

COMMITTEE AGENDA REFERENCE: 5A

APPLICATION REF:	RU.21/1324
LOCATION	Mayflower Nurseries, Land at Thorpe Lea Road, Egham, TW20 8JL
PROPOSAL	Demolition of existing buildings and redevelopment for residential use (Class C3) for up to 75 new dwellings, together with relocation of vehicular access and the provision of a single traveller pitch and access, landscaping, public open space and associated works. Outline application with access for consideration (matters reserved - scale, appearance, landscaping and layout).
TYPE	Full Planning Permission
EXPIRY DATE	31/01/2023
WARD	Thorpe
CASE OFFICER	Adam Jackson
REASON FOR COMMITTEE DETERMINATION	Major application recommended for approval
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
A. Approve the application subject to:	
1.	The completion of a legal agreement which secures the infrastructure set out in the heads of terms set out in section 11 of this report,
2.	The conditions set out in section 11 of this report.
3.	Adequate ecological surveys to the satisfaction of the CHDMBC being secured
B. OR to refuse planning permission at the discretion of the CHDMBC should the S106 Agreement not progress to their satisfaction or if any other materials considerations arise prior to the issuing of the decision notice that in their opinion would warrant refusal of the application.	

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site has an area of 1.89ha and comprises of a nursery/garden centre and various commercial uses including car wash, antiques, car sales and dog training. There is also some ancillary residential accommodation. The site forms the northern part of the

Thorpe Lea Road West Housing Allocation Site as set out in the Local Plan.

- 2.2 The site is currently accessed from Thorpe Lea Road and is bounded by woodland fringe and hedgerow along this eastern boundary. Levels across the site are generally flat, although do decrease towards the western boundary and within the northwest corner where the site is also set down from New Wickham Lane. The M25 and public footpath FP37a run adjacent to the western boundary of the site, and the western part of the site is within an Air Quality Management Area. The application site is within the 5-7km buffer of the Thames Basin Heaths Special Protection Area.
- 2.3 To the north of the site is Thorpe Lea Road North which is another housing allocation site. Further east, to the other side of Thorpe Lea Road, is an existing residential housing estate comprising of mostly two storey detached and semi-detached properties. Thorpe is approximately 1.5km to the south. Egham is approximately 1km to the north. The site has easy access to Egham mainline station and also benefits from close proximity to local schools and other facilities within Egham. The site is in a suitable location for commuting given its proximity to the M25.
- 2.4 In terms of the wider housing allocation site, Thorpe Lea Road West has a site area of 6.58ha. The wider site is allocated under policy SL8 of the Runnymede 2030 Local Plan and has been removed from the Green Belt to provide a minimum of 250 net additional dwellings and 3 Gypsy/Traveller Pitches. The site is split into hatched and unhatched areas with the application site forming the northern part of the unhatched area. Different requirements are set out within policy SL8 for both the hatched and unhatched areas should the site not be developed comprehensively. To the south in the remainder of the unhatched area is the Clockhouse Mushrooms/Keltbray Yard site. Further south within the southeast corner is a hatched area comprising of the residential properties Ivy Cottage, Lucia Angelis and The Clockhouse. The other hatched area is within the middle of the site and comprises of the residential properties, Milland, Almeria and The Conifers.
- 2.5 With reference to the below planning history. There have been a number of refused planning application on part of the wider site allocation. This includes:
 - An application has been refused at the Clockhouse Mushrooms/Keltbray Yard site to the south for 144 dwellings and 2 x Gypsy/Traveller pitches.
 - An appeal has also been dismissed on part of the site known as "Milland" for 10 x dwellings.
 - Appeal Decisions are awaited on 2 x applications, both for 6 x dwellings at The Clockhouse site.

3. APPLICATION DETAILS

- 3.1 The application seeks outline planning permission for the erection of up to 75 new dwellings and the provision of a single traveller pitch, following the demolition of the existing buildings on site. Reserved Matters regarding Access is also a consideration of this application. It is proposed to relocate the main vehicular access to the northern boundary of the site, opening up onto the New Wickham Lane and Vicarage Road Roundabout. A secondary access is proposed onto Thorpe Lea Road for pedestrians and for access to the Gypsy/Traveller pitch and to the site for emergency vehicles.

3.2 In the event that planning permission is granted, the following application(s) would be required for the following reserved matters:

- **Appearance** - the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- **Landscaping** - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture, or public art, and (e) the provision of other amenity features.
- **Layout** - the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
- **Scale** - the height, width and length of each building proposed within the development in relation to its surroundings.

3.3 The application has been amended since it was submitted to significantly reduce the number of dwellings proposed and now proposes 75 dwellings as opposed to 116. An updated set of plans and documents have been submitted. The plans for consideration under this outline application with access are as follows:

- Site Location Plan – L(EX)002 Rev C
- Parameter Plan – TLR-PTE-ZZ-XX-DR-A-10001 Rev P01

4. PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details	Decision and date
RU.14/1899	Screening request for proposed development of 160 residential dwellings, associated access and internal circulation roads, cycleways and footpaths, open space and landscaping over 5.1ha	EIA Development – Environmental Assessment Required (20/02/2015)
RU.18/0372	EIA Scoping Opinion in relation to proposed development for up to 200 residential units with associated open space, car and cycle parking and the provision of associated hard and soft landscaping.	EIA Scoping – Scoping Agreed (18/04/2018)
RU.19/0204	Demolition of existing buildings and the construction of 220 residential dwellings (Use Class C3) and associated works including new vehicular access from New Wickham Lane,	Withdrawn (22/01/2021)

	pedestrian accesses onto Thorpe Lea Road, landscaping, car parking, allotments, re-location of existing telephone mast and provision of two traveller pitches and associated development.	
--	---	--

4.2 Other applications submitted at the Thorpe Leas Road West site are summarised below:

Reference	Details	Decision and date
RU.21/0581	Subdivision of the existing plot and erect 4No. 4-bedroom, 1No. 3-bedroom and 1No. 2-bedroom semi-detached houses with associated parking and amenity.	Refused (22/12/2021) Appeal Pending Consideration
RU.21/0626	Demolition of the existing property and the erection of two detached three bedroom, six terraced three bedroom and two detached four bedroom houses, with associated access and parking.	Refused (07/12/2021) Appeal Refused.
RU.22/0744	Single and two-storey extensions to existing dwelling, and the subdivision of the garden to create 4No. 4-bedroom, 1No. 3- bedroom and 1No. 2-bedroom semi-detached houses with associated parking, amenity and pedestrian enhancements.	Appealed against non-determination. Appeal Pending Consideration.
RU.21/0192	Demolition of existing buildings and outline planning permission to construct up to 144 residential dwellings (Use Class C3) with a new vehicular and pedestrian access from Thorpe Lea Road and the provision for two gypsy and traveller pitches ("the proposed development") on land at Land west of Thorpe Lea Road, Egham.	Refused (20/04/2022)

