that the proposal would be of a high-quality design and would provide attractive living spaces in compliance with Policy EE1.

### **Highway Considerations**

- 7.33 Policy SD4 of the Local Plan states that the Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network. The impact of the proposals upon both highway safety and parking have been considered by Officers in consultation with the County Highway Authority. In addition, the letters of representation received in relation to highway safety and parking have been carefully assessed.
- 7.34 The Council has recently adopted a Car Parking Guidance SPD which expresses neither a maximum nor minimum standard for residential development. This is to enable development proposals to respond fully and flexibly to the characteristics of their location, taking account of the availability of alternative means of travel in the area, car parking issues in the locality and to make the most efficient use of land. Development located in sustainable locations; close to services and public transport links are considered to need less parking than those sites positioned in more rural or inaccessible locations.
- 7.35 The NPPF stresses the need to promote sustainable transport and advises that significant development should be focused on locations which are sustainable so as to offer a genuine choice of transport modes to help reduce congestion, emissions and improve air quality and public health. The application site is located within a highly sustainable location in very close proximity to the Addlestone Railway Station, bus routes, cycling and pedestrian routes. Local services are also a very short walk away given the Town Centre location of the application site. On this basis it is considered that a reduced level of on- site parking for both the commercial and residential units can be justified.
- 7.36 The County Highway Authority have advised that the design, layout and level of on- site parking provision for the development complies with their policies and adopted standards. All spaces will be fitted with a fast EV charge socket and the applicant also proposes the provision

of secure, covered and lit cycle parking which the County Highway Authority advises will comply with policy which seeks to encourage more sustainable modes of transport as opposed to the private car.

- 7.37 The County Highway Authority have carefully considered resident's concerns regarding local parking pressures and the potential for overspill parking into local surrounding streets. The County Highway Authority have advised that this is not considered to represent a highway safety or capacity issue for this local area as potentially dangerous locations for parking within the vicinity of the application site are protected through the use of parking restrictions. In addition, the County Highway Authority consider that there are alternative public car parks and on-street parking opportunities within the local area of Addlestone Town Centre which could be utilised if required. On the basis of the above assessment, it is considered that subject to the imposition of conditions as requested by the County Highway Authority, the proposed development will comply with the councils adopted parking standards and is in accordance with Policies SL5, SD3, SD4 and SD5 of the Local Plan and sustainable transport policy within the NPPF.

### **Noise & Air**

- 7.38 The applicant has submitted detailed Noise and Air Quality Assessments as part of the development proposals which have been carefully considered by the councils Senior Environmental Health Officer (EHO). She advises that the submitted assessments provide sufficient detailed information to determine that, subject to conditions, there will be no detrimental impacts relating to noise or air quality as a result of the development proposals. The EHO advises that in relation to noise, they require the design of the window glazing (in those habitable rooms which rely on the provision of high specification windows to achieve the required internal noise levels) and to be designed with external ventilation. It is considered that these requirements can be secured by planning conditions.

- 7.39 It is also recognised that the proposal will introduce new residential units (including flat roof areas and balconies) above proposed new ground floor commercial uses (Use Class E). It is recognised that these balconies and flat roof areas will both experience and generate noise. Whilst it is considered that some level of noise is to be expected given the Town Centre location of the site and its proximity to the Train Station, it is considered necessary to impose planning conditions to restrict the opening hours of any proposed use. This is on the basis that unrestricted opening times for such uses within the development would have the potential to have detrimental noise impacts upon both the proposed new residential units in the development and upon neighbouring surrounding residential units. It is recommended that the following time restrictions be imposed to replicate the opening times of existing units in the locality:

Mondays to Thursdays	08.00 to 23:00
Fridays and Saturdays	08.00 to 00.00 (midnight)
Sundays and Bank Holidays	08.00 to 23:00

- 7.40 In addition, the introduction of restaurant and café uses may require the installation of ventilation and filtration equipment in any commercial cooking area. This will also have the potential to create noise and smells to both existing and proposed residential dwellings in local area. On this basis it is recommended that a condition be imposed to seek further details of the design in order to protect neighbouring residential amenity. This condition will also allow the design and positioning of any external extraction and ventilation equipment to be fully considered to ensure an acceptable design within the street scene.
- 7.41 The 'Air Quality Assessment' proposes a number of mitigation measures, including the submission of a 'Dust Management Plan'. It is recommended that these mitigation measures be imposed as planning conditions on any permission granted. On the basis of the above assessments, it is considered that subject to conditions, the development proposals are considered to be acceptable in terms of noise and air quality.

