



# Planning Committee

**Wednesday, 1 June 2022 at 6.30 pm**

**Council Chamber, Runnymede Civic Centre,  
Addlestone**

## **Members of the Committee**

Councillors: M Willingale (Chairman), P Snow (Vice-Chairman), A Balkan, A Berardi, J Broadhead, R Bromley, V Cunningham, R Davies, E Gill, C Howorth, C Mann, I Mullens, M Nuti, S Whyte and J Wilson

In accordance with Standing Order 29.1, any Member of the Council may attend the meeting of this Committee, but may speak only with the permission of the Chairman of the Committee, if they are not a member of this Committee.

## **AGENDA**

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mr B A Fleckney, Democratic Services Section, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425620). (Email: [bernard.fleckney@runnymede.gov.uk](mailto:bernard.fleckney@runnymede.gov.uk)).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please ring Mr B A Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on [Committee Meetings – Runnymede Borough Council](#)
- 4) Public speaking on planning applications only is allowed at the Planning Committee. An objector who wishes to speak must make a written request by noon on the Monday of the week of the Planning Committee meeting. Any persons wishing to speak should email [publicspeaking@runnymede.gov.uk](mailto:publicspeaking@runnymede.gov.uk)

5) In the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.

6) **Filming, Audio-Recording, Photography, Tweeting and Blogging of Meetings**

Members of the public are permitted to film, audio record, take photographs or make use of social media (tweet/blog) at Council and Committee meetings provided that this does not disturb the business of the meeting. If you wish to film a particular meeting, please liaise with the Council Officer listed on the front of the Agenda prior to the start of the meeting so that the Chairman is aware and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision on all matters of dispute in regard to the use of social media audio-recording, photography and filming in the Committee meeting.

## List of matters for consideration

Page

### Part I

#### Matters in respect of which reports have been made available for public inspection

1. **Notification of Changes to Committee Membership**
2. **Minutes** 4 - 7  

To confirm and sign, as a correct record, the Minutes of the meeting of the Committee held on 13<sup>th</sup> April 2022 (Appendix 'A').
3. **Apologies for Absence**
4. **Declarations of Interest**  

Members are invited to declare any disclosable pecuniary interests or other registrable and non-registrable interests in items on the agenda.
5. **Planning Applications** 8
  - a) RU.22/0262 Coombe Drive Addlestone 9 - 18
  - b) RU.22/0043 31 The Causeway 19 - 54
  - c) RU.21/2186 Rear of 1 North Street 55 - 72
  - d) RU.22/0086 Fairmont Windsor Park Hotel 73 - 87
6. **Proposed Revision to Frequency of Planning Committee Meetings** 88 - 91
7. **Exclusion of Press and Public** 92

### Part II

#### Matters involving Exempt or Confidential Information in respect of which reports have not been made available for public inspection

Runnymede Borough Council

Planning Committee

Wednesday 13 April 2022 at 6.30 pm

Members of Committee present: Councillors M Willingale (Chairman), P Snow (Vice-Chairman), J Broadhead, R Edis, J Furey (Substitute, in place of Cllr D Cotty), L Gillham, C Howorth (Substitute, in place of Cllr J Wilson), C Mann, I Mullens, M Nuti, J Sohi and S Whyte

Members of the Committee absent: Councillors Anderson-Bassey and M Kusneraitis

In attendance: Councillor S Williams

**Councillors Edis and Sohi**

The Chairman thanked Councillors Edis and Sohi for their service on the Committee as this was their last Committee meeting and wished them both well for the future.

**Minutes**

The Minutes of the meeting held on 23 March,2022 were confirmed and signed as a correct record.

**Apologies for Absence**

Apologies were received from Councillors Anderson-Bassey and Kusneraitis.

**Declarations of interest**

No declarations of interest were made.

**Planning Application**

The planning application listed below was considered by the Committee. All representations received on the application were reported and copies had been made available for inspection by Members before the meeting. The Addendum had also been published on the Council's website on the day of the meeting. No speakers had registered to address the Committee.

**RESOLVED that –**

**the following application be determined as indicated: -**

**APP NO**

**LOCATION, PROPOSAL AND DECISION**

**RU 20/1729**

**Silverlands House, Holloway Hill, Chertsey**

Proposed conversion and change of use of the vacant Grade II Listed Building previously in C2 use (residential institution) to provide 14 apartments, proposed conversion and extension of the Coach House to provide 6 dwellings and the construction of 5 new two storey dwellings (4 x semi detached and 1 x detached) including associated landscaping,



access, car parking, associated engineering works and detached bin and cycle stores.

*The Committee was fully supportive of the application on the basis that very special circumstances existed in this case namely the ability for this redevelopment to repair, restore and bring the existing Grade II Listed Building back into use which clearly outweighed the harm to the Green Belt and any further identified harm set out in the report.*

**RESOLVED that-**

- i) The CHDMBC be authorised to grant planning permission subject to the completion of a Unilateral Undertaking under the Town and Country Planning Act 1990 (as amended) to secure the following obligation, namely a financial contribution of £44,271.5 towards SANG and a further £17,640 towards SAMM towards the Thames Basin Heath Special Protection Area Avoidance/Mitigation Strategy**

**And conditions (amended condition 3 as per Addendum), reasons and Informatives listed on the agenda.**

- ii) The CHDMBC be authorised to refuse planning permission should the Unilateral Undertaking not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the CHDMBC would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHDMBC.**

### **Affordable Housing Supplementary Planning Document (SPD) Initial Consultation**

The Committee was informed of the outcome of public consultation on the Affordable Housing SPD (AH SPD). The SPD provided clarity and guidance on the implementation of the affordable housing policies of the adopted Runnymede 2030 Local Plan by setting out when, how and what affordable housing the Council expected in new developments.

The Council undertook public consultation for a period of 8 weeks from 1 December 2021 to 25 January 2022. A total of 9 representations were received. The issues raised in these representations, and any changes made to the AH SPD as a result of these comments, were set out in the Consultation Statement reported to Committee. In addition, the Consultation Statement also summarised the issues raised during early stakeholder engagement on the draft SPD and included any other changes made during the finalisation of the AH SPD and the reasons for these changes.

Officers considered that the modifications proposed were minor in nature and as such, did not materially change the general thrust or substance of the draft SPD and so did not require further consultation. Therefore, the Committee was asked to adopt the AH SPD with the modifications outlined in the Consultation Statement.

In response to an issue raised regarding circumvention of the requirement to provide affordable housing, Officers confirmed that Policy SL20 specifically stated that developers may not circumvent the Policy by artificially subdividing sites or by failing to develop a site to its full potential. Should two or more separate planning applications come forward within 5 years for adjacent sites within the same ownership and/or which have a clear functional

link, the Council might conclude that the developments should be considered as a single scheme. However, any such case would be treated on its merits on a case by case basis.

In response to Member questions Officers would arrange for the consultant to do a Member briefing to clarify how the methodology for commuted sums worked in practice.

The Committee supported the adoption of the AH SPD with the modifications set out in the Consultation Statement.

**Resolved that-  
the Affordable Housing SPD be APPROVED for adoption, with an  
implementation date of 20<sup>th</sup> April 2022.**

### **Consultation of Draft Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Scoping Report for the 2040 Local Plan**

The Committee received a draft Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) Scoping Report for the 2040 Local Plan.

SA/SEA is an established mechanism for assessing the sustainability and environmental performance of plans and programmes such as the Runnymede 2040 Local Plan and is a legal requirement under the Planning & Compulsory Purchase Act 2004 and Environmental Assessment of Plans & Programmes Regulations 2004 (SEA Regulations).

The draft SA/SEA scoping report:

- Identified other relevant legislation/guidance and their sustainability/environmental objectives/key messages;
- Established the baseline environment across a number of topic areas;
- Predicts the evolution of the sustainability/environmental baseline in the absence of the 2040 Local Plan;
- From the key messages/objectives and baseline, identified sustainability issues/problems the 2040 Local Plan should seek to address;
- Sets out the Sustainability Framework, against which the sustainability of plan options and policies would be assessed.

The SEA Regulations required that when deciding on the scope and level of detail of the assessment, the consultation bodies (Environment Agency, Historic England, Natural England) should be consulted for a period of 5 weeks.

The Committee was asked to give its approval to undertake consultation on the draft SA/SEA Scoping Report for a period of 5 weeks from 22nd April to 27th May 2022 with the consultation bodies and the general public .

Para 6.16 of the Scoping Report would be amended as per the addendum to refer to the creation of a new river channel built in two sections in Runnymede and Spelthorne and deletion of the reference to three flood channels.

Para 1.17 would be amended to state 'sealing' instead of 'signing' of Magna Carta.

Para 7.17 would also be updated to reflect the most recent position on Heathrow.

The population figures would be reviewed by the consultant undertaking work on HEDNA to reflect the Census results when published

Subject to the above -mentioned amendments, the Committee approved the draft SA incorporating SEA being subject to public consultation for 5 weeks.

**Resolved that:**

**the draft Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) be APPROVED for public consultation for a period of five weeks.**

(The meeting ended at 7.12 pm)

Chairman

## **Planning Applications**

The planning applications to be determined by the Committee are attached. Officers' recommendations are included in the application reports. Please be aware that the plans provided within this agenda are for locational purposes only and may not show recent extensions and alterations that have not yet been recorded by the Ordnance Survey.

**If Members have particular queries on the applications, please contact Ashley Smith, Corporate Head of Development Management and Building Control by two working days before the meeting**

Copies of all letters of representation are available for Members and the public to view on the Planning pages of the Council website

<http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx>.

Enter the planning application number you are interested in, and click on documents, and you will see all the representations received as well as the application documents.

**(To resolve)**

### **Background Papers**

A list of background papers is available from the Planning Business Centre.

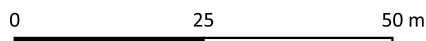


Date: 01/06/2022

**6 Coombe Drive, Addlestone, KT15 1DB**



Scale: 1:1,000



**RU.22/0262**



**COMMITTEE AGENDA REFERENCE: - 5A**

|   |   |
|---|---|
| <b>APPLICATION REF:</b>   | RU.22/0262  |
| <b>LOCATION</b>   | 6 Coombe Drive, Addlestone, KT15 1DB  |
| <b>PROPOSAL</b>   | Replacement of existing fence with 1.8m high decorative panel fencing and continuation of panel fencing over existing driveway to rear of site (part retrospective) |
| <b>TYPE</b>   | Full Planning Permission  |
| <b>EXPIRY DATE</b>  | 14/04/2022  |
| <b>WARD</b>   | Ottershaw   |
| <b>CASE OFFICER</b>   | Catrin Davies   |
| <b>REASON FOR COMMITTEE DETERMINATION</b>   | Number of letters of representation received  |
| <b><i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i></b> |   |

**1. SUMMARY OF RECOMMENDATION**

|  |                                     |
|--|-------------------------------------|
| <b>It is recommended the Planning Committee authorises the CHDMBC:</b> |                                     |
| 1.   | Grant consent subject to conditions |

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

2.1 The application site comprises a detached chalet bungalow located within the urban area. The site is a corner plot located on the north-eastern side of Coombe Drive, and on the corner of the road which provides access to Rothwell Gardens, a small cul-de-sac of 4 dwellings located to the rear. This part of Coombe Drive is characterised by detached bungalows with first floor accommodation in the roofspace, and of similar design. The front gardens are generally open, with soft landscaping and driveway. Further to the west, the house types change to two storey detached properties.

**3. APPLICATION DETAILS**

3.1 The application seeks retrospective consent for a decorative fence which has been erected along the northern boundary of the site, adjacent to the footpath and section of Coombe Drive that provides access to the 4 properties of Rothwell Gardens. The fence panels are approximately 1.8m in height however there is a slight variation in panel height due to the ground level changes. The panel heights range from 1.65m to 1.9m, and the support posts an additional 10-15cm in height above the fence panel. The fence replaces an existing low (0.4m high) brick wall with 1.6m timber fence which sat on top and had a combined total height between 2m and 2.3m above ground level. The previous fence had a total length along the northern side boundary of approximately 18.45m. The current application extends the fence further towards the rear across the rear driveway to adjoin the rear boundary hedge, an additional length of 3.6m, with a total length of 22.1m. The fence comprises horizontal panels manufactured from recycled products, dark grey/blue in colour and with central panels of artificial grass.

3.2 Whilst a new fence has been erected which extends the full length of the northern side boundary and wraps around the corner and across part of the front boundary, the current application is only seeking permission for the part of the new fence along the northern boundary for a length of 22.1m, extending to approximately the start of the bend in the road. It is also noted that the fence posts as erected are higher than those proposed under the current application and the applicant has confirm that the intention to reduce the height of the posts to reflect the submitted plans. The proposed plans also illustrate a proposed 2m high decorative fence along the side boundary between the application property and no. 4 Coombe Drive. However, the new side boundary fence between the properties would not

require planning permission as it would comprise permitted development. A separate planning application has recently been submitted for fencing and gates to the front of the dwellinghouse as referenced at 4.4 below.

#### 4. RELEVANT PLANNING HISTORY

- 4.1 The following history is considered relevant to this application:
- 4.2 RU.22/0513 - Installation of a new flat (warm) roof dormer to the front elevation, widening of the existing front dormer & replacement flat (warm) roof above. Under Consideration
- 4.3 RU.22/0515 - Demolition of existing garage and the construction of an outbuilding – Under Consideration
- 4.4 RU.22/0786 - The construction of a 1.65m fence and electric gates – Under Consideration  
This application relates to proposed fencing and sliding gate to the front of the dwellinghouse and along part of the southern side boundary.

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

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 SPGs which might be a material consideration in determination:  
Runnymede Design SPD (July 2021)

#### 6. CONSULTATIONS CARRIED OUT

##### 6.1 Consultees responses

| Consultee                    | Comments     |
|------------------------------|--------------|
| SCC County Highway Authority | No objection |

##### Representations and comments from interested parties

- 6.2 9 Neighbouring properties were consulted in addition to the application being advertised on the Council's web site and 10 (household) letters of representation have been received which can be summarised as follows:
- The side fence does replace existing and therefore acceptable
  - Highway safety issue
  - Perception of crime
  - Planning restricts fences over 1m
  - Design of the fence
  - Set a precedence for other fences
  - The plans do not clearly show the original fence line. The plans show the original fence to go beyond that which was originally there.
  - As this is retrospective the plans should show all the fence
  - The fence has been erected without planning permission against regulations

- The letters suggested putting a condition to allow a replacement fence which replicated the pre-existing fence. There were trees and hedges which needed to be removed as such the application form is incorrect. (*Officer Comment: A site visit confirmed that there is still soft landscaping within the front garden. There were no TPO trees or significant trees to the street scene which were removed for the proposal.*)
- A fence is not required for privacy
- Boundary dispute (*Officer Comment- Any boundary issues are not a planning matter.*)

## 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 the visual impact on the street scene and existing character, neighbouring amenities and highway considerations.
- 7.2 It is important to acknowledge this is a part retrospective application. The proposed fence has been erected on site albeit the height of the support posts have yet to be reduced in height to reflect the proposed plans. The new fence as erected on site, is not just located along the northern side boundary but also extends forward wrapping around the corner of the road and front garden. However, whilst letters of representation received have raised concerns about the full extent of the fence as erected on site, including front section of fence, the current application is only seeking retrospective consent for part of the new fence. A separate planning application has recently been submitted for the front section of fence and this is under consideration at the current time. This application only considers the section of fence for which retrospective permission is sought and as reflected within the proposed plans and not the fully extent of the fence as erected on site. Therefore, if this application was to be granted planning approval, the remaining section of new fence to the road corner and front boundary would remain unauthorised.
- 7.3 The section of fence to which this application relates would largely replace a previous low wall and timber fence. The previous fence had a total length along the northern boundary of 18m and a total height of 2m to 2.3m. Permitted development under Schedule 2 Part 2 Class A of the General Permitted Development Order allows for the replacement of fences, walls and forms of enclosure, provided it does not exceed its former height or 1m when adjacent to a highway, whichever is the greater. As the previous fence and wall is understood to have had a height ranging from 2m to 2.3m, the current fence as illustrated on the plans submitted does not exceed this former height and therefore the 18m length of fence replacing the existing would constitute permitted development and this is therefore a material consideration in the assessment of the current application.
- 7.4 The current planning application seeks permission for a fence 22.1m in length along the northern side boundary to include an additional approximately 3.7m beyond the siting of the previous fence towards the rear of the site, across an existing driveway to the rear of the site, and approximately 0.4m further west. This additional section of fence would not constitute permitted development (under Schedule 2 Part 2 Class A of the General Permitted development order) and hence the current planning application.
- 7.5 The new fence extends along the northern side boundary of the property and adjoins the rear boundary hedge, where Coombe Drive meets the small close of Rothwell Gardens. There is a change in surface material along the road where the road changes. Rothwell Gardens is a small cul-de-sac which serves four 2 storey dwellings. As the majority of the fence would comprise permitted development as it would not exceed the height of the former fence, the additional 3.7m length to the rear of the site and 0.4m to the front, is not considered detrimental to the appearance of the street scene. The fence is constructed from composite recycled materials with central panels of artificial grass. Whilst this is a visual change from the previous timber fence panels. The artificial grass panel helps to break up the expanse of fence panelling and despite being artificial, does provide an element of 'green' appearance which helps



visually soften the appearance of the boundary fence. The extent of boundary fence to which this application relates is therefore considered to be visually acceptable and compliant with Policy EE1.

- 7.6 The fence extends across a former driveway to the rear of the site which provided access to an existing garage within the rear garden of the application site. Whilst this has reduced the amount of off street car parking provision available for the application property, it is noted that off street parking is also provided to the front of the property for at least 2 vehicles. This would maintain a similar provision as neighbouring properties. Concerns have been raised by residents that the fence creates highway safety concerns. The new boundary fence to which this application relates is set back from the road junction and extends just marginally forward of the former fence it replaces, and therefore would not impact on existing sightlines. The Surrey County Highways Authority have assessed the application and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. They have raised no objection and as such the proposal complies with Policy SD4. The additional section of fence which extends forwards of the previous fence panel, extending around the front corner of the site, does not form part of the current planning application.
- 7.7 In respect of neighbouring amenities, the proposed fence along the northern boundary would be some distance from neighbouring properties. It is screened from 3 Rothwell Garden to the rear by existing boundary hedge and would not result in harm to neighbouring amenity. The application also includes a new fence along the side boundary with 4 Coombe Drive. As this section of fence would not exceed 2m, it is not considered that there would be harm to neighbouring amenity as a result. It is also a material consideration that this section of fence would comply with permitted development. The proposal is therefore considered compliant with Policy EE1.
- 7.8 In relation to the letters received. Many letters referred to the plans not reflecting the fence which is currently on site. As set out at 6.2, the current application is only seeking retrospective permission for part of the recently erected boundary fence, as illustrated on the plans submitted. The additional section of fence to the front and extending around the corner remains unauthorised and a separate planning application has recently been submitted which is currently under consideration for this element. As the posts are currently higher than the submitted plans, in order to ensure the post height is proportionate and visually in keeping, it is considered appropriate to include a condition requiring the height of the support posts to be reduced to reflect the approved plans within 3 months of the decision.

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

- 8.1 The application does not propose additional residential floorspace and therefore would not 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 has imposed a public sector equality duty that requires a public authority in the exercise of its functions to have due regard to the need to:

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

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

## 9. CONCLUSIONS

- 9.1 The development is considered to be visually acceptable, with no detrimental harm to residential amenity or highway issues and has been assessed against the following Development Plan policies – EE1 and SD4 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.

## 10. FORMAL OFFICER RECOMMENDATION

***The CHDMBC be authorised to grant planning permission subject to the following planning conditions:***

1. List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans :

Existing and proposed 'Side – A' Elevations (001 Rev.B) received 22/03/2022

Block Plan – Proposed (dated March 2022) received 22/03/2022

Block Plan – Existing (dated March 2022) received 22/03/2022

Location Plan (dated Jan 20022) received 17/02/2022

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

2. Within 3 months of the date of this decision, the height of the support posts shall be reduced to reflect the height illustrated on the approved plans.

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

### **Informatives:**

1. The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.
2. The applicant is advised that this permission relates solely to the section of fence illustrated on the approved plans. The additional section of fence which has been erected around the corner and front boundary of the site does not form part of the current planning application.
3. Land Ownership  
The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

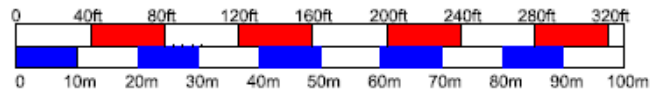
# RU.22/0262 6 Coombe Drive Addlestone KT15 1DB