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

5.1 The Borough's current adopted Development Plan comprises of the Runnymede 230 Local Plan which was adopted on 16 July 2020 and the policies have to be read as a whole. The relevant policies are considered to be:

- SD1 – Spatial Development Strategy
- SD2 – Site Allocations
- SD3 – Active & Sustainable Travel
- SD4 – Highway Design Considerations

- SD5 – Infrastructure Provision & Timing
- SD7 – Sustainable Development
- SD8 – Renewable & Low Carbon Energy
- SL1 – Health and Wellbeing
- SL8 – Housing Allocation at Thorpe Lea Road West
- SL19 – Housing Mix and Size Requirements
- SL20 – Affordable Housing
- SL22 – Meeting the needs of the Gypsies, Travellers and Travelling Show People
- SL26 – New Open Space
- EE1 – Townscape and Landscape Policy
- EE2 – Environmental Protection
- EE9 – Biodiversity, Geodiversity and Nature Conservation
- EE10 – Thames Basin Heaths Special Protection Area
- EE11 – Green Infrastructure
- EE13 – Managing Flood Risk

Other Material Considerations

- 5.2 National Planning Policy Framework (revised July 2021) acts as guidance for Local Planning Authorities and decision-takers, both in drawing up plans and making decisions about planning applications. At the heart of the NPPF is a presumption favour of sustainable development. The document, as a whole, forms a key and material consideration in the determination of any planning permission.

The supporting Planning Policy Guidance (PPG) is also a material consideration for decision making, as is the National Design Guide (2019) and the Nationally Described Space Standards (2015)

- 5.3 Supplementary Planning Documents and Supplementary Planning Guidance which can be a material consideration in determination:
- Runnymede Parking Guidance Supplementary Planning Document (2022)
 - Affordable Housing Supplementary Planning Document (2022)
 - Runnymede Design Supplementary Planning Document (2021)
 - Green and Blue Infrastructure Supplementary Planning Document (2021)
 - Thames Basin Heaths Supplementary Planning Document (2021)
 - Infrastructure Delivery and Prioritisation (2020)

6. CONSULTATIONS CARRIED OUT

Consultees responses

<u>Statutory Consultees</u>	
Natural England	No objections as long as the applicant is complying with the requirements of Runnymede's Avoidance and Mitigation Strategy for the Thames Basin Heaths Special Protection Area.
Environment Agency	This planning application is for development we do not wish to be consulted on.
Highways England	No objection.
<u>County Consultees</u>	
County Highway Authority	<p>No objections subject to the following conditions:</p> <ul style="list-style-type: none"> • Change in speed limit • Cycle parking and e-bikes • New accesses • Closure of existign accesses • Parking and turning • Travel plans • Electric vehicle charging • Sustainable transport improvements, <p>And the provision of a final travel plan and car club cars and spaces</p>
SCC Archaeology	Further archaeological work will be required comprising of an archaeological evaluation and trial trenching exercise to establish the potential for significant archaeological remains to be present enable suitable mitigation measures to be developed. This can be secured via condition.
SCC Minerals and Waste	No objections subject to the submission of a Waste Management Plan and Runnymede Borough Council being satisfied that the development includes appropriate facilities for waste storage and recycling.
<u>Internal Consultees</u>	
Tree Officer	No objections subject to conditions. The loss of B category trees to create the new access is considered acceptable subject to suitable replacement planting. Planning permission should also be conditional on securing tree protection methods described in the submitted tree report.

Contaminated Land Officer	No objection subject to a condition securing further site investigation and the submission of a remediation strategy if necessary.
Surrey Wildlife Trust (in their role as our ecology advisors)	An updated Ecological Impact Assessment including survey data for bats, amphibians and reptiles should be provided prior to the determination of the application. The Biodiversity Net Gain Assessment details that the proposal has the potential to provide a net gain in biodiversity units. However, the trading rules have not been satisfied and clarity will be needed prior to determination.
Energy Officer	As this initial application is 18,900 square metres, the major concern is that the applicant does not seem to have addressed part a) of policy SD8 for developments between 10,000 and 50,000 square metres. Development proposals of 1,000sqm or more of net additional floorspace will be expected to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies. Calculations may need to be obtained regarding this, as our policy just relates to energy needs whereas the Statement refers to regulated energy needs. It was noted that the applicant could take the opportunity to create a development far more sustainable than the Sustainability and Energy Statement envisages.
<u>Other consultees</u>	
Surrey Bat Group	The information submitted to date (29 th Oct 2021) is not sufficient to allow determination of the application. <i>Officer note: These comments were received on the 29th October 2021 in response to the original proposal. Further ecological information has been submitted and the Surrey Bat Group have been re-consulted on the amended proposal, however at the time of writing comments have not been received.</i>
West Surrey Badger Group	We do not have any records of badgers on this site. Although we have not been to site we think the probability of badger being present is low.
Surrey Gypsy Traveller Communities Forum	In favour in principle as long as the plots are large enough for a chalet style home and parking and the access road is wide enough.

Representations and comments from interested parties

- 6.2 33 Neighbouring properties were consulted in addition to being advertised on the Council's website. Site notices were also put up at the entrance of the site and along Thorpe Lea Road and New Wickham Lane, and an advert was placed in the local paper. When the

planning application was initially submitted the Local Planning Authority received 271 letters in objection to the original proposal for 116 dwellings. Comments have also been submitted on behalf of a Facebook group set up in opposition to the development and a petition to save the Green Belt around the M25, which at the time of submission had been signed by 2,720 people.