- 7.42 Overall, it is concluded that, with the recommended measures in place, the occupants of the new properties can be provided with an acceptable acoustic and air environment. The

Council's Contaminated Land Officer (CLO) does not raise objections subject to a condition. 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 and air.

### **Impact on Trees**

- 7.43 The site was previously covered in buildings and some trees which have been demolished and removed which has resulted in vegetation growth across the site including bramble and Japanese Knotweed and no trees remaining. In support of the proposals, the applicant has submitted general hard and soft landscape proposals including the provision of 14 trees in total, and surface level planters to support additional trees. The councils Tree Officer has assessed the landscape proposals and is satisfied subject to a range of tree species being provided. On this basis no objections are raised to the proposals subject to the imposition of conditions, including the submission of a detailed landscaping scheme for the proposal. The proposal therefore complies with policies EE1 and EE11.

### **Ecology**

- 7.44 The applicant has also undertaken a preliminary Ecological Appraisal which advises that the site is comprised of scattered shrub and no habitats listed as Priority Habitats and is considered to have negligible ecological value. Japanese Knotweed has previously been recorded in the north of the site. It is illegal to cause the spread of this species and in line with these recommendations the preliminary ecological survey provides for boxes for birds within the development proposals, native planting within the proposed landscape strategy for the site and the submission of a management plan including biosecurity measures to prevent the spread of Japanese knotweed off site.
- 7.45 Paragraph 174 of the NPPF also advises that planning decisions should also provide net gains for biodiversity. A BNG assessment has been undertaken to quantify the overall effect of the proposed development upon the site's biodiversity value. This is achieved by comparing the site's baseline habitat value with that of the proposed development. Calculations consider the level of proposed habitat loss, retention, or creation delivered by the proposed development and are measured using Natural England's Biodiversity Metric 3.1 in accordance with guidance and best practice principles. Landscape plans have been submitted which according to the applicant would deliver a 5.82% net gain on site and include within the amenity area the provision of species-rich grassland, a 420 m<sup>2</sup> biodiverse green roof (on the 3 storey part of the development in the south western corner of the site) and 14 trees to achieve this.
- 7.46 Surrey Wildlife Trust recommends conditions be attached requiring the submission of an Invasive Species Management Plan, a Landscape and Ecological Management Plan (LEMP), a Construction and Environment Management Plan (CEMP) and biodiversity enhancement and net gain. 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 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**

- 7.47 In terms of recreation, Local Plan Policy SL26 requires the provision of play spaces in new housing developments of 20 dwellings (net) or more. A trim trail and climbing area has been indicated on the landscape layout. The amenity space provided does not meet standards set out in Policy SL26 due to the viability of delivering a fully affordable scheme on site and also due to the requirement to position the central Air Source Heat Pumps (ASHP) within the open space area. However, the policy does state that the council will negotiate this requirement on a site-by-site basis and if required impose off site mitigation contributions as part of a S106 agreement. However, paragraph 3.25 of the Infrastructure Delivery & Prioritisation SPD exempts affordable housing from the tariffs set out therein, other than for SANG infrastructure.

### **Thames Basin Heath**

- 7.48 The site lies within 5-7km 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.
- 7.49 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 any 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 5-7km of the TBHSPA. However, the applicant has agreed to provide mitigation measures which comply with the Council's adopted guidance. As a competent authority the Council's appropriate assessment requires a contribution of £11,916.00 towards the provision of SAMM and £29,905.85 towards the provision of SANG in accordance with the Council's Adopted SPG. Subject to securing the SAMM and the relevant SANG contributions by way of a section 106 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.

