

A D D E N D U M

RU.20/0092 Rusham Park (Multi-Storey Car Park) Whitehall Lane, Egham.

The applicant has submitted a 'Car Park Management Plan - Summary Sheet' on the 18th of January to further explain how the car park at Rusham Park will operate with the university's existing car parking management plan. This document comprises a mix of encouragement and enforcement measures focused on making sure that permit holders are fully informed where it is best for them to park. This includes:

- RHUL operates a Car Parking Management Plan (CPMP) which it uses as a key tool to control and minimise the impact of university related car parking on the main campus and in the local area. This will be extended to include Rusham Park.
- The CPMP will encourage permit holders to use one of three parking zones at the university and provide permit holders with accurate real time parking information.
- RHUL will not issue parking permits to under and post-graduate students residing within 1.5 miles.
- The existing enforcement control measures will be extended to cover the Rusham Park site including random on-site parking inspections using ANPR equipment.
- The existing ANPR system will be upgraded to monitor and record parking data across all parking zones including Rusham Park.
- Parking permit holders will be encouraged, through permit allocation, to use the parking zone best suited to where they commute from to deter and reduce unnecessary trips being made across the area and through Egham and Englefield Green.
- Variable Message Signs informed by a revised ANPR system will be introduced to help the university to direct vehicles to less used parking zones.
- Real time parking capacity information will also be available on the university's website or via a mobile phone app.
- Permit holders will be encouraged to park within Rusham Park.

2 additional letters of representation have been received from the Egham Residents Association outlining the following concerns:

- Planning application RU.20/0092 draws further attention to car parking issues in Egham and Englefield Green caused by students attending RHUL.
- This application makes no provision of car parking for students living on campus or indeed within 1.5 miles of the campus. These students do bring cars to the area, and the College's failure to recognise this is a basic flaw in its efforts to deal with the problem.
- No details of the variable message signs to be erected surrounding RHUL have been provided. Where will they be located and what will they look like? It is important to avoid the further transformation of an essentially rural and Green Belt landscape into a semi-urban one in Whitehall Lane.
- Concerns raised that RHUL are reducing the car parking provision on the Rusham Park site from 575 spaces to 408. This was not considered at last month's meeting of the planning committee.
- Concerns that the Egham Residents were not consulted as part of this application. (Officers comments – this is correct on this occasion, but neighbours within Egham near the site were notified, including Moore Grove Crescent)

Paragraph 6.8

To provide further clarification, the reference to the new southern link road within paragraph 6.8 of the committee report refers to the construction of a new internal road within the existing RHUL campus which has recently been granted planning permission under application RU.20/0260. This provides a vehicular link for the university shuttle bus from the main campus (accessed from Egham Hill) to the existing sports centre and sports fields accessed from Prune Hill.

Officer recommendation:

Amend planning condition 2 (List of approved plans) to include the following;

- i) Include reference to the Car Park Management Plan - Summary Sheet' received on the 18th of January.
- ii) An updated 'Site Location Plan' was received on the 19th of January (drawing number 152900-STL-00-01-DR-A-ZZ- LP4 Rev P01).

RU.20/0005 Anningsley Park Farm, Brox Road, Ottershaw

The applicant has submitted additional supporting information which is summarised below:

- i)The ability to stable more horses on site will reduce the need for other teams to visit for practice matches.
- ii)The Covid pandemic reduced the playing season to 60 days instead of the normal season of around 180 days. This had an effect on increasing horsebox movement. However the numbers of horsebox movements claimed by objectors is not accepted by the applicant.
- iii)No equine events are proposed during the winter season. The horses will be stabled on the site or grazed on the land. The requirement to move horses off the site once a week is to enable horses to be taken elsewhere for grazing or for treatment (if required). Some horses may winter in stables at Anningsley Park in order to be treated for injuries occurred during the playing season.
- iv) The applicant has considered concerns raised by residents regarding the impact of large vehicles travelling through the village along Brox Road. A preferred route has been suggested which is to travel down the A320, turn at the MacLaren roundabout and return north and turn right into the upper section of Brox Road. This preferred route will seek to avoid traffic movements along the lower sections of Brox Road. (Officers comments: It has been agreed with officers that an additional clause be included within the S106 to agree a communications strategy to detail how users of the site will be informed of this preferred route to and from the site.)

