

COMMITTEE AGENDA REFERENCE: 5B

APPLICATION REF:	RU.22/0844
LOCATION	Nexus, Station Road, Egham, Surrey, TW20 9LB
PROPOSAL	Redevelopment of the site to provide a mixed-use scheme consisting of two buildings of five storeys to accommodate commercial (Class E) and residential (Class C3) uses, including the relocation of the existing vehicular accesses (including the entrance to the Egham Station Car Park) landscaping, car & cycle parking and associated works
TYPE	Full Planning Permission
EXPIRY DATE	8/9/2023
WARD	Egham Town
CASE OFFICER	Louise Waters
REASON FOR COMMITTEE DETERMINATION	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

It is recommended that the Planning Committee authorises the HoP:	
1.	To approve the application subject to the completion of a S106 agreement and planning conditions as set out in section 11 of this report.
2.	To refuse planning permission at the discretion of the HoP should the S106 not progress to his satisfaction

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site extends to approximately 0.2 hectares and is located on the junction of School Lane and Station Road. Egham Train Station is positioned immediately to the south of the site. The site is located within the Urban Area of Egham and within the Town Centre boundary. The site falls within Flood Zone 1 and is a Ground Water Source Protection

Zone. The site also falls within 5-7km of the Thames Basin Heath SPA.

- 2.2 The application site is surrounded by existing two and three storey residential development positioned to the north and east along School Lane and to west along Station Road. The Manorcrofts Recreation Ground and play area are positioned to the south of the site on the opposite side of the railway line.

3. APPLICATION DETAILS

- 3.1 This application is seeking Full Planning permission for the redevelopment of the site to provide a mixed-use scheme consisting of two buildings of five storeys to accommodate commercial (Class E) and residential (Class C3) uses, including the relocation of the existing vehicular accesses (including the entrance to the Egham Station Car Park) landscaping, car & cycle parking and associated works.
- 3.2 The proposed development consists of 2 detached 5 storey buildings. Building A is positioned on the corner of Station Road and School Lane. This building has been designed to front both Station Road and School Lane and comprises a mixed used scheme comprising residential development and a flexible Class E use on the ground floor. Building B is positioned further to the north east of the site fronting School Lane comprising residential development. The development is supported with a detailed landscaping scheme which includes the provision of new planting across the site including the creation of a new central landscaped courtyard between the two buildings (approximately 10.5m x 16.5)
- 3.3 Undercroft parking is positioned beneath building B comprising 10 individual parking spaces (including 3 disabled spaces). The ground floor of the buildings provides space for cycle parking, plant and refuse storage. The development as a whole comprises 58 residential properties (34 x 1 bedroom properties, 21 x 2 bedroom properties and 3 x 3 bedroom properties) positioned across all floors of the development.
- 3.4 A design review was undertaken by Design South East in November 2021 which provided design guidance on the proposed redevelopment of the site. In addition, two pre-application enquiries were submitted to the council in 2021. The applicant has also carried out public consultation and has sought to engage the local community. Since the submission of the current application, the applicant has sought continuing dialogue with Officers and the scheme has been further amended.
- 3.5 Amended plans and supporting documentation have been received on the 29/06/2023 amending the design and scale of building A positioned on the corner of Station Road and School Lane from six to five storeys. This revision has resulted in a reduction in the total number of residential flats from 67 to 58 units and a reduction in the height of the building from some 18.8 metres to some 16.3 metres.
- 3.6 This application is supported by a Planning Statement, Design and Access Statement, Flood Risk Assessment (including sustainable drainage) Ecological Impact Assessment, Transport Statement (including a Road Safety Audit) Arboricultural Assessment and Method Statement, Daylight and Sunlight Assessment, Shadow Habitat Regulations Assessment, Townscape and Visual Appraisal, Landscape Design Report, Land Contamination Assessment, Green and Blue Infrastructure Checklist, Biodiversity Net Gain Assessment, Noise Assessment, Air Quality Assessment, Statement of Community Engagement, Utility Infrastructure Report,

Energy Statement, CIL form, Housing Viability Assessment and an Office Market Report for Nexus.

4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details
RU.11/0578:	Removal of existing canopy and formation of new glazed entrance lobby. Granted.
RU.91/0178	Installation of 6 satellite receivers on the roof. Granted.

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.

The relevant policies are considered to be:

SD1 – Spatial Development Strategy
SD3 – Active & Sustainable Travel
SD4 – Highway Design Considerations
SD5 – Infrastructure Provision & Timing
SD7 – Sustainable Development
SD8 – Renewable & Low Carbon Energy
SL1 – Health and Wellbeing
SL19 – Housing Mix and Size Requirements
SL20 – Affordable Housing
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
IE6 – Town Centre Development

5.3 SPDs which might be a material consideration in determination:

Runnymede Borough Parking Guidance (2022)
Affordable Housing Supplementary Planning Document (2022)
Runnymede Design Supplementary Planning Document (2021)
Green and Blue Infrastructure Supplementary Planning Document (2021)

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
Thames Water	No objections raised (comments received in relation to groundwater discharges into the public sewer, surface water drainage and the impact of piling on their existing sewage infrastructure)
Affinity Water	No comments received.
South West Railway/South West Trains	No comments received
National Highways	No objections
UK Power Network	No comments received
SSE Power Distribution	No comments received
Natural England	No objections subject to the applicant complying with the councils adopted supplementary planning guidance in relation to the Thames Basin Heaths SPA and the council undertaking an appropriate assessment.
Surrey Police - Designing Out Crime Officer (north division)	No objections. Guidance given with respect to Secured by Design.
British Transport Police	No objections
Network Rail	No objections (Due to the close proximity of the proposed development to the railway Network Rail advises that the applicant / developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing)
Environment Agency	No objections (comments received with respect to groundwater protection)

Surrey Wildlife Trust	No objections subject to conditions
Lead Flood Authority (SCC)	No objections subject to conditions
County Highway Authority	No objections subject to conditions
Councils Planning Policy Team	No objections subject to the applicants housing viability assessment being independently scrutinised (Officers comments: The applicants Housing Viability Assessment has been independently assessed by Dickson Searle)
Deputy Direct Services manager	No comments received
Councils Land Contamination Officer	No objections subject to conditions
Councils Tree Officer	No objections subject to conditions
Councils Drainage Section	No objections.
Councils Environmental Health Manager	No comments received.
Commercial Services Manager	No comments received.
Councils Affordable Housing Officer	Requests that affordable housing being provided as part of the development in line with council policy.

