

**COMMITTEE AGENDA REFERENCE: 5A**

<b>APPLICATION REF:</b>	<b>RU.23/0544</b>
<b>LOCATION</b>	The Field Nursery, Brox Lane, Ottershaw, Surrey, KT16 0LL
<b>PROPOSAL</b>	Construction of 13no. houses and 6no. apartments with associated parking, garages, landscaping, and open space, following the demolition of the existing buildings on site.
<b>TYPE</b>	Full Planning Permission
<b>EXPIRY DATE</b>	06/07/2023
<b>WARD</b>	Ottershaw
<b>CASE OFFICER</b>	Adam Jackson
<b>REASON FOR COMMITTEE DETERMINATION</b>	Major development
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

**1. SUMMARY OF RECOMMENDATION**

<b>It is recommended the Planning Committee authorises the HoP:</b>	
1.	<p>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:</p> <ul style="list-style-type: none"> <li>• SMM = £17,667.41</li> <li>• SANG = £38,850.50</li> <li>• Total = £56,517.91</li> <li>• Contribution towards A320 improvements</li> <li>• Affordable Housing (35% - 6x flats)</li> <li>• Open space, and</li> <li>• Links to PROW</li> </ul> <p>And subject to the conditions set out in section 11 of this report.</p>

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

- 2.1 The application site is located within the urban area and measures approximately 0.94ha. The site is currently accessed from Brox Lane, but it is proposed to be accessed via the Brox End Nursery development off Brox Road. The western part of the site is currently occupied by a dwelling and an associated workshop and outbuildings. The eastern part of the site is occupied by the plant nursery including the glasshouses and outbuildings. There is also a stable building and paddocks within this part of the site.
- 2.2 To the northeast and east of the site is the site known as 'Land to the east of Brox Road' where hybrid planning permission has been granted for 184 dwellings, 2 Gypsy and Traveller pitches, and a GP surgery under application RU.22/0454. Full planning permission has also been granted for the provision of a SANG under application RU.22/0479 to the east of the application site. The land associated with these two developments and the current application site make up the Housing Allocation at Ottershaw East. This site is allocated for a minimum of 200 dwellings and 2 Gypsy/Traveller pitches under policy SL12 of the Local Plan. The application site makes up only a small proportion of the total 6.6ha site.
- 2.3 To the northwest of the site is the site of the former Brox End Nursery which has had permission for 46 new dwellings, and this is currently under construction. This area is covered by a Tree Preservation Order. To the southeast of the site is Brox Copse and Lake which is part of the Wentworth to Sheerwater Settled and Wooded Sandy Farmland (SS4 of the Surrey Landscape Character Assessment), which is classed as a priority habitat (Deciduous Woodland) and is partly classed as Ancient Woodland. A public footpath (FP30) runs to the north of the site between the application site and the other housing sites/developments. A high hedgerow runs adjacent to the footpath within the application site. A second public footpath (FP21) runs to the southwest of the site along Brox Lane.
- 2.4 The application site is within flood zone 1, is within the 5km buffer of the Thames Basin heath Special Protection Area, and is within the Ottershaw Neighbourhood Plan Area.

## **3. APPLICATION DETAILS**

- 3.1 The proposal is for full planning permission for the demolition of all existing buildings on site and the construction of 19no. dwellings (13 x houses & 1 x block of 6 x flats), with associated garages, parking, landscaping and open space and infrastructure.
- 3.2 The proposed houses are to be two-storey in height, apart from the pair of semi-detached houses on plots 4 & 5, as well as the apartment building which will have roof accommodation and dormer windows.
- 3.3 The proposed development includes 34 car parking spaces, which are accommodated to the side of houses and within garages as well as 2 additional visitor spaces. The access to the site will be via the Brox End Nursery site.

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details	Decision
RU.84/1014	Stable building with a gross floor area of approx.403sq.ft (37sq.m) to provide 3 no.stables for a temporary period of 5 years	Granted (07/02/1985)
RU.89/0150	Single-storey side extension to existing dwelling	Granted (20/03/1989)
RU.90/0804	Two storey side extension to chalet bungalow	Granted (17/09/1990)
RU.01/1250	Installation of first floor side dormer window, demolition of garage, stores, workshop and erection of garage block and workshop.	Granted (08/02/2002)
RU.06/0173	Erection of single storey detached garage and workshop following demolition of existing garage and workshop.	Granted (30/03/2006)
RU.23/1002	Deed of variation so S106 Agreement in respect of planning application Ru.23/0544 with regard to SANG mitigation associated with either Third Party Development and/or the remaining part of the site known as Field Nursery.	Undetermined