Further to the above the application was amended on the 26.04.2023 to reduce the number of proposed dwellings to 75. This has been subject to a full re-consultation exercise whereby all neighbours which initially made a representation on this planning application were notified. New site notices were placed around the application site, and a new advert placed in the local paper. At the time of writing a further 5 letters of objection from additional addresses have been received objecting to the proposed development. The objections can be summarised as follows:

Highway Considerations

- Insufficient parking provision
- Lack of electric vehicle parking
- Lack of cycle parking
- Lack of cycle paths included within the development.
- Exacerbation of existing traffic issues on Thorpe Lea Road
- Exacerbation of existing traffic issues within Egham and at nearby level crossings
- Exacerbation of existing traffic issues around the proposed access/egress point
- Potential loss of the existing cycle path along New Wickham Lane
- Concerns with the location of the access
- Insufficient number of accesses
- Insufficient accesses to allow emergency vehicles to access the site during busy times.
- Road damage because of increased traffic

Environmental Impacts

- Loss of trees and vegetation
- New trees should be planted
- Loss of green space/areas
- Lack of proposed green space
- Harm to wildlife/biodiversity
- Loss of Green Belt land

Health/Amenity Concerns

- Increased pollution for residents
- Loss of the trees which provide barrier between residents and the M25 noise and air pollution.
- Health concerns for those living close to the M25 from noise and pollution.
- Poor residential environment for residents facing onto the M25.
- Ethical concerns over the proposed location of the affordable housing adjacent to the M25
- Mechanical ventilation will not fully mitigate against pollution close to the M25.
- Concerns over who will maintain mechanical ventilation.
- Mechanical ventilation and non-opening windows will lead to overheating in the summer.
- Health concerns for those using the public right of way to the rear of the site.
- Increase in noise in addition to existing noise from M25 and Heathrow Airport
- No consideration to increased pollution at railway crossings and other busy roads.

- Disruption caused by construction workers and vehicles.
- Lack of privacy for residents
- Concerns over the size of the Gypsy/Traveller pitch
- Concerns that the Council are encouraging development on the site.
- Considers an Environmental Impact Assessment to be necessary.

Design/Character Concerns

- Concerns with the scale, density and height of the development
- Development is not in keeping with the character of the area
- Density of development is inappropriate.
- Flats are not appropriate for the area.
- Detrimental impact on public rights of way to the rear of the site

Other Concerns

- No need for new 1- and 2-bedroom flats
- Concerns over the dwelling mix
- Lack of affordable housing
- A different location should be considered for housing.
- Should consider converting empty offices to housing.
- Concerns with the proposed provision of a traveller pitch
- Housing allocation site has been split to push through development and circumvent requirements of the Local Plan
- Does not satisfy the requirements of the Local Plan
- The application is not materially different from the previous withdrawn application.
- Loss of existing business on site
- Insufficient drainage proposed.
- Increase risk of flooding in the area
- Increased pressure on existing infrastructure and public services (Schools, GP surgery)
- No shops are planned.
- Will attract more crime to the area.
- Concerns that the site is contaminated.
- No detailed plans have been provided.
- The number of dwellings in the planning statement is different to that stated in the application.
- The extension of time on the application has expired.

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. This is an application for outlie planning permission for the consideration of access. The following key planning matters are also considered relevant:

- Principle of Development
- Housing Mix and Affordable Housing

- Highway Considerations
- Design Considerations
- Provision of a Suitable Residential Environment
- Ecology and Biodiversity Enhancements
- Renewable Energy
- Drainage
- Planning Obligations and Infrastructure Delivery
- Other Considerations

Principle of Development

- 7.2 The application site forms part of the Thorpe Lea Road West Site Allocation in our Local Plan. The loss of the existing industrial uses on this site has been agreed as part of the proposed site allocation. The wider site allocation is for a minimum of 250 net additional C3 dwellings and 3 net additional serviced Gypsy/Traveller Pitches. The policy is clear that the 250 units envisioned to be brought forward on this site would not include any land in the AQMA. This application (as now amended) proposes up to 75 dwellings and 1 x Gypsy/Traveller Pitch which would be proportionate to the number of units in above site allocation on a “pro rata” basis and is roughly in line with the 38 dph density envisaged for the site allocation as per the Council’s Local Plan.
- 7.3 The site area on the proposed plan submitted with the application has not sought to define nor agree the part of the site proposed to be developed as part of any forthcoming reserved matters applications. The site plan therefore includes land which would be within the M25 the Air Quality Management Area that runs along the western boundary of the site. As set out further below, it has not been demonstrated that residential development can come forward within the Air Quality Management Area (AQMA) without causing any harm to human health (as per the requirements of policy SL8). Therefore, should permission be granted, it is therefore considered necessary to condition that no residential development is carried out within the AQMA. In any event, and as the proposed site allocation numbers were determined under the assumption that no development would take places in the AQMA the proposed number of dwellings remains aligned with the Local Plan and is considered to be acceptable, as is 1 x Gypsy/Traveller pitch, which would require a space of approximately 0.05ha. It is considered that this all can be accommodated on the site in an acceptable layout without having to development within the AQMA.

Housing Mix and Affordable Housing

- 7.4 Policy SL19 deals with housing mix and size requirements. This sets out that developments of this size will be required to contribute to meeting the Housing Market Area’s identified housing needs by generally providing a housing mix as set out in the Strategic Housing Market Assessment or any similar evidence for market and affordable units. Policy SD7 of the Local Plan also sets out that unless unfeasible, major residential schemes should achieve compliance with Part M4(2) of the Building Regulations to provide accessible and adaptable dwellings with 5% of dwellings achieving Part M4(3) for wheelchair users. There is nothing which indicates that a policy compliant scheme could not come forward at Reserved Matters stage regarding layout.

- 7.5 In terms of affordable housing, the Planning Statement submitted with the application sets out that 35% of the proposed units will be provided as affordable in accordance with the requirements of policy SL20 of the Local Plan, and that these units will be spread across the houses, flats and maisonettes. Policy SL20 sets out that affordable housing should be split 70% affordable/social rent and 30% other forms. The affordable housing provision and tenure will need to be secured through a legal agreement.