## Location Plan

MapServe

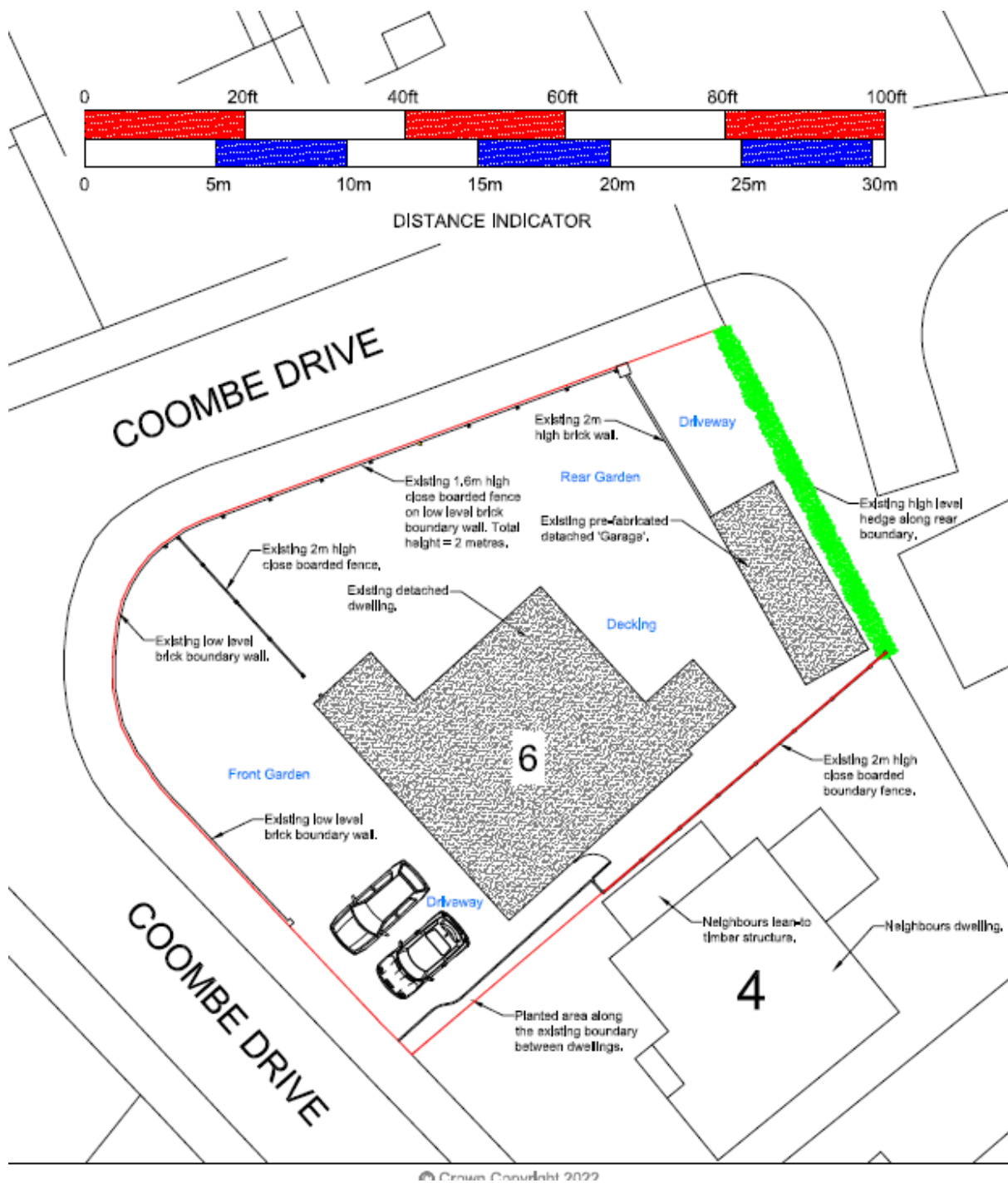


### DISTANCE INDICATOR



RU.22/0262 6 Coombe Drive Addlestone KT15 1DB

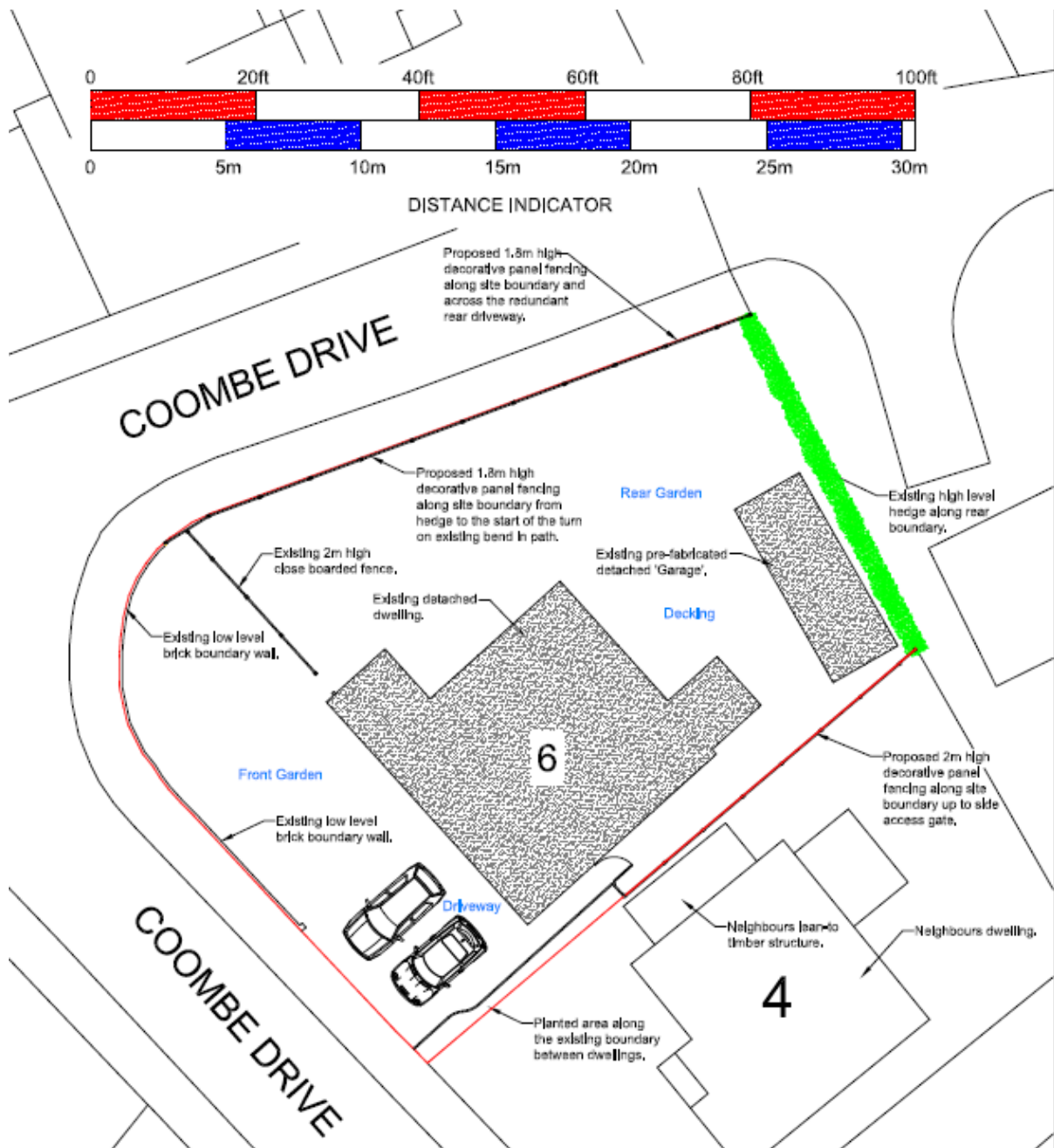
Existing Block plan



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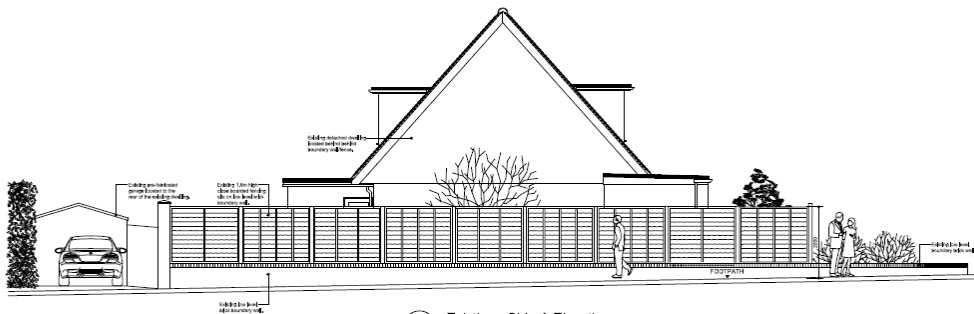
RU.22/0262 6 Coombe Drive Addlestone KT15 1DB

Proposed Block Plan

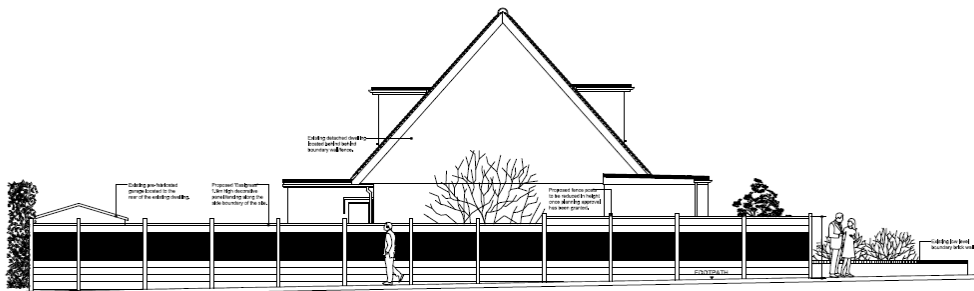


**RU.22/0262 6 Coombe Drive Addlestone KT15 1DB**

**Proposed and Existing Elevations**



001 Existing - Side-A Elevation  
01 Scale 1:50 @A1



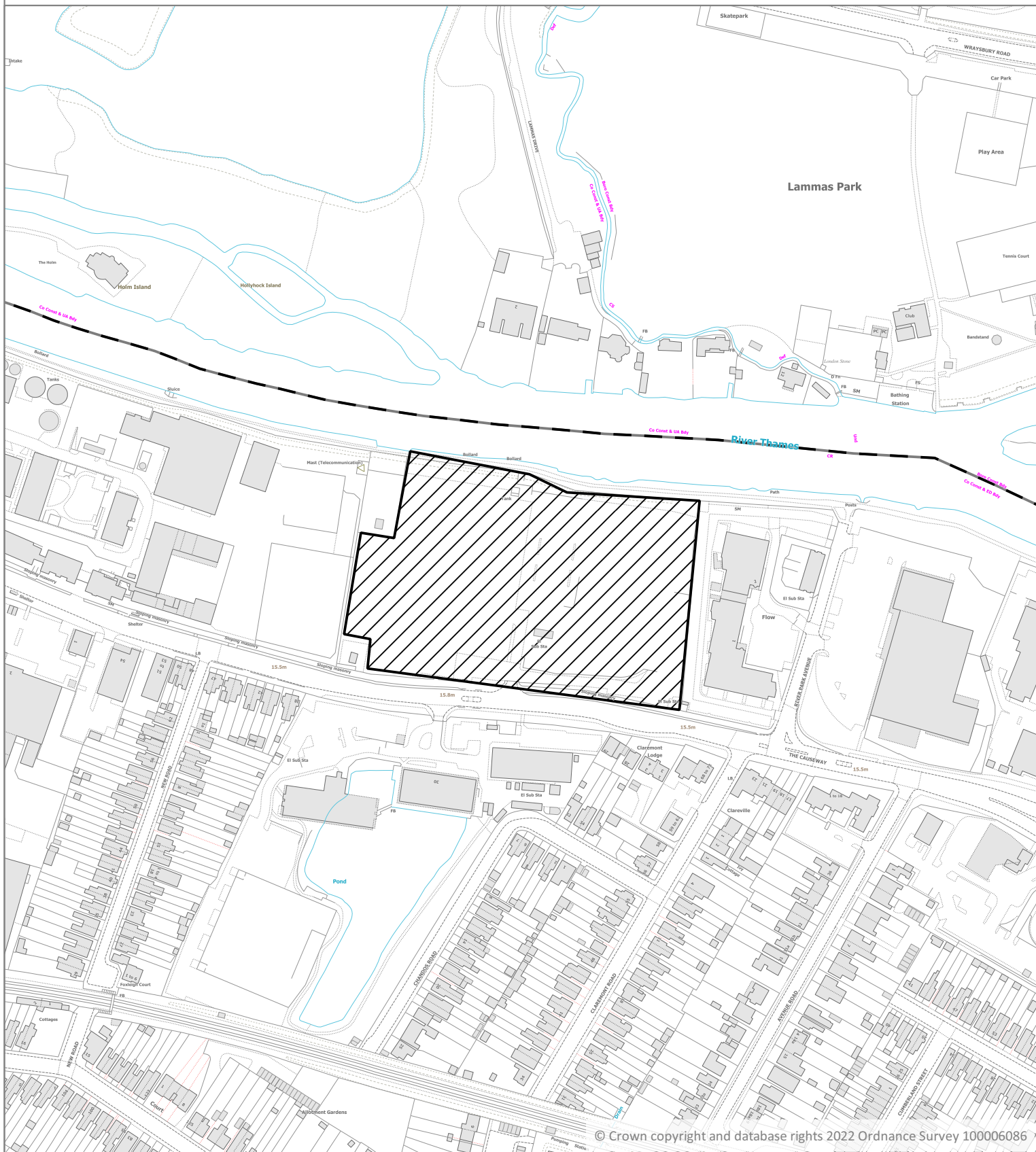
001 Proposed (retrospective) - Side-A Elevation  
02 Scale 1:50 @A1





Date: 01/06/2022

**31 The Causeway**



Scale: 1:3,000

0 50 100 m

**RU.22/0043**



**COMMITTEE AGENDA REFERENCE: - 5B**

|  |  |
|--|--|
| <b>APPLICATION REF:</b>  | <b>RU.22/0043</b>  |
| <b>LOCATION</b>  | 31 The Causeway, Staines-Upon-Thames, TW18 3AU   |
| <b>PROPOSAL</b>  | Construction of a self-storage facility (Use Class B8), six units forming an Innovation Centre (Use Class B8), and nine industrial units (Use Class E(g)(iii)/B2/B8), together with vehicle parking and landscaping. |
| <b>TYPE</b>  | Full Planning Permission   |
| <b>EXPIRY DATE</b>   | 08/03/2022   |
| <b>WARD</b>  | Egham Hythe  |
| <b>CASE OFFICER</b>  | Christine Ellera   |
| <b>REASON FOR COMMITTEE DETERMINATION</b>  | Major Development  |
| <i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i> |  |

**1. SUMMARY OF RECOMMENDATION**

|  |   |
|--|---|
| <b>It is recommended the Planning Committee authorises the CHDMBC:</b> |   |
| 1.   | To approve the application subject to the recommended planning conditions |

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

- 2.1 The Causeway is a mixed use area reflected in the form and scale of the buildings present along this road. Buildings to the northern side are mainly commercial uses, comprising buildings with large floor plates of up to 4 (office) storeys in height. Buildings to the south are of a greater mix. There are numerous examples of large commercial buildings, including office units, a large DYI stores it is also interceded with residential properties of a tightly gained nature.
- 2.2 The planning history indicates that the site use to occupy office buildings, warehouse and a Gas Holder. In January 2014 prior approval was granted for the demolition of all buildings on the site (our ref RU.13/1339). Since then, the western half of the Application Site was used as a temporary car park to serve the British Gas operation until the latest temporary permission lapsed in June 2020. The eastern half of the Site, where the former Gasholder was positioned comprises gravel and rubble. To the north of the site is the River Thames and associated tow path.

The key constraints of this site include:

- Strategic Employment Areas



- Urban Area
- Flood zone 2 (northern half of the site)
- Groundwater source protection Zones
- Areas of High Archaeological Potential and County Site of Archaeological Importance. (southern edge)
- Hazardous Substances Consent (from the former gas holders on the eastern side, now demolished)

Adjacent to:

- Flood zone 3A
- Biodiversity Opportunity Area (northern edge along the River Thames)
- Site of Nature Conservation Importance- River Thames

### 3. APPLICATION DETAILS

- 3.1 This is a full planning application for the redevelopment to the site for employment uses including a self-storage facility (Use Class B8) with six of the units within it forming an Innovation Centre, which is effectively six privately accessible storage units (Use Class B8), and nine industrial units are also proposed whereby flexible planning permission is being sought for these units to be accommodated as either use class E(g)(iii) (Industrial processes), B2 (General Industrial) or B8 (storage and distribution) use. together with vehicle parking and landscaping.
- 3.2 The proposed layout effectively divides the site into “quarters” with buildings in each corner; the proposed storage unit located to the southwestern corner fronting The Causeway, this will include the x 6 “innovation” units. Unit 1 to the north west, unit 2-3 forming the building to the north eastern corner and units 4- 9 being to the south eastern corner, also fronting the road. Centrally there would be areas for services/ parking.
- 3.3 The proposed storage building would be some 11.8m to the eaves and 13.5m to the ridge. Unit 1 11.5m to the eaves and 14.2m the ridge and the building forming unit 2-3 would be some 11.6m to the eaves and 13.6m to the ridge. Units 4-9 would be some 9.9m to the flat roof.
- 3.4 15 car parking spaces are proposed for the self-storage facility along the northern and western borders of the service yard (two being for disabled persons /parent and child). The innovation centre would have a total of x7 parking spaces and x5 loading bays (units 2-6 within the Innovation Centre will each have x1 dedicated parking space and x1 loading bay directly adjacent to each unit, Unit 1 will have x2 parking spaces).

For the x9 industrial units a total of 98 car parking spaces (16 disabled is proposed)

This comprises the following:

- Unit 1- x30 car parking spaces (including x4 disabled bays). To the rear Unit 1 will have a gated service yard with a capacity to accommodate x4 HGVs.
- Unit 2 – x16 parking spaces (including x3 disabled bays) with a service yard to accommodate x2 HGVs
- Unit 3- x25 car parking spaces (including x3 disabled bays) with a service yard to accommodate x2 HGVs
- Unit 4- x7 car parking spaces (including x1 disabled bays)
- Units 5-9- x4 car parking spaces (including x1 disabled bays)

The supporting submission also confirms that are 20% active and 20% passive electric vehicle charge points (EVCP) will be provided across the site. These are shown in the site layout plan contained within the Transport Statement.

For cycle parking:

- X4 Sheffield Stands are proposed for the self storage unit
- x 20 spaces will be provided in a dedicated area for cycle parking within each of the nine industrial units.

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

| Reference  | Details  |
|--|--|
| RU.00/0319   | Continuation of Hazardous Substances Consent following a change in control of part of the land   |
| RU.00/1357   | Continuation of hazardous substances consent for the storage of natural gas following transfer of land. (North site)   |
| RU.01/1004   | Continuation of hazardous substances consent for the storage of natural gas following transfer of land.  |
| RU.16/0747   | Creation of a surface car park for up to 450 vehicles including infrastructure and associated works. Permitted: 22/12/2016   |
| RU.16/0378   | Screening opinion as to whether redevelopment of 18,500sqm. gross office floorspace would constitute EIA development. Not EIA development- 29/04/2016  |
| RU.15/0088   | Creation of a 162 space private temporary car park for a period of 1 year; including re-surfacing, lighting, secure fencing, access and security gates and associated works. Permitted: 20/04/2015   |
| RU.13/0369   | Prior notification for demolition of gas holder under Part 31 of the Town and Country Planning (General Permitted Development) Order 1995. Approval of Prior Approval Details- 19/09/2013            |
| RU.13/1339   | Prior notification for the demolition of various buildings under Part 31 of the Town and Country Planning (General Permitted Development) Order 1995. Approval of Prior Approval Details- 16/01/2014 |
| <u>Other sites, referred to in the below assessment:</u>                 |  |
| 30 The Causeway, Staines (to the south)                                  |  |
| RU.21/2050   | Redevelopment of the Site to deliver 272 residential units (Use Class C3), with associated landscaping, car parking following the Demolition of all buildings and structures.                        |
| Burgan House, The Causeway (to the east)                                 |  |
| RU.09/0618   | Refurbishment and extension of existing Class B1 office building to create one three storey and one four storey office building. Permitted: 12-11-2009   |
| Three Valleys Water PLC Millis House, The Causeway (further to the west) |  |
| RU.05/0965   | Refurbishment of the existing buildings including external alterations and 4 storey side extension and erection of louvre screen around roof top plant.  |

|  |  |
|--|--|
|  | Erection of a 3 metre high security fence including gates and vehicle barrier. Alterations to the internal access road, car park, external paving and walls. Permitted: 05-10-2005 |
|--|--|

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

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

The supporting Planning Policy Guidance (PPG) is also a material consideration for decision making, as is the National Design Guide (2019).

5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.

5.3 SPDs and SPGs which can be a material consideration in determination:

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

## 6. CONSULTATIONS CARRIED OUT

### 6.1 Consultees responses

| Consultee                          | Comments  |
|------------------------------------|---|
| <b>Environment Agency</b>          | We have no objections to the proposed development submitted, provided planning conditions are imposed on any planning permission. These include requiring the submission of a remediation strategy and a landscape and ecological management plan. The remediation strategy should be carried out by a competent person in line with paragraph 183 of the National Planning Policy Framework. |
| <b>Health and Safety Executive</b> | No objection subject to a condition that the storage unit will not be occupied until the Hazardous Substances Consents at the   |

|  |   |
|--|---|
|  | Waterworks has been revoked.  |
| <b>Highways Agency</b>   | No objection, endorses parking conditions suggested by applicant  |
|  |   |
| <b>RBC Planning Policy</b>   | No objection in principle. Matters which need to be considered include: <ul style="list-style-type: none"> <li>• Measures to comply with SD7 and SD8, including Energy Statement, biodiversity net gain</li> <li>• Impacts on SNCI, consider hierarchy of mitigation</li> </ul> Deliver blue infrastructure assets  |
| <b>RBC Tree Officer</b>  | No objection subject to conditions (landscaping and TPP)  |
| <b>RBC Contaminated Land Officer</b>                               | No objection subject to conditions  |
| <b>RBC Drainage Engineer</b>                                       | No objection  |
| <b>RBC Environmental Protection Officer</b>                        | Has provided comments on matters which officers should consider including; <p>In terms of noise the proposal is for industrial activity that would be permitted into the night time period (23-00 to 07-00hrs) clarification on the likely noise levels should be set out.</p> <p>Air quality should consider matters regarding operational issues as well as construction and considerations of the Construction Environmental Management Plan should also be given.</p> |
| <b>Surrey Wildlife Trust (in their role as our ecology advice)</b> | Overall the Preliminary Ecological Appraisal is suitable to inform this planning application. Further detailed comments are discussed below in the environmental considerations' sections.  |
| <b>SCC Archaeology</b>   | No objection  |
| <b>SCC County Highways Authority</b>                               | No objection subject to conditions and an agreement to secure a Travel Plan auditing fee of £6,150- see section on highways consideration for further discussion.   |
| <b>SCC Drainage</b>  | No objection subject to conditions (inc. pre-commencement)  |
| <b>SCC Rights of Way</b>   | No comments received  |
| <b>Surrey Crime Prevention Design</b>                              | No comments received  |
|  |   |
| <b>Royal Borough of Windsor and Maidenhead</b>                     | No objections   |

|                                   |  |
|-----------------------------------|--|
| <b>Spelthorne Borough Council</b> | No objections  |
| <b>Thames Water</b>               | Conditions relating to foul water capacity or development and infrastructure phasing plan advised. |

### **Representations and comments from interested parties**

6.2 24 Neighbouring properties were consulted in addition to being advertised in the local paper on 28.01.22, a site notice displayed, and the application advertised on the Council's website. A total of 5 letters of individual representation have been received. Comments made can be summarised as follows:

- Concerns about traffic associated from this development and cumulative impact of development in the area
- The nature and proposed materials will be out of keeping with the character of the area
- The development should more sympathetic to the character of the area.
- Concerns about impact on local ecology, notably amphibians
- Drainage mitigations was incorporated into a previous permission on this site and this should be incorporated into this planning application.
- The development has the ability to offer wider flooding mitigation and the installation of a pump to assist in the wider area's redevelopment
- The areas is mostly made up of buildings of yellow brick and slate like roof, including Victorian houses. The proposed development is out of keeping with this area

## **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 key planning matters are:

- Principle of the development
- Hazardous Substances and the Health and Safety Executive
- Design considerations
- Flooding Considerations
- Highways Considerations
- Impact on neighbouring amenity
- Environmental Considerations
  - Renewable & Low Carbon Energy
  - Ecology and Biodiversity
  - Contaminated Land

### **7.2 The principle of the development**

#### Loss of existing use

7.2.1 As set out above the planning history indicates that the site use to occupy office buildings, a warehouse, and a Gas Holder. These have all since been demolished. Since then, the western half of the Application Site was used as a temporary car park to serve the British Gas operation until the latest temporary permission lapsed in June 2020. The eastern half of the Site, where the former Gasholder was positioned comprises gravel and rubble.

7.2.2 The proposal therefore would not result in the loss an any existing use. The site represents previously development land in an urban location, designated for strategic employment land, where currently no employment generating uses are present.

### Principle for proposed use

- 7.2.3 The application site is located on designated Strategic Employment Land. Policy IE2: Strategic Employment Areas of the Local Plan identifies this site as forming part of SEA3: The Causeway and Pinetrees Business Park. Within such areas the refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted.
- 7.2.4 Policy IE3 seeks to attract businesses to the Borough; support the retention, creation and development of local businesses, promote business competitiveness and allow for flexibility to cater for the changing needs of the economy.
- 7.2.5 The proposal is for the redevelopment of the site to provide 10,041sqm floorspace in the form of 2,606sqm B8 (storage and distribution) use (excluding any mezzanines) and a further 7,435sqm of flexible floor space being E(g)(iii)- otherwise known as Industrial processes floor space or B2 (General Industrial) or B8.
- 7.2.6 Accordingly, the principle of the development is not only one which is acceptable, but that would bring vacant (but previously developed land) back to an employment generating use. Moreover, the proposal would provide an intensification of use to deliver an increase in employment floorspace. These are key benefits which weigh significantly in favour of the proposed development.