4.2 The following history from adjoining sites is considered relevant to this application:

Reference	Details	Decision
RU.20/0675	Demolition of 183 Brox Road and the development of land for the development of 46 residential dwellings with associated vehicular access, drainage works and landscaping, including provision of open space. (amended plans received 23/10/20)	Granted (24/02/2021)
RU.22/0454 (Land east of Brox Lane)	Hybrid planning application comprising: (a) Phased full planning application for the demolition of existing buildings, provision of 2 x replacement garages for 155 and 157 Brox Road and delivery of a residential development (Use Class C3) comprising 184 dwellings (including 35% affordable housing) and 2 Gypsy and Traveller Pitches, informal and formal open space, footpaths, cycleways and internal roads, landscaping, planting and drainage infrastructure. Creation of new vehicular and pedestrian access into the site from Brox Road; and (b) Outline planning permission for: The use of 0.1 ha of land for the provision of a GP Surgery of up to 800sqm (Use Class E) with associated parking and	Granted (16/06/2023)

	landscaping (amended plans received 10.11.2022).	
RU.22/0479 (Land east of Brox lane)	Full planning permission for the proposed change of use from agricultural land to publicly accessible open space to be used as Suitable Alternative Natural Greenspace (SANG) on 10.42ha of land, including the demolition of an existing barn and creation of new pathways, associated landscaping and associated earthworks. Creation of new areas of public open space (including play areas and a community orchard) relative to the adjacent site comprising a hybrid planning application comprising: (a) Full planning application for the demolition of existing buildings, provision of 2 x replacement garages for 155 and 157 Brox Road and delivery of a residential development (Use Class C3) comprising 186 dwellings (including 35% affordable housing) and 2 Gypsy and Traveller Pitches, informal and formal open space, footpaths, cycleways and internal roads, landscaping, planting and drainage infrastructure. Creation of new vehicular and pedestrian access into the site from Brox Road; and (b) Outline planning permission for: The use of 0.1 ha of land for the provision of a GP Surgery of up to 800sqm (Use Class E) with associated parking and landscaping (amended plans and additional supporting documents received 16.09.2022)	Granted (16/06/2023)

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

5.1 The Borough's current adopted Development Plan comprises of the Runnymede 2030 Local Plan which was adopted on 16 July 2020. The relevant policies are considered to be:

- SD1 – Spatial Development Strategy
- SD2 – Site Allocations
- SD3 – Active & Sustainable Travel
- SD4 - Highway Design Considerations
- SD5 – Infrastructure Provision & Timing
- SD7 – Sustainable Development
- SD8 – Renewable & Low Carbon Energy
- SL1 – Health and wellbeing
- SL12 – Housing Allocation at Ottershaw East
- SL19 – Housing Mix and Size Requirements

- SL20 – Affordable Housing
- SL22 – Meeting the needs of Gypsies, Travellers and Travelling Showpeople
- 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

5.2 The application site forms part of the housing allocation site at Ottershaw East, which is allocated within the Runnymede 2030 Local Plan under policy SL12

Other Material Considerations

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

5.4 The supporting Planning Policy Guidance (PPG) is also a material consideration for decision making, as is the National Design Guide (2029) and the Nationally Described Space Standards (2015).

5.5 Supplementary Planning Documents (SPDs) which can be a material consideration in determination:

- Runnymede Design SPD (2021)
- Infrastructure Delivery and Prioritisation SPD (2020)
- Green and Blue Infrastructure SPD (2021)
- Thames Basin Heaths SPD (2009)
- Affordable Housing SPD (2022)
- Runnymede Car Parking SPD (2001)
- Trees, Woodland and Hedgerows SPD (2003)
- Parking Strategy: Surrey Transport Plan (2020)

5.6 The site falls within the designated Ottershaw Neighbourhood Area, however a Neighbourhood Plan has not yet been developed.

## 6. CONSULTATIONS CARRIED OUT

### Consultees responses (summarised)

Consultee	Comments
<b>Statutory Consultees</b>	
Natural England	No objection subject to securing appropriate mitigation for recreational pressure impacts on European Habitat Sites, however notes that a Habitats Regulation Assessment hasn't been produced.
Lead Local Flood Authority	Satisfied that the proposed drainage scheme meets the requirements set out in the NPPF, NPPG and Non-Statutory Technical Standards for sustainable drainage systems and suggests a condition is applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
<b>Internal Consultees</b>	
RBC Drainage	Supports the comments made by the LLFA and objects to the application. <b>Note:</b> Updated comments have not been received since the LLFA withdrew their objection.
RBC Contaminated Land	Recommends that remediation is carried out and that further site investigation and details of proposed remediation is secured via condition.
RBC Trees	No objection subject to the submission of an Arboricultural method statement and tree protection details.
<b>External Consultees</b>	
County Highway Authority	No objection subject to conditions securing: <ul style="list-style-type: none"> <li>• Parking spaces in accordance with the approved plans</li> <li>• Provision of electric vehicle charging points</li> <li>• Provision of cycle storage in accordance with the approved plans</li> </ul>
Surrey County Council (SCC) Archaeology	Satisfied that the submitted desk-based assessment meets the requirements of policy EE7 and considers it would not be reasonable or proportionate to require further archaeological investigations.
Surrey Wildlife Trust	Provides comments on a number of ecological issues summarised as: <ul style="list-style-type: none"> <li>• The Biodiversity Net Gain metric demonstrates that the trading rules will not be satisfied, therefore a quantitative demonstration of biodiversity net gain cannot be fully claimed.</li> <li>• Recommends compliance with the Thames Basin Heaths Special Protection Area mitigation avoidance strategy.</li> </ul>

	<ul style="list-style-type: none"> <li>• Recommends that the following are secured via condition: <ul style="list-style-type: none"> <li>○ A Landscape and Ecological Management Plan (prior to commencement), to include: <ul style="list-style-type: none"> <li>▪ A reptile mitigation strategy</li> <li>▪ Ancient Woodland buffer zone management</li> <li>▪ Biodiversity enhancements</li> </ul> </li> <li>○ A Construction Environmental Management Plan (prior to commencement), to include: <ul style="list-style-type: none"> <li>▪ Precautionary measures for badgers and bats</li> <li>▪ Consideration of breeding birds</li> <li>▪ Soft felling of impacted trees with low bat potential</li> <li>▪ Protection measures for retained trees and ancient woodland.</li> <li>▪ Invasive species management</li> </ul> </li> <li>○ A Sensitive Lighting Management Plan (prior to commencement)</li> </ul> </li> </ul>
Thames Water	No objection provided the developer follows the sequential approach to the disposal of surface water and demonstrates that that measures will be undertaken to minimise groundwater discharges into the public sewer.