Representations and comments from interested parties

6.2 154 Neighbouring properties were consulted in addition to being advertised on the Council's website and in the local paper. A site notice was also displayed near the application site. 4 letters of representation have been received in regard to the original scheme which can be summarised as follows:

- The applicant has provided an incorrect e-mail address for the council. Concerns that this may be intentional.
- Vehemently object to the application for the redevelopment of this site.
- The Open Day held back in March 2022 was poorly advertised and poorly attended. The presentation was misleading and not truly representative of the planning application.
- Other open days should be arranged to give more time for public review. (Officers comments: There is no requirement for the applicant to undertake additional open days)
- The applicant should place a copy of the proposals in the windows of the existing building to better inform the public. (Officers comments: There is no requirement for the applicant to display the scheme on site. The council has however carried out extensive consultations with neighbours, displayed a site notice and have advertised the development in the local paper)
- The height of the building is too tall and imposing and is totally unacceptable. The development is not in keeping or in harmony with the neighbouring 2 and 3 storey buildings. The height difference between the proposed front building is 35.2m and the adjacent new build of Carta House is 22.3m which is a ridiculous 14.9m different.
- The design of the building is completely out of character for the road, the height and building mass of the proposal is much taller than anything around. Due to the Magna Square development developers suddenly want to turn the town into a small city.
- The plans show the walls of the new building positioned on the current edge of the pavement which will look and feel obtrusive. There will also be insufficient space to safely walk on the pavement outside the new flats. (Officers comments: The County Highway Authority have assessed the proposal and raise no objections on highway safety grounds)
- Fears that should planning permission be granted for this scheme there will be further applications for tower blocks in the town centre.
- Overlooking, loss of light and loss of privacy to existing surrounding properties. The development will tower over existing surrounding properties.
- Station Road is being turned into a tunnel which is going to be made worse by blocking out even more of the road. It is difficult to get any relief from high rise buildings in the area.

- The sense of community in the town is a problem with the amount of construction going on and the need for student housing. The proposed flats are being marketed as 3-bedroom homes but are completely out of character for family life.
- Harmful impacts on local greenery. The only area we have left is the neighbouring park which will be overshadowed by the new development.
- The buildings are more attractive than the present building and raise no objections to the new retail use.
- Harmful impacts of construction on local residents including noise, dust, disruption and temporary traffic lights.
- Detrimental impacts on local infrastructure including doctors, dentists and schools.
- Insufficient parking provision which will result in additional on street parking to the detriment of the area and local residents.
- The developer informed me on the open day that the residents of these new flats don't need a parking space because they will have one bike space per flat and can use the station and so do not need a car. This is ridiculous and insulting to Egham residents as almost everybody has a car.
- Safety concerns raised given the impact of the development upon the existing level crossing and the already heavily congested pinch-point.
- The development should be revised to create a meaningful, considerate and in keeping proposal which will not be to the detriment and eyesore of two towering building blocks in Egham.
- The development is more in keeping with places like Manhattan and Hong Kong.
- Development in the town is welcomed but it has to be well designed and in character with what is around.
- Agree in principle to converting the site to residential flats and agree that there are ways to increase biodiversity at the site.
- Recommend swift bricks be included in the walls of the building. Swifts are in the area and are endangered so adding this would be a significant plus to the plans for biodiversity.
- The neighbouring buildings are no more than 3 storeys and this development shouldn't be above that. The station is not in the centre of town but in a residential area. Egham is a small town and Egham Gateway does not change that and shouldn't encourage an extension of the high rise buildings.
- Unless there is a proposed car share scheme 10 parking spaces for the whole building is too low.

A letter of representation has also been received from the Egham Residents Association in respect of the original scheme which is summarised below:

- The Egham Residents' Association objects to this planning application.
- We recognise that the buildings in the proposed development are better designed and more attractive-looking than the edifice there at present.
- We also welcome the proposal to include retail uses on the-ground floor of building A.
- But there are obvious problems with the scheme
 - i) The height and building mass. Until recently, Egham was a low-rise town, in which none of the buildings in the centre was of more than four storeys. Now, there is an attempt to convert it at break-neck speed into a mini-Manhattan.
 - ii) We have repeatedly warned that the height of the Magna Square buildings would set a precedent that could quickly lead to the High Street and Station Road being turned into high-rise tunnels, and that fear is rapidly being underlined.
 - iii) The applicant originally proposed that the scheme should include only one and two-bedroom apartments. After we had expressed concern about this at a meeting, the plans were modified to include three 3-bedroom flats (out of a total of 67) an improvement, but only a minor one.
 - iv) Development should provide for more family homes. There has been a loss of a sense of community in the town. Families with long roots in Egham, or who wish to settle here, have been replaced and overtaken by a transient population that moves away after three years of studies, or because of an inability to find larger accommodation that will allow family life. This is a process by which the heart is being sucked out of the town.
 - v) The development appears to be seriously at odds with the 2018 SHMA Update showing (in Table 61) that for the twenty years from 2016 an estimated 40.7pc of the additional homes needed in the borough are 3-bedroom (and a further 24.8pc 4-bedroom). Is Egham excluded from these calculations?
 - vi) We note that for the 67 proposed flats there would be just 10 car parking spaces. Given the climate change emergency that exists, we cannot complain about this. The site is next to the railway station, and it is likely that many of the people living there would be on a daily commute to London or elsewhere. But what are they supposed to do if they wish at weekends to see relatives or friends who are not easily reached by train, bus or bicycle? Shouldn't improved public transport be much more evident in the movement towards environmentally sustainable polices?
 - vii) Loss of trees in Station Road.
 - viii) Concerns of the impact on local infrastructure with the demands of the extra population arising from the new development. There is only one GP practice in Egham Town (The Grove), and few dentists are taking on new NHS patients. How are all the new households in the town centre expected to access NHS primary care services? Similar worries can be expressed about the Manorcrofts School in Egham. A report should be made to the council on

these infrastructure issues before its planning committee considers any more applications for large-scale housing development in our ward.

- ix) The development that has already occurred should have resulted in a significant increase in council tax receipts, yet RBC apparently struggles to provide some basic services - an only too obvious example being keeping the High Street clean. Already it has been reported that newly-installed rubbish bins close to the Everyman Cinema in Magna Square were full and overflowing. Not a good look in the new showpiece square! Not exactly an illustration of right priorities and of joined-up thinking on the council.

An additional letter of representation has been received from the Egham Residents Association with respect to the amended scheme dated 29/06/2023 which reiterates their previous objections.

7. PLANNING CONSIDERATIONS

- 7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are considered to be the impact of the development on the character and visual amenities of the area and whether the proposal represents high quality design, the impact upon existing trees, the impact upon residential amenity, environmental protection (noise impacts, air quality impacts and land contamination) housing mix and affordable housing, highway safety and parking, flood risk and drainage, biodiversity and nature conservation, sustainable design and health and wellbeing. Consideration also needs to be given to the impact of the development upon the Thames Basin Heath SPA.

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

- 7.2 Paragraph 126 of the NPPF confirms that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 of the NPPF states that new development should function well and add to the overall quality of the area, be visually attractive as a result of good architecture, layout and appropriate and effective landscaping and be sympathetic to local character and history, including the surrounding built environment and landscape setting. New developments should establish and/or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live and visit. The NPPF however makes it clear that this should not discourage change (such as increased densities) and developments should optimise the potential of a site to accommodate and sustain an appropriate amount and mix of development including green and other public space.
- 7.3 Policy EE1 (Townscape and Landscape Quality) of the Runnymede 2030 Local Plan requires all 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

areawhile making efficient use of land. Developments should create attractive and resilient places which make a positive contribution to the Borough's townscape, public realm and/or landscape setting and which will endure into the long term, paying particular regard to layout, form, scale, materials, detailing and any guidance set out in adopted planning documents including the Council's Design SPD.