### **7.3 Hazardous Substances Consent**

- 7.3.1 With reference to the above planning history, the site used to hold a former gasholder. A Hazardous Substances Consent (HSC) was granted by the Local Planning Authority in their role as the Hazardous Substances Authority as part of this operation for the storing of natural gas in this structure. It would appear that British Gas never formally sought to revoke this HSC when the gasholder was decommissioned. Therefore, there is currently a HSC on part of the site. As the gasholder has been decommissioned/ demolished and natural gas is no longer stored on this site, the risk to public is no longer present. Separate to this the Local Planning Authority will seek to revoke the HSC under sections 14(2) of The Planning (Hazardous Substances) Act 1990 which enables this where the substance has not been stored on the site for at least 5 years (i.e., the gas holder is understood to have been dismantled at least 7-8 years ago).
- 7.3.2 However, through discussions with the Health and Safety Executive (HSE) regarding the above it has also been highlighted that the site is within the consultation zone of a further Hazardous Substances Consent for the storage of chlorine at the nearby waterworks. A HSC was granted to the North Surrey Water Company, this company is no longer in existence and it is understood that the waterworks are now run/ owned by Affinity Water. Consents run with the land and whilst it is *informally* understood that the storing of chlorine on the site no longer takes place this is yet to be formally confirmed. In such instances a precautionary approach is necessary. It remains that the risk to the population must be considered and the HSE are a statutory consultee.
- 7.3.3 Proposals which include residential development and large retail, office or industrial developments located in consultation zones, such as this, result in an increase in the number of people working or visiting the area. The risk considered by the HSE is the residual risk which remains after all reasonably practicable preventative measures have been taken to ensure compliance with the requirements of the Health and Safety at Work etc. Act 1974 and its relevant statutory provisions. Due to this, the concerns of the HSE are focused on vulnerability of the exposed population and the ease of evacuation or other emergency procedures for the type of development proposed. Some categories of

development where buildings are open to the public are regarded as less sensitive than others, this includes light industrial uses where employers and employees are required to follow the Health and Safety at Work etc. Act 1974 and/or are more familiar with the sites and the surroundings.

- 7.3.4 Accordingly, the HSE concerns have focused on the proposed storage building and the potential risk associated with visiting members of public coming to and from this building where emergency action may be difficult to coordinate. Through discussions the HSE have agreed to remove their objection to this planning application on the basis that the applicants (Big Yellow Storage) accept a condition that the storage and distribution unit is not occupied until this Hazardous Substances Consent has been revoked. This scheme is considered on this basis. Separate to this the Local Planning Authority will seek to revoke the HSC.

#### 7.4 **Design Considerations**

- 7.4.1 As set out above the area is one which is mixed in character. With specific reference to the comments from local residents, it is recognised that the southern side of The Causeway hosts a number of tightly grained residential properties. However, this is by no means the overriding character of the area. The area is one which is mixed in form, scale and use. Indeed, the character of the northern side of this part of The Causeway is clearly one which is commercial, with offices, large retail stores and the water works, surrounded by parking. Moreover, this site use to contain a gas holder and a large complex of offices. Whilst to the south of The Causeway there are more domestic properties, the area too is mixed with offices, large DIY stores and storage buildings. The area is one where large commercial units are very much present and form a key characteristic, particularly for developments which front The Causeway.
- 7.4.2 Policy EE1 of the Local Plan sets out that development should be visually attractive, achieve high quality design, and respond to and be sympathetic to local character/context. The Council's adopted SPD on design provides further guidance regarding how development proposals should respond positively to local context.
- 7.4.3 The National Planning Policy Framework (2021) sets out that developments should respond to local context, as well a functioning well and add to the overall quality of the area, not just for the short term but over the lifetime of the development as well as being visually attractive as a result of good architecture, layout and appropriate and effective landscaping. A further consideration is that development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.
- 7.4.4 Given this site is located in the urban area this scheme should be seen as an opportunity to make efficient use of previously developed land and create a street frontage which positively responds to the character of this designated strategic employment land.

#### Layout

- 7.4.5 As set out above the buildings would occupy each corner of the site with a central access and parking area. Development would largely occupy the whole site with buildings located around some 5m from the pavement forming The Causeway, and a similar distance to the rear of the site. Spacing to side boundaries are in the region of 1.8- 3.8m to the east and 2- 9m to the west (due to the irregular boundary). The proposed layout is considered to be one which sits suitably within the site. The footprints of large warehousing buildings are considered typical for an area designated as strategic employment land and reflective of other large buildings already contained within the area.

### Form and scale

- 7.4.6 Due to the proposed layout, the storage unit would form a key visible building from the street scene, as well as units 4-9, which are some 13m in height and 9.9m respectively. These will form large and prominent structures along The Causeway and create mass and bulk on a stretch of road which is currently (and has been for a number of years) been void of built form/ development.
- 7.4.7 For context, Burgan House, the large office building to the east of the application site fronting The Causeway is some 4 storeys and up to 16m in height. Further to the west the office building adjacent (to the front of the water works) is 4 storeys and circa 14.9m in height (dimensions taken from relevant planning permissions as detailed in above planning history).
- 7.4.8 The proposed form and scale of the buildings would therefore be reflective of the streetscene to the north of The Causeway and whilst large and dominant structures are of comparable height to existing buildings on this side of the road. Therefore, the proposed would be reflective of the scale of development typically seen on this part of the Strategic Employment Area.
- 7.4.9 The buildings forming unit 1-3 are the tallest elements and are located to the rear of the site, by the River Thames. The buildings would be large and prominent structures from the tow path. This prominence would be reduced/ limited by the existing and proposed planting, which is considered in the visualisations which supports this planning application. Given the wider character of the area visible along this stretch of the River Thames the proposed development is not considered one which would be unduly prominent from this vantage point.

### Architectural Appearance

- 7.4.10 The proposed approach to architecture is one of warehouse sheds. Large buildings with either simple pitched roof or flat roofs and the proposed material finish is largely metal cladding and metal doors. Various different colours are proposed to create variation, notably for the storage unit. Ultimately the architectural finish is one which is focused on functionality and adaptability for future users. Given the site is within the strategic employment area and the local plan policies supporting intensification and flexibility of such uses within such areas the design approach is considered appropriate.
- 7.4.11 It is also considered one which is reflective of the mixed-use character of the area. The proposed metal finishes are also considered to be suitable and hard wearing. However, given the prominence of these buildings it is considered both reasonable and necessary for samples of materials to be provided and agreed by the LPA prior to works being undertaken. This is set out in recommended condition 9.

### Proposed landscaping (including trees)

- 7.4.12 Whilst the proposed development is currently laid to hardstanding/ rubble there are a number of trees located to the north and southern boundary of the site.
- 7.4.13 A landscaping plan has been submitted in support of this planning application, as well as a Tree Survey. The proposed development will require the removal of a number of trees, mostly poor specimens, but it is also proposed to remove x2 category B trees, which are of moderate amenity value, one of which is roadside, the other in the belt of trees to the north riverside boundary of the site.
- 7.4.14 However, the proposed development does include new landscaping where the existing



buffer to the north, adjacent to the Thames would be enhanced, as well as to the south, adjacent to the Causeway.

- 7.4.15 The proposed plans also show replanting to improve the appearance of the tree cover and to increase screening into the site. It is also proposed to plant centrally in the site with semi mature trees. Accordingly, it is considered that the proposal would result in an improvement in the landscaping and tree cover of the site and the tree loss is suitably mitigated by the proposed planting. The Council's Arboricultural Officer has been consulted on this planning application and has raised no objections subject to conditions. Conditions regarding Tree planting and landscaping are set out in recommended conditions 5 (Landscape and Ecological Management Plan), 8 (Tree Protection) and 10 (Landscaping).
- 7.4.16 It should also be noted that acoustic fences are proposed to part of the side and rear boundaries. Those to the west and eastern side elevation are 2.4m in height, slightly above that which could be erected without the need for planning permission. These are considered visually acceptable (full details can be dealt with as part of landscaping conditions). A 4.4m high acoustic fence is proposed to the rear of the site, between Unit 1 and Unit 2. The existing buffer and proposed landscaping considered to mitigate any potential visual impact this could have when viewed from the tow path.

## 7.5 **Flooding Considerations**

### The need for the Sequential and Exception Test

- 7.5.1 The northern edge of the site is in flood zone 2 and on the edge of flood zone 3, the response from the Environment Agency confirms that the site itself is not within flood zone 3. The NPPF (2021), as well as policy EE13 of the Local Plan sets out how to consider the principle of such development in the flood zone.
- 7.5.2 As the proposal is for a conforming use on an allocated site, i.e., is a proposed employment scheme on designated Strategic Employment Land the Sequential Test is not required.
- 7.5.3 The proposal would fall within the category of "less vulnerable" development. As set out in the National Planning Guidance which supports the NPPF (2021) the Exception Test is not required.

### Flood protection and mitigation

- 7.5.4 Policy EE13 of the Local Plan requires new development to not materially: Impede the flow of flood water; reduce the capacity of the floodplain to store water; cause new, or exacerbate existing flooding problems, either on the proposed development site or elsewhere.
- 7.5.5 In addition, the NPPF (2021) requires that development should only be allowed in areas at risk of flooding where; the most vulnerable development is located in areas of lowest flood risk within the site; is appropriately flood resistant and resilient; incorporates sustainable drainage systems, any residual risk can be safely managed, and safe access and escape routes are included where appropriate.
- 7.5.6 Based on the flood map data available to both the Local Plan and the Environment Agency the southern section of the site lies within in Flood Zone 1 (a less than 1 in 1000 annual probability of fluvial flooding) and the northern section is within Flood Zone 2 (a 1 in 100 to 1 in 1000 annual probability of fluvial flooding).
- 7.5.7 A flood risk assessment has been submitted as part of this planning application, prepared

by Campbell Reith and dated December 2021. This report contends that due to *site specific levels* and likely flood predicted flood levels, the site should, as a whole be considered to be within Flood Zone 1 and that no part of it falls within Flood zone 2.

- 7.5.8 The comments from the Environment Agency regarding flooding matters on this site have not addressed this matter but have highlighted that based on their data the site is within flood zone 1 and 2 and referred the Council to apply their standing advice for development in such areas. Given the lack of clarity from the Environment Agency, it is considered by Officers, the most pragmatic and precautionary approach is to assess this planning application is on the basis that part of the site is within flood zone 2.
- 7.5.9 In terms of being appropriately flood resistant and resilient the details provided show that the existing site levels are higher than the EA's flood modelling for the potential highest flood level on the site. Due to this the proposed finished floor level of the units would be above any likely flood levels and thus due to this would be appropriately flood resistance/resilient. The approved plans conditions set out the floor levels which the development will be expected to be built to.
- 7.5.10 In terms of managing any residual risk, based on the details provided it is considered that the site has a low risk of flooding from fluvial/tidal sources and a very low risk from sewer and surface water. The site is in an area with the 'potential for groundwater flooding at the surface'. Given the nature of the development, the site is considered to be at a low risk from groundwater flooding. Therefore, any residual risk from flooding is limited.

#### Sustainable Urban Drainage (SuDs)

- 7.5.11 In terms of Sustainable Urban Drainage (SuDs), Policy EE13 of the Local Plan requires all new development is required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. Paragraph 169 of NPPF (2021) states that all 'major' planning applications must incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. SuDS must be properly designed to ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development.
- 7.5.12 in accordance with The Flood and Water Management Act 2010 the Surrey County Council in its role as Lead Local Flood Authority (LLFA), is a statutory consultee for all major applications.
- 7.5.13 The site is currently laid to tarmac, as part of the previous planning application (ref RU\_16/0747) the surface water drainage strategy was to allow the run-off to follow the natural fall of the land to the north where there is a gravel filled interception trench cut across the top of the parking area.
- 7.5.14 The proposed SuDs strategy involves; underground Attenuation Tanks; Proprietary Treatment Systems; and Complex Flow Control. A schedule of maintenance is also proposed as part of this.
- 7.5.15 The LLFA is satisfied that the proposed drainage scheme meets the requirements set out in the above policies. This is subject to recommended conditions 7 (surface water drainage) and 12 (drainage verification).

#### Flooding Conclusions

- 7.5.16 Overall, the proposed development is considered to demonstrate it would not cause new or exacerbate existing flooding problems, either on the proposed development site or elsewhere. The risk of flooding is also considered to be low and a suitable drainage

strategy can be employed subject to conditions already set out above.

- 7.5.17 With reference to the letters of representation, they have highlighted the opportunity this site has in assisting in flooding concerns for a separate site, to the south of the Causeway where a separate and independent developer is proposing to redevelop 30 The Causeway, an office park for residential purposes. Neither this developer nor that of the site to the South of the Causeway are proposing to undertake a flood alleviation strategy in connection with each other. Both developers are looking at how the land within their separate control and ownership can deal with flooding matters. The Local Planning Authority have no ability, nor would it be reasonable to compel this developer to provide flood mitigation measures for an adjoining site, above and beyond that which is required to bring forward this site for redevelopment. Any previous flood alleviation measures proposed and approved as part of a separate planning application where the site owner/ developer was in control of both 30 and 31 The Causeway has no bearing on this planning application. This planning application has been considered based on the individual merits of this proposed development.

## 7.6 Highways Considerations

### Sustainable Transport

- 7.6.1 Policy SD3 of Local Plan deals with Active and Sustainable Travel. This sets out that the Council will support proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel. This includes supporting developments which integrate with or provide new accessible, safe and attractive active and sustainable travel networks and routes to service and employment centres and rail interchanges. The policy also requires development proposals, which generate significant traffic movements to submit and implement Travel Plans.
- 7.6.2 The NPPF (2021) is also clear that proposals should be designed to give priority to pedestrian and cycle movements having due regard for the wider areas and design access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- 7.6.3 In terms of giving priority to sustainable transport modes, it is recognised that a significant proportion of the vehicle movements associated with this development will be from private vehicles. The applicants own Transport Assessment recognises that those people visiting the storage building will all likely use vehicles as users are typically dropping off or collecting bulky items. This is not affected by the location of the site (i.e. availability of public transport/ proximity to town centres does not affect this)
- 7.6.4 In terms of potential employees/ users of the industrial units the applicants own Transport Assessment estimated that around 75% of employees will come to and from the site using their own private vehicles. However, the draft Travel Plan submitted in support of this planning application sets out targets for reducing travel by private vehicle and promoting active and public transport. The draft target for this proposal is to reduce reliance on private car down to 63.99% over a minimum period of 5 years. To encourage use of active and public transport the site wide travel plan sets out a number of measures which will be undertaken. The highway authority have requested an auditing fee of £6,150 to monitor the travel plan. Given this is the only matter which needs to be secured by way of a planning obligation officers have advised the applicants that they should submit a unilateral undertaking to the County Council.
- 7.6.5 In addition, the Transport Assessment and Travel Plan sets out that shower and changing

facilities will be provided across the site, and lockers could also be provided. This level of detail is not currently shown on the site plans, details are set out in recommended condition 18 (details to support active travel). These facilities will assist in the promotion of active travel modes for staff at the site.

- 7.6.6 The closest bus stops to the east of the site located at Claremont Road approximately 100m and 240m for westbound and eastbound services respectively and to the west of the site located at Hawthorn Road approximately 270m and 210m for westbound and eastbound services respectively. As part of this development, the Applicant has indicated a willingness to contribute towards the upgrade of the bus stops at Claremont Road including the provision of a shelter, seating, lighting, real time passenger information, and accessible kerbs.
- 7.6.7 The County Council have agreed that the existing bus stops are substandard for this size of development. They consist of only a pole and timetable information. It is considered that upgrades to these bus stops needs to be secured as part of this planning application to make it easier to use and provide a better experience for passengers, while also potentially increasing patronage of the service. This will improve the sustainability of the site and provide staff/visitors of the site a suitable alternative to the private car. Conditions to this effect are set out in recommended condition 15 (plans for works to a bus stop).

#### Highway safety, capacity and access

- 7.6.8 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.
- 7.6.9 Policy SD4: Highway Design Considerations sets out that the Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network and which take account of the needs of all highway users for safe access, egress and servicing arrangements.
- 7.6.10 The submitted Transport Statement concludes that the total forecasted trip generation generated by the Proposed Development would be 84 vehicle movements during the weekday morning peak and 114 vehicle movements during the weekday afternoon peak. This represents just over one trip per minute during the morning peak hour and just under two trips per minute during the afternoon peak hour.
- 7.6.11 The vehicle movements are considered to have a minimal impact on the daily variation of traffic flows on the main routes in the vicinity of the Application Site. In addition, during a typical day, a relatively low number of HGV's are expected at the Site. It is also recognised that in allocating this site as Strategic Employment Land as part of the plan making process it would have been recognised that a certain level of vehicle movements would be necessary given the likely types of uses which would come forward.
- 7.6.12 Surrey County Council, in their role as the highway authority have reviewed the submission and consider that the proposed development would not result in significant increase on the highway network and that the proposed modified access is appropriate and acceptable for the scheme proposed. They have raised no objections subject to the recommended conditions, these are set out in recommended conditions 4 (Construction Transport Management Plan), 14 (Access) and 16 (Vehicle parking).

#### Parking Considerations

- 7.6.13 Policy SD4 of the Local Plan states that parking standards for vehicle and cycle parking

within development proposals will be assessed against the Council's current adopted guidance. Whilst the Council have adopted Parking Standards these were prepared in 2001. Being over 20 years old they do not reflect modern standards or requirements. As such, the position of officers is that they can only be given limited to no weight in assessing planning applications.

- 7.6.14 Surrey County Council have prepared "Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development" dated November 2021. These standards provide a far more up to date Guidance based on current day standards and are given greater weight in assess development proposals.
- 7.6.15 Based on the above standards, the maximum parking required for the 2,606sqm B8 (storage and distribution) use would be 26 car parking spaces and 13 lorry spaces. It is proposed that the storage and distribution unit (inclusive of innovation centre) would provide 22 parking spaces for the part of the site and 5x loading bays. The storage use proposed is very different from the more generic storage and distribution uses which would be more akin to warehouses commercial uses. The supporting statement sets out how 80% uses are likely to be from day to people, and the rest from business. "Users" will not be frequently visiting the building and it is unlikely that any of the demand would necessitate the requirement for HGVs to come to and from the site. In support of this position the Transport Assessment submitted in support of this planning application undertook some survey at a Big Yellow Storage Unit in New Cross in July 2019 (pre-covid data). Based on this data it is predicted that the proposed centre proposed at this site would result in around 2-3 vehicles coming to and from the site during peak hours (08:00-09:00 and 17:00- 18:00). The supporting information also confirms that there will typically be only around three Big Yellow employees on-site at any time based on experience at existing stores.
- 7.6.16 The trip generation to the Innovation Centre, was based on the TRICS trip rate information. This shows that such units would generate between 2-9 vehicle movements during peak hours, each of the 6 innovation units would have two vehicle parking spaces. On this basis the proposed parking provision of this unit is considered to be acceptable.
- 7.6.17 For the 7,435sqm of flexible employment floor space proposed within units 1-9 the parking requirement varies depending on what the proposed units would be. For instances assuming that units 1,2 and 3 (as the larger units) were used for storage uses the proposed parking provision would meet or exceed the maximum standards. However, assuming that the proposed uses were more akin to a distribution use the proposed development would be just below the maximum standards. Prescribed standards (albeit maximum guidance) do not necessarily cater for the need to promote and support the ability for such employment areas to cater for the flexible needs and demand of future occupiers. Nonetheless overall it is considered that the proposed parking provision for the various units is commensurate and suitable to meet the requirements of the various size of units. The County Council in their role as the highways authority have been considered on this planning application and have raised no objections subject to conditions.
- 7.6.18 Whilst the overall floorspace proposed is fairly large, the scheme proposed is not one of large "warehouse sheds" where there would be one large unit/ occupier which would likely generate significant HGV movements, rather these units are of mid to small adaptable floorspace directed towards smaller business needs. Units 1-3 which form the larger units have been designed to accommodate some HGV parking (a total of 8 HGV parking spaces).
- 7.6.19 Overall and given the proposed floorspace the Highway Authority have considered that this level of provisions is proportionate to the size of the units proposed and will provide the

appropriate balance/ level of parking for the nature of the scheme proposed.

- 7.6.20 In addition, there will be a requirement to meet the County Level requirements of active electric vehicle charging (EVC) points, as directed by policy SD7 which specifically refers to the County standards. This sets out that it is expected that for Employment use such as this that 20% of available parking spaces are fitted with a fast charge sockets and a further 20% be provided with power supply to provide additional fast charge socket (passive charging points). The site layout plan shows the indicative information of how this will be provided and recommended condition 18 (EVC Charging points) can secure further details to ensure compliance.

## **7.7 Impact on the Air Quality**

- 7.7.1 The site is not within an Air Quality Management Area (the site is circa 407m+ from the edge of the M25 AQMA). Nonetheless the Construction Environmental Management Plan (CEMP) has been submitted in support of this planning application. This states that the development will seek to minimise possible disruption to the adjacent properties and the public and to reduce the impact of activities on air quality during construction. It is proposed that this will be undertaken by utilising measures set out in best practice for minimising noise, dust and Vibration Control on Construction sites. The CEMP can be secured by way of recommended condition 6 (Construction and Environment Management Plan). The above assessments on highways matters set out the considerations regarding sustainable modes of transport which will seek to reducing the need for private vehicles and thereby the wider impact on Air Quality.

## **7.8 Impact on neighbouring amenity**

- 7.8.1 The nearest residential properties are either those to the south across The Causeway and those across the River Thames accessed via Lammas Drive. The Causeway Office development immediate opposite the site also benefits from prior approval to convert the existing units to residential. There is also a pending planning application for the residential redevelopment of this site.
- 7.8.2 The key consideration is the potential impact of noise and disturbance resulting from the proposal being able to operate 24 hours a day.
- 7.8.3 Policy EE2 of the Local Plan further is clear that in terms of noise proposals which have or would be subject to unacceptable adverse effects will not be supported. As part of this the policy is clear that proposals will need to consider the effects of external noise on outside amenity and where possible incorporate opportunities to create areas of relative tranquillity or areas which offer respite from high ambient noise levels.
- 7.8.4 As set out above the site is located within a wider Strategic Employment Area where such uses are directed to. No hours of use are set out in the application from. Part of modern day business means that units can be accessed and utilised 24hr a days 7 days a week. With the exception of the Storage unit to the south western corner the end user of the other units is unknown and as such this assessment has to be made based on this “worst case scenario” of operating at all time of the day, through the year.
- 7.8.5 A Noise Report prepared by Sharps Acoustic has been prepared in support of this planning application based on the above policies and industry recognised standards. An environmental noise survey was carried out between 1230 hours on 28th April 2021 to 1130 hours on 4th May 2021. These measurements were taken continuously over day and night periods. These survey results provide the basis for understanding the baseline noise level surveys and identifies that the main source of noise in the area is attributed to road

noise from the Causeway.