Representations and comments from interested parties

6.2 16 Neighbouring properties were consulted in addition to being advertised on the Council's website. The application was also advertised via a site notice and an advert in the local press. 20 letters of representation have been received from individual addresses, which can be summarised as follows:

- Concerns surrounding the cumulative effect of the development with those at East of Brox Lane and Brox End Nursery.
- Concerns over the density of development and the impact of this on the character of the area.
- Concerns over the loss of trees and lack of proposed landscaping.
- Concerns over the impact on local wildlife and the lack of information in this regard.
- Considers that a Habitat Regulation Assessment should be submitted.
- Concerns with the proximity of the development to the Ancient Woodland.
- Concerns with the proximity of the development to the Green Belt.
- Concerns that the development will exacerbate existing traffic and parking problems in the area.

- Concerns over the disruption that construction traffic will cause.
- Concerns regarding the impact on footpath FP30 and public rights of way.
- Considers that the development should contribute towards A320 and M25 Junction 11 improvements.
- Concerns over the level of renewable energy and energy savings proposed.
- Concerns with that the development will exacerbate existing drainage issues.
- Concerns with the impacts on the foul water/sewer network
- Concerns over the impact of new developments on local infrastructure
- Considers the developer did not properly engage with residents prior to the submission of the application.

## **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 and is no longer constrained by the Green Belt designation. The principle of development is therefore acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF.
- 7.2 The key planning considerations are considered to be the principle and the proposed quantum of development, housing mix and affordable housing, 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 residential amenity, traffic and highway safety considerations, the impact on biodiversity, flood risk and drainage considerations, and sustainable design. Consideration also needs to be given to the impact of the development upon the Thames Basin Heaths Special Protection Area. The planning history of the site and relevant comments raised by consultees and residents are also material planning considerations.

### Principle and Quantum of Development

- 7.3 The Runnymede 2030 Local Plan was adopted on 16<sup>th</sup> July 2020 and contains policies for the redevelopment of this site. Policy SD1 considers the spatial distribution of growth over the Local Plan period (2015-2030) confirming that 298 net additional dwellings (including 15 completions and 6 dwellings deriving from the provision of C2 older people's accommodation) and 2 traveller pitches will be provided within Ottershaw. Policy SL12 (Housing Allocation at Ottershaw East) confirms that this site (which also includes the parcels of land to the east and northeast know as "Land East of Brox Lane") will deliver a high-quality development that will make provision for a minimum of 200 C3 dwellings, 2 net additional serviced Gypsy/Traveller pitches and a GP surgery. Permission has already been granted on the East of Brox Lane site for 184 dwellings, 2 x Gypsy Traveller pitches, and the GP surgery. Policy SD2 confirms that the site will be expected to be delivered between 2023 and 2027 subject to the delivery of necessary mitigation on the A320. The principle of the development of this site for new housing has therefore already been established through the adoption of the Local Plan.
- 7.4 The Runnymede Site Capacity Analysis Addendum (2018) suggested that given the need to



ensure efficient use of land whilst taking account of surrounding context and density at Brox End Nursery, it was considered that Ottershaw East could come forward for at least 200 net dwellings and 2 Gypsy/Traveller pitches. It is noted that the site capacity analysis suggests the Field Nursery site as being capable of providing 10 net dwellings, however, does not preclude the possibility of a higher density coming forward providing the development is of high-quality design. 19 total dwellings are proposed which, on a site area of 0.94ha (excluding the access which runs through the Brox End site), gives a density of 20dph. This is below the predicted gross density for the Ottershaw East site of between 29dph and 33dph and the 28dph approved on the East of Brox Lane site, however 19 dwellings brings the total number of dwellings along with those already approved to 203 and meets the 200 minimum targeted by the Local Plan. The proposed density is also in keeping with that of the immediate area in general, which the site capacity analysis sets out is between 11dph and 26dph. As above, the Gypsy/Traveller pitches and GP surgery have already been approved on the wider site and therefore there is no need for these to be provided again here. Subject to detailed consideration below, the proposed quantum of development and the resulting density is therefore considered appropriate.

- 7.5 The application site is considered to be within an existing settlement within a relatively sustainable location. The development is located approximately 1.0km from the local shopping parade along Brox Road. The application site is also positioned close to a range of other local services and facilities including local schools, a nursery and the Castle Public House. It is therefore considered that the site is suitably located for accessing a range of local facilities on foot. An existing cycle route (NCN Route 223) is located to the west of the site and runs alongside the A320. This route provides traffic-free access to Chertsey to the north and Woking to the south. Nearby towns such as Addlestone, Chertsey and Woking are all located within the 6.1km average cycle distance. The nearest bus stops to the site are located on Brox Road where the site access is taken from. Further stops can be found in the centre of Ottershaw along Murray Road. The site is therefore within an existing settlement and is considered to be located within a reasonably sustainable location. Given its allocation under Local Plan policy SL12 the proposed development is acceptable in principle.