Highway Considerations

- 7.6 This application seeks outline planning permission with all matters reserved apart from means of access. Policy SL8 of the Local Plan which deals specifically with the redevelopment of the Thorpe Lea Road West Housing Allocation Site sets out that the development should include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network. This policy also sets out that opportunities to link the site with or contribute to cycle routes and passenger transport infrastructure should be explored. Paragraph 111 of the NPPF sets out that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Highway Capacity Considerations

- 7.7 In addition to the above, policy SD3 of the Local Plan deals with Active and Sustainable Travel. This sets out that the Council will support proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel. In allocating the wider site allocation for housing, the Council's Local Plan had due regard for the vehicle activities associated with the proposed number of units for all of the site allocations and the potential cumulative impact this would have. This development would comply with the number of units envisioned by the site allocation (pro rata) and therefore much of the cumulative impact on the wider highway network has been agreed at the plan making stage.
- 7.8 The wider site allocation forms part of the land released from the Green Belt as part of the adoption of the Local Plan. In releasing land from the Green Belt the site was considered to be in a relatively sustainable location close to Egham Town Centre. However, and as highlighted by the Transport Assessment, the predominant transport choice will be private motor vehicle. The Transport Assessment submitted with this application was based on a 100-unit scheme, whereas the proposal is now for 75 dwellings. However, considering the higher number of units can be seen as judging a "worst case scenario". The Transport Assessment forecasts the proposed trip generation for the proposed development and potential impact on the highway network.
- 7.9 The Transport Assessment concludes that a 100-unit development would result in a total 304 two-way vehicle movements over the course of an average working day. At peak times this would equate to approximately 35 vehicle movements in the morning between 08:00-09:00 hours and 32 vehicle tips during the evening at 17:00- 18:00 hours. No assessment has been made over the comparison of the existing vehicle trips associated with the current uses on this site and if there would be a perceptible increase in trip generation from these existing uses.
- 7.10 The Transport Assessment also calculates the predicted impact on other local junctions, namely, The Vicarage Road/Wickham Lane site access roundabout, New Wickham Lane/Thorpe Lea Road roundabout junction, and Stroude Road/New Wickham Lane priority roundabout. This modelling demonstrates that all junctions are predicted to continue to

operate within capacity following the introduction of the development.

Proposed Access

- 7.11 Access is a consideration of this planning application. The Transport Assessment also includes a Stage I Road Safety Audit which has helped inform the design of the main access. The main access for the site is located to the north and will attach to the New Wickham Lane/Vicarage Road roundabout. A second access is proposed onto Thorpe Lea Road, however this will be pedestrian only, with vehicle access only possible for the occupiers of the traveller pitch and emergency vehicles. Swept path and visibility splay drawings have been provided which demonstrate that these accesses will be safe, however the road safety audit also suggest exploring the possibility of reducing the speed limit at the access roundabout from 40mph to 30mph. A pedestrian crossing at the main access is proposed and further highway safety improvements, suggested by the County Highway Authority, will be secured via condition.

Parking

- 7.12 Such matters are a consideration for an outline planning permission and would be dealt with at Reserved Matters regarding layout. However, the Transport Assessment sets out that 1 parking space will be provided for 1- & 2-bedroom flats and mews houses, and 2 parking spaces will be provided for terraced, semi-detached, and detached dwellings. It is noted that a number of comments submitted by local residents raise concerns regarding parking and concerns that the development will result in overspill in the local area, however the parking provision is compliant with the Runnymede Parking Guidance Supplementary Planning Document (2022) and there is nothing to indicate that this level of parking could not be provided at Reserved Matters.

Sustainable/Active Travel

- 7.13 The application is supported by a Travel Plan which proposes a number of actions to promote sustainable modes of transport and reduce the number of single occupancy car trips. The provision of the new pedestrian crossing points and the pedestrian/cycle access will improve the permeability of the site from its edges for these modes of travel. Further details will be provided at Reserved Matters regarding layout., and detail of improvements to be made in providing links to the existing cycle lane provision and public rights of way have been conditioned.

Highway Consideration Conclusion

- 7.14 Overall, having regards for the site allocation, it is not considered that the development would have a significant impact on the highway capacity and does not raise any issues in terms of highway safety regarding access subject to exploring the feasibility of reducing the speed limit at the access roundabout to 30mph. In addition, the site is in a location that could benefit significantly from sustainable transport opportunities, and there is significant potential for future occupiers to choose methods of transport other than by car, and a Travel Plan has been submitted with the application to encourage this. Subject to the provision of a final travel plan, sustainable transport and other highway improvements, as well as the rest of the conditions recommended by the Highway Authority, the development is considered to have an acceptable impact in highways terms.

Design Considerations

- 7.15 Policy EE1 sets out that all development proposals will be expected to achieve high quality and inclusive design which responds to the local context including the built, natural and

historic character of the area while making efficient use of land. The NPPF (2021) sets out that there is a clear focus that proposed developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

- 7.16 The key consideration at outline stage is if there is sufficient information to demonstrate that the number of units proposed can successfully be accommodated on this site. In considering this planning application there is also the need to consider if the proposed development would not prejudice the successful delivery of the wider site allocation.
- 7.17 Development of the Thorpe Lea Road West site allocation has not come forward comprehensively, and this application proposes to development a 1.89Ha area of the site. Policy SL8 acknowledges that the development of the Thorpe Lea Road West site may come forward in stages, however it is important that a high-quality development is achieved across the whole site and that the piecemeal approach to development does not prevent this. The policy continues that development proposals on the site should maximise opportunities to provide safe and attractive links to the existing public right of way.
- 7.18 Given that this is an outline planning application and the number of units proposed are in line with those envisaged within the site capacity analysis, it is considered that at Reserved Matters stage there is sufficient space to provide the dwellings and 1 x Gypsy/Traveller pitch in an acceptable layout which takes account of and provides connections to the wider Thorpe Lea Road West site. The layout of the proposed development will be considered at reserved matters stage where the developer will need to demonstrate that it complies with relevant local and national policy and guidance in order to achieve a high quality and sustainable development. It should be noted that the indicative layout for 116 dwellings on the site has been withdrawn and is no longer being considered.
- 7.19 Matters regarding landscaping, which will feed into and help inform the proposed layout, are also a consideration for reserved matters. An Arboricultural Impact Assessment has been submitted with the application, which identifies the existing trees on site, however proposed tree removal/impacts are based on the indicative layout for 116 dwellings which is no longer being considered. Notwithstanding, given the reduction in the number of units proposed to 75, it is considered that an appropriate layout, which retains the majority of the boundary trees and vegetation in accordance with policy SL8 of the Local Plan, can be achieved, and where trees are required to be removed either from within the site or on the site boundaries, there is considered to be no reason why replacement planting of a similar standard can't be accommodated within the proposed landscaping plan. More generally, the Arboricultural Impact Assessment commits to significant new planting as part of the hard and soft landscaping strategy, and it is considered that the site is large enough to the proposed units as part of a design led layout which includes appropriate and effective landscaping.
- 7.20 Further applications will be required at the reserved matters stage for scale and appearance where it will be up to the applicant to demonstrate that the scale and design of the proposed units are in keeping with the character and appearance of the area and foster basic principles of good design. It will also be for the applicant to propose a suitable housing mix which meets the areas identified housing needs in accordance with the Strategic Housing Market Assessment and policy SL19 of the Local Plan.