- 7.8.6 The report then models the likely activities associated with the proposed development on a worst case scenario based on the size of the units proposed and assumed noise levels from the operations yards between the proposed buildings where the greatest source of noise would likely take place. Based on this modelling, noise mitigation is proposed in the form of three screens around the site to part of the side and rear of the site(s). The screens would be 2.4 metres and 4.5 metres in height, relative to yard ground level. The screens could be masonry walls or timber fences. Further details of the proposed acoustic fence could be secured by condition.
- 7.8.7 The assessment concluded that with the recommended mitigation in place, the predicted levels from site operations would mean that there would be no adverse noise effects (on either side of the river) and that no further noise mitigation measures would be required.
- 7.8.8 On this basis, this proposed development is considered to have an acceptable impact in terms of noise on the nearby residential properties. However, it is considered both reasonable and necessary based on the applicant's own details to secure that the proposed acoustic fence details are provided in advance of first occupation of any of the units. This is set out in recommended condition 10, whereby as part of landscaping details full details of the acoustic fence should be provided.
- 7.8.9 In terms of external fixed plant and machinery, no details have been provided as the final users and their requirements are unknown. The applicants supporting noise statement contends that recommended conditions could deal with the noise omitted from such machinery. Officers disagree, if such machinery is not proposed as part of this planning application. Where this possible future equipment would constitute development that requires planning permission, separate planning permission will need to be submitted as and when such plant is installed in the future. On this basis informatives are recommended that such equipment will likely constitute development requiring planning permission and a separate planning permission will be needed in the future their installation. It will be at this stage where officers will consider potential future noise impact.
- 7.8.10 The closest existing residential properties across The Causeway are at least 18m immediately due south of the application site. In view of this, it is not considered that the proposed development would affect the amenities of the occupiers of these properties in terms of loss of light and /or overbearing impact. Properties across the river are some 75 m away from the development, and so sufficient distance exists to ensure the proposal would not affect the amenities of the occupiers of these properties in this regard.
- 7.8.11 In terms of impact on Neighbouring Amenity during the construction of the development the CEMP also sets out that construction hours would be weekdays from 8.00am until 6.00pm with limited weekend working on Saturday between the hours of 8.00am and 1.00pm. No construction works on Sundays and Public Holidays. Which is in line with the Boroughs Environmental Health working hours.
- 7.8.12 Given the layout and proposed uses the development does not raise issues in terms of overlooking/ privacy.

## 7.9 **Environmental Considerations**

### Renewable & Low Carbon Energy

- 7.9.1 New development is expected to demonstrate how it has incorporated sustainable principles into the development including construction techniques, renewable energy,

green infrastructure and carbon reduction technologies.

- 7.9.2 Policy SD8: Renewable and Low Carbon Energy sets out that new development will be expected to demonstrate how the proposal follows the energy hierarchy (Be lean; use less energy, Be clean; supply energy efficiently and Be green; use renewable energy). This requires such development to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies.
- 7.9.3 The NPPF (2021) paragraph 155 states that in determining planning applications developments should comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicants, having regard to the type of development involved and its design, that this is not feasible or viable.
- 7.9.4 The Energy Assessment prepared by Silcock Dawson and Partners has been submitted to support this planning application. This set outs that energy efficiency measures will include good fabric insulation, high quality glazing, improved air tightness, high efficiency balanced heat recovery units, and low energy lighting throughout. It is proposed that these Energy efficiency measures will reduce the buildings emissions by 41% for the Big Yellow Self Storage & Innovation Centre and 8% for the Industrial Units 1-9 when assessed using SAP 10 emission rates.
- 7.9.5 In addition, it is proposed that Photo Voltaic Array will be mounted on the roof of The Big Yellow Self Storage & Innovation Centre and also on the roof of the Industrial Units 1-9. It is estimated that this would result in an energy reduction of 35% for former and 22% for the later.
- 7.9.6 Overall, it's considered that the details provided demonstrate that the development can achieve the necessary renewable and low carbon energy requirements to meet the above policies. It is considered reasonable and necessary for such details to be secured through conditions, this is set out in recommended condition 11 (Renewable and Low Carbon Energy).

#### Ecology and Biodiversity

- 7.9.7 Policy EE9 of the Local Plan deals with Biodiversity and sets out that development proposals should demonstrate net gains in biodiversity. Policy EE11 sets out that The Council will seek development to contribute towards the delivery of a high quality multi-functional Green Infrastructure network by requiring proposals to provide and make enhancements to onsite Green Infrastructure assets. The Council has prepared further guidance on this, contained within the Green and Blue Infrastructure SPD.
- 7.9.8 Paragraph 174 of the NPPF (2021) seeks development to provide net gains for, biodiversity. Paragraph 180 of the NPPF (2021) states that harm to biodiversity resulting from a development should first be avoided), adequately mitigated, or, as a last resort, compensated for.
- 7.9.9 A Preliminary Ecological Appraisal prepared by RPS has been submitted in support of and amended during the consideration of this planning application to take into account the Council Ecological advice comments.
- 7.9.10 The outcomes of the report are that the habitats present on the site are generally considered widespread, common and of low ecological significance. This includes the conclusion that there is some limited habitat for reptiles and amphibians on site; therefore, to ensure no populations are harmed, it is proposed that this habitat be cleared sensitively, under the watching brief of a suitably qualified ecologist.



- 7.9.11 Section 6 of the above report details biodiversity enhancements which includes a series of new evergreen hedgerows, new shrub planting will be included to strengthen the existing border to the River Thames, incorporate a range of bird boxes to enhance the nesting opportunities within the site. The Council ecological advice through Surrey Wildlife trust has confirmed that the outcomes of the report are acceptable. In order to secure the proposed enhancements and given this is a major site adjacent to the Biodiversity Opportunity Area it is considered both reasonable and necessary for a Landscape and Ecological Management Plan to be submitted to secure the long term implementation of the proposed enhancements (see recommended condition 5).
- 7.9.12 It is also considered both reasonable and necessary for conditions to be recommended regarding a Construction Environmental Management Plan given the presence of ecological receptors on site and the River Thames Site of Nature Conservation Importance, this is set out in recommended condition 6.
- 7.9.13 The Environment Agency have also comment on these matters, although they are not a statutory consultee on biodiversity. They suggest a management plan is in place for the proposed works to ensure the landscape provides a maximum benefit to people and the environment. It is unclear why the Environment Agency have commented on this matter, the rear of the site whilst backing onto the River Thames tow path is severed by a high and distinguishable security fence proposed to be retained as part of this development. In any event such matters are suitably dealt with above.
- 7.9.14 With reference to the objection from the local resident, whilst the lake to the southern side of The Causeway is known locally as having a significant migration population of common toad. It has been confirmed by the Council's ecology advisors that The Causeway (i.e. main road) is a barrier preventing the movement of the common toad to the north, the applicants Ecology Appraisal has also been updated to take into account the common species of amphibians.

#### Contaminated Land

- 7.9.15 Policy EE2 seeks, where relevant, contaminated land surveys are to be submitted as part of applications to determine the source of any pollutants and any remedial measures necessary. Paragraphs 174 and 183 of the NPPF (2021) seek to ensure that through decision making that suitable land remediation is secured through redevelopment.
- 7.9.16 A Land Quality Statement and Vapour Detailed Quantitative Risk Assessment prepared by Campbell Reith dated December 2021 has been submitted in support of this application. These reports indicate that the site has undergone extensive remedial works in 2016 which were agreed with the regulator. This contamination does not appear to be increasing or mobile, so it is not impacting surface water quality. There is however some uncertainty over the levels of residual contamination hence the remedial specification proposes a watching brief together with potential soils removal or stabilisation. The overall conclusions of this assessment are that there is a requirement for remediation of soils in one specific area. Therefore, there is still the potential for residual contamination to have an adverse impact on groundwater quality

The Council's Contaminated Land Officer has confirmed that subject to contaminated land conditions (set out in recommended condition 19) the proposed development would provide suitable remediation. This viewed is also shared by the Environment Agency and as part of this condition 20, 21 and 22 are also recommended to ensure the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

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

- 8.2 In line with the Council's Charging Schedule the proposed development would now be CIL liable- the rate for such a development in our adopted charging schedule is however £0.
- 8.3 As set out above a unilateral undertaking will also need to be submitted to the county council to secure the monitoring fee for the Travel Plan.

## **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.
- a) Consideration has been given to s149 of the Equality Act 2010 (as amended), which has 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:
  - b) Eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
  - c) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
  - d) 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 principle of the development is acceptable and would bring vacant (but previously developed land) back to employment generating use and provide intensification of use to deliver increase employment floorspace. These are key benefits which weigh significantly in favour of the proposed development.
- 10.2 Subject to conditions the proposed development does not raise any significant harm of risk to the public in terms of the nearby Hazardous Substances Consent. The proposed development is considered to be visually acceptable for the location, particularly given it is on strategic employment land.
- 10.3 The proposed development is considered an acceptable form of development in terms of flooding and does not raise any significant issues in terms of highway safety and/or capacity grounds. The proposed development is also considered to provide sufficient parking for the development proposed.
- 10.4 The proposed development is not within an air quality management area and in terms of noise is also considered, subject to mitigation to retain a suitable relationship with neighbouring properties. The proposed development seeks to include Renewable and Low Carbon Energy and would not have an adverse impact on ecology and proposed biodiversity net gains. It is not considered that the proposed development raises any other environmental issues.

- 10.5 The development has been assessed against the relevant policies in 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 CHDMBC be authorised to grant planning permission subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:***

- ***A unilateral undertaking submitted to Surrey County Council as the highway authority to secure the auditing fee of £6,150 for the monitoring of the travel plan***

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

1. Standard three year time limit

The development for which planning permission is hereby granted must be commenced no 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. Approved plans

The development hereby permitted shall not be carried out except in complete accordance with the approved the drawings as set out in the submitted the document titled "Schedule of Plans Submitted for Approval". This includes finish floor levels.

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

3. Occupation of Storage and Distribution Unit

Notwithstanding the approved plans or any indication given otherwise the approved unit annotated "Storage Unit (G+3)" on the approved Site Plan (numbered 2298-P01) shall not be first brought into use until the Hazardous Substances Consent for the North Surrey Water Company (H0885) has been revoked in its entirety under the provisions of the Planning (Hazardous Substances) Act 1980, and written confirmation of the necessary revocation has been issued by the Hazardous Substances Authority.

**Reason:** In the interest public safety and vulnerability of the exposed population.

4. Construction Transport Management Plan

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation

- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) on-site turning for construction vehicles

Shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details for construction of the development.

**Reason:** in the interest of highway safety and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

5. Landscape and Ecological Management Plan

Prior to commencement of any development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority, this includes a sensitive lighting plan that as a minimum, keeps the River Thames and the boundary vegetation of the River Thames as a dark corridor. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal prepared by RPS Group and dated 2022 and should include, but not be limited to following:

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

The development shall be undertaken in accordance with the approved details for construction of the development.

**Reason:** In the interest of protecting potential ecological value and species in the site as required by policy EE9 of the Local Plan

6. Construction and Environment Management Plan

Prior to commencement of any development, a Construction and Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

This document shall detail how protected habitats and species, including woodland features will be protected from any adverse impacts as a result of construction. The CEMP should include adequate details including:

- a) Map showing the location of all of the ecological features

- b) Risk assessment of the potentially damaging construction activities
- c) Practical measures to avoid and reduce impacts during construction including dust and air quality
- d) Location and timing of works to avoid harm to biodiversity features
- e) Responsible persons and lines of communication
- f) Use of protected fences, exclusion barriers and warning signs.

The development shall be undertaken in accordance with the approved details for construction of the development.

**Reason:** In the interest of protecting potential ecological value and species in the site as required by Policies EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 7. Surface water drainage scheme

Prior to commencement of any development details of the design of a 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 NonStatutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout that follows the principles set out in the approved drainage strategy detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

#### 8. Tree Protection

Prior to commencement of any development (including any further works to ground levels etc), and before any equipment, machinery or materials are brought on to the site, the tree protection details as shown in the Tree Survey Report and Arboricultural Impact Assessment (and its associated appendices) proposed by RPS and dated Dec 2021 shall be installed and the development shall be undertaken in strict accordance with the details set out in this document.

**Reason:** To ensure the retention of trees in the interests of the visual amenities of the area and to accord with Policy EE11 of the Local Plan.

#### 9. Materials

- A. Prior to commencement of any development above ground level (on a phased basis or otherwise), a detailed schedule and specification of the

materials and finishes to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- Cladding;
- Windows and doors
- Roofing materials;
- Details of all rooftop structures including plant, lift overruns, cleaning cradles (as relevant);
- Plant enclosures (as relevant)

Sample boards on site showing the above as relevant shall be provided at the same time as an application is made.

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

**Reason:** To enable the Local Planning Authority to control the development in detail in the interests of amenity of the Grade II Listed Building and to comply with Policy EE1, EE3 and EE4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 10. Landscaping

Notwithstanding the approved plans or any indication given otherwise, prior to any works above ground level full details of hard and soft landscaping scheme (including full details of acoustic boundary treatments) shall be submitted to and approved in writing by the Local Planning Authority. This should be based on the Soft Landscape Proposals numbered 500 dated Dec 2021, Soft Landscaping strategy numbered 100 rev B dated 11/21.

This shall include a 'schedule of undertaking' the proposed works and samples of all hard surfacing, as well as a plan for the long terms management of the landscaped areas.

All approved landscaping details shall be undertaken and completed in accordance with the approved 'schedule of undertaking.'

All approved landscaping works shall be retained in accordance with the approved details. If within a period of five years from the date of planting of any tree or shrub shown on the approved landscaping plan, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the immediate vicinity, unless the Local Planning Authority gives its prior written permission to any variation.

**Reason:** To ensure the development is adequately landscaped and to comply with Policy EE9, EE11 and EE12 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 11. Renewable and Low Carbon Energy

Prior to any works above ground level (on a phased basis or otherwise), full details of measures to incorporate sustainable design and CO2 reduction measures shall be submitted to and approved in writing by the Local Planning Authority. This should be based on the Conclusions of Energy Statement prepared by Silcock Dawson and Partners rev 0.1 dated 14.12.21 or such other details as agreed in writing by the Local Planning Authority. The development

shall thereafter be undertaken in accordance with the approved details and maintained thereafter.

**Reason:** To ensure sustainable measures are incorporated into the development and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

12. Drainage verification

Prior to any 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 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).

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

13. Thames Water and Sewage

Prior to any occupation of the development, confirmation shall first be provided that either:-

- A. Foul water Capacity exists off site to serve the development, or
- B. A development and infrastructure phasing plan has been agreed with the Local Authority. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
- C. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

**Reason** - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

14. Access

Prior to first occupation, the proposed modified vehicular access to The Causeway has been constructed and provided with in general accordance with the approved plans and thereafter shall be kept permanently clear of any obstruction over 0.6m high.

**Reason:** in the interest of highway safety and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

15. Plans for works to a bus stop

Prior to first occupation, plans and details shall be submitted to and approved by the Local Planning Authority for the following works to the nearby bus stops at the Claremont Road (eastbound and westbound):

- (a) The provision of raised kerbing (to a height of 140mm over a 9.0m length) to ensure level access onto / off buses for those with mobility issues,
- (b) Clearways with a 23m bus cage to protect the bus stop,
- (c) as relevant, a review of the bus stop laybys for accessibility, and improvements to this
- (d) New large bus shelters,
- (e) RTPI displays to be installed within both bus shelters
- (f) a schedule for how, when and by whom the works will be undertaken

The development shall be undertaken in accordance with any approved details.

**Reason:** In the interest of sustainable development and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

16. Vehicle parking

Prior to occupation (on a phased basis or otherwise), the car parking spaces shall be laid out within the site in accordance with the approved plans (condition 2), and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

This shall include;

- The proposed self-storage building (which is inclusive of the Innovation Centre Units) as defined by the demise as shown on CTP drawing no. 21-0324 LA01 shall provide a maximum number of marked car parking spaces (excluding loading facilities) of 22 spaces, inclusive of disabled and parent / child provision.
- The Industrial Units numbered 4-9, which are defined by the demise as shown on CTP drawing no. 21-0324 LA01 shall provide a maximum number of marked car parking spaces (excluding loading facilities) of 27 spaces, inclusive of disabled and parent / child provision.

**Reason:** in the interest of highway safety and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

17. EVC Charging points

Prior to the occupation of the development (on a phased basis or otherwise), details of the proposed electric vehicle charging points (EVCPs), as shown on the approved plans, including details of how they will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved EVCPs, consisting of 20% active and 20% passive charging points, shall be installed prior to occupation and shall be maintained in accordance with the approved details thereafter.

Active Electric Vehicle Charging point shall have a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

**Reason:** in the interest of sustainable development and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

18. Scheme to support active travel

Notwithstanding the approved plans, prior to any occupation (on a phased basis or otherwise), full details to support active travel shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

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



- (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
- (c) Facilities within the development site for cyclists to store cyclist equipment,

The approved arrangements shall be provided before any part of the development is first occupied and shall be permanently maintained thereafter.

**Reason:** In order to provide adequate bicycle parking and mobility scooter facilities at the site in the interest of reducing reliance on private car travel and ownership.

#### 19. Contaminated Land

A. If , during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

B. 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 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.

**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.

#### 20. Verification Report

Prior to occupation (on a phased basis or otherwise), a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

**Reason:** To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

#### 21. Piling

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the proposed piling does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement of the 'The Environment Agency's approach to groundwater protection'. Piling has the potential to mobilise the residual contamination to impact groundwater quality

22. Infiltration of surface water

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.

**Recommended informatives:**

1. Discharge of conditions application

The applicant(s) are advised that formal agreement with the Local Planning Authority can only be undertaken through an application for the discharge of conditions application. A decision on such applications can take up to 8 weeks. Such timeframes should be taken into account as part of the construction process. This will be longer if applicant(s) wish to submit additional information and/or revisions amendments to overcome issues and concerns raised. The Local Planning Authority will expect agreements to extend the timeframe to consider discharge of conditions application where an applicant wishes to submit additional information and/or revisions amendments. Early engagement and pre-application discussions is encouraged to prevent lengthy delays.

2. Works to the Highway

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

3. Mud/debris on the highway

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). 3) Accommodation works 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.

4. Detailed design of the highway

The developer is advised that as part of the detailed design of the highway works required by the above conditions, 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..

5. Damage to the highway

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).

6. Landscaping

With reference to condition 10 (landscaping) details submitted need to include: a full tree planting plan including detail of planting and schedules, details of irrigation system within the site, including ground type of watering points.

Hard landscaping plans will include complete paving specification or various pavement elements, including thickness, colour etc.

Material samples should be provided as part of the condition

The landscaping proposal need to include reference to the suds/ drainage details and the requirements of condition 5 regarding the Landscape and Ecological Management Plan.

7. Electric vehicle charging

With reference to condition 17 (EVC charging points) 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. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

With regards to the active points, the proposed method of payment for users should be specified. Additionally, the applicant will need to set out details of how EVCP's will be managed and maintained to meet the needs of intended users. The applicant should also address how parking spaces with EVCP's will be restricted for use by electric vehicles, when and how maintenance of EVCP will be carried out, and what procedures will be put in place to monitor EVCP use and trigger conversion of parking spaces from 'passive' to 'active' EVCP's.

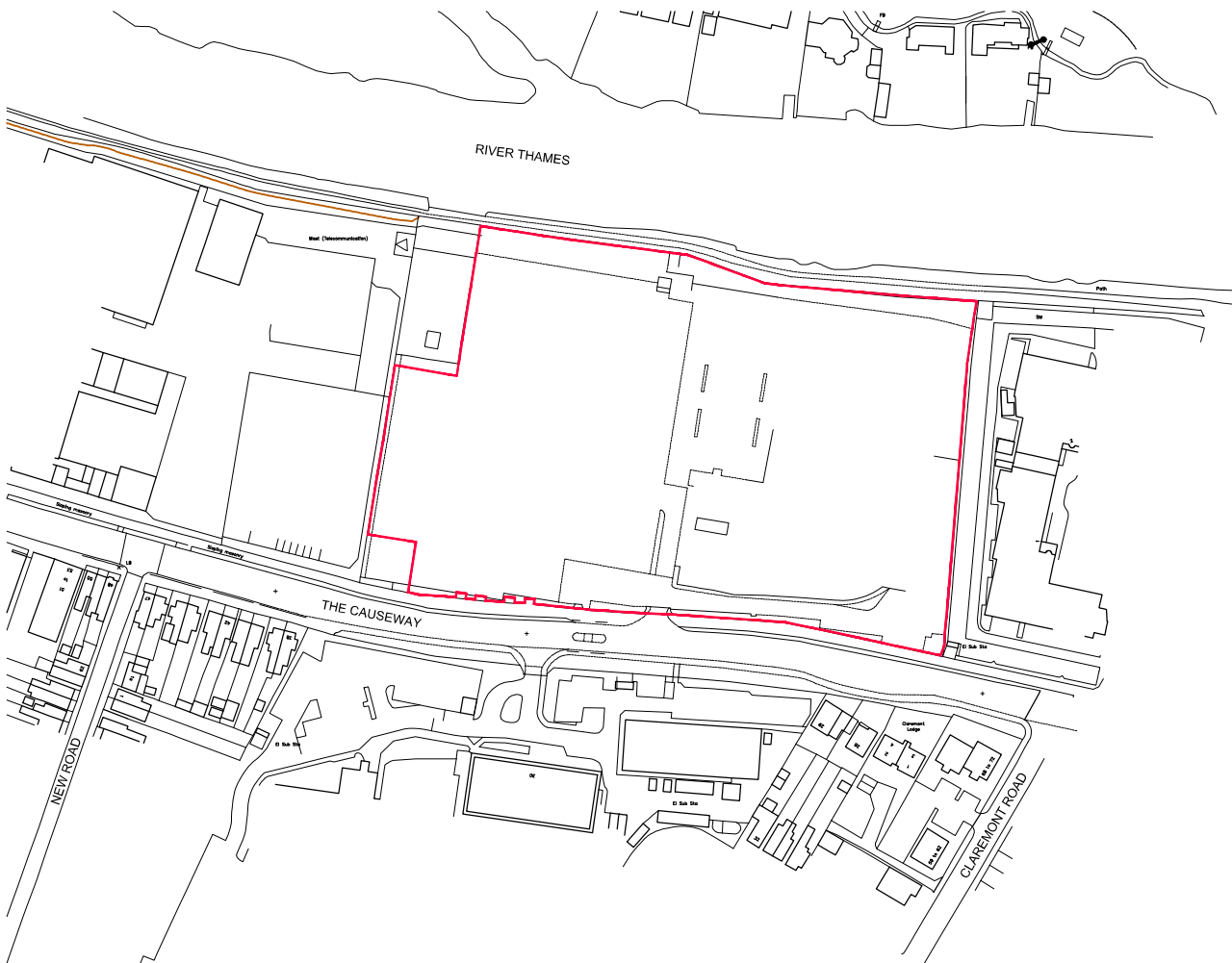
Information regarding EV charging provision, capacity and future-proofing cabling/ducting, including opportunities for network upgrades to accommodate increased demand, should also be provided.

With regards to the passive charging points, a ground level cap should be installed at each location to indicate the location of the cables. It is sometimes

necessary to ensure that the passive charge points have their own separate distribution boards.

8. Flues and plant

External flues, large plant equipment and/or ducting are operational development which will require separate full planning permission (unless they are considered “de-minimus”).