#### Housing Mix and Affordable Housing

- 7.6 Policy SL19 of the Local Plan requires development proposals of 10 or more (net) additional dwellings to contribute to meeting the Housing Markets identified housing needs by generally providing a housing mix as set out in the Strategic Housing Market Assessment or any similar evidence for market and affordable units. The table below outlines the proposed housing mix compared with policy SL19 requirements.

Units	Policy SL19 requirements		Proposed	
	Market	Affordable	Market	Affordable
1 bedroom	5-10%	10-20%	0%	33%
2 bedroom	25-30%	40-45%	0%	66%
3 bedroom	40-45%	35-40%	30%	0%
4 + bedroom	20-25%	5-15%	70%	0%

- 7.7 All of the 1- and 2-bedroom units are within the flatted development and are proposed to be the affordable units. The houses are all 3 or 4 bedroom and will be market housing. The

Council's Local Planning Section confirmed during the application for the East of Brox Lane application that latest monitoring suggests a plan wide over supply of 1- & 2-bedroom market units within the borough. Given this and the relatively low number of units proposed as part of this development, the failure to provide any 1 or 2 bed market houses is considered acceptable. The market housing significantly overprovides on 4-bedroom units, however it is important to remember that this site is part of the wider housing allocation site at Ottershaw East and provides only a minor proportion of the total houses compared to the East of Brox Lane site. The development on that site provided a wider mix of units which was found to be acceptable, and it is considered that the overall mix of units across the housing allocation site as a whole would remain acceptable.

- 7.8 Policy SL20 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, and that development proposals of 10 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units. 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 Rent and 22% other forms of affordable. The application proposes 1 first home unit and 5 affordable rent units, which amounts to 17% and 83%. This does not accord with the Council's First Homes Interim Policy Statement, and using the mix set out in the First Homes Interim Policy Statement would give 3 social/affordable rent, 2 first homes, and 1 other form of affordable units. The application therefore overprovides on affordable rent and under provides on first homes and other forms of affordable housing. However, as with the housing mix above, this site forms only a small part of the wider housing allocation site and the rest of the site on the East of Brox Lane site provides 65 affordable units at a split of 24.6% first homes, 52% affordable rent and 23% shared ownership. The overall split of affordable housing across the Ottershaw East site as a whole is therefore broadly in line with the First Homes Interim Policy Statement.
- 7.9 The affordable housing will need to be secured as part of a legal agreement. At the time of writing this agreement is being drafted, however is not complete. It is therefore recommended that members defer the application back to the CHDMBC to approve subject to the completion of this agreement and the securing of affordable housing.

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

- 7.10 Paragraph 126 of the National Planning Policy Framework (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.
- 7.11 Policy EE1 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 area while 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.

- 7.12 The application is supported by a Design & Access Statement which clearly outlines the design evolution of the proposals and the background to this development. The D&A Statement sets out that one of the main objectives of the scheme was to create an environment with its own sense of identity whilst retaining positive characteristics of its local environment. Proposed dwellings are 2 and 2.5 storeys in height, in keeping with the general height and scale of buildings in the surrounding area. Flats are not common within the surrounding area, however the proposed scale and design of these are residential in scale with the top floor being within the roof space. It is considered that the development proposes a suitable scale and form of development, which would not harm the character and appearance of the area. The proposal is also considered to be sensitive to the adjacent Wentworth to Sheerwater Settled and Wooded Sandy Farmland character area, which is identified within unit SS4 of the Surrey Landscape Character Assessment as containing settlements of very low density. The Character Assessment also sets out the importance of woodland, boundary hedgerows and vegetation and the public rights of way network within this area, however these issues are discussed in more detail below.
- 7.13 In terms of the site layout, this is considered to be appropriate. The dwellings are suitably laid out to prevent the site appearing cramped or overdeveloped whilst still maintaining space for soft landscaping as well as space for private gardens, parking and other residential requirements. A primary road runs through the middle of the site. This is to be a shared surface and provides clear and legible access to the site for both vehicles and pedestrians. A pedestrian link to the public right of way on FP30 is provided within the northeast corner of the site to allow for connectivity through to the development on the rest of the Ottershaw East site and the wider area in general. This will also allow for access to the SANG approved under RU.22/0479. FP30 provides further access onto Brox Lane and therefore footpath FP21.
- 7.14 The application proposes the retention of the majority of the boundary hedges and trees which policy SL12 sets out should be retained due to the positive impact on the character and appearance of the area. 20 trees/groups of trees are proposed to be removed in total, however the majority of these are C category trees or below and within the centre of the site. 3 B category trees/groups of trees are to be removed, which are T2, which is required to be removed to accommodate the access, G11 which is on the eastern boundary of the site, and G25 which is partly on the southwestern boundary, but largely within the site. Given that the majority of trees to be removed are of lower quality and within the site rather than on the site boundaries it is considered that suitable replacement trees and soft landscaping can be provided which would offset the harm caused by their removal. Full details of this can be secured via condition.
- 7.15 The proposed development is also outside of the 15m buffer of the Ancient Woodland to the southeast of the site, with a soft landscaping buffer between the woodland and any hardstanding and buildings. There is a potential slight incursion by the flats, however there are existing buildings and hardstanding in this area, and as such it is not considered that the development would have a material impact. Furthermore, existing hardstanding and greenhouses currently located within the 15m buffer are proposed to be removed, resulting in

a betterment overall in terms of the impact on the Ancient Woodland. The buffer to the Ancient Woodland is proposed to be secured as part of a Landscape Ecological Management Plan which can be secured via condition.