### **Flood Risk and Drainage**

- 7.50 Although the application site is located within Flood Zone 1, it is however adjacent to a high surface water flood risk area and surface water flow path as shown on the Environment Agency's Long term Flood Risk Maps, therefore the Council's Drainage section consider that all residential finished floor levels shall be set a minimum of 150mm above the surrounding ground levels to ensure the development remains safe and in accordance with NPPF and Runnymede's Local Planning Policy EE13. The applicant has submitted a 'Flood Risk and Drainage Strategy' which seeks to utilise a variety of sustainable urban drainage systems including permeable surfacing, a green roof and a geocellular storage system on site for the storage of excess water flows. The Lead Flood Authority and the Council's Drainage section have advised that they raise no objections to the proposals subject to conditions. On this basis, it is considered that subject to conditions, the development will provide a suitable sustainable urban drainage system, which would be in line with requirements of both the councils Drainage Section and the Lead Flood Authority and the proposal complies with Policies EE13 and IE7.

### **Sustainability**

- 7.51 Policy SD8 requires development of 1,000sqm or more to meet 10% of that development's energy requirements from renewable and/or low carbon technologies and policy SD7 promotes sustainable design. The current application is proposing air source heat pumps (ASHP) to provide 100% space heating and hot water demand for each apartment. This has been a change from the previous consented development (RU.18/0743) on site which utilised gas boilers. According to the applicant it was considered essential to incorporate ASHPs into the current proposals in order to comply with updated climate change policies, ensure affordability of energy to occupiers and to meet requests made by both councillors and the local community during public consultation to provide an energy efficient scheme.

7.52 The building orientation and plan form aim to maximise daylight into residential units within the confines of the site boundary to maximise the benefits of passive solar heating in winter, whilst limiting the likelihood of high temperatures in the summer. Following concerns raised regarding 5 of the ground-floor apartments assessed to have a 'high' overheating risk, the Energy Report and plans have been revised to include shutters to prevent this. The methods quoted to achieve a 'lean' development and use less energy are considered to be acceptable. The Council's Energy Officer has assessed the proposals and considers that the development 'as designed' meets the renewable/low carbon energy 10% requirement in policy SD8. Therefore, conditions are recommended to secure this and in respect of water efficiency, and the proposal complies with 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 but would be exempt given that it is 100% affordable housing.

## **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 IE7). 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, SL19, SL20, EE1, EE2, EE9, EE10, EE11, EE12, EE13, IE6 and IE7 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 £11,916.00**
2. **SANG (TBHSPA) financial contribution of £29,905.85**
3. **The provision and deliverability of 100% Affordable Housing details of which will be subject to approval of the Council's Housing Officers**

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. Full application (standard time limit)

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

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;

Proposed Ground Level Plan	210193-3DR-XX-00-DR-A-20-100 P9
Proposed Elevations South East & North East	210193-3DR-XX-XX-DR-A-20-301 P6
Proposed Elevations North West & South West	210193-3DR-XX-XX-DR-A-20-302 P6
Landscape General Arrangement Layout	60685378-SHT-30-0000-L-0001 P02
Landscape Cross Sections	60685378-SHT-30-0000-L-0002 P02
Landscape Hard Works Schedule	60685378-SHT-30-0000-L-0003 P01
Landscape Soft Works Schedule	60685378-SHT-30-0000-L-0004 P02
Landscape Roof Layout	60685378-SHT-30-0000-L-0005 P01
Proposed Basement Plan	210193-3DR-XX-B1-DR-A-20-050 P1
Proposed Level 01 Plan	210193-3DR-XX-01-DR-A-20-101 P8
Proposed Level 02 Plan	210193-3DR-XX-02-DR-A-20-102 P9
Proposed Level 03 Plan	210193-3DR-XX-03-DR-A-20-103 P8
Proposed Level 04 Plan	210193-3DR-XX-04-DR-A-20-104 P8
Proposed Level 05 Plan	210193-3DR-XX-05-DR-A-20-105 P8
Site Location Plan	210193-3DR-XX-00-DR-A-10-010 P1
Proposed Block Plan	210193-3DR-XX-00-DR-A-10-012 P1
Proposed Roof Plan	210193-3DR-XX-RF-DR-A-20-106 P8
Proposed Cross Sections AA & BB in context	210193-3DR-XX-XX-DR-A-20-303 P5
Proposed Longitudinal Sections CC & DD in context	210193-3DR-XX-XX-DR-A-20-304 P6
Proposed Longitudinal Section EE in Context	210193-3DR-XX-XX-DR-A-20-305 P2
Street Scene	210193-3DR-XX-XX-DR-A-20-501P2
Master Area Schedule – GIA	210193-3DR-XX-XX-SC-A-20-900 P3
Post Demolition Topographical Survey	L10981 1