- 7.4 The application is supported with a detailed Design & Access Statement which clearly outlines the design evolution of the proposals and the background to this development including a Design South East Review back in 2021 and extensive discussions with planning officers both during the consideration of this current application and during extensive pre-application discussions.
- 7.5 The councils Design SPD has also helped to inform the layout, form, scale and design of the development and the proposal has resulted following a detailed analysis of the site and its local context. The application is also supported by a Townscape and Visual Appraisal (TVA) which concludes that the proposed development would not result in any unacceptable adverse effects on either townscape character or visual amenity. The TVA confirms that the proposed built form and associated new area of public realm would represent an acceptable addition to the existing townscape.
- 7.6 The development as originally submitted to the council back in 2021 took the form of a single large building extending to 7 storeys. Officers raised objections to this proposed scale and form of development which was not considered to respect and enhance the existing local context. Following a Design South East Review in 2021 and discussions with officers the applicant has considered previous objections raised by officers and has significantly reduced the quantum and scale of development across the site to include the following revisions:
- Creation of 2 separate buildings to break up the massing and bulk of the development within the street scene.
 - Reducing the height of building A (on the corner of Station Road and School Lane) by removing a floor of development. This building now extends to 5 storeys to reflect the proposed scale of building B (This results in a reduction in the height of the building from some 18.8 metres to some 16.3 metres)
 - Reducing the floor area of building B to create an increased buffer of 22 metres with the adjacent two storey property at 10 School Lane, Egham.
 - Reduction in the number of residential units from 67 to 58 units (loss of 9 units)
 - Provide a detailed landscaping scheme and new areas of public realm at the application stage.
 - Provision of a new central landscaped courtyard in the middle of building A and B.
 - Repositioning of the buildings to provide for a new area of planting along the front of the site adjacent to Station Road and School Lane. This includes the provision of new trees, native hedgerows and ornamental planting.
- 7.7 The creation of 2 distinct buildings is considered to significantly reduce the scale and massing of the development within the street scene. This coupled with a reduction in the height of building A and the provision of increased space around the buildings results in development which is considered to respect and enhance the existing local character. The development has been designed as 2 perimeter blocks to ensure that both buildings properly address the street and provide active and attractive elevations along both Station Road and School Lane. Building A has been designed to 'turn the corner' at the Station Road and School Lane Junction and provides an attractive approach to the neighbouring Train Station including a new Class E use on the ground floor.

- 7.8 The development has been landscape led and is supported by a detailed landscaping scheme. This includes the provision of a landscaped courtyard in the middle of the buildings coupled with a new planted buffer along the eastern (side) boundary and along the frontage of the development adjacent to Station Road and School Lane. This scheme is considered to provide a high-quality landscape setting for the development which will soften the development within the street scene and provide for improved areas of public realm and landscaped amenity areas across the development.
- 7.9 The design and proposed material of the buildings have been informed by an existing character assessment of the local area undertaken as part of the Design & Access Statement. Both buildings have been designed with varying facade depths and roof forms so as to further 'break up' the scale and massing of the development within the street scene. External materials across the development are considered to be of high quality which responds to the existing local context. This includes a mixture of external materials comprising white render, buff and red brick and a slate roof. The middle of Buildings A and B includes two complimentary brick tones that are set in bays and vary between the buildings, along with recessed balconies to the northern, eastern, and western facades and cantilevered balconies to the southern facades. The crown of the two buildings accommodates two floors within a slate roof structure which includes metal clad dormers. This design approach is considered to reduce the bulk and massing of the upper two floors of the development. The development also pays particular attention to the detailing of the building including the use of soldier courses, stone coping, hit and miss brick detailing and brick relief detailing. The supporting Design and Access Statement, prepared by POD Architects, illustrates how the proposed development has been carefully considered and designed in response to the character of the local area.
- 7.10 Policy SL26 (New Open Space) requires residential developments of 20 dwellings (net) or more to provide new or enhanced provision of open space in accordance with the standards set out within the policy. Following consultation with the councils Local Planning Section it has been agreed that a financial contribution would be provided towards off-site provision which would be covered by CIL. The councils Open Space Team has confirmed that they have a variety of projects planned for the neighbouring Manorcrofts Recreation Ground which could be supported through CIL.
- 7.11 The applicant has confirmed that the development will achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings will be designed to achieve Part M4(3)
- 7.12 On the basis of the above assessment, it is considered that the development would represent a high quality of design which would be of an appropriate layout and scale which would both respond to the existing local context including the built, natural and historic character of the area while making the efficient use of land. The Runnymede 2030 Local Plan promotes creating attractive places which make a positive contribution to the Borough's townscape, paying regard to layout and landscape character. It is considered that the development displays evidence of exploring place and context and has considered existing local character within its scale and design all leading to a high-quality design. The proposed development would make a positive contribution and the layout and design would respect and enhance the townscape and the established character and appearance of the surrounding area and would be appropriate for its setting. The development is therefore considered to comply with policy EE1 of the Runnymede 2030 Local Plan, guidance within the councils Design SPD and policy within the NPPF.

The impact upon existing trees

- 7.13 The application is supported by an Arboricultural Assessment and Method Statement. This Statement confirms that as part of the development 5 Category C (Low quality trees) would

be removed. Existing trees neighbouring the site would be protected as part of the development. To supplement the retained trees and to enhance local character and biodiversity the project Landscape Officer has recommended new planting across the site of native species. This includes new tree planting (10 oaks, 4 Rowan, 3 Hazel, 3 Sweetgum and 1 Serviceberry), new native hedgerows and ornamental planting.

- 7.14 The Council's Tree Officer raises no objection to the removal of the existing trees on the basis that they are considered to be of little value. The Council's Tree Officer confirms that the new trees to be planted are considered to mitigate the proposed tree removals and the new landscaping scheme is considered to be of high quality providing deciduous native trees that will contribute to the character of the local area. A condition is recommended to secure the proposed Tree Protection and the new landscaping scheme. The development is therefore considered to comply with policy EE11 of the Runnymede 2030 Local Plan.