#### The impact upon residential amenity

- 7.16 Policy EE1 of the Local Plan and paragraph 130 (f) of the NPPF set out that developments should provide a high standard of amenity for existing and future occupiers. In terms of the impact on existing residents, the proposal provides sufficient separation distances between existing properties to prevent any material loss of light, privacy or outlook. The proposal also provides sufficient separation between houses proposed elsewhere on the site and on adjoining sites such as the Brox End development and the East of Brox Lane development, thereby complying with the Borough's Design SPD which sets out that a minimum back-to-back distance of 22m should be provided.
- 7.17 Policy EE2, of the 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. Noise and air quality surveys have not been provided, nor are they considered necessary for a development of this size, however it is acknowledged that this site does form part of the wider Ottershaw East site and is adjacent to the Brox End Nursery site and could therefore potentially have cumulative impacts. Notwithstanding, the noise and air quality surveys submitted with the application at East of Brox Lane found that there would be no adverse impacts resulting from the development, and it is not considered that the additional 19 units proposed here would change that conclusion.
- 7.18 A Geo-Environmental Report has been submitted with regards to contaminated land on site, which has found some sources of contamination, however these are limited and of low to moderate risk to human health. On site contamination can easily therefore be dealt with through the submission of further site investigations to fully understand the extent of contamination and a suitable remediation strategy. This can be secured via condition.
- 7.19 In terms of the standard of amenity that would be provided for future residents, all of the houses and flats meet the minimum internal space standards set out in policy SL19 of the Local Plan. Some of the private gardens fall very slightly short of the 11m depth recommended within the Design SPD, however all gardens are of a good size. The flats will have a shared garden area. There is also an area of green space/grassed area along the southern edge of the site, a 100sqm area has been earmarked for a LAP (Local Area of Play) near the entrance of the site, and a SANG (Suitable Alternative Natural Green Space) is being provided adjacent to the site within the wider Ottershaw East housing allocation site. All of these will ensure that future residents of the site are provided with a high standard of both indoor and outdoor amenity space.

#### Highway safety considerations

- 7.20 Policy SD4 of the Local Plan sets out that development proposal which generate significant traffic movements must be accompanied by a Transport Assessment or Transport Statement which considers the impact of the proposal on the highway network and identifies measures to mitigate impacts to acceptable levels. Paragraph 111 of the NPPF sets out that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road

network would be severe.

- 7.21 The application has been supported by a Transport Statement which assesses the existing site conditions, development proposals, trip generation, and access, servicing and parking arrangements. It is proposed to access the site via the road through the Brox Nursery development to the northwest of the site. This access road and details relating to its connection onto Brox Road has already been approved as part of the Brox Nursery development and it is considered that the approved design is sufficient to accommodate the additional traffic associated with the Field Nursery development as well. The existing access onto Field Nursery via Brox Lane will be stopped up. The access will intersect with footpath FP30 and the entrance into the Field Nursery site, however there is no reason to believe that the access will prevent/reduce access to the PROW and the Transport Statement commits to ensuring that public access is retained at all times.
- 7.22 The trip generation for the development has been calculated using the TRICS database. This predicts that the development will generate 9 trips within the AM peak and 10 within the PM peak, with 94 trips predicted overall during a 12-hour day, equating to one trip every 7 minutes. Cumulatively with the Brox End Nursery development, the trip generation is predicted at, 23 trips in the AM peak, 31 trips in the PM peak and 293 trips overall during a 12-hour day. At the time that the Brox End Nursery application was considered, it was set out that trips generated by the development would not represent a significant impact compared to the traffic already using Brox Road, and the proposed development would only result in a minor increase to the trips generated by the Brox End Nursery development. It is acknowledged that the development on the rest of the Ottershaw East site has also recently been granted planning permission and has the potential to generate up to 158 two-way vehicle movements within the AM peak and 147 two-way vehicle movements on the PM peak, however the Transport Assessment submitted with that application undertook junction capacity analysis and found that there would be no material impact on the local highway network. Overall, even taking into account the cumulative impact of this development and surrounding developments on the local highway network, it is not considered that the impact of the development would be severe.
- 7.23 The Transport Statement sets out that 32 car parking spaces are being provided, however the Parking Allocation and Vehicle Charging Layout plan actually shows 34 spaces plus 2 visitor spaces. Either way, both 32 and 34 complies with the residential parking standards set out in the Runnymede Parking Guidance SPD. Each garage measures 3m x 6m and is therefore large enough to provide a parking space. The garages will also be fitted with electric vehicle charging points, as are the parking spaces for the flats. It is proposed to provide cycle stores within the rear gardens of the dwellings and the communal garden for the flat. Details of the cycle stores can be secured via condition. Refuse and recycling storage will be provided within rear gardens and within a bin store to the rear of the parking area for the flats. The carry distance for the bin store to the roadside collection point for the flats is, at 18m, in excess of the 10m guidance set out on Manual for streets, however this is not considered to be a significant issue and the area to the rear of the parking area is considered to be the best location for the bin store from a visual amenity point of view.
- 7.24 In terms of access for service vehicles, a swept path analysis has been provided which demonstrates that refuse vehicles can access, turn and egress the site in a forward gear. The parking and servicing details are therefore considered to be acceptable, and it is not considered that there would be any unacceptable impact on highway safety as a result of the development.
- 7.25 Policy SD5 of the Local Plan requires development proposals (including sites allocated in the