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

3. 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.

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.

4. External Materials

Before the above ground construction of the development hereby permitted is commenced, further details and samples of the external materials to be used in the external elevations (including windows, doors, shopfront materials and external balcony railings) shall be submitted to and approved by the Planning Authority and no variations in such materials when approved shall be made without the prior approval, in writing, of the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In order that the development harmonises with the surroundings in the interests of visual amenity and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF.

5. Knotweed Removal

Prior to the commencement of the development hereby approved, a full non-invasive species walkover survey shall be undertaken on the site (May to September) and the results of this survey shall form part of a 'Japanese Knotweed Management and Eradication Plan' (including biosecurity measures to prevent the spread of this invasive plant off site) which shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. When approved, the development shall be undertaken in complete accordance with the 'Japanese knotweed Management Plan' unless a variation is approved in writing by the local planning authority.

Reason: In order to prevent the spread of Japanese Knotweed which is listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) as an invasive plant and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

6. Hard and Soft Landscaping

Prior to the above ground construction works, further details of the proposed hard and soft landscaping scheme for the site (including new tree planting and the proposed landscaping of the communal 'raised' amenity space) shall be submitted to and approved in writing by the local planning authority. The proposed soft landscaping details shall include species, size and height at time of planting and the proposed time of planting. All tree planting shall be carried out in accordance with the approved details and by the approved times unless a variation is approved in writing by the local planning authority. Any new planting, 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 suitable size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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.

7. External Lighting

Prior to installation, details of any external lighting (including their design, positioning within the application site and a proposed lux levels plan) shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed 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.

8. Air quality

Prior to the commencement of the development, the proposed mitigation measures as outlined in the Hoare Lea Air Quality Assessment Rev 1, dated 25th August 2022, including the submission of a Dust Management Plan, shall be submitted to and approved in writing by the local planning authority. When approved the development shall be undertaken in complete accordance with the approved mitigation measures unless a variation is agreed in writing by the local planning authority.

Reason: To ensure that the proposed mitigation measures as outlined in the submitted Air Quality Assessment are undertaken in order to protect air quality and to comply with policy within the NPPF and the associated PPG (Air Quality)

9. Noise

Prior to the first occupation of the development, a fully detailed scheme for protecting the proposed development from mechanical services plant noise and vibration shall be submitted to and approved in writing by the local planning authority; When approved, the proposed development shall be carried out in full accordance with the approved scheme before the development is first occupied and shall thereafter be retained.

Reason: In order to protect the occupants of the new development from noise disturbance and vibration and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

10. Noise

The proposed development shall be carried out in full accordance with the Hoare Lea Baseline Noise Climate assessment (Rev 4, dated 23 August 2022) for the provision of appropriate acoustic rated glazing and vents in order to achieve the necessary internal noise criteria for dwellings.

Reason: In order to protect the occupants of the new development from noise disturbance and vibration and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

11. 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.