4 additional letters of representation have been received (including individuals who are members of local resident groups and the Ottershaw Neighbourhood Forum outlining the following concerns:

- The types and size of vehicles utilised on the site is disputed. The information supplied provides details of considerably smaller vehicles than the actual vehicles. Photographs have been provided. These vehicles are used more than twice a week.
- There are numerous cars transporting grooms, riders and spectators also using the site.
- The current S106 allows for one practice match a week and if the applicant cannot respect this now how will they respect any changes to the S106.

- Concerns raised that the full size and range of vehicles have not been properly considered and if permission is granted, this use will be allowed all year round. The real situation is very different.
- The plans for the new clubhouse (which has recently been granted planning permission) will further increase traffic.
- Runnymede Borough Council should enforce the current S106 agreement before making any changes.
- The proposed increase in horses to be kept on site from 60 to 80 is not unreasonable taking into account the number of ponies now frequently held by a single team. This does not increase the intensity of use to any real extent.
- The extension to include use for a further 6 months in the year is an intensification and should be refused. All ponies return to the owners' accommodation' and 'the playing pitch at Anningsley Park is rested outside the season to maintain the highest quality of surface'. The proposed amendment is clearly not needed.
- The applicant seeks to extend the keeping of ponies by the applicant for purposes other than Polo. This is an open release to use for any other undefined equestrian purpose which may be outside of Planning control.
- The applicant states that the facility is used for training matches only for riders' horses based at Anningsley Park'. They state 'that matches are not played with other teams so the skills and fitness of players and ponies are largely unknown by competing teams'. They then say, in contradiction, that 'there have been a number of teams stabling at Anningsley Park' ... and 'there have been informal practice matches'.
- The existing condition of 'No use of horses /ponies not stabled at the site except for once a week also involving horses stabled at the site' should be retained. The use once a week from October to 31 March should not be permitted.
- The council only have one means of controlling the use of this site which is through the S 106 Agreement. The proposed relaxation of the terms of that Agreement results in an intensification of use which should not be allowed.
- Massive horse transporters frequently navigate through Ottershaw village. The S106 should prohibit any approval which would increase the number of transporters accessing Anningsley Park via Brox Road.
- Concerns over amplified commentary, music etc from any public address systems. This should be prohibited in the S106 (Officers comments: There is already a clause in the S106 which will be retained to prevent the use of public address systems)
- Include a condition which insists that any horse transporter entering or leaving Anningsley Park always does so via the southwestern junction of Brox Road with the A320. (Officers comments: An additional clause will be included within the S106 to agree a communications strategy to detail how users of the site will be informed of this preferred route to and from the site)

RU.19/1779 17 Park Road, Egham.

Four further letters of representation have been received from neighbours who have previously commented, following the notification that the application is being determined at planning committee. In addition to this a letter of representation from Egham Residents Society has also been received.

As such section 4.1 should read *9 Neighbouring properties were consulted in addition to being advertised on the Council's website and 27 letters have been received from 7 households along with a letter from the Egham Residents Association.*

The additional comments are summarised as follows:

- Concern that the Council is not following responses from consultees in particular Drainage Engineer and Direct Services (officer note; updated comments have been received and published, and these are commented on in the report, neither raising objection to amended details)
- Concern regarding how the Council can control the use of the studies for the first floor flats and prevent them from being bedrooms.
- A request that the Councils Planning Committee consider the residents views.
- That there is a difference in interests between the owner of No 17 who wishes to let out the flats and the interests of the long-term homeowners of Park Road.
- Concern over the number of homes being converted into student occupied HMOs within Egham

Officer Recommendation: Additional wording (in bold below) to Condition 3 which is to be amended to provide a clearer timeframe for the implementation of the Electrical Vehicle Charging Points and will now read:

'Prior to the occupation of the flats an electric vehicle charging point shall be provided for one flat and an additional power supply made available for a further flat to allow for a fast charge socket in the future. As a minimum, the charge point specification shall be 7kW mode 3 with type 2 connector. The charging points shall be retained for the lifetime of the development.

Reason: To ensure sustainable design and to comply with Policy SD7 of the Runnymede 2030 Local Plan and guidance in the NPPF'.

RU.20/1409 – 79 Vegal Crescent, Englefield Green

A further letter of representation has been received on the 14th January 2021. The contents of this letter have been summarised below.

- Very strong objection
- Do not want my dwelling overlooked by a rear dormer window and will destroy my privacy
- There is a red brick wall abutting rear boundary being erected
- There is a trench 5ft 6in deep being dug. Is this for services?
- Proposal will stick out like a sore thumb and not be in character with the area.