The impact upon residential amenity

- 7.15 The impact of the development upon residential amenity has been carefully considered by the applicant. The application is supported by a Daylight and Sunlight Assessment which concludes that whilst there will be some reductions to individual windows, the amount of daylight received within each of the neighbouring habitable rooms will generally remain high and in excess of the BRE criteria. The assessment of sunlight to neighbouring windows has also shown a very high level of compliance with the BRE criteria. Where deviations from the BRE targets do occur, they generally fall in the minor category with retained values only marginally below the BRE targets. The assessment confirms that the changes to the proposed scheme and reduction in height of Building A has resulted in improvements when compared with the earlier submitted scheme. Whilst there are still some minor deviations affecting the closest properties, the results indicate that the reduction in height is a positive and appropriate design response to those most sensitive neighbours.
- 7.16 The assessment of daylight within the proposed residential units has shown that the vast majority of rooms receive good levels in excess of the relevant 2022 BRE targets. The Daylight Illuminance assessments have indicated that 99% of the proposed habitable rooms will meet or exceed the 2022 BRE targets. The assessment confirms very high levels of compliance which reflect the high quality of the design. The assessment advises that 79% of the units meet the 2022 BRE targets which is considered to be a very good level of compliance. The scheme has been designed to limit the number of north facing units. The internal daylight results confirm a very good level of amenity for future occupants. The Daylight and Sunlight Assessment advises that the design has developed to limit the potential effects to neighbouring properties whilst providing high levels of amenity for future residents. The assessment concludes that the scheme is considered to accord with the BRE guidance and the relevant planning policy in terms of Daylight and Sunlight.
- 7.17 Given the design, scale and positioning of the development to existing neighbouring properties there is not considered to be any material overbearing impact upon existing surrounding properties. There is also not considered to be any overlooking or loss of privacy in respect of Building A (on the junction of Station Road and School Lane) to existing surrounding properties. Building B has been designed with rear balcony features which are considered to have the potential to overlook the neighbouring residential property at 10 School Lane to the east. A planning condition is therefore recommended to ensure that a privacy screen is installed on the eastern side of the rear balcony features closest to this neighbouring property to protect the amenity of this existing property and its garden area from overlooking and loss of privacy. The proposed development is considered to be designed to ensure that the amenity of future occupiers of the development are not materially harmed. In light of the above assessment, it is considered that the development

will ensure no material adverse impacts upon the amenities of occupiers of the development proposed or to neighbouring property or uses. The development is also considered to provide an appropriate standard of private amenity space including a shared communal garden and balcony features. The development is therefore considered to comply with policy EE1 of the Runnymede 2030 Local Plan and the NPPF.

- 7.18 The relocation of the entrance to the Egham Station Car Park will be positioning the existing vehicular access in closer proximity to the neighbouring property at 10 School Lane, Egham. This area however is already an established car park for the train station with existing car parking and turning areas positioned adjacent to the flank boundary of this neighbouring dwelling. Given this existing positioning coupled with the layout of this neighbouring dwelling (with its flank elevation facing the application site) it is not considered that the proposed relocation of the access into the station car park will have any material adverse impacts upon the occupiers of this dwelling. The development is therefore considered to comply with policy EE1 of the Runnymede 2030 Local Plan and the NPPF.

Environmental Health

- 7.19 Policy EE2 of the Runnymede 2030 Local Plan considers environmental protection confirming that pollution can lead to adverse impacts on the natural environment and the health and well-being of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Policy EE2 confirms that development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels.
- 7.20 The application is supported by an environmental noise survey which quantifies the existing ambient and background noise levels at the site to secure an appropriate design for the new occupiers of the development. The assessment identifies the need to undertake noise mitigation measures for the proposed new residential units. This will take the form of an appropriate glazing strategy with alternative means of ventilation which would be compliant with Building Regulations. It is recommended that a planning condition be imposed to secure the proposed glazing design and means of ventilation.
- 7.21 The noise survey advises that maximum noise level limits have been set for proposed building services plant. Noise Levels are predicted to result in the plant noise rating levels being at least equal to the existing background noise levels during both the daytime and night-time. Accordingly, the proposed plant is expected to have a low impact at the closest sensitive receptors. A planning condition however is recommended to secure further details of the design and positioning of the external plant and the associated noise levels. Environmental Health have provided no comments on the application. On the basis of the above assessment and subject to the imposition of conditions it is considered that the development will be acceptable in terms of noise and the development will comply with policy EE2 of the Runnymede 2030 Local Plan.
- 7.22 The application is also supported by an Air Quality Assessment which concludes that subject to mitigation contained within the assessment the potential impact of dust emissions associated with the construction phase of the development is considered to be 'not significant' on existing surrounding properties. The assessment also concludes that for the proposed new development there is not predicted to be any exceedances of the N02, PM10 or PM2.5 of pollutant concentrations and on this basis no mitigation measures are required to be undertaken. Given the restricted number of parking spaces (10) the report also advises that any predicted impacts relating to additional traffic movements are considered to be 'negligible'. The report concludes that the development is not considered to conflict with any local or national policies relating to Air Quality. Environmental Health have provided no

comments on this application. Planning conditions are recommended with respect to the submission of a Demolition and Construction Environment Management Plan to ensure that the proposed construction works will be undertaken to reduce harmful impacts upon neighbouring residential properties. On the basis of the above assessment, it is considered that the development will be acceptable in terms of air quality and the development will comply with policy EE2 of the Runnymede 2030 Local Plan.

- 7.23 A Preliminary Risk Assessment has been prepared to support the application with respect to land contamination. The Councils Land Contamination Officer raises no objection subject to the imposition of a planning condition to secure an assessment of the nature and extent of contamination present on the site and the submission of a remediation scheme (if required) 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. It is therefore considered that subject to conditions the development is considered to comply with policy EE2 of the Runnymede 2030 Local Plan and relevant policy within the NPPF with respect to land contamination.

Housing mix and affordable housing

- 7.24 The development has been designed to comply with the Council’s minimum space standards as required under local plan policy SL19. The table below demonstrates how the development compares with the housing mix requirements as set out in the Strategic Housing Market Assessment (SHMA)

Dwelling Size	SHMA Mix	Proposed Mix
1 bed	10-15%	59%
2 bed	40-45%	36%
3 bed	35-40%	5%
4 bed	5-10%	0%

The councils Local Planning Section have advised that the development is providing more 1 bedroom properties than expressed in the SHMA, about the right mix of 2 bedroom properties and an under delivery of 3 and 4 bedroom properties. The Local Planning Section however advise that the latest AMR reveals a current over delivery of larger units. This coupled with the Town Centre location of the development immediately adjacent to the railway station would be expected to deliver a higher density flatted scheme lending itself to smaller dwelling sizes. On this basis no policy objection is raised to the mix of units proposed. The development is therefore considered to comply with policy SL19 of the Runnymede 2030 Local Plan.

- 7.25 Policy SL20 (Affordable Housing) of the Runnymede 2030 Local Plan confirms that over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units of which about 70% will be provided as Affordable/Social Rent and 30% provided as other forms of affordable housing. Development proposals of 10 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above which includes 10% of homes for affordable home ownership (starter homes, discounted market sales housing and/or other products which provide affordable routes to home ownership in line with the definition contained in the 2019 NPPF).
- 7.26 Since the adoption of the Local Plan the Government has introduced its First Homes policy and to take account of this, Runnymede has published a ‘First Homes Interim Policy Statement’ (Jan 2022). This changes the required affordable tenure mix to 25% First Homes, 53% Social/Affordable and 22% Other forms of affordable.

- 7.27 This application is supported by a Financial Viability Assessment (FVA) prepared by Quod Development Economics. This includes an updated FVA in relation to the amended plans received 29/06/2023. The FVA sets out the approach taken by the applicant to determine if the proposed development is able to viably support the provision of affordable housing required in accordance with the Local Plan. The FVA confirms that the proposed development is incapable of viably supporting affordable housing. The FVA has been independently assessed by the councils external housing viability consultants Dickson Searle (DS). DS have confirmed that the approach to assessing viability is considered to be appropriate. In conclusion, Dickson Searle have advised that the scheme is not sufficiently viable to support affordable housing. On this basis it is considered that the development would comply with Policy SL20 (Affordable Housing) of the Runnymede 2030 Local Plan.