Design Consideration Conclusion

- 7.21 Overall, it is considered that the proposed number of units proposed across the site can be accommodated in a successful manner and that a high-quality development, which responds

to local context, can be achieved.

Provision of a Suitable Residential Environment

- 7.22 All proposals are expected to provide high quality homes and a high standard of amenity for all existing and future users in accordance with paragraph 130 of the NPPF. As part of this, policy SL8 of the Local Plan sets out that any scheme should not give rise to adverse impacts to human health from noise/air quality from the M25 by implementing design features and layouts that mitigate these impacts as demonstrated through an appropriate noise/air quality assessment.

Air Quality

- 7.23 Paragraph 174 (e) of the NPPF sets out that planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Furthermore, paragraph 185 of the NPPF sets out that planning decision should ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. Finally, paragraph 186 of the NPPF sets out that planning decisions should sustain and contribute towards compliance with relevant limit value or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA)
- 7.24 Part of the M25 AQMA lies within the western part of the site. The AQMA protrudes approximately 37m into the site and runs along the entirety of the western site boundary. The capacity for the site, set out in policy SL8 and within the site capacity analysis, has been set on the assumption that the AQMA will not be developed. Policy SL8 further explains that development will only be permitted within the AQMA where it can be demonstrated that it will not have any adverse impacts to human health or lead to a deterioration of air quality within the AQMA.
- 7.25 The application is supported by an Air Quality Impact Assessment, and whilst it has been demonstrated that the development itself will only have negligible impacts on air quality, it has not been demonstrated that development within the Air Quality Management Area can be accommodated without any harm to human health. It is therefore considered necessary to condition that no development be carried out within this area. In terms of the impact across the rest of the site, details of any necessary mitigation will be required to be submitted at the reserved matters stage.

Noise

- 7.26 In terms of noise, policy EE2 of the Local Plan is clear that proposals which have or would be subject to unacceptable adverse effects will not be supported and that proposals will need to consider the effects of external noise on outside amenity and where possible incorporate opportunities to create areas of relative tranquillity or areas which offer respite from high ambient noise levels. As with air quality, paragraph 174 (e) of the NPPF is also relevant. This states that planning decisions should contribute to and enhance the natural environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution. Paragraph 185 also sets out that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so decisions should avoid noise giving rise to significant adverse impacts on health

and the quality of life.

- 7.27 The application is supported by a Noise Assessment which, although based on a layout for 100 dwellings, demonstrates that the site can be laid out in a way which, subject to mitigation, that will provide appropriate noise levels across the site both within properties and the majority of residential gardens and that the development is not therefore expected to have an adverse impact on health or quality of life. It is explained in the Noise Assessment that some gardens will marginally exceed target levels, however given the site is allocated for housing and the need to balance this against the impacts of the strategic transport network. The final layout and any proposed mitigation will need to be provided at reserved matters stage.

Internal and External Amenity

- 7.28 Policy EE1 of the Local Plan further states that development proposals should ensure that no adverse impact on the amenities of existing and future occupiers and policy SL19 of the Local Plan sets out the minimum floor space standards expected for new developments to accord with. The Council's adopted SPD on Design provides further guidance on some of the qualitative expectations, particularly within standard 24. This includes ensuring new developments provide suitable levels of natural daylight and sunlight to new and existing properties. The applicant will need to demonstrate at reserved matters for scale and layout that these requirements have been met. It is noted as part of the Noise Assessment that windows are required to be closed in order to ensure acceptable internal noise levels. Details of ventilation to prevent overheating issues will therefore be required, as well as very high amenity standards in all other respects to ensure an overall acceptable standard of amenity for the future occupiers of the development. It is considered that there should be enough space to provide good sized gardens and external amenity spaces for the occupiers of the development. Details of public open space, in accordance with policy SL26 of the Local Plan, will need to be included within the reserved matters application for layout.

Residential Environment Consideration Conclusion

- 7.29 Subject to a condition excluding residential development from within the Air Quality Management Area and details of mitigation against air quality and noise impacts across the rest of the site at reserved matters, it is considered that the future residents of the development will be provided with a suitable residential environment. Full details of internal and external amenity space will also need to be provided at reserved matters to demonstrate compliance with policies SL19 and SL26 of the Local plan.

Ecology and Biodiversity Enhancements

- 7.30 Policy SD7 of the Runnymede 2030 Local Plan sets out that development proposal will be supported where they protect existing biodiversity and include opportunities to achieve net gains in biodiversity. Policy EE9 of the Runnymede 2030 Local Plan also set out that the Council will seek net gains in biodiversity, through the creation/expansion, restoration, enhancement, and management of habitats and species, especially where adjacent to trees and hedgerows protected by a Tree Preservation Order.
- 7.31 Policy SL8 of the Plan, which is specific to the redevelopment of the Thorpe Lea Road West site, further adds that the development should achieve net gains in biodiversity through the provision of landscaping, boundary vegetation and improving the rights of way network. Paragraph 174 of the National Planning Policy Framework also sets out that planning decisions should minimise impacts on and provide net gains for biodiversity and paragraph 180 sets out that opportunities to improve biodiversity in and around developments should

be integrated as part of their design.

- 7.32 The application is supported by a Protected Species Report (2021), and a report consisting of a Preliminary Ecological Appraisal, Bat Preliminary Roost Assessment, and a Biodiversity Net Gain Assessment (2023). The 2023 report identifies several buildings on site as having potential to house roosting bats. Surveys have been undertaken on some of these buildings, which confirm that bats are not present, however surveys on the rest of the buildings are outstanding. The 2023 report also identifies the site as having habitat suitable for reptiles and Great Crested Newts, and that surveys for reptiles and amphibians are therefore required. These surveys along with the outstanding bat surveys will need to be completed prior to the determination of this application, and as such it is recommended that the committee defer the application to the CHDMBC to secure these. It should be noted that these are the surveys required to demonstrate that the principle of development on site is acceptable and that harm to protected species on site can be avoided or mitigated. Further surveys will likely be required at the reserved matters stage regarding layout to re-confirm the presence/absence of protected species and to help inform the layout and the final details of any required mitigation.
- 7.33 It is also noted that the 2023 report identifies the site as having habitat suitable for badgers, however it is noted that surveys carried out for the application on the adjoining site (RU.21/0192) found no evidence of badgers, nor do the West Surrey Badger Trust have any record of badgers on the site. It is therefore considered that surveys for this species can be carried out at reserved matters stage.
- 7.34 In terms of biodiversity net gain, the Biodiversity Net Gain Assessment details that the proposal has the potential to provide a net gain in biodiversity. A final biodiversity net gain strategy will need to be submitted at reserved matters stage.