local plan) which give rise to a need for infrastructure improvements, to mitigate their impact. The Runnymede Strategic Highway Assessment Report (Oct 2017) raises concerns about the cumulative impacts of development over the local plan period on strategic transport infrastructure and considers that major investment would be required to mitigate against this impact. The A320 Corridor Study has provided feasibility information on junction improvements required along the length of the A320 which includes the Ottershaw roundabout. Forward funding to enable early delivery of the A320 corridor improvements has been secured through the Housing Infrastructure Fund (HIF).

- 7.26 The Infrastructure Delivery & Prioritisation SPD (Nov 2020) requires 100% funding associated with the HIF to be recovered from developments impacting on the A320 corridor, by using the formula in the SPD and the appropriate tariff of £246 per sqm of net additional floorspace. The exact amount that will be required by this development is being calculated and will be secured within the S106 legal agreement once completed. It is therefore recommended that members defer the application back to the CHDMBC to approve subject to the completion of the legal agreement.

#### Biodiversity impacts

- 7.27 Policy EE9 of the Runnymede 2030 Local Plan confirms that the Council will seek net gains in biodiversity through the creation, expansion, restoration, enhancement and management of habitats and features to improve the status of priority habitats and species. The application is supported by an Ecological Impact Assessment (EIA) and a Biodiversity Net Gain Assessment and Green and Blue Infrastructure Strategy (BNG). The EIA sets out that the development has been informed by an Extended Phase 1 Habitat Survey, Emergence Bat Surveys, and a Reptile Presence/Absence Survey.
- 7.28 The surveys confirm that bat roosts are absent from the buildings within the site. Boundary trees were found to have the potential to bat roosts, however all trees with the potential to support bat roosts are being retained. To ensure there is no harm to communing and foraging bats, a Sensitive Lighting Management Plan will be required. This can be secured via condition.
- 7.29 Other species, such as Great Crested Newts are considered likely to be absent from the site. A low number of slow worms were recorded within the northeast grassland, however a mitigation strategy has been set out within the EIA which ensures that the harm posed to slow worms is minimised to acceptable levels. This can be secured via part of the Construction Environmental Management Plan which is to be secured via condition in accordance with the recommendations of the EIA.
- 7.30 The BNG assessment sets out that a net gain of 14.49% can be achieved across the site. This is said to primarily be driven by the provision of grassland and tree planting within the northwest, eastern and southern landscape buffers and from over 55% of the site be greenspace and gardens. The Surrey Wildlife Trust (SWT) have commented that the trading rules have not been satisfied, however the legislation in which these rules are contained has not yet come into force and the SWT acknowledge that a net gain and a suitable ecological function and explanation for this has been provided within the Green and Blue Infrastructure Strategy within the BNG report. It is recommended that a Landscape Environmental Management Plan, which sets out fully how the proposed net gain in biodiversity will be achieved, is secured via condition.
- 7.31 The application site is located within the 5km buffer of the Thames Basin Heaths Special Protection Area. The SPA is designated under UK and European law due to the presence of breeding populations of birds. These birds' nest on or near the ground and as such are

susceptible to disturbance from informal recreational use such as walking and dog walking. To ensure no adverse effects from new residential development, additional recreational use, and to satisfy the Habitat Regulations, an avoidance strategy has been agreed with Natural England in the form of SANG (Suitable Alternative Natural Greenspace). The purpose of SANG is to attract potential new users away from the SPA, however SANG itself can also provide biodiversity value. Strategic Access Management and Monitoring (SAMM) also forms part of the avoidance strategy. It is acknowledged that a SANG has recently been approved adjacent to the site as part of the Land East of Brox Lane application, however in this instance the applicant has chosen to contribute to Council owned SANG. The amount due is:

- SAMM = £17,667.41
- SANG = £38,850.50
- Total = £56,517.91

This will be secured as part of the legal agreement which is currently being drafted. It is recommended that members defer the application back to the CHDMBC to approve subject to the completion of this legal agreement and the securing of the necessary mitigation against the impacts of the development on the Thames Basin Heaths Special Protection Area.

#### Flood risk and drainage

- 7.32 The application is located within Flood Zone 1. A Flood Risk Assessment and Drainage Strategy (FRA) has been submitted in support of the application which demonstrates that the risk from fluvial, tidal, groundwater and reservoir flooding is low. The risk of flooding from surface water is medium to high in some areas across the site, however the development only increases the impermeable areas across the site by 0.06Ha and measures can be put in place to manage this. It is proposed to collect surface water runoff via a series of rainwater pipes and permeable paving before discharging into a below ground drainage network to discharge into the existing ditch to the north-east of the site with below ground attenuation storage used to control the discharge rate. Finished floor levels of the dwellings are proposed to be raised 300mm above the highest water level during the 1:100 year + 45% storm event as a precaution. It is acknowledged that the larger development on the East of Brox Lane site will discharge into the same ditch, however the Lead Local Flood Authority have reviewed the strategies for both developments and raise no objections to the strategy proposed. Foul water will drain into the foul sewer network; the FRA states that Thames Water have confirmed capacity. It is conditioned for the development to be carried out and maintained in accordance with the proposed drainage strategy.