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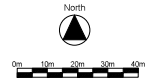
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LIST OF INFORMANTS:  
 ORDINANCE SURVEY, LICENSE NO 100022432  
 EXPIRY DATE 01.11.2022

08/03/21  
 STREET NAMES ADDED, OS LICENSE  
 26.11.21 IMMS A  
 UPDATED

**APPLICATION SITE BOUNDARY**

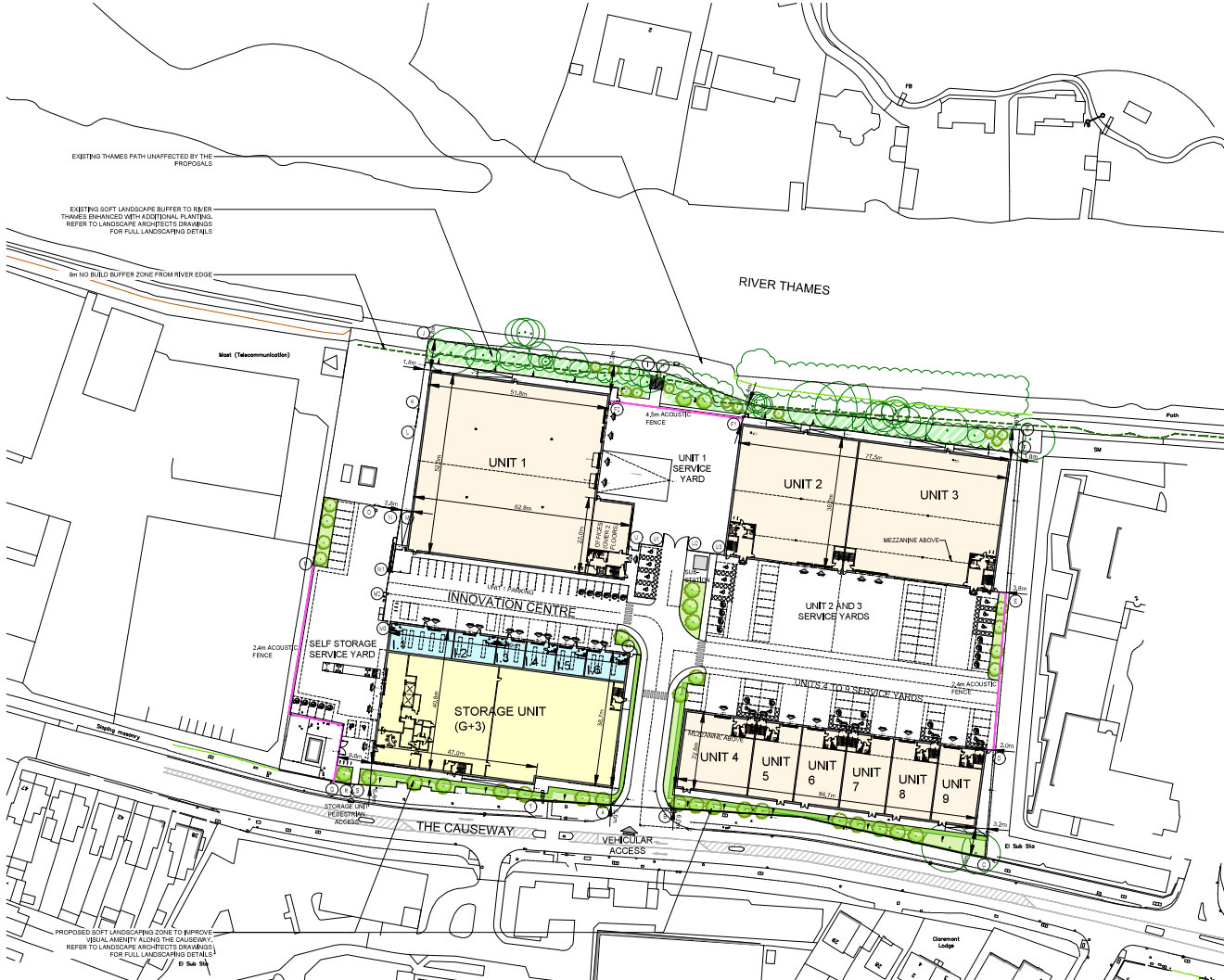
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 SITE LOCATION PLAN

2298-X-01-A  
 1:1250 @ A3  
 05.05.2021  
 DRAWN BY: 9453

**RU.22/0043 31 The Causeway  
 Site Location Plan**



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**BOUNDARY SCHEDULE AS PROPOSED**

|       |  |
|-------|--|
| A-B   | FLUSH CONCRETE KERB  |
| B-C   | EXISTING 600mm HIGH BRICK WALL WITH 1700mm HIGH BLACK PAINTED METAL RAILINGS                             |
| C-D   | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| D-E   | 1800mm HIGH ACOUSTIC TIMBER FENCE. FENCE RETURNS TO MEET EXTERNAL WALLS OF UNITS 2 AND 3                 |
| E-F   | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| F-G   | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| G-H   | EXISTING METAL RAILINGS PALISADE FENCE   |
| H-I   | EXISTING METAL RAILINGS GATE   |
| I-J   | EXISTING METAL RAILINGS PALISADE FENCE   |
| J-K   | EXISTING GALVANISED STEEL PALISADE FENCE   |
| K-L   | EXISTING GATE REPLACED WITH PALISADE FENCE TO MATCH ADJACENT   |
| L-M   | EXISTING GALVANISED STEEL PALISADE FENCE   |
| M-N   | EXISTING GALVANISED STEEL PALISADE FENCE   |
| N-O   | EXISTING PALISADE FENCE GATE   |
| O-P   | EXISTING GALVANISED STEEL PALISADE FENCE   |
| P-Q   | 1800mm HIGH ACOUSTIC TIMBER FENCE WITH MATCHING GATES TO PROVIDE ACCESS TO GAS INFRASTRUCTURE            |
| Q-R   | EXISTING 800mm HIGH BRICK WALL WITH 1000mm HIGH BLACK PAINTED METAL RAILINGS AND 2000mm HIGH BRICK PIER  |
| R-S   | EXISTING METAL RAILINGS GATE   |
| S-T   | EXISTING 2000mm HIGH METAL RAILINGS  |
| T-A   | EXISTING 1000mm HIGH BRICK WALL WITH 1000mm HIGH BLACK PAINTED METAL RAILINGS AND 2000mm HIGH BRICK PIER |
| A-1   | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| F-1   | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| F1-F2 | 1800mm HIGH ACOUSTIC TIMBER FENCE. FENCE RETURNS TO MEET EXTERNAL WALL OF UNIT 2                         |
| M-M1  | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| M1-M2 | 1800mm HIGH BLACK WELDED MESH VEHICULAR ACCESS GATE  |
| M2-M3 | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| U-U1  | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |
| U1-U2 | 1800mm HIGH BLACK WELDED MESH VEHICULAR GATE   |
| U2-U3 | 1800mm HIGH BLACK WELDED MESH SECURITY FENCE   |

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North

0m 10m 20m 30m 40m

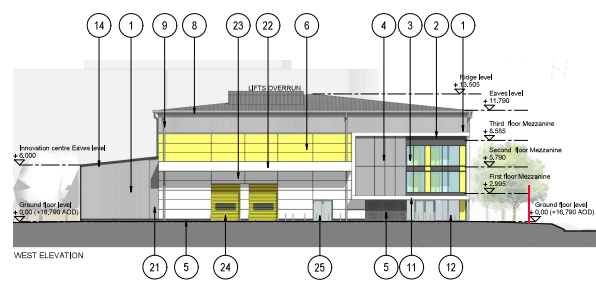
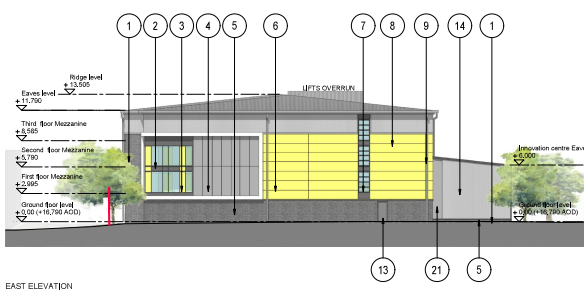
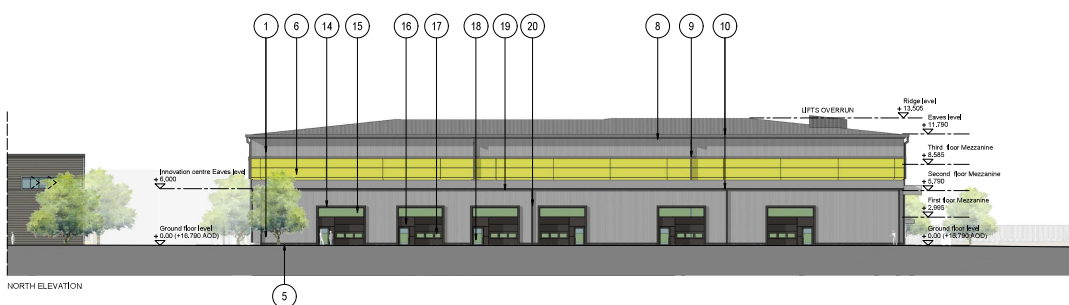
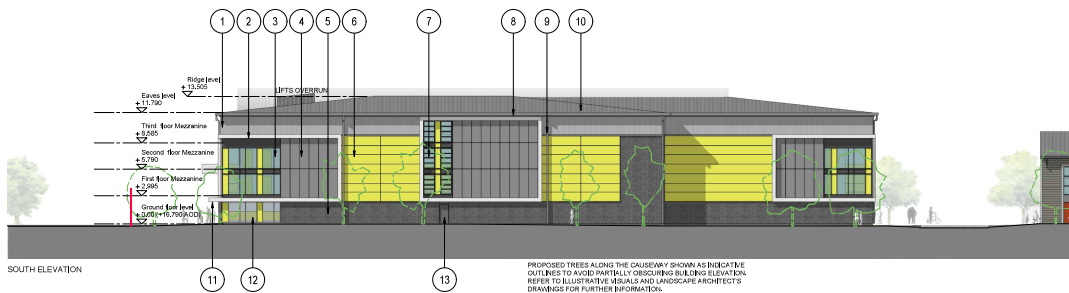
**MountPigott**

BYSS STAINES RIVERSIDE  
 STAINES-UPON-THAMES

SITE PLAN  
 AS PROPOSED  
 2298-P01

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 SCALE BY PAGE

**RU.22/0043 31 The Causeway  
 Proposed layout**



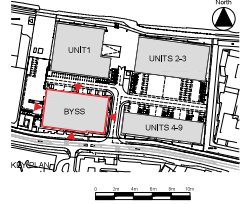
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 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

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**MATERIALS SCHEDULE**

1. Profiled metal panels, Vertically laid, Colour: silver grey.
2. Polyester powder coated metal feature frame, Colour: white.
3. Polyester powder coated aluminum curtain walling with clear glazing and spandrel panels, Frame colour: dark grey, Spandrel panels colours: yellow and dark grey.
4. Metal transverse panels, Colour: light grey.
5. Grey brickwork, stretcher bond.
6. Metal composite insulated panels, Colour: yellow.
7. Glass louvre window units with polyester powder coated metal frames and spandrel panels, Frame colour: dark grey, Spandrel panels colour: yellow and dark grey.
8. Metal external gutters, Colour: grey.
9. UPVC rain water pipes, Colour: grey. (Positions shown indicatively).
10. Metal standing seam roof, Colour: light grey.
11. Metal canopy, Colour: white.
12. Polyester powder coated aluminum curtain walling with clear glazing and spandrel panels, Frame colour: white, Spandrel panels colours: yellow.
13. Metal door, Colour: dark grey.
14. Polyester powder coated metal flashing, Colour: dark grey.
15. Translucent cladding system.
16. Metal composite insulated panels, Colour: dark grey.
17. Insulated metal sectional door with vision panels, Colour: dark grey.
18. Polyester powder coated aluminum pedestrian door with clear glazing, Frame colour: dark grey.
19. Metal external gutters, Colour: dark grey.
20. UPVC rain water pipes, Colour: dark grey. (Positions shown indicatively).
21. Metal composite insulated panels, Colour: light grey.
22. Metal composite insulated panels to canopy, Colour: white.
23. Metal composite insulated panels, Colour: white.
24. Insulated metal sectional door with vision panels, Colour: yellow.
25. Polyester powder coated aluminum double door with clear glazing, Frame colour: white.

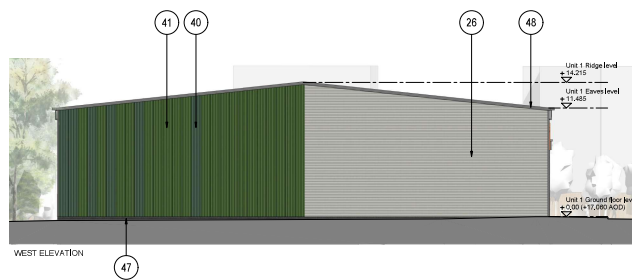
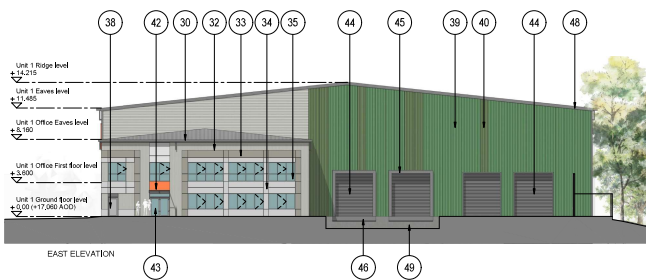
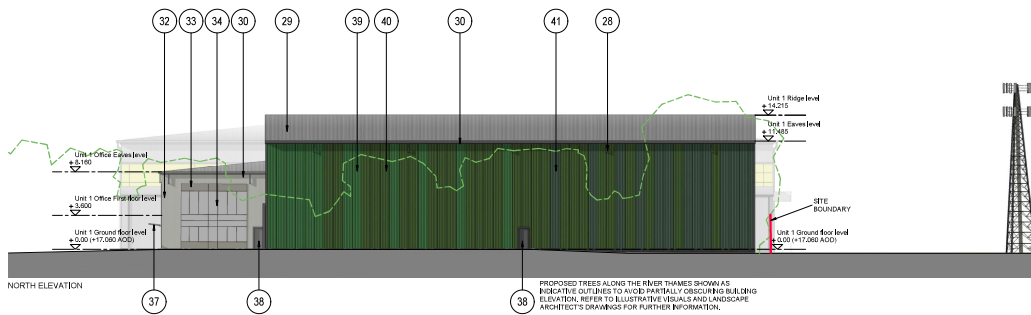
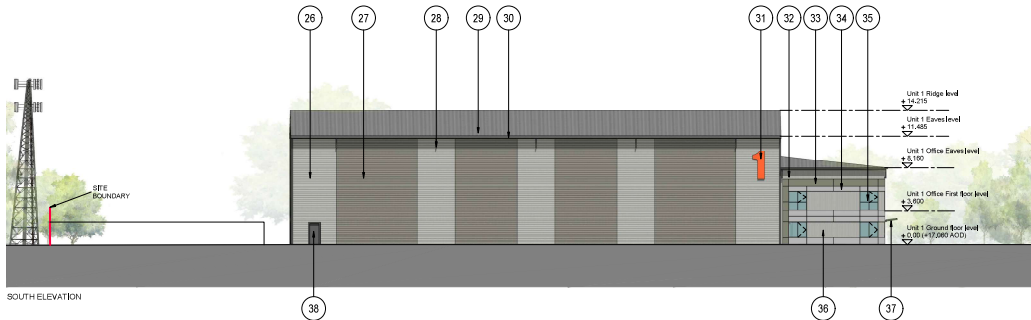
GUTTERS, DOWNPIPES AND ROOF OUTLETS WHERE SHOWN ARE INDICATIVE ONLY AND SUBJECT TO DETAIL DESIGN.



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 ELEVATIONS  
 AS PROPOSED  
 22288-P07

1:2000 A1 1:1-4000 A3 01/11/2021  
 DRAWN BY: [Name]

# RU.22/0043 31 The Causeway Proposed elevations of storage building



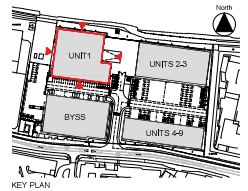
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**MATERIALS SCHEDULE cont.**

- 26 Profiled metal panels, horizontally laid, Colour: gunpowder grey
- 27 Profiled metal panels, horizontally laid, Colour: pure grey
- 28 UPVC rain water pipes, Colour: grey (Positions shown indicatively)
- 29 Metal standing seam roof, Colour: light grey
- 30 Metal gutter, Colour: grey
- 31 Metal feature unit numbers, Colour: orange
- 32 Profiled metal panels, vertically laid, Colour: dark grey
- 33 Metal composite insulated panels, Colour: pure grey
- 34 Metal composite insulated panels, Colour: gunpowder grey
- 35 Polyester powder coated aluminium windows, Colour: dark grey
- 36 Profiled metal panels, vertically laid, Colour: light grey
- 37 Metal canopy, Colour: dark grey
- 38 Metal door, Colour: grey
- 39 Profiled metal panels, vertically laid, Colour: heritage green
- 40 Profiled metal panels, vertically laid, Colour: olive green
- 41 Profiled metal panels, vertically laid, Colour: Janitor green
- 42 Metal composite insulated panels, Colour: orange
- 43 Polyester powder coated aluminium pedestrian door with dual glazing, Frame colour: light grey
- 44 Insulated metal sectional door, Colour: dark grey
- 45 Flexible dock seal around dock level loading bays
- 46 Dock leveler
- 47 Grey brickwork, Stretcher bond
- 48 Metal cladding, Colour: grey
- 49 Precast concrete panels

GUTTERS, DOWNPIPES AND ROOF OUTLETS WHERE SHOWN ARE INDICATIVE ONLY AND SUBJECT TO DETAIL DESIGN



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 UNIT 1 ELEVATIONS  
 AS PROPOSED  
 2238-P24

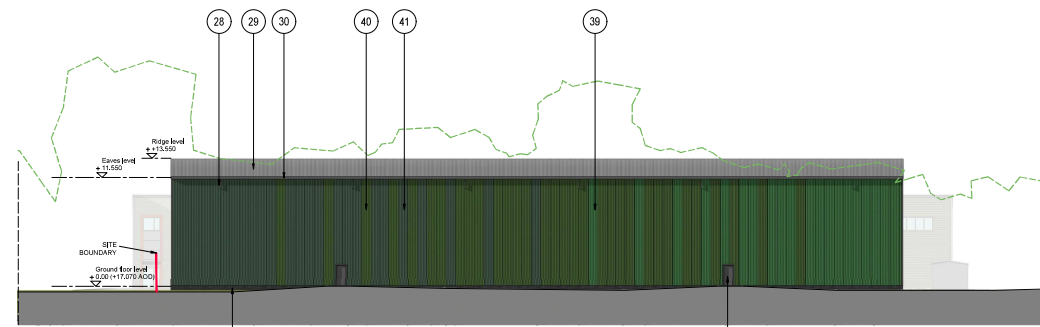
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 DRAWN BY: JAD

# RU.22/0043 31 The Causeway Proposed elevations of unit 1



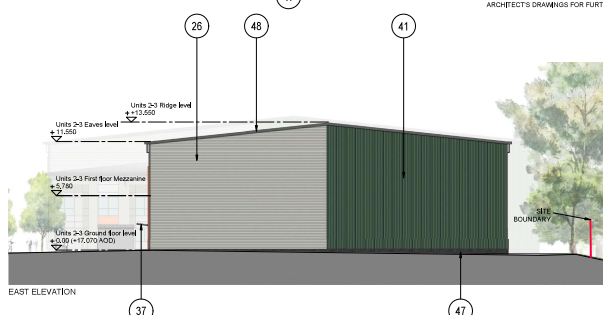


SOUTH ELEVATION

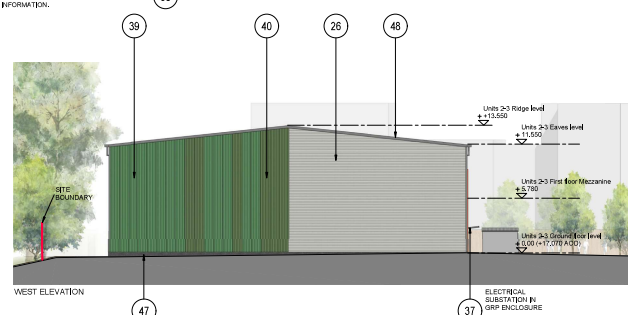


NORTH ELEVATION

PROPOSED TREES ALONG THE RIVER THAMES SHOWN AS INDICATE OUTLINES TO AVOID PARTIALLY OCCURRING BUILDING ELEVATION. REFER TO ILLUSTRATIVE VISUALS AND LANDSCAPE ARCHITECT'S DRAWINGS FOR FURTHER INFORMATION.



EAST ELEVATION

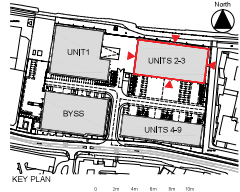


WEST ELEVATION

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- MATERIALS SCHEDULE cont.**
- 26 Profiled metal panels, horizontally laid, Colour: goosewing grey
  - 27 Profiled metal panels, horizontally laid, Colour: pure grey
  - 28 UPVC rain water pipes, Colour: grey, (Positions shown in cutaway)
  - 29 Metal standing seam roof, Colour: light grey
  - 30 Metal external gutter, Colour: grey
  - 31 Metal feature unit numbers, Colour: orange
  - 32 Profiled metal panels, vertically laid, Colour: dark grey
  - 33 Metal composite insulated panels, Colour: pure grey
  - 34 Metal composite insulated panels, Colour: goosewing grey
  - 35 Polyester powder coated aluminium windows, Colour: dark grey
  - 36 Profiled metal panels, vertically laid, Colour: light grey
  - 37 Metal canopy, Colour: dark grey
  - 38 Metal door, Colour: grey
  - 39 Profiled metal panels, vertically laid, Colour: heritage green
  - 40 Profiled metal panels, vertically laid, Colour: olive green
  - 41 Profiled metal panels, vertically laid, Colour: heritage green
  - 42 Metal composite insulated panels, Colour: heritage green
  - 43 Polyester powder coated aluminium pedestrian door with clear glazing, Frame colour: light grey
  - 44 Insulated metal sectional door, Colour: dark grey
  - 45 Flexible dock seal around dock leveler loading bays
  - 46 Dock leveler
  - 47 Grey brickwork, Stretcher bond
  - 50 Polyester powder coated metal feature frame, Colour: orange
- OUTLETS, DOWNPIPES AND ROOF OUTLETS WHERE SHOWN ARE INDICATIVE ONLY AND SUBJECT TO DETAIL DESIGN.



**MountfordPigott**  
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 UNITS 2-3 ELEVATIONS  
 AS PROPOSED  
 2238-P28

1:200 A1 1:1490 A3 01.11.2021  
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# RU.22/0043 31 The Causeway Proposed elevations of unit 2 and 3

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UNITS 4-9  
 UNITS 4-9 RISE LEVEL  
 UNITS 4-9 FIRST FLOOR MEZZANINE  
 UNITS 4-9 GROUND FLOOR LEVEL  
 UNITS 4-9 GROUND FLOOR LEVEL (+16,800 ACD)

UNITS 4-9 RISE LEVEL  
 UNITS 4-9 FIRST FLOOR MEZZANINE  
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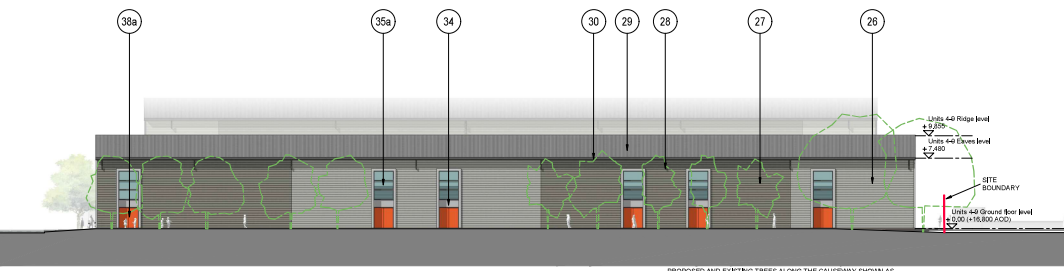
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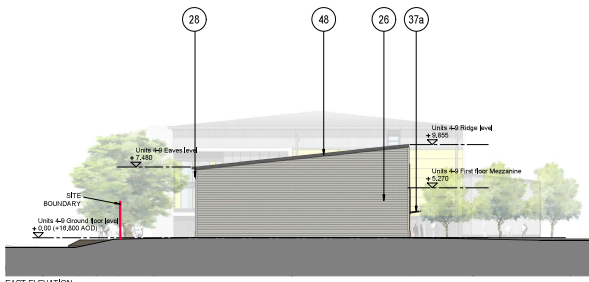


SOUTH ELEVATION

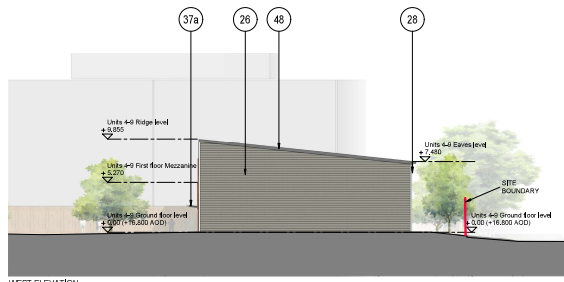
PROPOSED AND EXISTING TREES ALONG THE CAUSEWAY SHOWN AS INDICATIVE OUTLINES TO AVOID PARTIAL / DISOCCURRING RILLING ELEVATION. REFER TO ILLUSTRATIVE VISUALS AND LANDSCAPE ARCHITECTS DRAWINGS FOR FURTHER INFORMATION.