Ecology Consideration Conclusion

- 7.35 It is considered unlikely that the development would cause any harm to protected species or habitats which can not either be avoided or mitigated for through the design of the layout and the submission of follow up surveys and proposed mitigation at reserved matters stage. It is considered that the development can achieve a 10% net gain in biodiversity and final details of the strategy to achieve this can be submitted at the reserved matters stage.

Renewable Energy

- 7.36 New development is expected to demonstrate how it has incorporated sustainable principles into the development including; construction techniques, renewable energy, green infrastructure and carbon reduction technologies.
- 7.37 Policy SD8: Renewable and Low Carbon Energy sets out that new development will be expected to demonstrate how the proposal follows the energy hierarchy (Be lean; use less energy, Be clean; supply energy efficiently and Be green; use renewable energy). For a scheme of this scale, it is also expected for the development to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies.
- 7.38 The NPPF (2021) paragraph 155 states that in determining planning applications, developments should comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicants, having regard to the type of development involved and its design, that this is not feasible or viable.
- 7.39 The application is supported by an energy and sustainability strategy which incorporates an

enhanced 'fabric led' material specification plus high efficiency heating systems, allied with high quality design standards to improve the energy efficiency of the buildings. The developer commits to seek a minimum 10% reduction in energy demand through the use of low and zero-carbon technology, however the Council's Energy Manager has raised concerns that this relates to 'regulated energy needs' rather than overall need, however "unregulated energy" relates to energy due to internal fittings such as lighting, which are not possible to be established at outline stage. It is considered that an up-to-date Energy Statement should be submitted at Reserved Matters Stage.

Drainage

- 7.40 In accordance with The Flood and Water Management Act 2010, the Surrey County Council, in its role as Lead Local Flood Authority (LLFA), is a statutory consultee for all major applications. Paragraph 169 of NPPF (2021) states that all 'major' planning applications must incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. SuDS must be properly designed to ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development.
- 7.41 The Lead Local Flood Authority have commented on the application and have confirmed that the proposed drainage scheme at outline stage meets the requirements of the NPPF, NPPG and the Non-Statutory Technical Standards for sustainable drainage systems. They have recommended conditions to secure the final drainage scheme. This can be submitted as reserved matters stage regarding layout.

Planning Obligations and Infrastructure Delivery

- 7.42 In line with the Council's Charging Schedule the proposed development would now be CIL liable. The applicant has not submitted any CIL forms as CIL liability is calculated at the Reserved Matters Stage. The CIL tariff for this proposed development would be £90 per sqm of CIL liable floorspace (plus indexation) CIL acts as a "pool" of contributions from which the Council is able to fund infrastructure necessary to support the borough, as a whole. This includes matters such as the provision of education or health provision, or indeed any other infrastructure requirements.
- 7.43 Policy EE10 of the Runnymede 2030 Local Plan sets out that for sites beyond the 5km zone of influence, as in this case, an appropriate assessment may be required under the Habitats Regulations Assessment to determine whether there will be a likely impact on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and that developments of 50 new dwellings and above between 5km and 7km from the Special Protection Area are likely to have an impact. In addition, part h) of policy SL8 for the Thorpe Lea Road West site, sets out that applications should be supported by a Habitats Regulations Assessment to determine the impact and identify and implement a bespoke avoidance solution in agreement with Natural England, if significant effects are found.
- 7.44 A Habitats Regulations Assessment has not been submitted with the application; however it is considered that the development has the potential to impact on the SPA and mitigation is therefore required. Mitigation is usually provided in the form of SANG (Suitable Alternative natural Greenspace) and SAMM (Managing and Monitoring) in line with the Council's Avoidance and Mitigation Strategy. Natural England have also commented that as long the applicant is complying with the requirements of Runnymede BC's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)), that they have no objection to the application. At the

time of writing a legal agreement has not been submitted to secure SAMM and SANG.

- 7.45 Policy SL22 of the Runnymede 2030 Local Plan sets out that where traveller pitches are required to be provided on sites allocated through the Local Plan, the Council will secure their delivery through the imposition of appropriate planning conditions or obligations attached to any planning approval granted. A legal agreement securing the Gypsy/Traveller Pitch has not been submitted at the time of writing.
- 7.46 Policy SL20 sets out that planning obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision. A legal agreement has not been submitted at the time of writing to secure affordable housing.
- 7.47 As such it is recommend that the decision is deferred back to the Corporate Head of Development Management and Building Control to approve subject to the completion of a legal agreement which secures SAMM and SANG, the Gypsy/Traveller Pitch, and Affordable Housing provision as set out below.
- 7.48 In summary to this and to make the development acceptable in planning terms, were Members of the planning committee minded to approve this planning application then it is recommended that it would be subject to the following planning obligations, secured through a Section 106 legal agreement:
- Residential Travel Plan inc. auditing fee of £4,600 (index linked)
 - Provision of two car club parking bays and cars on site
 - SAMM and SANG financial contributions - SANG and SAMM payments of for mitigation to the TBH SPA- monies will need to be agreed once the precise housing mix is secured at Reserved Matters Stage.
 - Secure affordable housing provision equating to 35% overall provision including phasing (as necessary), tenure and nominal rights.
 - Gypsy and Traveller Requirements including; phasing (as necessary), marketing, disposal and the maintenance of the Gypsy and Traveller Pitches.
 - Open space and management requirements
 - Council's Monitoring costs

Other Considerations

- 7.49 Given the separation distances, there is nothing to indicate at this outline stage that a development could not come forward in a manner whereby it would not have a detrimental adverse effect on the amenities of occupiers of any nearby residential properties in terms of loss of light, overbearing impact or raise any issues in terms of privacy/ overlooking.
- 7.50 Utilities and External Lighting Reports have been submitted with this application, however final details of these can be secured at reserved matters stage relating to layout.
- 7.51 A Geotechnical Report has been submitted which identifies potential sources of contamination on site and therefore recommends further investigations are undertaken. Full details of the nature and extent of contamination and the proposed remediation can be secured at reserved matters.
- 7.52 An Archaeological Desk Based Assessment has been submitted with the application which concludes that the site has the potential to contain archaeological remains. An Archaeological Evaluation including trial trenching is therefore required to establish whether Archaeological Assets are present and enable suitable mitigation measures to be developed,

however these details can be secured by condition/at the reserved matters stage.