## 12. Finished Floor Levels

All residential finished floor levels shall be set a minimum of 150mm above the surrounding ground levels.

Reason: To ensure the development remains safe from flooding for its entirety in accordance with NPPF and Runnymede Local Planning Policy EE13.

13. SuDS Scheme

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) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+45% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2 l/s.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).

c) 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 the final drainage design does not increase flood risk on or off site.

14. SuDS Verification

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 constructed to the National Non-Statutory Technical Standards for SuDS.

15. Landscape and Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the LPA prior to the commencement of development. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Landscape General Arrangement Layout (Sheet number 60685378-SHT-30-0000-L-0001 Rev P01), Aecom Ltd., January 2023, Landscape Roof Layout (Sheet number 60685378-SHT-30-0000-L-0005 Rev P01), Aecom Ltd., January 2023, Landscape Soft Works Schedule (Sheet number 60685378-SHT-30-0000-L-0004 Rev P01), Aecom Ltd.,

January 2023, Preliminary Ecological Appraisal Aecom Ltd., 18<sup>th</sup> August 2022, Biodiversity Net Gain Assessment, Aecom Ltd., 18th January 2023, and The Biodiversity Metric 3.1 – Calculation Tool, 22nd August 2022 (Updated 19/01/23) and should include, but not be limited to following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To enhance the appearance and biodiversity of the site and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

16. Construction and Environmental Management Plan

An Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The CEMP should include, but not be limited to:

- a) Map showing the location of all ecological features
- b) Risk assessment of the potentially damaging construction activities
- c) Practical measures to avoid and reduce impacts during construction
- d) Location and timing of works to avoid harm to biodiversity features
- e) Responsible persons and lines of communication
- f) Use of protective fencing, exclusion barriers and warning signs.

Reason: To protect the environmental interests and amenity of the area and for highway safety and to comply with Policies EE1, EE9 and SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

17. Biodiversity Net Gain

The development hereby approved shall not be first occupied unless and until the biodiversity net gain that has been identified in the Biodiversity Net Gain Assessment, Aecom Ltd., 18th January 2023 and The Biodiversity Metric 3.1 – Calculation Tool, 22nd August 2022 has been carried out and thereafter retained, maintained and operational for the lifetime of the development.

Reason: To enhance the appearance and biodiversity of the site and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

18. Signage

Prior to the occupation of the individual ground floor commercial units hereby approved, further details of the design, external materials and signage for each unit shall be submitted to and approved in writing by the local planning authority. When approved, the development shall be undertaken in complete accordance with the approved details unless a variation is agreed in writing by the local planning authority.

Reason: To ensure a high quality design for the proposed retail units which would protect and enhance the character of the Town Centre to comply with Policies EE1 and IE6 of the Runnymede 2030 Local Plan and guidance within the NPPF.

19. Ventilation and Infiltration

Prior to the first occupation of any individual restaurant/ café unit within Use Class E details of ventilation and filtration equipment to be installed in any commercial cooking area within that unit shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details and operated so as to prevent a nuisance being caused by reason of smell.

Reason: To protect the character of the Town Centre and the amenities of existing and proposed residential premises and prevent nuisance arising from noise and smell to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

20. Opening Hours

Any commercial unit shall not be open to customers outside the following hours:

Mondays to Thursdays 08.00 to 23:00  
Fridays and Saturdays 08.00 to 00.00 (midnight)  
Sundays and Bank Holidays 08.00 to 23:00

Reason: In order to protect the residential amenities of the existing and proposed neighbouring properties and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

21. Access

The development hereby approved shall not be first occupied unless and until the proposed vehicular access has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In 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.

22. Accesses Closed

The development hereby approved shall not be first occupied unless and until existing accesses from the site have been permanently closed and any kerbs, verge, footway, fully reinstated.

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.

23. Parking

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 should not prejudice highway safety, nor cause inconvenience to other highway users and to comply with saved Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24. Loading bay

The development hereby approved shall not be first occupied unless and until the proposed loading bay has been constructed according to the approved plans and the Traffic Regulation Order amended appropriately.