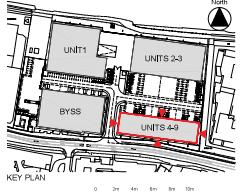
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



KEY PLAN

MountfordPigott

BYSS STAINES RIVERSIDE  
 STAINES-UPON-THAMES

UNITS 4-9 ELEVATIONS  
 AS PROPOSED  
 2298-P32

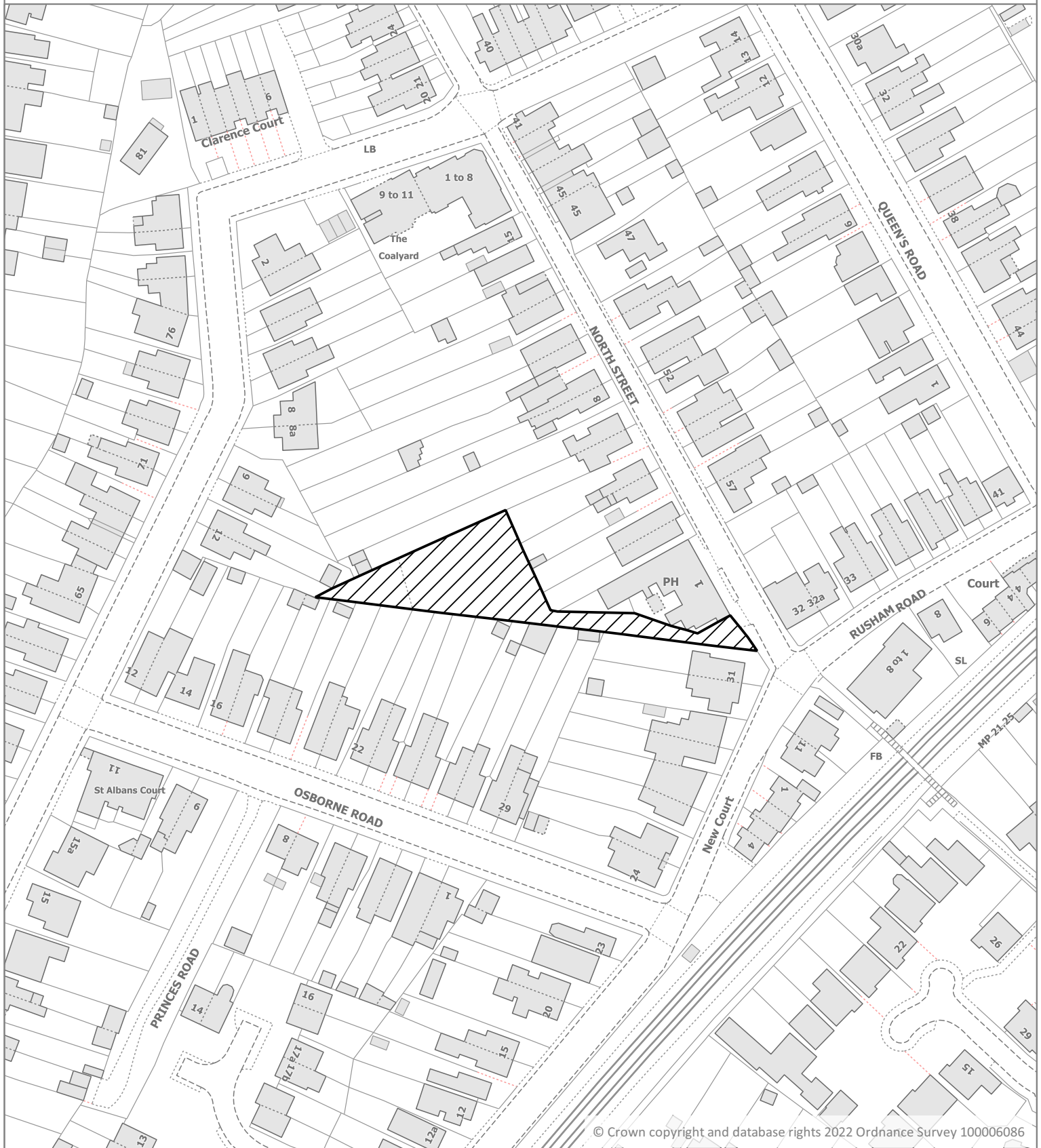
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# RU.22/0043 31 The Causeway Proposed elevations of unit 4-9



Date: 01/06/2022

**The Rear of 1 North Street, Egham, TW20 9RP**



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Scale: 1:1,250

0 25 50 m

**RU.21/2186**



## COMMITTEE AGENDA REFERENCE: - 5C

|  |  |
|--|--|
| <b>APPLICATION REF:</b>  | <b>RU.21/2186</b>  |
| <b>LOCATION</b>  | The Rear of 1 North Street, Egham, TW20 9RP  |
| <b>PROPOSAL</b>  | Construction of a residential development to the rear of 1 North Street, Egham comprising 6 flats together with associated amenity space, parking, refuse and recycling store and bicycle store. |
| <b>TYPE</b>  | Full Planning Permission   |
| <b>EXPIRY DATE</b>   | 15/02/2022   |
| <b>WARD</b>  | Egham Town   |
| <b>CASE OFFICER</b>  | Jennifer Cade  |
| <b>REASON FOR COMMITTEE DETERMINATION</b>  | Number of letters of representation received   |
| <i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i> |  |

### 1. SUMMARY OF RECOMMENDATION

|  |  |
|--|--|
| <b>It is recommended the Planning Committee authorises the CHDMBC:</b> |  |
| 1.   | <b>To grant permission subject to conditions</b> |

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

- 2.1 The application site consists of a backland site located to the west of The Foresters Pub which currently serves as a car park for the pub. The site is accessed via a long narrow access road from North Street to the east. The application site is mostly hardstanding with a small area of grass in the western corner. The surrounding area is predominantly residential apart from the pub. The application site is located within the Urban Area.

### 3. APPLICATION DETAILS

- 3.1 This application is a full application which seeks permission for the erection of a 2.5 storey detached building comprising 6 flats (3 x 1 bed, 3 x 2 bed). The scheme has been amended to reduce the number of flats since its original submission. The proposed building would have a T shaped footprint with a ridge height of 9.2 metres with a pitched and crown roof design with side and rear gables incorporating buff brick with red brick detailing and grey slate tiles materials. 2 rear dormers and roof lights are also proposed.

3.2

|               | <b>Type</b>           | <b>Internal floor area (m<sup>2</sup>)</b> |
|---------------|-----------------------|--|
| <b>Flat 1</b> | Studio                | 41.02                                      |
| <b>Flat 2</b> | 2 bed 3 person        | 61.10                                      |
| <b>Flat 3</b> | 1 bed 2 person        | 52.38                                      |
| <b>Flat 4</b> | 1 bed 2 person duplex | 58   |
| <b>Flat 5</b> | 2 bed 3 person        | 61.10                                      |
| <b>Flat 6</b> | 2 bed 4 person duplex | 98.61                                      |

- 3.3 To the front of the site is an area of car parking with 6 spaces and a bin store. A bike store is located on the southern side of the building. A communal garden is to the west of the site and each flat has its own private balcony or patio area.
- 3.4 A Design and Access Statement, Planning Statement, Renewable Energy Statement and Car Park Management Plan have been submitted with the application.

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

| Reference  | Details   |
|------------|---|
| RU.21/1593 | Construction of a residential development to the rear of 1 North Street, Egham comprising 8 flats together with associated amenity space, parking, refuse and recycling store and bicycle store. Withdrawn November 2021  |
| RU.19/1741 | Proposed demolition of an existing metal gas bottle enclosure associated to the public house use and introduction of a new smaller purpose built brickwork enclosure. Removal of internal staircase to first floor accommodation and the introduction of a new external metal staircase for separate access via an existing window opening which will be replaced with a glazed door. External staircase will offer better means of escape and additional storage internally for public house. Part demolition of the existing female WC's to make smaller and refurbish WC's. Grant Consent- subject to conditions February 2020 |
| RU.01/0809 | Change of use of part of the ground floor of the public house (Class A4) to 4. No. additional bedrooms for bed and breakfast. Grant Consent- subject to conditions September 2001   |
| RU.00/0372 | Erection of a permanent brick building incorporating 5 chalets to provide overnight accommodation and a detached garage. Grant Consent- subject to conditions July 2000   |
| RU.99/0494 | Retention of external timber staircase to existing living accommodation, rooflight in existing roof slope and closure of existing double door on side elevation to provide a single opening. Grant Consent- subject to conditions June 1999   |

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

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 SPDs which might be a material consideration in determination:
- Runnymede Design SPD (July 2021)

Green and Blue Infrastructure SPD (2021)

Runnymede Car Parking SPD (2001)

Parking Strategy: Surrey Transport Plan (2020)

## 6. CONSULTATIONS CARRIED OUT

### 6.1 Consultees responses

| Consultee                          | Comments   |
|------------------------------------|--|
| RBC Drainage Engineer              | No objection subject to SUDS condition   |
| RBC Environmental Health Manager   | No comments received   |
| RBC Arboricultural Officer         | No objection   |
| RBC Deputy Direct Services Manager | Initially raised concerns regarding bin store shape, capacity and distance from road. Amended plans have since been received to move the bin store closer to the road and amend the shape and capacity and no objection has been raised. |
| SCC County Highways Authority      | No objection subject to conditions.  |

### Representations and comments from interested parties

6.2 24 Neighbouring properties were consulted in addition to being advertised on the Council's website and 24 letters of representation have been received in regard to the original scheme and a further 12 letters following the receipt of amended plans, which can be summarised as follows:

- Removal of car parking associated with the pub- where will customers park in the future?
- B&B accommodation rooms are currently being done up- where will these people park?
- Concerns regarding existing parking problems in the area which will be exacerbated
- Inadequate parking provided within the site for future occupants
- Access road is not wide enough and dangerous access point (often blocked by deliveries to pub)- measurements given on plans are not accurate
- Need to see parking situation in the evening as during the day does not give an accurate representation of problem
- Area used as 'free parking option' for commuters to the train station
- Concerns regarding access for larger vehicles and emergency vehicles
- Proposals for vehicle access and turning need to be made clearer
- No provision for visitor parking
- 1 parking space designated as a disabled space- would this possibly not be used?

- Test for fire engine access concluded that, in an emergency, neighbouring fences would need to be taken down
- Proposed would be overdevelopment of the site
- Concerns regarding anti-social behaviour of potential occupants
- Concerns regarding overlooking with added windows and balconies- landscaping is not going to prevent this
- Proposed scale, height and design out of character with Victorian and Edwardian houses in the surrounding area contrary to Runnymede Design SPD
- Cramped and incongruous form of development in close proximity to boundaries
- Less than 10 units so not required to meet housing mix requirements of Policy SL19
- Amended version of previous application RU.21/1593- not majorly different
- Area is already overpopulated and with other residential development nearby such as Egham Town centre development under construction- no need for further flats
- Concerns regarding light and noise pollution to neighbouring properties
- Smaller scheme would be more in keeping
- Communal bin area would be located up to rear gardens- concerns regarding pests and odour
- Concerns regarding further sub-division of flats in the future
- Concerns regarding sewage drainage and bin storage and collection
- Who will be responsible for moving bins to roadside on collection days?
- Concerns regarding fire safety
- Concerns regarding increasing flood risk
- Concerns regarding disruption during building work
- Flats may become an extension of the pub
- Loss of views to the rear of properties
- Concerns regarding excess demand for local services
- Reduction in value of houses
- Concerns regarding damage to existing boundary fencing
- Concerns regarding agent of change- Impact on future residents with noise and odour issues from pub
- Pub car park along long narrow access road is not a desirable or safe place to live
- Already an issue with confusion over house numbers due to several new houses in the area having similar names/ numbering
- Concerns regarding small size of flats- not suitable for families which is the character of the area
- No proof of need for more flats in the area- need more family homes
- Previous concerns raised under RU.21/1593
- Concerns regarding impact to wildlife
- Alterations have not changed to size of the building
- Concerns regarding inaccuracy of measurements

Photos and videos have also been submitted within the letters or representation.

## **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 the principle of the development of the site for 6 flats, the impact on the character and visual amenities of the street scene, impact on residential amenities of future and adjoining occupiers, highways safety and parking. The impact on the neighbouring public house is also a consideration.

- 7.2 The proposal would result in the loss of a car park which currently serves The Foresters Public House to the east of the site. A survey of the use of the existing car park was submitted with the application which surveyed the car park during lunch (1pm) and evenings (8pm) in November and December 2021. This concluded that the existing use of the car park is minimal with a maximum of 4 cars using the car park at any one time. It is noted that several letters of representation highlighted concerns over the loss of the car park. However, it is noted that there is a public car park (Wapse Farm Car Park) located within walking distance from the Foresters Arms which is free of charge after 6pm. Therefore, given the limited use of the pub car park along with alternative public car parking facilities within walking distance of the pub. the loss of the pub car park is considered to be acceptable.
- 7.3 In terms of the design and appearance of the block of flats, the existing site is a car park to the rear of the Foresters Pub. The proposed block is located in a back land site and would not be readily visible from North Street however would be visible from the rear gardens of surrounding properties. The surrounding roads are characterised by mainly semi-detached properties of varying design. From the front the proposed block of flats has the appearance of 2 semi-detached dwellings with a lower section in the middle with the roof pitched in from the front with gable ends to the side and front gable features. The proposed materials of buff brick with red brick detailing and grey slate tiles are similar of that of the Foresters pub and other surrounding properties and as such it is considered that the design and appearance would be in keeping with the surrounding area. There will be a minimum separation distance of 1.3 metres to the side boundaries and there is space to the front of the site for parking and a communal garden to the rear of the site. Therefore, although the proposal would introduce a new element into the area it is considered that the scale, appearance and siting of the proposed development would not have a harmful impact on the surrounding area in compliance with Policy EE1.
- 7.4 With regard to the residential amenity of future occupiers, Policy SL19 sets out minimum space standards for new developments which have been complied with (detailed in section 3.1). The number of flats has been reduced from 7 to 6 during the course of the application. Flats 4 and 6 are duplex flats over 2 floors with the upper floor located within the roof space which are each served by both dormer windows and rooflights. Each flat benefits from a private balcony or patio and has access to the communal garden to the west of the site. All flats are dual aspect with sufficient windows to provide an adequate standard of internal amenity. The communal garden is a triangular shape and has a depth of approximately 21 metres with an area of 155sqm. The provision of both private and communal external amenity areas is considered to provide an acceptable level of external amenity space for the proposed flats. Privacy screening and planting are proposed to separate the private areas from the communal areas for Flats 1 and 2 which are adjacent to the communal area and side access to prevent any loss of privacy. The proposed block of flats is located a minimum of 26 metres away from the Foresters Arms pub. The pub has no outdoor areas to the rear and the surrounding area is predominantly residential. Given this, and the proposed block of flats being located a significant distance from the pub the proposal is not considered to result in complaints from future residents due to noise and disturbance from the pub. A bin store is proposed along the access road in the location of the existing commercial bin store location which has been amended since its original submission. The Councils Recycling Officer has reviewed the



scheme and stated that this option was preferable to that previously proposed as this will not require someone to move bins to a collection point. Whilst this means that the bin store is further from the residential flats which is a negative of the scheme it is not considered to be unduly harmful. Further details of the bin store will be secured by way of condition. Therefore, the proposal is considered to provide an acceptable standard of living for future occupiers having regard to Policies EE1 and SL19.

- 7.5 In terms of the residential amenity of neighbouring occupiers, the site is surrounded by the rear gardens of properties along North Street, Clarence Street and Osbourne Road. The approximate minimum separation distances between the proposed building and nearest properties are as follows: North Street (31 metres to 3 North Street), Clarence Street (33 metres to 11 Clarence Road), Osbourne Road (26 metres to 22 Osbourne Road). The Runnymede Design guide states that a distance of 22 metres between habitable rooms is an acceptable distance which is met in all cases. All the windows on both side elevations are indicated on the plans to be obscurely glazed and non-opening up to 1.7 metres. It is noted that there will be some overlooking of rear gardens however, given the depth of rear gardens, separation distances and location of windows with privacy screening to balconies this is not considered to amount to an unduly harmful impact. It is also noted that there is some existing mature vegetation along the boundaries to the south of the site in neighbouring ownership. 2 dormer windows are proposed in the rear roof slope which will each serve bedrooms. These dormers will be small in scale and sit well within the roof slope. The proposed block of flats will be located to the south of gardens for properties along North Street and so will result in a degree of overshadowing, however these properties benefit from very deep gardens and the roof has been designed to be hipped in from the front, rear and sides so to reduce the massing and given the separation distances and garden depths is not considered to result in harmful overshadowing or overbearing impacts. Therefore, the proposal is not considered to have a negative impact on the residential amenity of neighbouring properties and is considered to comply with Policy EE1.
- 7.6 The site would be accessed via the existing vehicle access point off North Road and 6 parking spaces, 8 cycle store spaces and space for turning would be provided within the site. A car park management strategy has also been submitted with the application setting out how the car park would be managed. The County Highways Authority have been consulted and have advised that the proposal would be acceptable in terms of highways safety and capacity grounds and raised no objection to the application subject to conditions regarding layout of parking area, a construction management transport plan, cycle parking and electric vehicle charging. There would be 6 parking spaces proposed, one for each flat which is in accordance with maximum parking standards and 2 spaces will be retained for use by the pub manager directly behind the pub. The site is located in a sustainable location close to Egham town centre a short distance to the train station, other public transport links and facilities within the town centre. The County Highway Authority acknowledges residents' concerns about parking and states that there are double yellow lines around the priority junction of North Street and Rusham Road and on the southern side of Rusham Road which will help prevent on street parking in dangerous locations, and that the parking demand associated with this application is unlikely to have significant or severe impacts on the capacity of the surrounding highway network so is acceptable from a highways perspective. The Highways Authority also highlight the alternative parking options including Wapse Farm public car park which is a 4 minute walk from the site. Therefore, subject to conditions the proposal is considered to comply with Policy SD4.

- 7.7 A Renewable Energy Statement has been submitted with the application which concludes that installing solar photovoltaic panels on the roof would allow the development to have 10% of its energy requirements met by renewable or LZC technologies. Conditions in relation to biodiversity, drainage, water efficiency and landscaping are recommended to comply with Policies EE1, SD7 and EE13.

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

- 8.1 In line with the Council's Charging Schedule the application proposes new residential development and therefore would be liable for a Community Infrastructure Levy contribution. The applicant has submitted the required forms including the assumption of liability for payment on the net increase in gross internal floor space.
- 8.2 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy contribution. The tariff payable for this development is £180 per sqm.

## **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 development is considered acceptable in terms of appearance and character of the area and with no harmful impacts on residential amenities and highways safety. The development has been assessed against the following Development Plan policies - EE1, EE10, EE13, SL19, SD4, SD7 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 CHDMBC be authorised to grant planning permission subject to the following planning conditions:***

- 1 Full application (standard time limit)

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

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

## 2 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans:

2715-RDJWL-XX-XX-DR-A-0015 Rev C05, 2715-RDJWL-XX-XX-DR-A-0016 Rev C06, 2715-RDJWL-ZZ-XX-DR-A-0020 Rev C08, 2715-RDJWL-XX-XX-DR-A-0021 Rev C05, 2715-RDJWL-01-ZZ-DR-A-0025 Rev C08 received 12/05/2022

2715-RDJWL-01-ZZ-DR-A-0030 Rev C04, 2715-RDJWL-01-ZZ-DR-A-0041 Rev C01 received 18/03/2022

RG21 2306 01 (Topographical Survey) received 21/12/2021

Car Park Management Report (2715-DRJWL-XX-XX-RP-A-0031) received 18/03/2022

Renewable Energy Statement (2715-RDJWL-XX-XX-RP-A-0009) received 21/12/2021

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

## 3 External materials (details required)

Before the above ground construction of the development hereby permitted is commenced, details of the materials to be used in the external elevations shall be submitted to and approved by the Local Planning Authority and no variations in such materials when approved. Development shall be carried out in accordance with the approved details.

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

## 4 SuDS (scheme for approval - pre-construction)

Prior to the commencement of construction of the development hereby approved, details of surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority (LPA). Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system and the results of the assessment provided to the LPA. Where a sustainable drainage scheme is to be provided the submitted details shall:

- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- b. include a timetable for its implementation; and
- c. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

Reason: To provide a sustainable development and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 5 Side screen to balcony

Before the development hereby permitted is occupied, details of the proposed 1.8 metre high privacy screens along the edges of the balconies at first floor and patios at ground floor level shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details prior to the first use of the balcony/terrace area and the screening shall be retained in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To prevent overlooking and loss of privacy to the occupiers of the neighbouring property and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 6 Bin store provision

Prior to the occupation of the development hereby permitted, details of the siting, size and design of the refuse and recycling bin storage area shall be submitted to and approved in writing by the Local Planning Authority. The refuse and recycling bin stores and facilities shall then 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 provide satisfactory form of development and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 7 Construction transport management plan

No development shall commence until a Construction Transport Management Plan, to include details of:

- a. parking for vehicles of site personnel, operatives and visitors;
- b. loading and unloading of plant and materials;
- c. storage of plant and materials;
- d. programme of works (including measures for traffic management);

- e. provision of boundary hoarding behind any visibility zones;
- f. measures to prevent the deposit of materials on the highway;
- g. on-site turning for construction vehicles;

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

Reason: 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.

#### 8 Parking and turning/retention of parking and turning

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

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

#### 9 Cycle storage

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for at least 6 cycles to be parked. Thereafter the parking area shall be retained and maintained for its designated purpose.

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

#### 10 Electric vehicle charging points (per dwelling)

The development hereby approved shall not be occupied unless and until each of the proposed flats are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

#### 11 Renewable energy (as approved)

The development hereby permitted shall be built in accordance with the approved Renewable Energy Statement (2715-RDJWL-XX-XX-RP-A-0009 received 21/12/2021) and approved plans 2715-RDJWL-ZZ-XX-DR-A-0020 Rev C08 (received 12/05/22) and 2715-

RDJWL-01-ZZ-DR-A-0030 Rev C04 (received 18/03/22) and thereafter retained, maintained and operational for the lifetime of the development.

Reason: To ensure sustainable design and to comply with Policies SD7 and SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

## 12 Landscaping

a. No above ground development shall take place until full details of both hard and soft landscaping works have been 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.

b. 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.

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.