- 7.53 In regard to the wider concerns expressed by local residents the site is not within the designated Green Belt of the Borough, based on the current up to date Local Plan. This site forms part of a wider allocation identified to meet the housing needs of the Borough over the Plan period, although as recognised above it does not form part of the Council's five-year housing land supply position. It is considered that all material considerations, relevant to the outline planning application have been considered above.

8. EQUALITY AND HUMAN RIGHTS CONSIDERATIONS

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

Consideration has been given to s149 of the Equality Act 2010 (as amended), which has imposed 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.

9. CONCLUSIONS

- 9.1 In summary, the principle of residential development is acceptable. The application site forms part of the Thorpe Lea Road West site which is allocated for a minimum of 250 net additional C3 dwellings and 3 net additional serviced Gypsy/Traveller pitches under policy SL8 of the Runnymede 2030 Local Plan. The development proposes up to 75 residential units at this outline stage, which pro rata is in line with the minimum target housing numbers for the Thorpe Lea Road West site and the density anticipated by the site capacity analysis. It is not considered acceptable for residential development to be provided within the Air Quality Management Area which runs along the western boundary of the site, however it is considered that the number of units proposed can be accommodated on the rest site in an appropriate layout which provides a high-quality and beautiful development, provides a suitable residential environment for existing and future occupiers, and meets the aims of the Policy SL8 of the Local Plan.
- 9.2 In terms of highways consideration, it is considered unlikely that the development will have a significant or severe impact on the highway network. It has also been demonstrated that the site could benefit significantly from sustainable transport opportunities.

- 9.3 In terms of Environmental issues, whilst it is considered that at outline stage that the redevelopment of this site can come forward the further surveys are required to confirm this. Details of biodiversity net gains and a workable SuDs scheme can come forward at Reserved Matters Stage. Similarly, compliance with the relevant energy and low carbon requirement could be dealt with a such stages. Matters regarding contaminated land can be secured by condition.
- 9.4 A legal agreement is required to secure the provision of the Gypsy/Traveller Pitch, Affordable Housing, and mitigation against the likely impacts of the development on the Thames Basin Heaths Special Protection Area, however it is considered that this can be secured prior to the determination of the application, by members deferring the application back to the Corporate Head of Development Management and Building Control to approve subject to the completion of this.
- 9.5 The development has been assessed against the following Development Plan policies – SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL1, SL8, SL19, SL20, SL22, SL26, EE1, EE2, EE7, EE9, EE10, EE11, EE12 and EE13 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. 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

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:

- Residential Travel Plan inc. auditing fee of £4,600 (index linked)
- Provision of two car club parking bays and cars on site
- SAMM and SANG financial contributions - SANG and SAMM payments of for mitigation to the TBH SPA- monies will need to be agreed once the precise housing mix is secured at Reserved Matters Stage.
- Secure affordable housing provision equating to 35% overall provision including phasing (as necessary), tenure and nominal rights.
- Gypsy and Traveller Requirements including; phasing (as necessary), marketing, disposal and the maintenance of the Gypsy and Traveller Pitches.
- Open space and management requirements
- Council's Monitoring costs

And subject to the following planning conditions:

Compliance Conditions

1. Submission of RMA applications

Approval of the details of the layout, appearance, scale of the building(s) landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved.

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

2. Time limit

An application for approval of the reserved matters referred to in Condition 1 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

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

3. Approved Plans

The reserved matters application(s) to follow shall be in accordance with the following approved plans:

- Site Location Plan (L(EX)002 – Rev C)
- Parameter Plan – Access Arrangements (TLR-PTE-ZZ-XX-DR-A-10001 – Rev P01)

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

4. No development in the AQMA

Notwithstanding the approved plans or any indication given otherwise none of the development here by approved shall take place within the M25 Air Quality Management Area.

Reason: To ensure no adverse impact to human health as required by policies SL8 and EE2 of the Runnymede 2030 Local Plan and paragraph 130 of the National Planning Policy Framework.

5. Renewable energy/low carbon technology

Any forthcoming reserved matters application(s) regarding scale for the approved development shall include full details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies. This should be based on the approved Sustainability and Energy Statement prepared by Element Sustainability, dated February 2023. In addition, consideration should be given to whether connection to existing renewable, low-carbon or decentralised energy networks is possible.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with policies SD8 and EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

6. Ecological Surveys

Any forthcoming reserved matters application(s) regarding layout for the approved development shall include further/updated ecological surveys with regards to bats, reptiles, amphibians and badgers to determine the presence/likely absence of these species, and details of any required mitigation. The development shall be undertaken in accordance with any necessary mitigation/recommendations set out in said updated surveys.

Reason: To ensure no harm to protected species or habitats and to comply with policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

7. Biodiversity net gain

Any forthcoming reserved matters application(s) regarding landscaping for the approved development shall include details to improve and enhance biodiversity on the site in accordance with the Preliminary Ecological Appraisal, Bat Preliminary Roost Assessment and Biodiversity Net Gain Assessment Report, prepared by Surrey Wildlife Trust Ecology Services, version 1.1.

Reason: To enhance the biodiversity of the site and to comply with policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

8. Noise mitigation

Any forthcoming reserved matters application(s) regarding appearance and/or layout for the approved development shall include full details of noise mitigation measures including sound insulation performance requirements for the facades, windows and ventilators, as well as any acoustic fence details. This should be based on the approved Noise Assessment prepared by Tetra Tech, dated February 2023.

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

9. Housing mix

Notwithstanding the approved plans or any indication given otherwise, any forthcoming reserved matters application(s) regarding layout for the approved development (on a phased basis or otherwise) shall provide a housing mix of the proposed dwellings broadly in accordance with policy SL19 of the Runnymede 2030 Local Plan.

Reason: In order to ensure that the development contributes towards meeting the identified housing need for the Borough as required by policy SL19 of the Runnymede 2030 Local Plan.