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

25. Sustainable Transport

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

(a) The secure parking of a minimum of 82 bicycles within the development site,

(b) Information pack to be provided to residents / staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs, 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 should not prejudice highway safety, nor cause inconvenience to other highway users and to comply with saved Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

26. Electric vehicle 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 requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

27. Renewable Energy (Air Source Heat Pump)

Prior to the occupation of the development hereby approved, a Noise Assessment Report and details of the heat pump to be installed shall be submitted to and approved in writing by the Local Planning Authority (LPA).

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. The development shall thereafter be carried out in accordance with such details as may be approved or any other approved details as submitted to the LPA, if an alternative to the chosen renewable energy is to be installed and thereafter be retained, maintained and operational for the lifetime of the development.

Reason: To ensure sustainable design and to protect the amenities of neighbouring residential occupiers and to comply with Policies EE1 and SD7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

28. Affordable Housing

The proposed scheme shall provide 100% affordable housing in line with the mix and requirements set out in the legal agreement to be read in conjunction with this decision notice.

Reason: To accord with the terms of the planning application and because the level of affordable housing proposed which exceeds policy requirements has been attributed weight in the planning balance.

29. Provision of Play Area

Prior to the commencement of above ground works of development hereby approved details of the siting, size and design of the children's equipped play area 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.

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.

30. Water Efficiency

Prior to the first occupation of the development hereby permitted details shall be submitted to demonstrate 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.

31. Waste Storage

Prior to the first use of the development hereby approved, details of the proposed arrangements for the storage and disposal of refuse from the premises shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To ensure high quality design, and to protect the environment of the area from nuisance by reason of smell, insects or rodent pests and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance within 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 New Vehicle Crossovers and Dropped Kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).

3 Other Works to the Highway

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme> . The applicant is also advised that Consent may be required



under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)

- 4 The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
- 5 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 developers expense.
- 6 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 and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 7 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.
- 8 The scheme to remove the existing parking bays shall first require the alteration of the existing Traffic Regulation Order prior to first occupation of the development. The alteration of the Traffic Regulation Order is a separate statutory procedure which must be processed at the applicants expense prior to any alterations being made. In the event that the removal of the parking spaces is not successful due to unresolved objections the applicant shall submit an alternative scheme to the Local Planning Authority for its approval prior to first occupation of the development. Any alternative scheme shall be implemented prior to the occupation of any dwellings to the satisfaction of the Local Planning Authority.
- 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
- 10 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) .
- 11 Nature Conservation Informative - Bats, Badgers etc  
The applicant/developer is advised that before undertaking any construction work you should check any buildings or land to ensure that there are no bats, badgers, wild birds or other protected plant and animal species. It is an offence to kill, injure or disturb bats and badgers or intentionally damage, destroy or obstruct their places of shelter. If you find any protected species you should not start any work until you have contacted English Nature and got the appropriate consent.
- 12 Nature Conservation Informative (Roosting on Site)  
The applicant is advised that should bats be found to be roosting on the site, it will be necessary to undertake further works under a licence. Bats are protected species.

13 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).

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.

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

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 online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

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

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

16 All waste (refuse and recycling) must be contained within the bins provided and not allowed to spill out onto the floor area. Any excess waste produced by this site will have to be removed at the expense of the managing agent. Any recycling bins found to contain contamination which results in the bins being rejected will also be emptied at a separate time at a cost to the managing agent.

- 17 The applicant is advised that Japanese Knotweed (*Fallopia japonica*) is present on the application site and care will need to be taken not to cause this plant to spread as a result of the development works. This species are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (Part II) and as such it is an offence to allow them to spread in the wild.
- 18 The applicant is advised of the comments received from the North Division Designing out Crime Officer of the Surrey Police dated 18.10.2022 and their recommendation that following the approval of the application, the applicant should enter into discussions with their Crime Prevention Design Advisor to ensure that the development achieves a full Secured by Design (SbD) award.

**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.