## 13 Biodiversity

The above ground construction of the development hereby approved shall not commence until details of the measures to improve and enhance biodiversity at the site have been submitted to and approved in writing by the Local Planning Authority. Such details as shall be approved shall be fully implemented prior to the first use or occupation of the development.

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

## 14 Water efficiency

Prior to the first use/occupation of the development hereby permitted, details of the water efficiency measures and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

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

## **Informatives:**

### **1 Summary of Reasons to Grant Consent**

The decision has been taken in compliance with the requirement in the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

### **2 Land Ownership**

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

### **3 Mud/debris on the highway**

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 Accommodation works**

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.

### **5 Damage to the highway**

Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

### **6 Statutory utility works**

The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

### **7 Electric vehicle charging**

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. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

## 8 Numbering and Naming

The applicant is advised that Runnymede Borough Council is the authority responsible for numbering and naming of properties and new streets in accordance with the Public Health Act 1925. Application forms may be obtained from the Engineering Division. Applications should be made at least two months in advance of the property being occupied.

## 9 Hours of Construction Works

The applicant is advised that the council has established the following guideline hours for noisy works:

8am to 6pm Monday to Friday; and  
8am to 1pm on Saturday.

There should be no noisy work on Sundays or Public Holidays.

Further information is available from the Council's Environmental Health Department.

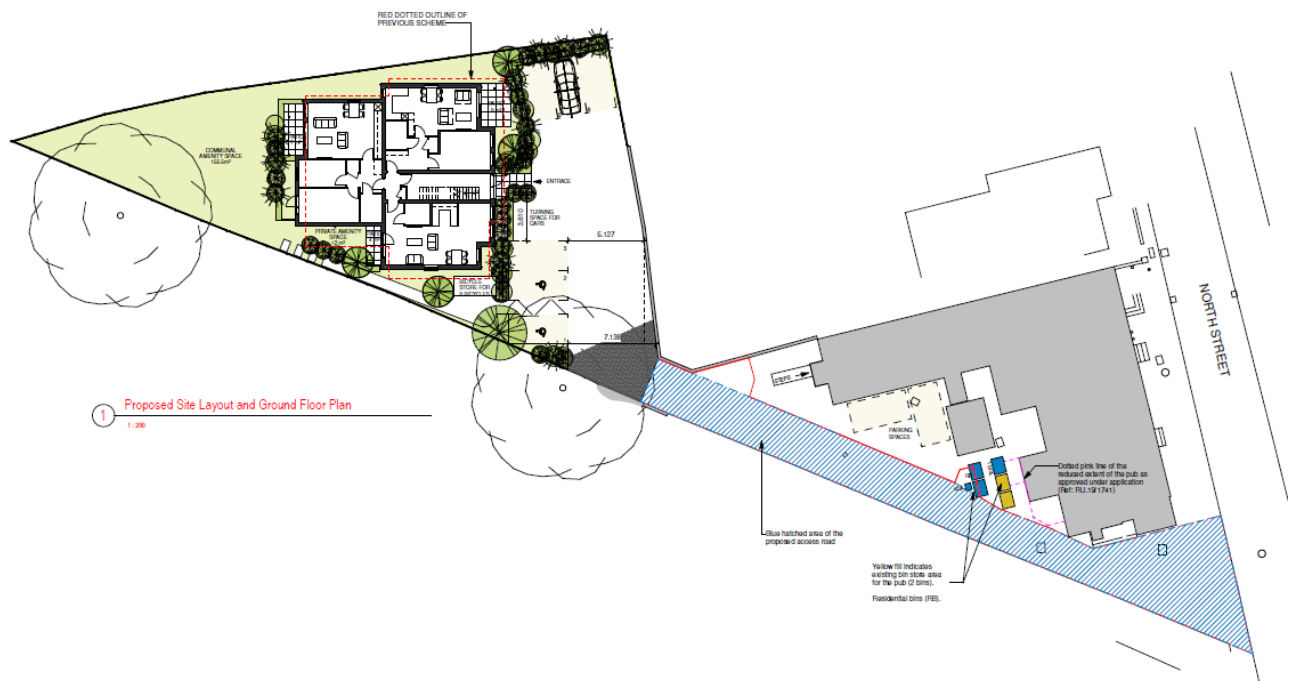


# RU.21/2186 Rear of 1 North Street

## Location Plan



## Proposed Site Plan



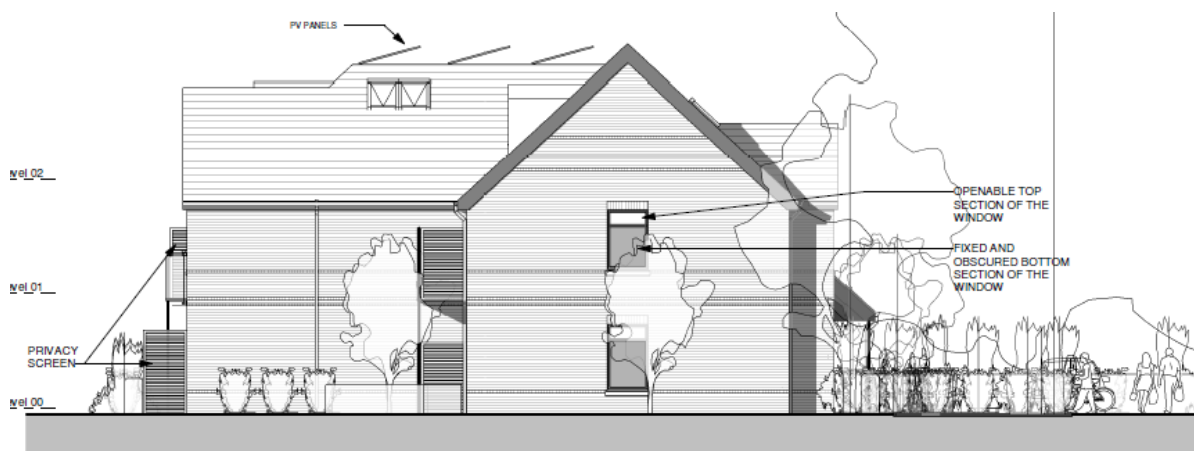
## Proposed Elevations



1 Proposed Front Elevation  
1:100



2 Proposed Rear Elevation  
1:100



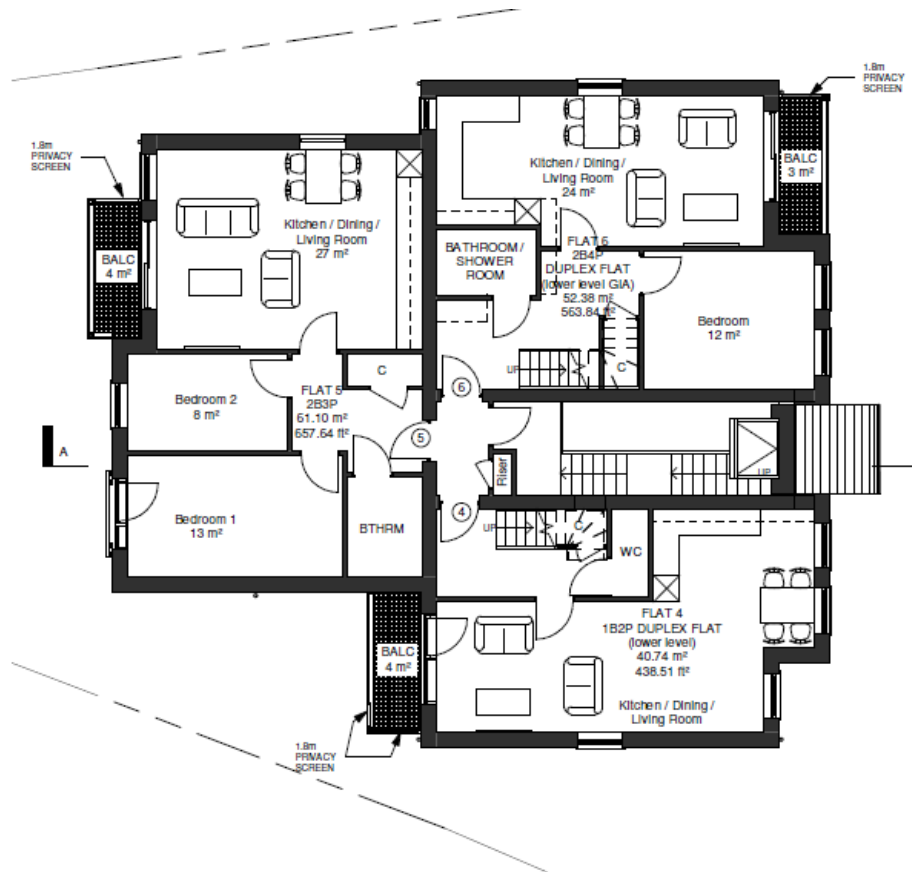
3 Proposed Side Elev  
1:100



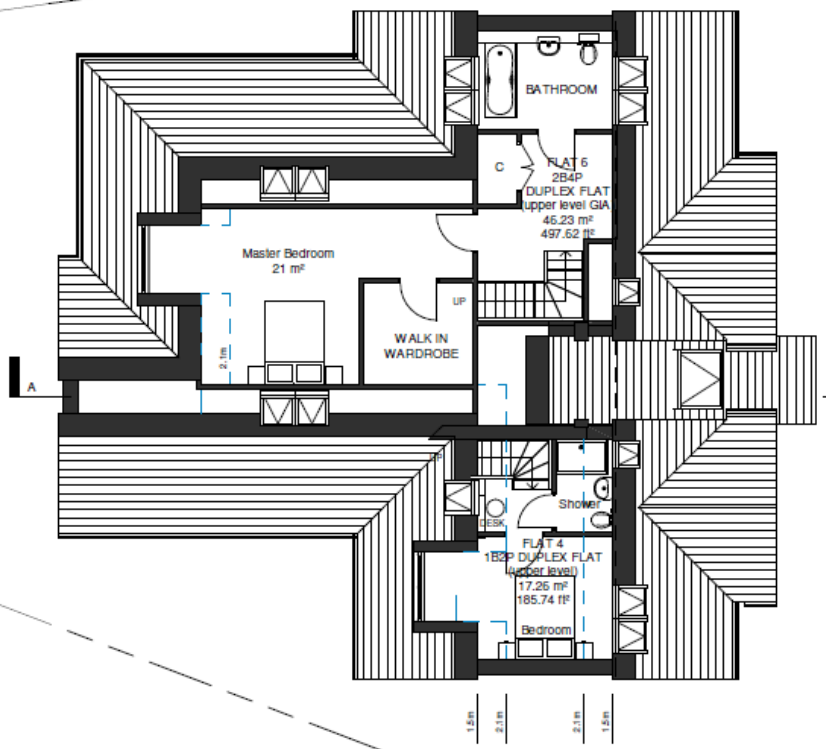
4 Proposed Side Elevation  
1:100

### Proposed Floor Plans





2 First Floor Plan  
1:100

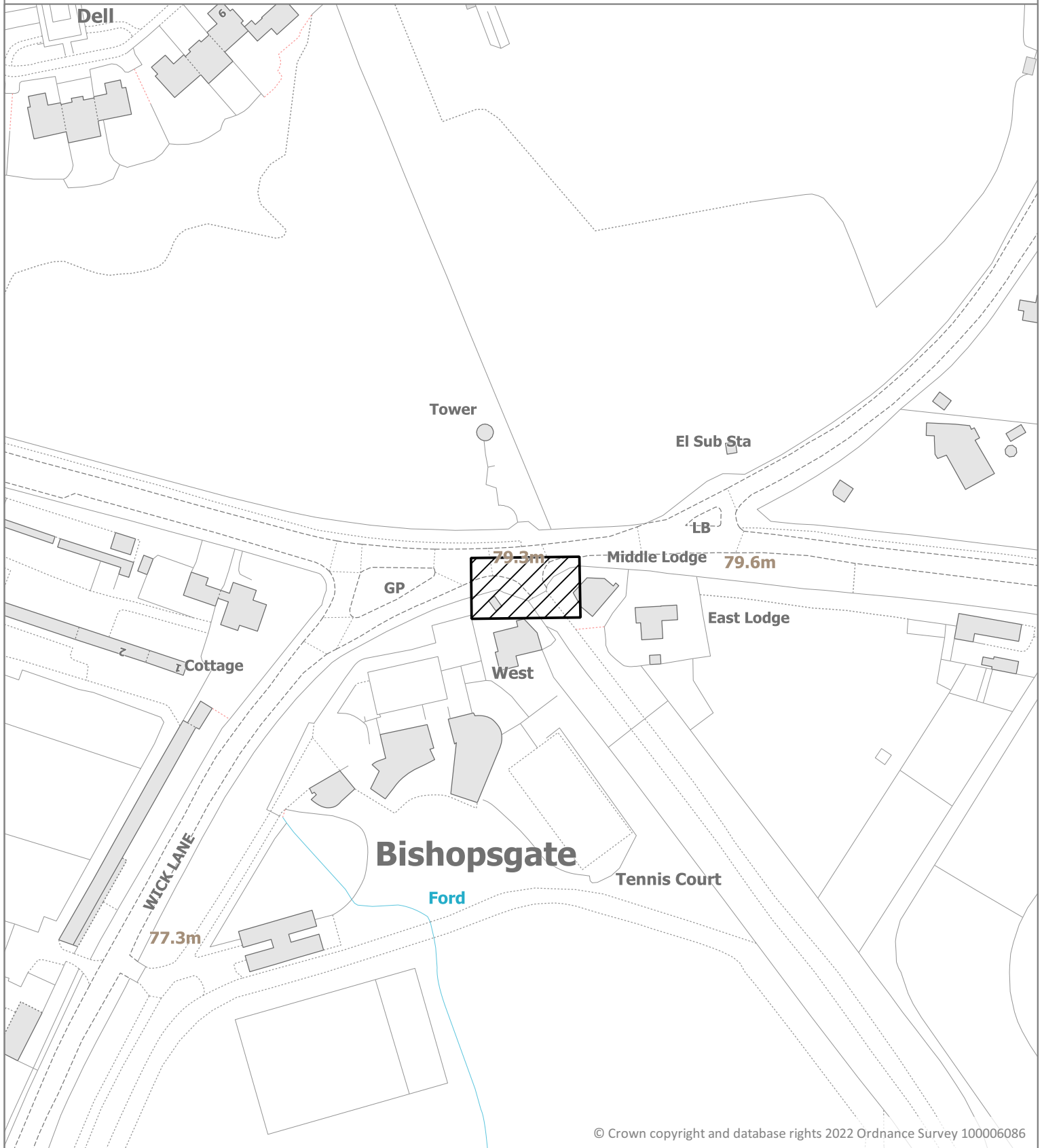


3 Second Floor Plan  
1:100



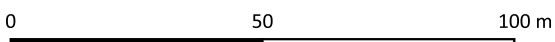
Date: 01/06/2022

**Fairmont Park, Windsor Park Hotel**



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Scale: 1:1,500



**RU.22/0086**



**COMMITTEE AGENDA REFERENCE: - 5D**

|  |  |
|--|--|
| <b>APPLICATION REF:</b>  | <b>RU.22/0086</b>  |
| <b>LOCATION</b>  | Fairmont Windsor Park Hotel, Wick Lane, Englefield Green, TW20 0YL   |
| <b>PROPOSAL</b>  | Retention of existing illuminated hotel lettering sign mounted on a stone wall with trough fountain at main hotel entrance on Bishopsgate Road (retrospective application)                 |
| <b>TYPE</b>  | Advertisement  |
| <b>EXPIRY DATE</b>   | 10/06/22   |
| <b>WARD</b>  | Englefield Green West  |
| <b>CASE OFFICER</b>  | Louise Waters  |
| <b>REASON FOR COMMITTEE DETERMINATION</b>  | Listed by the CHDMBC following consideration of a committee call in request by Cllr (at the time of request) J Sohi taking in to account the number of letters of representation received. |
| <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 subject to the receipt of comments from the County Highway Authority and subject to no objections being received the Planning Committee authorises the CHDMBC:</b> |   |
| 1.  | <b>Grant Consent - subject to conditions and no objection being raised by the Highway Authority (SCC)</b> |

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

- 2.1 The application site includes a small triangular parcel of land at the entrance of the existing 4\* hotel known as The Fairmont Windsor Park Hotel positioned along Bishopsgate Road. The main hotel and grounds are situated to the south of the application site. The application site falls within the Green Belt and a Priority Habitat Inventory. Tree Preservation Order 442 (Land at Saville Court) covers existing trees to the south of the application site within the wider hotel site. Land to the east of the site is covered by Tree Preservation Order 220 (Land to the east of Wick Lane). The application site is surrounded by existing residential dwellings with open land to the north.

**3. APPLICATION DETAILS**

- 3.1 This application is a retrospective advertisement application. The application seeks the retention of an existing illuminated hotel sign mounted on a wall with a trough fountain to

the front. The existing sign is positioned to the west of the main hotel entrance on Bishopsgate Road. The entrance to the hotel has an existing brick wall/metal railings and entrance gates. The illuminated sign is set back some 5.4 metres from the adjoining public highway and is positioned to the front of the existing entrance wall, railings and gate. The sign is constructed of black marble cladding and also incorporates smooth concrete polished panels. The advertisement has internally illuminated lettering 'Fairmont Hotel and Resorts' with 2 illuminated lamps positioned on the top of the structure. The fountain feature located to the front of the sign has been designed with 4 trough lights. The wall upon which the signage is mounted has a maximum height of some 2.58 metres excluding the lamps. The lamps extend to some 0.72 metres above the top of the wall. The footprint of the advertisement (including the fountain) extends to a depth of some 1.72 metres and a width of some 2.86 metres. The applicant has advised that all previous signage including 2 ground-based floodlights and an illuminated stone plaque set in a wall on the east side of the access have been removed.

- 3.2 The applicant has submitted a covering letter in support of the application. This covering letter advises that the vast majority of guests travel east to west along the surrounding roads to access the hotel from the wider strategic road network. The letter states that the hotel's entrance is set back from the road on the inside of a slight bend in Bishopsgate Road and there is no advance warning of the hotel's entrance. The hotel operates on a 24-hour basis and on this basis the applicant confirms that the existing signage had to be improved including improved lighting. The supporting covering letter confirms that the design of the sign is considered to be of a high quality and reflective of its purpose for identifying the location of the prestigious 5\* hotel, spa and conference. The covering letter also includes an appeal decision in support of the application. The applicant has also submitted a Lighting Lux Levels Plan in support of the application which advises that the maximum lux lighting levels within close proximity to the signage would be some 15 lux reducing to 4 lux by the entrance of the site where it adjoins the highway.

#### 4. RELEVANT PLANNING HISTORY

- 4.1 The following history is considered relevant to this application. The existing hotel has recently been demolished and rebuilt to provide an upgraded 5\* hotel facility within the borough. There is an extensive planning history relating to these works including applications seeking approval of details reserved by condition. The most relevant includes the following:

| Reference  | Details   |
|------------|---|
| RU.21/2211 | Application seeking retrospective planning permission for the proposed erection of 4 detached treehouse lodges ancillary to the existing hotel use at Fairmont Hotel with associated access and pathways and the proposed part change of use of existing land at Dell Park House for hotel use (Use Class C1). No decision to date. |
| RU.20/1088 | Application seeking a variation to planning condition 3 (approved drawing numbers) and 12 (hard and soft landscaping) of planning application RU.16/0824 for the redevelopment and refurbishment of the existing hotel, spa and conference facility to allow for the removal of a Wellingtonia Tree. Granted.                       |
| RU.19/0613 | Application seeking a variation to planning condition 3 (approved drawing numbers) and 12 (hard & soft landscaping and tree protection measures) of planning application RU.18/1239 to allow for the removal of a Wellingtonia Tree which was previously shown for  |



|            |   |
|------------|---|
|            | retention. Withdrawn.   |
| RU.18/1239 | Variation to planning condition 3 (approved drawing numbers) of planning application RU.16/0824 to allow for revisions for the redevelopment and refurbishment of the existing hotel, spa and conference facility to provide a 5* facility. Granted.  |
| RU.17/1368 | Variation to planning condition 3 (approved drawing numbers) of planning application RU.16/0824 to allow for revisions to the approved design for the redevelopment and refurbishment of the existing hotel, spa and conference facility to provide a 5* facility (amended plans received 23/10 , 3/11 and 09/11 to include the complete demolition of the building and revisions to the floor plans and design). Granted.  |
| RU.16/0824 | Redevelopment and refurbishment of the existing hotel, spa and conference facility to provide a 5* facility, including extensions to the existing building (including the basement) to provide additional bedrooms, an improved conference facility, improved spa and banquet hall, proposed erection of a replacement roof and demolition of parts of the existing building, creation of a new service area and alterations to existing parking, hard and soft landscaping. 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. Any specific key policies will be referred to in the planning considerations.
- 5.3 Runnymede Design Guide 2021
- 5.4 This site falls within the designated Englefield Neighbourhood Area. However, a neighbourhood Plan has not been developed yet for this area.

## 6. CONSULTATIONS CARRIED OUT

### 6.1 Consultees responses

| Consultee                                   | Comments   |
|---|--|
| <b>Surrey Wildlife Trust</b>                | No objections  |
| <b>Councils Tree Officer</b>                | No objections  |
| <b>County Highway Authority</b>             | Comments are awaited from the County Highway Authority, and they will be reported to the Committee through the addendum item.  |
| <b>Englefield Green Neighbourhood Forum</b> | <p>A letter of representation has been received from the Englefield Green Neighbourhood Forum which is summarised below:</p> <ul style="list-style-type: none"> <li>The Fairmont Hotel obviously needs to have a sign at its entrance to advertise where it is, and this one on its own seems to us to be reasonably discreet and</li> </ul> |



|  |  |
|--|--|
|  | <p>suitable for a hotel of this stature.</p> <ul style="list-style-type: none"> <li>• There is a precedent to refuse this retrospective planning application, namely Hox Park, Coopers Hill Lane, Englefield Green, where an illuminated sign was refused retrospective planning consent, requiring the developer to subsequently remove that sign.</li> <li>• However, it is the way this application has come about and its content and deficiencies that we wish to comment on.</li> <li>• This is the second retrospective planning application for the Fairmont this year. Given the advisors they employ it is difficult to understand how they could not have known that an application was required prior to undertaking the installation.</li> <li>• The location plan shows the Fairmont to include the whole of Dell Park as well as the hotel itself (<i>Officers comments: The red line of the application site includes a small parcel of land at the site entrance to include the location of the new signage. The site location plan includes a wider area outlined in blue which does not form part of the application site but is neighbouring land which is owned by the applicant</i>)</li> <li>• The title on the site location plan refers to the Savill Court Hotel which is inaccurate. (<i>Officers comments: The applicant has been requested to update this plan to make reference to the updated name of the Hotel. This updated plan will be included within the addendum to the planning committee</i>).</li> <li>• The supporting letter uses a completely inappropriate example to illustrate a supposedly similar situation where a sign has been approved. The example given is therefore irrelevant to the decision-making process</li> <li>• The Lighting level drawing only indicates the lights on the sign. There is no reference to the recently installed lights on the main entrance brick columns to either side of the sign or on the entrance gate to the hotel. The 'site boundary' should be extended to include these as part of the scheme. (<i>Officers comments: This application relates to an application for Advertisement Consent. On this basis the lights which have been recently installed lights on the main entrance brick columns to either side of the sign and on the entrance gate to the hotel cannot be considered under this application. This new lighting will be separately considered by the Local Planning Authority</i>)</li> <li>• In conclusion we consider the sign itself to be discreet, but the combination of the sign with the existing</li> </ul> |
|--|--|

|  |   |
|--|---|
|  | <p>(unapproved) lighting on the pillars and the gate to be unacceptable. On this basis the applicant should reapply incorporating the existing lighting to give the overall picture but proposing to reduce the number of pillar lights to a balanced 3 on either side of the gate and retaining their lowered light emission levels. <i>(Officers comments: Any new lighting which does not form part of this Advertisement Application will be considered separately by the Local Planning Authority and an application will be sought should this be required)</i></p> <ul style="list-style-type: none"> <li>• An Exterior Lighting Plan (rev B) was approved under application RU.21/0455 which was seeking approval of details reserved by planning condition 13 (external lighting) of planning application RU.18/1239 for the redevelopment and refurbishment of the existing hotel, spa and conference facility to provide a 5* facility. The Exterior Lighting Plan (ELP) under this application do not include the drive, and do not include the entrance gate and there is no indication in the report that the scope is other than the area marked on the plans. Lamp posts have been placed all down the drive as well as tree uplighters. These lights should have been the subject of a further submission by the applicant explaining the effect on the ecology of this Green Belt location and the mitigating actions proposed. The submission only referred to bats which are not the only protected species. This lighting previously installed is considered to result in light pollution and a revised application should be submitted to include this previous lighting with modifications (as previously approved under RU.21/0455) and should also include the retrospective signage. Until this is done and a satisfactory report produced and mitigating measures proposed this application should not even be considered.</li> </ul> <p><i>(Officers comments: These comments relate to a separate planning application and cannot be considered as part of this Advertisement Application. These comments will be considered separately by the Local Planning Authority outside of the determination of this current application).</i></p> |
|--|---|

### **Representations and comments from interested parties**

6.2 42 Neighbouring properties were consulted in addition to being advertised on the Council's website and 25 letters of representation have been received which can be summarised as follows:

- Objections raised due to light pollution caused to neighbouring properties.