10. Lighting Strategy

Any forthcoming reserved matters application(s) regarding layout for the approved development (on a phased basis or otherwise) shall include full details of external lighting across the site, including a Street Lighting Strategy in Accordance with the approved External Lighting Impact Statement prepared by Beechfield Consulting Engineers, dated 21st February 2023, and a Sensitive Lighting Management Plan

demonstrating that the proposed external lighting would not have an unacceptable impact on communing and foraging bats and other wildlife.

Reason: To ensure that the development is safe and feels safe and provides the future users with a high standard of amenity in accordance with paragraphs 92 and 130 of the National Planning Policy Framework and to ensure an acceptable impact on wildlife and no harm to protected species in accordance with policy EE2 of the Runnymede 2030 Local Plan and paragraph 174 of the National Planning Policy Framework.

11. Cycle Parking

Any forthcoming reserved matters application(s) regarding layout shall include details of the secure parking of a minimum of 75 bicycles and the provision of a minimum of 15 e-bike charging points. The facilities shall be implemented and therefore after retained in accordance with the approved details prior to the first occupation of the development.

Reason: To encourage active and sustainable travel and to comply with Policy SD3 of the Runnymede 2030 Local Plan and guidance within the NPPF.

Prior to commencement of development

12. Construction Transport Management Plan

Prior to commencement of development (including demolition) a Construction Transport Management Plan, to include details of:

- a) Parking for vehicles of site personnel, operatives, and visitors
- b) Loading and unloading of plant and materials
- c) Storage of plant and materials
- d) Programme of works (including measures for traffic management)
- e) Provision of boundary hoarding behind any visibility zones
- f) HGV deliveries and hours of operation
- g) Measures to prevent the deposit of materials on the highway
- h) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- i) On-site turning for construction vehicles

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

Reason: This condition has a pre-commencement requirement to ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users during the construction phase, and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF

13. Tree Protection

Prior to the commencement of development (including demolition), and before any equipment, machinery or materials are brought on to the site, a Tree Protection Plan based on the Arboricultural Impact Assessment prepared by Arboricultural Solutions LLP, dated January 2023 shall be submitted to and approved in writing by the Local Planning Authority and subsequently implemented in accordance with the approved details.

The works shall be carried out in accordance with the approved protection plan. The protective measures shall remain in place until all works are complete and all machinery and materials have finally left site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access, other than that detailed within the approved plans, be made without the written consent of the LPA.

There shall be no burning within six metres of the canopy of any retained tree(s). Where the approved protective measures and methods are not employed or are inadequately employed or any other requirements of this condition are not adhered to, remediation measures, to a specification agreed in writing by the LPA, shall take place prior to first occupation of the development, unless the LPA gives written consent to any variation.

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

14. Construction Environmental Management Plan

Prior to the commencement of development (including demolition), a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details including, but not limited to:

- Risk assessment of potentially damaging construction activities
- Practical/precautionary measures to avoid and reduce impact during construction with particular regard to hedgehogs and breeding birds
- Location and timing of works to avoid harm to biodiversity features
- Steps to ensure safe removal of invasive species
- Responsible persons and line of communication
- Use of protected fences, exclusion barriers and warning signs

The development shall thereafter be carried out in accordance with the approved measures.

Reason: To reduce/avoid risk of ecological harm resulting from construction activities in accordance with paragraph 174 of the National Planning Policy Framework.

15. Development adjacent to the M25

Prior to the commencement of the development (including demolition), geotechnical submissions (in accordance with DMRB Standard CD622) relevant to the construction of the development shall be submitted to and agreed in writing by the Local Planning Authority.

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

16. Surface Water Drainage Scheme

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

- a) The results of infiltration testing completed in locations of proposed soakaways in accordance with the BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Storage volumes shall be provided using an infiltration-based strategy.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

17. Archaeological work

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation, in accordance with the Archaeological Desk-Based Assessment prepared by rps, dated 22nd February 2023, and which has been submitted by the applicant and approved by the Planning Authority

Reason: To ensure that the development does not harm or destroy and archaeological remains in accordance with policy EE7 of the Runnymede 2030 Local Plan and paragraph 194 of the National Planning Policy Framework.

18. 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.

19. Waste Management

No development shall take place until the applicant has provided a Waste Management Plan (WMP) demonstrating that Construction, Demolition & Excavation (CD&E) waste arising from the development will be limited to the minimum quantity necessary and opportunities for re-use and recycling of CD&E waste and residues will be maximised has been submitted to and approved in writing by the Local Planning Authority. The WMP should be implemented as approved.

Reason: To comply with Policy 4 of the SWLP and Policy SD7 of the Runnymede 2030 Local Plan

Prior to first occupation

20. New vehicular access

No part of the development shall be first occupied unless and until the proposed new vehicular access onto New Wickham Road and Thorpe Lea Road have been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m 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.

21. Closing of existing access

The development hereby approved shall not be first occupied unless and until the existing accesses from the site to Thorpe Lea Road has 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.

22. Parking and Turning

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

secure, covered and lit.

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. Electric vehicle charging

The development hereby approved shall not be occupied unless and until each of the proposed dwellings (houses and flats) 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) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage active and sustainable travel and to comply with Policy SD3 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24. Change in speed limit

Prior to first occupation of the development the applicant shall submit a feasibility study which explores the reduction of the speed limit of the roundabouts connecting New Wickham Lane, Vicarage Road and Thorpe Lea Road from 40mph to 30mph, and the associated Traffic Regulation Orders shall be designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by 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 Policy SD4 of the Runnymede 2030 Local Plan, guidance within the NPPF and the Road Safety Audit submitted in support of the application.

25. Sustainable Transport Improvements

Prior to the first occupation of the development the following facilities shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

a) The improvement of four bus stops and access to these located at Thorpe Lea Road to include Real Time Passenger Information Systems, access for all compatible kerbing, shelters, lighting and power

(b) Provision of three informal pedestrian crossing points and central refuges on Thorpe Lea Road

(c) Footway improvements to Thorpe Lea Road between the Thorpe Lea Road/New Wickham Lane roundabout and Medlake Road to allow for a shared cycle/footway and access to Medlake Road for cyclists

(d) improvements to the cycle connectivity between the development site and the Robin Hood pub on Thorpe Lea Road

The facilities shall thereafter 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, promotes active and sustainable forms of travel, and to comply with Policies SD3 and SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

26. Verification report

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

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