#### Sustainable Development

- 7.33 The application is supported by an Energy Statement which sets out that the homes will be provided with solar PV systems achieving a 10.27% reduction in energy demand meeting the targets set out in policy SD8 of the Local Plan. Policy SD7 also promotes sustainable design and conditions are recommended to secure this such as the provision of Electric Vehicle Charging Points.

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

- 8.1 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy contribution. The rate for this area is £319.82 per square

metre. Money collection from CIL goes towards improving local infrastructure such as roads, schools, parks and playgrounds.

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

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

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

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

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

## **10. CONCLUSIONS**

- 10.1 The application is considered to be acceptable in principle, provides an appropriate quantum of development and affordable housing, secures high-quality design, and provides a good standard or amenity for existing and future residents. Furthermore, the development is considered to have an acceptable impact on highway safety and the local road network. The cumulative impact of the development and other developments within the borough on the strategic road network will be mitigated through contributions towards the A320 improvement works. The proposed development is also considered to have an acceptable impact on biodiversity and can provide biodiversity net gains, and a suitable drainage strategy has been proposed. A 10% reduction in energy demand will be achieved through the use of solar PV panels.
- 10.2 The development has been assessed against the following Development Plan policies SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL1, SL12, SL19, SL20, SL22, SL26, EE1, EE2, EE3, EE4, EE7, EE9, EE10, EE11, EE12 and EE13 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. 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:**

- SAMP = £17,667.41
- SANG = £38,850.50
- Total = £56,517.91
- Contribution towards A320 improvements
- Affordable Housing (35% - 6x flats)
- Open space, and
- Link to PROW

**And the subject to the following planning conditions:**

1.	Full application (standard time limit)
	<p>The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.</p> <p>Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.</p>
2.	List of approved plans
	<p>The development hereby permitted shall not be carried out except in complete accordance with the following approved plans:</p> <ul style="list-style-type: none"> <li>• Location Plan (LP.01, Rev A)</li> <li>• Coloured Site Layout (CSL.02, Rev B)</li> <li>• Survey Overlay Plan – 01 (SOP-01, Rev A)</li> <li>• Parking Allocation and Vehicle Charging Layout (PP.01, Rev A)</li> <li>• Refuse Strategy Layout (RSL.01, Rev A)</li> <li>• Dwelling Boundary Materials Layout (DBML.01, Rev A)</li> <li>• Landscape Masterplan for Plots and POS (SK01, Rev A)</li> <li>• Affordable Housing Layout (AHL.01, Rev A)</li> <li>• Flat Block – Plots 6-11 Floor Plans – Sheet One of Two (FB.01.p1, Rev A)</li> <li>• Flat Block – Plots 6-11 Floor Plans – Sheet Two of Two (FB.01.p2, Rev A)</li> <li>• Flat Block – Plots 6-11 Elevations – Sheet One of Two (FB.01.e1, Rev A)</li> <li>• Flat Block – Plots 6-11 Elevations – Sheet Two of Two (FB.01.e2, Rev A)</li> <li>• House Type HT.1092 Floor Plans (HT.1092.p, Rev A)</li> <li>• House Type HT.1092 Elevations (HT.1092.e, Rev A)</li> </ul>

	<ul style="list-style-type: none"> <li>• HT.1290 Floor Plans (HT.1290.p, Rev A)</li> <li>• HT.1290 Elevations (HT.1290.e, Rev A)</li> <li>• HT.1578 Floor Plans (HT.1578.p, Rev A)</li> <li>• HT.1578 Elevations (HT.1578.e, Rev A)</li> <li>• HT.1727.p Floor Plans (HT.1727.p, Rev A)</li> <li>• HT.1727 Elevations (HT.1727.e, Rev A)</li> <li>• Coloured Street Elevations (CSE.01, Rev A)</li> <li>• Single Garage – Option 1 Plans &amp; Elevations (GAR.01.pe, Rev A)</li> <li>• Double Garage Plans &amp; Elevations – (GAR.02.pe, Rev A)</li> <li>• Bin Store Plans &amp; Elevations (BS.01.pe, Rev A)</li> </ul> <p>Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance in the NPPF</p>
3.	External materials required
	<p>Before the above ground construction of the development hereby permitted is commenced, details of the materials to be used in the external elevations of the development shall be submitted to and approved by the Local Planning Authority and there shall be no variations in such materials when approved. Development shall be carried out and maintained in accordance with the approved details.</p> <p>Reason: To ensure high quality design and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.</p>
4.	Energy efficiency
	<p>The development hereby permitted shall be built in accordance with the approved Energy Statement prepared by AES Sustainability Consultants Ltd, dated March 2023 and the energy efficiency measures shall thereafter retained, maintained and kept operational for the lifetime of the development in accordance with the approved details.</p> <p>Reason: To ensure sustainable design and to comply with Policies SD7 and SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.</p>
5.	Drainage Strategy
	<p>Prior to the commencement of the development hereby approved, details of the final surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:</p> <p>a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) &amp; 1 in 100 (+45% allowance for climate change) storm events and 10% allowance for urban creep during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate 1.3l/s.</p>