Highway safety and parking

- 7.28 The application is supported by a Transport Statement which confirms that the application site is located within a highly sustainable location given its close positioning to the neighbouring Egham Railway Station, existing bus stops and facilities within the Egham Town Centre. The Transport Statement considers the number of vehicle trips as a result of the proposed development. This anticipates an extreme worst case assessment of 18 AM peak two way vehicle trips and 18 PM peak two-way vehicle trips or a vehicle every 3 to 4 Minutes. It is however acknowledged that this assessment relates to a building for 67 units. Since the submission of the Transport Assessment the scheme has been reduced to 57 units. In addition the Transport Statement advises that given that the development provides for only 10 parking spaces the actual number of vehicle movements will be lower. The Transport Statement concludes that there will not be any significant impacts upon the local highway network as a result of the development proposals. The Transport Statement advises that the proposals provide for 10 individual parking spaces (including 3 blue badge parking spaces) which are considered to be reflective of the highly sustainable location of the site.
- 7.29 The development proposals include the provision of a new vehicular access for the proposed development 10 metres to the east of the existing access along School Lane. In addition a revised access to the Egham Station Car Park is proposed which will be located 50 metres east of the existing Station Car Park access. The Transport Statement demonstrates a visibility splay of 2m x 43m is achievable from both of these new accesses. In order to achieve visibility some car parking spaces upon School Lane will need to be removed. The Transport Statement has also considered the impact of the development upon existing roads in terms of the potential for increased on-street parking. The Transport Statement advises that the majority of the roads surrounding the site have parking restrictions at some point throughout the day. On this basis the Transport Statement concludes that there will be limited, if any, overspill car parking on the surrounding streets due to the existing parking restrictions. The application is also supported by a Draft Travel Plan which seeks to ensure that the development is designed to encourage safe, healthy and sustainable travel options by reducing car travel and encouraging more sustainable travel modes.
- 7.30 The County Highway Authority (CHA) raise no objections to the development on safety, capacity or policy grounds subject to planning conditions. This includes planning conditions to secure the proposed new parking on site (including cycle parking); the implementation of the two revised vehicular accesses (and closure of the existing accesses); electric vehicle charging, alterations to School Lane to include the removal of the existing on street parking bays and the provision of additional double yellow lines to restrict on street parking and the submission of further details of information to be provided to residents, staff and visitors regarding the availability of and whereabouts of local public transport, walking, cycling, car sharing clubs and car clubs. The CHA also recommend a planning condition to secure the submission of a Construction Transport Management Plan prior to the commencement of the

development. It is recommended that these conditions be imposed on any permission granted.

- 7.31 The CHA also recommends that prior to the occupation of the development a speed survey be undertaken on School Lane and the speed limit reduced from 30mph to 20mph. The council is currently still in discussions with the County Highway Authority regarding this requirement and an update will be provided to the planning committee once further clarification has been received from the County Highway Authority.
- 7.32 The council has recently adopted its new parking SPD which neither expresses 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. This SPD confirms that residential parking in town centre locations is likely to be reduced due to more convenient access to public transport, the availability of public car parks, convenience of access to local facilities, the need to make the most efficient use of land and to ensure the urban fabric is not dominated by private car parking provision. The development provides for 58 residential properties (34 x 1 bedroom properties, 21 x 2 bedroom properties and 3 x 3 bedroom properties) with the provision of 10 parking spaces (including 3 disabled spaces) Given the highly sustainable location of the application site it is considered that this proposed level of parking provision for the site would be acceptable. On the basis of the above assessment it is considered that subject to conditions and a S106 legal agreement the development would comply with policies SD3 and SD4 of the Runnymede 2030 Local Plan, the NPPF and the councils parking SPD.

Flood Risk and Drainage

- 7.33 The application is supported by a Flood Risk Assessment (FRA) which includes a Sustainable Drainage Statement. The FRA confirms that the application site falls within Flood Zone 1. On this basis the proposed development is considered to be at low risk of fluvial flooding and the development is considered to be acceptable. On this basis there is no requirement for either the Sequential or Exception Test to be undertaken as outlined in the NPPF. The FRA also confirms that the risk of flooding from surface water; sewers; reservoirs; canals, from the local drainage network and from ground water is considered to be low risk. Although the site is located within Flood Zone 1 the FRA recommends that proposed site levels are set a minimum of 150mm above existing site levels. This requirement is to mitigate the residual flood risk associated with excess surface water runoff in the event of extreme rainfall. No design objections are raised to this element of the proposals. A planning condition however is recommended to secure further details of the proposed finished site levels.
- 7.34 Following consultation with the Council's drainage section it has been confirmed that there would be a safe access for residents of the development to land wholly outside of the floodplain and a planning condition is recommended to secure the submission of a flood risk management and evacuation plan.
- 7.35 The applicant proposes a sustainable drainage strategy to include attenuation storage beneath the new planted courtyard area to restrict the discharge rate from the site as close as practically possible to the greenfield run-off rate. The Lead Flood Authority raise no objections to the development subject to conditions. On this basis it considered that the proposed development will be safe from flooding throughout its lifetime and it will not increase flood risk elsewhere. The development is considered to comply with policy EE13 of the Runnymede Local Plan and policy within the NPPF.

Biodiversity and Nature Conservation

- 7.36 The application is supported by a Preliminary Ecological Impact Assessment which confirms that a Phase I Habitat Survey was conducted on the site (including a Preliminary Bat Roost Assessment and Bat Emergence Surveys). The application is also supported by a Shadow Habitats Regulations Assessment Report and a Green and Blue Infrastructure Checklist. The Preliminary Ecological Assessment confirms that the development is not considered to have any harmful impacts upon Statutory and Non Statutory Designated sites. The existing building is considered to have a low potential for roosting bats and all trees were considered to be of 'negligible potential' for roosting bats. As such it is considered unlikely that a bat roost is present on site and on this basis the assessment recommends no further mitigation is required. The assessment concludes that habitats that are being lost to the development are mostly considered to be of 'negligible ecological importance' and require no specific mitigation (introduced shrubs, buildings and hardstanding).
- 7.37 The removal of existing trees within the site will be appropriately mitigated through the proposed landscaping scheme. The limited areas of introduced shrub and trees within the site are considered to have the potential to support nesting birds. It is recommended that any required vegetation clearance works are completed outside of the core nesting bird season (March-August inclusive) Where this is not possible, a pre-clearance nesting bird check should be completed by a suitably experienced ecologist. If nesting birds are found to be present, a buffer zone will be instated, with no works to be undertaken within the buffer zone until the chicks have fledged. A repeat visit by the ecologist will be required to determine if the chicks have fledged. This is recommended as a planning condition. The assessment concludes that as the site is dominated by buildings and hardstanding no other species were considered to be evident. To enhance the site for bats and birds the development is proposing the installation of bat and bird boxes across the development as part of the proposals. This will be secured by planning condition.
- 7.38 The application is supported by a Biodiversity Net Gain Assessment which confirms that the development will achieve a net gain of 139% habitat units and a 100% gain in hedgerow units. The development will therefore result in overall enhancements of the site for biodiversity. The preliminary Ecological Assessment recommends that further details of habitat establishment and long-term management should be provided through a Landscape and Ecological Management Plan (LEMP) which will be secured through an appropriately worded planning condition.
- 7.39 The Surrey Wildlife Trust raise no objections to the development subject to planning conditions to secure a Sensitive Lighting Management Plan, Construction Environmental Management Plan (CEMP), Landscape and Ecological Management Plan (LEMP) and Biodiversity Enhancements across the site. The applicant should also ensure that development activities protect nesting birds. The SWT have also advised that the applicant should be made aware of the requirement for a Bat Mitigation Licence from Natural England where development activities may cause an offence which is included as a planning informative. The licence can only be applied for once planning permission has been granted. The Surrey Wildlife Trust also recommend a precautionary approach to demolition with respect to bats which is also included as a planning informative. It is recommended that subject to the imposition of planning conditions and informatives to reflect the above the development is considered to comply with planning policy EE9 of the Runnymede 2020 Local Plan, guidance within the Green and Blue Infrastructure SPD and policy within the NPPF.