	<p>b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.</p> <p>c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.</p> <p>d) Details of drainage management responsibilities and maintenance regimes for the drainage system.</p> <p>e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.</p> <p>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.</p>
6.	Construction Environmental Management Plan (CEMP)
	<p>Prior to commencement of the development hereby approved, a Construction Environmental Management Plan, which is in accordance with the recommendations set out in section 5 of the Ecological Assessment prepared by LUS Ecology, dated 02/08/23, shall be submitted to and approved in writing by the Local Planning Authority. Specifically, the Plan shall include:</p> <ul style="list-style-type: none"> <li>• Details of precautionary measures of working to protect badgers and bats in buildings.</li> <li>• Consideration of breeding birds</li> <li>• Details of invasive species management</li> <li>• Protection measures for retained trees and ancient woodland.</li> <li>• Mitigation strategy for slow worms.</li> </ul> <p>The development shall be carried out in full accordance with the approved details.</p> <p>Reason: To achieve sustainable development and protect the environment in the vicinity of the site and to comply with Policies EE2, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.</p>
7.	Arboricultural Method Statement
	<p>Prior to the commencement of the development hereby approved, including bringing of equipment, machinery or materials on to the site, an Arboricultural Method Statement and Tree Protection Plan shall be submitted to any approved in writing by the Local Planning Authority.</p> <p>The works shall be carried out in accordance with the approved protection plan and method statement. The protective measures shall remain in place until all works are complete and all machinery and materials have finally left site. Nothing shall be stored or placed in any area fenced in accordance with this condition, nor shall any fires be</p>

	<p>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.</p> <p>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.</p> <p>Reason: To protect the trees to be retained, enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF</p>
8.	Land affected by potential contamination
	<p>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.</p> <p>(i) Site Characterisation</p> <p>No development must take place until an assessment of the nature and extent of contamination on the site has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include:</p> <ul style="list-style-type: none"> <li>(a) a survey of the extent, scale and nature of contamination;</li> <li>(b) an assessment of the potential risks to: <ul style="list-style-type: none"> <li>▪ Human health</li> <li>▪ Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes</li> <li>▪ Adjoining Land</li> <li>▪ Ground water and surface waters</li> <li>▪ Ecological systems</li> <li>▪ Archaeological and ancient monuments</li> </ul> </li> </ul> <p>(ii) Submission of Remediation Scheme</p> <p>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</p>

	<p>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.</p> <p>(iii) Implementation of Approved Remediation Scheme</p> <p>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.</p> <p>(iv) Reporting of Unexpected Contamination</p> <p>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)</p> <p>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 offsite receptors in accordance with guidance in the NPPF.</p>
9.	Landscape Environmental Management Plan (LEMP)
	<p>Prior to the commencement of any above ground works of the development hereby approved, a Landscape Environmental Management Plan in accordance with the Biodiversity Net Gain Assessment and Green and Blue Infrastructure Strategy prepared by LUS Ecology, dated 02/08/23, and to include details of a Reptile Mitigate Strategy; long term design objectives; and management responsibilities and maintenance schedules for all landscaped areas, including the Ancient Woodland buffer zone, but excluding small privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall be managed and maintained thereafter in accordance with the agreed landscape environmental management plan.</p> <p>Reason: To enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and</p>

	guidance within the NPPF.
10.	Landscaping
	<p>Prior to the commencement of any above ground works of the development hereby approved, full details of both hard and soft landscaping works, based on the approved Landscape Masterplan for Plots and POS -SK01 drawing, shall be submitted to and approved in writing by the Local Planning Authority (LPA) and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with the new planting to be carried out and details of the measures to be taken to protect existing features during the construction of the development.</p> <p>All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the LPA. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.</p> <p>Reason: To preserve and enhance the character and appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.</p>
11.	Drainage verification
	<p>Prior to the first occupation of the development hereby approved, 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.</p> <p>Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.</p>
12.	Sensitive Lighting Strategy
	<p>Prior to the occupation of the development hereby approved, a Sensitive Lighting Management Plan, which demonstrates that there would be no material increase of light at primary bat foraging and commuting routes, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: In order to protect the environment and ensure no loss of or harm of habitats and to comply with policies EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.</p>
13.	Cycle parking

	<p>Prior to the occupation of the development hereby approved, each of the proposed dwellings shall be provided with bicycle parking in a robust, secure enclosure in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. Within the proposed cycle storage storage, facilities for the charging of e-bikes shall be provided, consisting of a standard three-point plug socket. All apartments are to be provided with parking for a minimum of 1 bicycle and houses with a minimum of 2. The cycle storage shall thereafter be retained and maintained in accordance with the approved details for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To promote sustainable transport in accordance with policies SD3 and SD7 of the Runnymede 2030 Local Plan and guidance within the National Planning Policy Framework 2021.</p>
14.	Electric Vehicle Charging
	<p>Prior to the occupation of the development hereby approved, each of the proposed dwellings shall be provided with a fast charge Electric Vehicle Charging Point (current minimum requirements – 7 kw Mode 3 with Type 2 connector – 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans. The Electric Vehicle Charging Points shall therefore after be retained and maintained in accordance with the above details for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To promote sustainable transport in accordance with policies SD3 and SD7of the Runnymede 2030 Local Plan and guidance within the National Planning Policy Framework 2021.</p>
15.	Parking
	<p>Prior to the occupation of the development hereby approved, space shall be laid out in accordance with the approved plans for vehicles to be parked. The parking spaces shall thereafter be retained and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy SD4 of the Runnymede 2030 Local Plan and guidance within the National Planning Policy Framework.</p>