Thames Basin Heaths SPA

- 7.40 The application site lies within 5-7 km 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.
- 7.41 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. It 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 accommodation within 5-7km of the TBHSPA.
- 7.42 Following consultation with Natural England they raise no objections to this development as long the applicant is complying with the requirements of Runnymede's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA. The application is supported by a Shadow Habitat Regulations Assessment which confirms that there will be no likely significant effects on The Thames Basin Heath SPA (or Thursley, Ash, Pirbright and Chobham SAC) at the construction phase of the scheme due to direct habitat loss or degradation, or Indirect likely significant effects upon qualifying species through increased emissions during the construction and operational phase. The applicant will be complying with the councils Thames Basin Heaths SPD and will be providing contributions towards the SANG (£21,220.96) and the SAMM (£9650.31) which will be secured through a S106 Legal Agreement.

Sustainable Design

- 7.43 The application is supported by an Energy Statement which confirms that the orientation and size of the windows will be optimised to maximise the amount of natural daylight to reduce the demand for artificial lighting. Glazing will be designed to minimise heat loss on the northern elevation and improve winter solar gain whilst considering excessive solar gains on the southern façade from the high summer sun to help mitigate against overheating. The building fabric has been designed to be thermally efficient to reduce energy demand for heating. Careful selection of appliances, sanitary ware and fittings will be undertaken in order to reduce water consumption to better the requirement of Part G to not exceed 110 litres per person per day. Consideration has also been given to reduce potential overheating and reliance on air conditioning system through an energy efficient design of the building.

- 7.44 The Energy Statement seeks to reduce emissions by 39% using energy efficiency measures. In addition the development will seek to reduce CO₂ Emissions by at least 10% by implementing renewable and low carbon technologies. This includes a combination of air source heat pumps as the primary heat source with additional offset provided by Solar PV panels. The development will also provide for electric vehicle charging, storage for cycles and waste, biodiversity and landscaping enhancements. A planning condition is recommended to secure details of the chosen renewable and low carbon technologies. This includes the requirement for a noise assessment should ground or air source heat pumps be incorporated into the scheme to ensure that existing and proposed future occupiers are protected from noise. In addition a condition is recommended with respect to sustainable construction and demolition techniques to provide for the efficient use of minerals including a proportion of recycled or secondary aggregates and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling. On this basis the development is considered to comply with policies SD6 and SD7 of the 2030 Local Plan.
- 7.45 Policy SL1 (Health and Wellbeing) of the 2030 Local Plan advises that new major development should encourage people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport; promote opportunities for recreation and social interaction. The development proposal has been designed with a communal landscaped courtyard which provides opportunities for outdoor recreation and social interaction. The application site is also located in proximity to the Manorcrofts Recreation Ground which provides opportunities for future occupants to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport; promote opportunities for recreation and social interaction. The development is considered to comply with policy SL1 of the Runnymede 2030 Local Plan.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 The application proposes new residential development and therefore would be liable for a Community Infrastructure Levy contribution.

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 The application provides an appropriate quantum of development whilst securing a high-quality design which has been landscape led and which creates a sense of place. The development is considered to protect and enhance the character and appearance of the surrounding area. The amenities of existing and proposed residential properties would not be significantly impacted by the development. The development will seek to protect and enhance biodiversity and green infrastructure within the site and will provide suitable mitigation towards the Thames Basin Heaths SPA and protected species (subject to a S106 Legal Agreement securing the provision of the SANG and SAMM contributions). There are not considered to be any environmental protection, flooding or drainage issues. The development is considered to provide an appropriate level of parking and cycle parking. There are not considered to be any implications for highway safety. Considerations have been given to health and wellbeing and sustainable design and renewable and low carbon energy. Consideration has also been given to housing mix and affordable housing. The application is supported by a Financial Viability Assessment (FVA). The FVA has been independently assessed by the councils external housing viability consultants Dickson Searle (DS). DS have confirmed that the approach to assessing viability is considered to be appropriate and conclude that the scheme is not sufficiently viable to support affordable housing.
- 10.2 The development has been assessed against the following Development Plan policies - SD1 SD3, SD4, SD5, SD7, SD8 , SL1, SL19, SL20, SL26 ,EE1, EE2, EE9, EE10, EE11, EE13 IE6 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

The HoP 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:

2. Planning Obligations of:

- (i) Contributions towards the Thames Basin Heaths SPA - SANG (£21,220.96) and SAMM (£9650.31)***

And the subject to the following planning conditions:

Compliance

1. Full application (standard time limit)

The development hereby approved in detail 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 accordance with the following approved plans:

Proposed Site Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_0002 REV 01) received 29.06.2023.

Proposed Ground Floor Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1001 REV 01) received 29.06.2023.

Proposed First Floor Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1001 REV 01) received 29.06.2023.

Proposed Second Floor Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1003 REV 01) received 29.06.2023.

Proposed Third Floor Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1004 REV 01) received 29.06.2023.

Proposed Fourth Floor Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1005 REV 01) received 29.06.2023.

Proposed Roof Plan (232_POD_XX_XX_DR_A_STAGE 3_TPP_1007 REV 01) received 29.06.2023.

Proposed North West Elevation (232_POD_XX_XX_DR_A_STAGE 3_TPP_2001 REV 01) received 29.06.2023.

Proposed South East Elevation (232_POD_XX_XX_DR_A_STAGE 3_TPP_2002 REV 01) received 29.06.2023.

Proposed North East Elevation (232_POD_XX_XX_DR_A_STAGE 3_TPP_2003 REV 01) received 29.06.2023.

Proposed South West Elevation (232_POD_XX_XX_DR_A_STAGE 3_TPP_2004 REV 01) received 29.06.2023.

Proposed Courtyard Elevations (232_POD_XX_XX_DR_A_STAGE 3_TPP_2005 REV 01) received 29.06.2023.

Proposed Section AA & BB (232_POD_XX_XX_DR_A_STAGE 3_TPP_3001 REV 01) received 29.06.2023.

Proposed Section C (232_POD_XX_XX_DR_A_STAGE 3_TPP_3002 REV 01) received 29.06.2023.

PROPOSED 2m x 43m ACCESS VISIBILITY SPLAYS (MBSK220518-1 P3) received 03.10.2022.

Landscape Design Report received 24.05.2022.

Site Location Plan received 24.05.2022.

Tree Protection Plan (Barrell Plan Ref: 21050-3) received 24.05.2022

Planting Schedule received 24.05.2022

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

3. Refuse stores

The bin stores for the development hereby approved shall be provided in accordance with the approved details prior to the first occupation of the development and retained thereafter.

Reason: In the interests of amenity, to provide adequate refuse and recycling facilities and to provide a satisfactory form of development and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

4. Protected species

The development hereby permitted shall be undertaken in accordance with the Ecological Impact Assessment Report dated 17th of May 2022 (TG Report No.14268_R01_AG_NC) received 24.05.2022.

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

5. 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: In order to protect the character of the area, neighbouring residential amenities and biodiversity in accordance with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

6. Vegetation and bird survey

Any scrub, hedgerow and tree clearance must be undertaken outside the breeding season (March to July inclusive). If this is not possible the site should be inspected for active nests by an ecologist immediately prior to clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.

Reason: To protect birds during site clearance works and to comply with Policy EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

7. Opening Hours for units selling food and drink on the premises

Any food and beverage units 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 EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

8. Biodiversity Net Gain

The development hereby permitted shall be undertaken in accordance with the Ecological Impact Assessment Report dated 17th of May 2022 (TG Report No.14268_R01_AG_NC) received 24.05.2022, the Planting Schedule (L-400) received 24.05.2022, the Landscape Design Report received 24.05.2022, the Biodiversity Net Gain Calculations (The Biodiversity Metric 3.1 Calculation Tool) received 08.12.2022 and the Green and Blue Infrastructure Checklist received 17.06.2022.

The approved Biodiversity Net Gain shall be implemented prior to the first occupation of the development and shall thereafter be retained.

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

Pre- Commencement Conditions

9. Construction Transport Management Plan

Prior to commencement of development (including demolition) a Construction Transport Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of:

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

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

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

10. Surface Water Drainage

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

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 (+25% allowance for climate change) & 1 in 100 (+25% 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. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1 l/s.
- 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.).

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 and to comply with Policies SD7, EE12 and EE13 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

Prior to commencement of development, an assessment of the nature and extent of contamination on the site shall be 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: o human health o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes o adjoining land o ground waters and surface waters o ecological systems o 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. Tree Protection

A. Prior to the commencement of development, including demolition and/or before any equipment, machinery or materials are brought on to the site, tree protection measures shall be carried out in accordance with the approved Tree Protection Plan (Barrell Plan Ref: 21050-3) received 24.05.2022 and the Arboricultural Assessment and Method Statement (21050-AA2-CA) received 25.05.2022.

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

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

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

13. Landscape and Ecological Management Plan (LEMP)

Prior to the commencement of the development (including demolition) a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the submitted Ecological Impact Assessment Report dated 17th of May 2022 (TG Report No.14268_R01_AG_NC) received 24.05.2022, the Planting Schedule (L-400) received 24.05.2022, the Landscape Design Report received 24.05.2022, the Biodiversity Net Gain Calculations (The Biodiversity Metric 3.1 Calculation Tool) received 08.12.2022 and the Green and Blue Infrastructure Checklist received 17.06.2022 and shall include, but not be limited to the 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: In order to secure the protection and enhancement of biodiversity and nature conservation within the site to comply with policy EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and policy within the NPPF.

14. Demolition and Construction Environmental Management Plan

Prior to the commencement of the development (including demolition) a Demolition and Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The CEMP should be based on the proposed impact avoidance measures specified in the submitted Ecological Impact Assessment Report dated 17th of May 2022 (TG Report No.14268_R01_AG_NC) received 24.05.2022, the Air Quality Assessment (784-B035485) received 24.05.2022 and the Noise Assessment (784-B035485) received 24.05.2022 and should include, but not be limited to the following:

- 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 demolition and construction works
- d) Location and timing of works to avoid harm to biodiversity features and neighbouring properties
- e) Responsible persons and lines of communication
- f) Use of protective fencing, exclusion barriers and warning signs.

Reason: To protect and enhance the biodiversity of the site during construction works and to protect the amenities of existing and proposed residential properties and to comply with Policies EE2, EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15. Sustainable construction

Prior to the commencement of the development hereby permitted details of sustainable construction to provide for the efficient use of minerals and to encourage the re-use of construction waste at source or its separation and collection for recycling, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out fully in accordance with the approved details.

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

Works above ground floor level

16. Protecting future occupants from noise.

Prior to the above ground construction of the development hereby permitted, a fully detailed scheme for protecting the proposed development from noise shall be submitted to and approved in writing by the local planning authority. Such details shall be based on the details contained in the Noise Assessment (784-B035485) received 25.05.2022. The scheme shall include details of acoustic glazing with ventilation and any other means proposed to protect the building from noise. 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: To protect future occupants from noise to comply with policy EE2 of the Runnymede 2030 Local Plan and policy within the NPPF.

17. External Materials

A. Prior to any works above the ground finish floor levels of the development hereby approved, a detailed schedule and specification/samples of the materials and finishes to be used shall be submitted to and approved in writing by the Local Planning Authority. These shall include:

- Brickwork (including bonding and mortar);
- Render and constituted stone;
- Windows and doors (including reveals and frames);
- Soffits (as relevant);
- Balconies and privacy screens (as relevant);
- External guttering;
- Roofing materials;
- Details of all rooftop structures including flues, satellite dishes, plant, lift overruns, cleaning cradles (as relevant);
- Plant enclosures

- Shopfront details

B. The development shall be carried out and retained in accordance with the approved details.

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

18 Hard and Soft Landscaping

A. Prior to commencement of any works above ground level of the development hereby approved, full details of a hard landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, or other means of enclosure within or around the site, access features, minor structures the existing trees and hedges to be retained, the new planting to be carried out, measures to be taken to ensure that retained trees and their roots are not damaged.

B. The proposed soft landscaping shall be carried out in accordance with the Planting Schedule (L-400) received 24.05.2022 and the Landscape Design Report received 24.05.2022

C. All hard and soft landscaping works shall be carried out in accordance with the approved details. All landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance with a timetable to be agreed in writing with the Local Planning Authority. Any trees or plants (including retained trees) which within a period of five years of the commencement of any works in pursuance of the development are pruned not in accordance with BS3998, die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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

19. Bat and bird boxes

Prior to the above ground construction of the development hereby approved, a scheme to provide bat and bird boxes within the application site (to include the number, design and positions) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be incorporated into the development prior to the first occupation of any part of the development hereby granted, and permanently maintained thereafter.

Reason: In accordance with the terms of the application and to ensure the provision of biodiversity enhancements in accordance with policy EE9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

20. Renewable energy and Sustainable Design

A. Prior to the commencement of any works above ground level of the development hereby approved further details of the design and location of the proposed chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that a minimum 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be based on the details contained in the Energy Statement received 24.05.2022.

All other aspects of the development shall be undertaken in accordance with the Energy Statement received 24.05.2022.

Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the Local Planning Authority.

B. In the event of air or ground source heat pumps being the chosen renewable energy measure, 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(s), as well as details of the location and design of the unit(s) and the distance to the closest residential property.

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 existing and proposed residential properties and to comply with Policies SD8 and EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

21. Flood Risk Assessment

Prior to the commencement of any works above ground level of the development hereby approved further details of the proposed finished site levels of the application site 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.

Reason: In order to comply with the requirements of the Flood Risk Assessment and to mitigate the residual flood risk associated with excess surface water runoff in an extreme rainfall event to comply with policy EE13 of the Runnymede 2030 Local Plan and policy within the NPPF.

22. Flood risk management and evacuation plan

Prior to the commencement of the above ground construction of the development hereby permitted a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Local Planning Authority. The FRMP shall provide a householder pack which shall include details of how this pack will be made available to the first and subsequent occupiers and include details of a safe escape route and the place that people can be evacuated to during times of flooding.

Reason: In the interests of the safety of future occupiers and to comply with Policy EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

23. Further details of the proposed new substation and new plant.

A) Prior to the commencement of the above ground construction of the development hereby approved further details of the design and positioning of the new substation, generator and any external plant areas (including any screening) shall be submitted to and approved in writing by the Local Planning Authority.

B) Prior to the commencement of the above ground construction of the development hereby approved further details of the measures to protect existing and proposed residential properties from noise from the new substation, generator and new plant areas (internal and external) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be based on the details contained in the Noise Assessment (784-B035485) received 25.05.2022. When approved the development shall be undertaken in complete accordance with the approved details and thereafter retained.

Reason: In order to protect the character of the area and the amenities of existing and proposed residential properties to comply with policies EE1 and EE2 of the Runnymede 2030 Local Plan and policy within the NPPF.

Prior to occupation

24 New Accesses

Prior to first occupation of the development hereby approved the proposed two new vehicular accesses to School Lane shall be constructed and provided with visibility zones in accordance with the approved plans (Proposed 2m x 43m Access Visibility Splays – MBSK220518-1 Rev P3 received 03.10.2022) 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.

25. Closure of existing accesses

The development hereby permitted shall not be first occupied until the existing accesses from the site to School Lane 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.

26. Parking

The development hereby approved shall not be first occupied 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 maintained for their designated purposes.

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

27. Electric vehicle charging

The development hereby permitted shall not be occupied until 100% of the proposed parking spaces 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 to and approved in writing by the Local Planning Authority. The charging points shall be provided prior to the first occupation of the development.

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

28. Highway works to School Lane

Prior to the occupation of the development hereby permitted further details of the proposed alterations to the existing on street parking bays and parking restrictions on School Lane shall be submitted to an approved in writing by the Local Planning Authority. The

development shall be undertaken in complete accordance with the approved plans prior to the occupation of the development and shall thereafter be retained.

In the event that the above highway works are not implemented an alternative scheme shall be submitted to and approved in writing prior to the occupation of the development. Once approved the development shall be undertaken in accordance with the approved plans and thereafter retained.

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.

29. Secure parking of cycles and provision of an information pack regarding the location and availability of local public transport, walking, cycling, car sharing clubs and car clubs

i) Prior to the occupation of the development hereby permitted further details of secure parking for cycles shall be submitted to an approved in writing by the Local Planning Authority. The development shall be undertaken in complete accordance with the approved plans prior to the occupation of the development and shall thereafter be retained.

ii) Prior to the occupation of the development hereby permitted further details of an information pack to be provided to residents, staff and visitors regarding the location and availability of local public transport, walking, cycling, car sharing clubs and car clubs shall be submitted to an approved in writing by the Local Planning Authority. Once approved the information pack shall be made available for each and every subsequent occupation of the development.

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

30. Landscape Management Plan

Prior to the occupation of the development hereby approved, a landscape management plan, (including long term design objectives, management responsibilities and maintenance schedules for all landscape areas) shall be submitted to and approved in writing by the Local Planning Authority. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan unless a variation is approved in writing by the Local Planning Authority.

Reason: To ensure a high quality landscaping scheme across the site in order to protect and enhance the appearance of the surrounding area and to comply with policy EE1 and EE11 of the Runnymede 2030 Local Plan and policy within the NPPF.

31. Details of ventilation and filtration equipment.

Prior to the first occupation of any individual Class E unit(s) further 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 and noise.

Reason: To protect the character of the Town Centre and to protect 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 policies within the NPPF.

32. Timings for deliveries to any Class E unit

Prior to the first occupation of any individual Class E unit hereby approved further details of the proposed timings for deliveries shall be submitted to and approved in writing by the Local Planning Authority. When approved the development hereby approved shall be undertaken in accordance with the approved timings for deliveries unless a variation is agreed in writing by the local planning authority.

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

33. Verification Report (SUDs)

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.

34. Privacy screen

Prior to the occupation of building B hereby permitted further details of the proposed design and positioning of an obscurely glazed privacy screen along the north eastern side elevation of the proposed rear balconies within units B05, B12, B18 and B24 shall be submitted to and approved in writing by the Local Planning Authority. When approved the privacy screen shall be provided in complete accordance with the approved plans prior to the occupation of the building and thereafter retained.

Reason: To avoid overlooking into the adjoining neighbouring residential property and its garden area at 10 School Lane, Egham and to comply with policy EE1 of the Runnymede 2030 Local Plan and policy within the NPPF.

Informatives

1) The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

2) 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 street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

3) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

4) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. 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.

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 scheme to implement waiting restrictions or other relevant works to regulate or restrict the operation of the highway shall first require a Traffic Regulation Order or Notice prior to use. The alteration of the Traffic Regulation Order or creation of a new Order or Notice is a separate statutory procedure which must be processed at the applicant's expense prior to any alterations being made.

7)The applicant is advised of the comments received from the Environment Agency regarding ground water protection in their letter dated 19.08.22.

8)The applicant is advised of the comments received from the Lead Flood Authority dated the 09.08.2022. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater. If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via SUDS@surreycc.gov.uk.

9)The applicant is advised of the comments received from Network Rail in their e-mail received 26 July 2022.

10)The applicant is advised of the comments received from Surrey Police dated 15.07.22 providing advice with respect to Secured by Design.

11)The applicant is advised of the comments received from Thames Water in their e-mail dated 29 June 2022.

12) The applicant should be made aware of the requirement for a Bat Mitigation Licence from Natural England where development activities may cause an offence. The licence can only be applied for once planning permission has been granted.

13)The applicant is advised of the comments received from the Surrey Wildlife Trust with respect to bats and a precautionary approach to demolition in their letter dated 30.08.22.

14) The applicant is advised to consult the Civil Aviation Authority and Heathrow Airport Ltd prior to the use of any cranes to be utilised in the construction of the development to ensure that there are no safeguarding issues.