- impact on the right of residents to enjoy their property especially after dark.
- Whilst the hotel certainly needs some sort of sign the current signage is both illegal and unsuitable for the area. The original consent for the development under RU.16/0824 clearly indicates that the developers should have submitted details before installation.
- The sign is within an Area of Special Control of Advertisements.
- The owners of the site have neglected its position of responsibility & stewardship of the Green Belt once the company had been granted planning permission in 2016.
- The sign as it stands is illegal, and an appropriate fine should be applied.
- The sign should be redesigned to be in keeping with the area (i.e. the Fox and Hound)
- The Fairmont Hotel obviously needs to have a sign at its entrance to advertise where it is and this one on its own seems to be reasonably discreet and suitable for a hotel of this stature.
- There is a precedent to refuse this retrospective planning application, namely Hox Park, Coopers Hill Lane, Englefield Green.
- Letters of representation wish to reiterate objections already raised by the Englefield Green Neighbourhood Forum.
- The sign was erected without proper consent and is wholly inappropriate in size, style and materials and is an eyesore within its setting next to Windsor Great Park.
- The sign should not be illuminated as this negatively impacts on the surroundings which are rural and peaceful and natural.
- This sign and the fountain which is incorporated into it are wholly inappropriate in this setting. The development is not in-keeping with the surrounding area.
- The application should be looked at in the wider context of the applicant blatantly breaching planning regulations and laws time after time. If the applicant continues to get retrospective planning, then he will continue to game the system and the council will be setting a terrible precedent. Each time you break the rules it doesn't seem like much, but it all adds up to flagrant breaches of the rules/ laws, a loss of the benefits of the Green Belt and a loss to biodiversity and wildlife.
- The sign is much larger than the sign it replaced and its neon lighting is not appropriate.
- The property is close to Windsor Great Park and concerns are raised regarding detrimental impacts of light pollution on local wildlife.
- Completing developments without planning permission seems to be a tactic by the developers calculating that they have a better chance of success by seeking forgiveness rather than by asking permission.
- If this application is granted it will provide no incentive for the applicant to apply for planning permission in the future. Concerns are raised as to what further unauthorised developments will be undertaken as the applicant owns a further 100 acres of Green Belt land. It is time to say 'no'.
- it is the responsibility of the council and planning department to ensure that such

breaches do not happen.

- A significant number of lights on pillars have also been erected either side of the entrance and along the main access road leading from the entrance to the main Hotel facility. Before the hotel was replaced there were no lights on Bishopsgate Road. This results in significant light pollution and has a negative impact on biodiversity and will negatively impact on surrounding residents' quality of life. (Google images and photographs have been submitted to demonstrate the extent of this lighting and the light pollution) These lights should have been the subject of a further submission by the applicant explaining the effect on the ecology of this Green Belt location. (*Officers comments: This application relates to an application for Advertisement Consent. On this basis these lights cannot be considered as part of this application*)
- The previous signage for the Savill Court Hotel consisted of a small sign illuminated by a very small light and 2 lights on the gate posts.
- Harmful impacts upon the Green Belt.
- The development is an eyesore and it should be removed.
- The area is "Countryside". It is not an urban setting and therefore should not have commercial lighting within this rural area.
- The application is contrary to the National Planning Policy Framework. There are no very special circumstances to support this application.
- A sign similar to the neighbouring Dell Park Farm which is discreet with white lettering on a dark green board and lit by down lighters would be more appropriate for the rural setting
- The development is contrary to planning condition 16 of RU.16/0824.
- Previous external lighting applications for the site have stated that the lighting should 'incorporate reflectors, louvre and shields to direct light downwards to avoid any spilled light and preserve dark skies. The current signage and pillar mounted globe lights across the hotel site do not meet this requirement.
- An ecological survey should have been undertaken prior to the commencement of the development.
- At the very least this retrospective application should be refused and the applicant should reapply incorporating the extensive lighting installed and include a comprehensive bat survey after the lighting has been switched off for at least two years in order to allow bat species to return to their original foraging and roosting patterns.
- Cowarth Park Hotel has a similar profile to the Fairmont. The entrance to this hotel is on a much busier road, but the signage and entrance lighting shows how an awareness of, and care for, the immediate environment can be successfully combined with the marketing needs of a commercial enterprise.
- This specific retrospective application must not be looked at in isolation but must be considered in view of all modifications to the site landscape as a whole.
- The signage is too modern in design, overly illuminated at night and jars against the backdrop of traditional homes that reside in that road and lead to an entrance to

Windsor Great Park.

- The signage is tacky, unsightly and of poor quality.
- The signage encroaches on an area people have enjoyed for a very long time.
- The signage negatively impacts on the visual amenity of its immediate environ.
- The scale and illumination of the advertising sign is wholly inappropriate in this setting.
- The inclusion of a fountain has a negative impact on the aural amenity of its surrounds and constitutes a noise pollution infringement on the rights of neighbouring premises to the use and enjoyment of their land.
- The erection of the illuminated sign without express consent constitutes a criminal act and the applicant should be prosecuted.
- There should be no retrospective approval granted and the sign should be required to be removed immediately.
- There is a responsibility to protect the environment for future generations.
- The owners of the site have desecrated the Green Belt under their ownership.

6.3 A letter of representation has also been received from the Englefield Green Village Residents' Association. The EGVRA wish to reiterate the concerns raised by the Englefield Green Neighbourhood Forum and urge that the application be refused.

## **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. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. Paragraph 136 of the NPPF confirms that a separate consent process within the planning system exists to control the display of advertisements. This is principally set out in the Town and Country Planning (Control of Advertisements)(England) Regulations 2007. The NPPG relating to Advertisements confirms that advertisements should be subject to control only in the interests of amenity (aural and visual amenity) and public safety taking account of cumulative impacts. The NPPG confirms that consent cannot be refused unless the nature of the advertisement is in itself harmful to amenity or public safety.

7.2 Policy EE1 (Townscape and Landscape Quality) of the 2030 Local Plan confirms that all development proposals will be expected to achieve high quality of design which responds to the existing local context. Policy EE1 also seeks to ensure no adverse impact on the amenities of occupiers of neighbouring properties or uses. The new signage is set back some 5.4 metres from the public highway which seeks to reduce its prominence and visual impact within this rural Green Belt Location. This positioning coupled with the scale, design and footprint of the sign is considered to be in character with the local area. The structure incorporating the signage is considered to be simple in its design and comprises high quality external materials. The illumination levels of the signage is considered to protect the amenity of the area by focussing the illumination upon the main front facade of the sign and the water feature to the front with 2 low level lights on the top of the sign. This ensures that lighting levels are restricted within the site and do not create harmful light pollution outside of the site to surrounding areas. There are not considered to be any harmful impacts upon the amenity of neighbouring residential properties given the design, illumination levels, positioning and

scale of the development coupled with distances retained to neighbouring properties.

- 7.3 It is acknowledged that the previous signage for the hotel (prior to its redevelopment) was smaller in design with reduced illumination. The new signage however is considered to be of a high quality of design which better reflects the operation of the site as a 5\* hotel, spa and conference facility and clearly identifies the main entrance of the site for all visitors to the facility. The new advertisement is considered to protect the amenity of the area (aural and visual amenities) given its scale, level of illumination, design and positioning within the site and would comply with policy EE1 of the Runnymede 2030 Local Plan and relevant policies within the NPPF and PPG.
- 7.4 The new signage is not considered to have any harmful impacts upon public safety given its design, scale, positioning within the site and the level of illumination. The new signage is set back some 5.4 metres from the adjoining public highway and is positioned close to the existing boundary wall, gates and railings at the hotel entrance. The illumination is concentrated upon the main front facade of the sign and would be static in nature. Comments however are awaited from the County Highway Authority and their response will be reported to the planning committee through the addendum.
- 7.5 The letters of representation have been carefully considered by officers. It is noted that a number of the letters of representation (including comments received from the **Englefield Green Neighbourhood Forum** and the Englefield Green Village Residents' Association) acknowledge that the Fairmont Hotel needs to have a sign at its entrance to advertise where it is and that the new signage on its own seems to be reasonably discreet and suitable for a hotel of this stature. The letters of representation received however raise concerns in relation to the new lighting which they advise has been recently installed on either side of the entrance and along the driveway leading from the main entrance to the hotel facility. This application relates to an application for Advertisement Consent and on this basis these additional lights cannot be considered under this current application. These concerns however will be separately passed to the Council's planning enforcement section for their further consideration.

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

- 8.1 Given the nature of the application the new signage would not be CIL liable.

## **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 new signage which has been erected at the entrance of the recently redeveloped 5\*

hotel, conference and spa facility is not considered to be harmful to amenity (aural and visual amenity) or public safety taking account of cumulative impacts. The application site is located within the Green Belt in a relatively rural location. The new signage is not considered to be incongruous or obtrusive given its design, scale and positioning within the site and is considered to protect amenity. The level of illumination is also considered to be acceptable within this location and is considered to be necessary to guide visitors to the main hotel entrance which is a 24 hour facility within the borough. It is also considered that the new signage would not harm public safety given its design, scale and positioning within the site and the level of illumination.

- 10.2 The development has been assessed against the following Development Plan policies – EE1 of the Runnymede 2030 Local Plan, The Councils Design Guide, 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**

Subject to the receipt of comments from the County Highway Authority the CHDMBC be authorised to grant planning permission subject to the following planning conditions:

### **1 Advertisement (time limit)**

a. This consent is for a limited period of 5 years from the date of the consent hereby granted and the advertisement shall be removed following the expiry of this period unless otherwise agreed in writing by the Local Planning Authority (LPA).

b. No variations from the deposited plans and particulars will be permitted unless previously authorised in writing by the LPA.

c. All advertisements displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition.

d. Any hoarding or similar structure, or any sign, placard, board or device erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.

e. Where any advertisement is required under these Regulations to be removed, the removal thereof shall be carried out to the reasonable satisfaction of the LPA.

f. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

g. No advertisement shall be sited or displayed so as to obscure or hinder the ready interpretation of any road traffic sign or so as otherwise to render hazardous the use of any highway.

Reason: To comply with Regulation 14 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, and with the terms of the application and to ensure that the temporary sign is removed in the interests of amenity

### **2 Advertisement (intensity of illumination)**

The illumination of the advertisement hereby granted consent shall be by fixed and constant lights and not by lights which are, or appear to be intermittent, moving, flashing or vibrating. The intensity of the illumination of the sign permitted by this consent shall be as detailed within the Signage Lux Levels Plan (drawing number 063-L(90)-305 Rev PL1) and there shall be no variation in these approved lighting levels unless a variation is agreed in writing by the Local Planning Authority.

Reason: To protect visual amenities and highway safety, the amenities of neighbouring properties, to avoid glare and discomfort to local residents and passers-by and to limit sky glow and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

### 3 List of approved plans

The development hereby permitted shall not be carried out except in complete accordance with the following approved plans:

Location Plan for Main Gate (063-L(90)-201 PL3) received 24.03.2022

Signage Lux Levels (063-L(90)-305 PL1) received 24.03.2022

Main Gate Proposed Floor Plan (063-L(90)-304 PL3) received 24.03.2022

Main Gate Existing Floor Plan (063-L(90)-303 PL4) received 24.03.2022

Proposed Short Section (063-L(90)-400 PL1) received 24.03.2022

Main Gate Existing Elevation (063-L(90)-504 PL1) received 24.03.2022

Main Gate Proposed Elevation 063-L(90)-505 PL1) received 24.03.2022

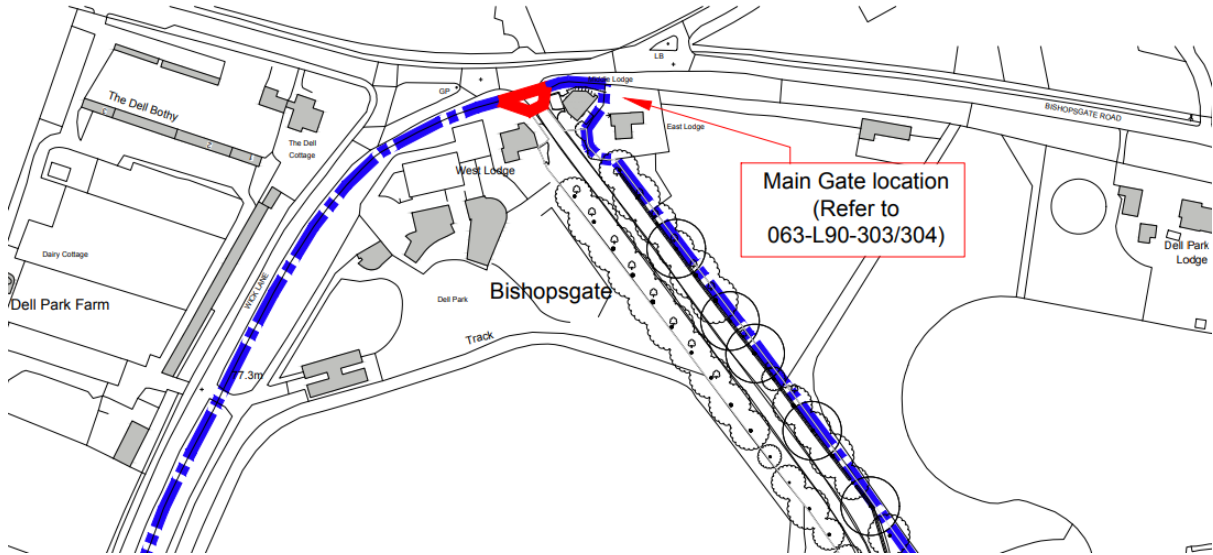
Illuminated Lettering - Detail (2.0) received 24.03.2022

Reason: To ensure a high quality design and to protect amenity and public safety to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan, the Runnymede Design Guide, guidance in the NPPF and PPG.

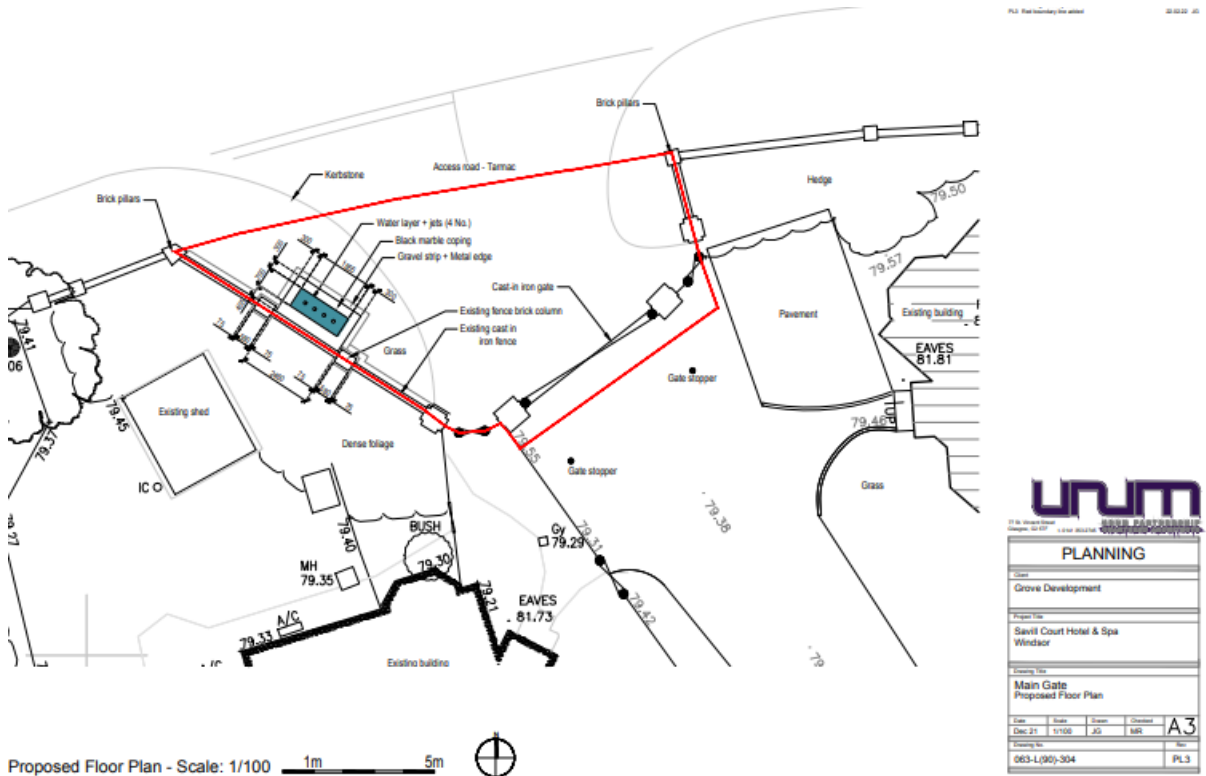


RU.22/0086 – Fairmont Windsor Park Hotel

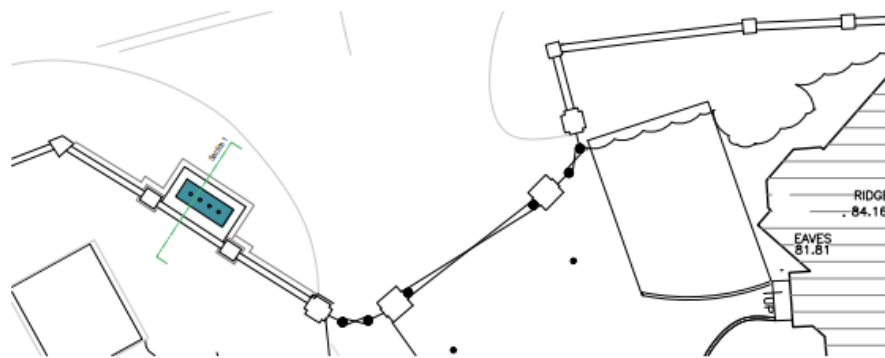
Site Location Plan 1:1250



Proposed Floor Plan

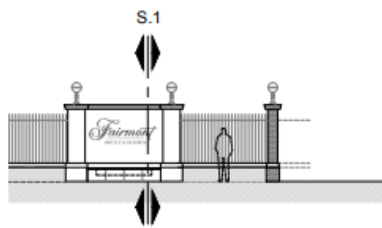


Proposed section

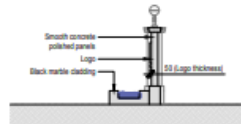


Location plan - Scale: 1/100

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Proposed Elevation (refer to 063-L90-500)

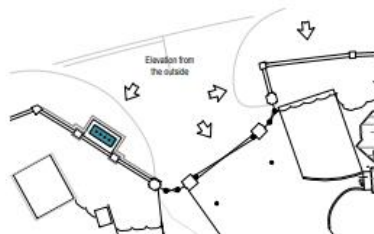


Section 1

1m 5m

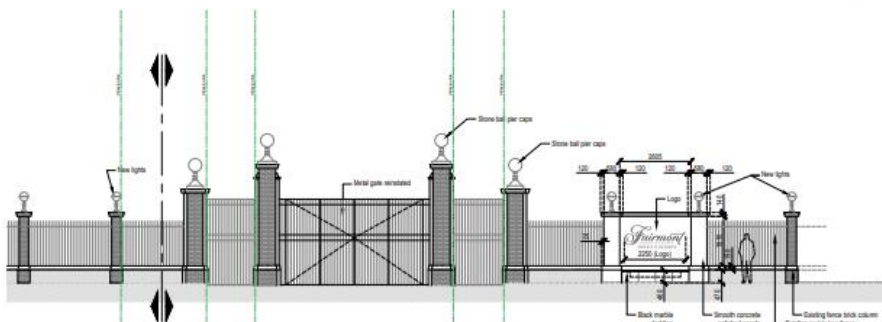
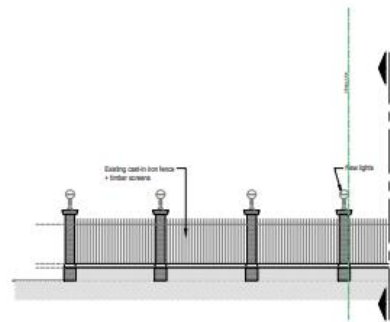
|                           |              |                                    |             |
|---------------------------|--------------|------------------------------------|-------------|
|                           |              | <b>PLANNING</b>                    |             |
|                           |              | Grove Development                  |             |
| Project No.               |              | Savill Court Hotel & Spa Windsor   |             |
| Drawing No.               |              | Main Gate Proposed (short) section |             |
| Date: Jan 22              | Issue: 1/100 | Drawn: JJD                         | Checked: MR |
| Drawing No. 063-L(90)-400 |              | Size: A3                           |             |
| Scale:                    |              | Plot: PL1                          |             |

Main Gate – Proposed elevation



Location plan - Scale: 1/250

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Proposed Elevation

1m 5m

|                           |              |                                  |             |
|---------------------------|--------------|----------------------------------|-------------|
|                           |              | <b>PLANNING</b>                  |             |
|                           |              | Grove Development                |             |
| Project No.               |              | Savill Court Hotel & Spa Windsor |             |
| Drawing No.               |              | Main Gate Proposed elevation     |             |
| Date: Dec 21              | Issue: 1/100 | Drawn: JJD                       | Checked: MR |
| Drawing No. 063-L(90)-505 |              | Size: A3                         |             |
| Scale:                    |              | Plot: PL1                        |             |

## Illuminated Lettering Detail

### Illuminated Lettering - Detail

Specification: Set of individual built up s/steel letters with 50mm fabricated returns, coated to RAL colour and clear acrylic backtrays with internal LED modules. Stand off threaded stud fixings to the rear to create halo effect illumination.

*Fairmont*  
WINDSOR PARK

144 mm  
2250 mm



01306 733 789  
info@prestigesigns.net  
www.prestigesigns.net

Client: Grove Developments  
Site Address: Saville Court, Egham  
Drawing No: 2.0

 - RAL 7016 Anthracite

## Proposed Revision to Frequency of Planning Committee Meetings (Ashley Smith-CHDMBC)

### Synopsis of report:

The report recommends amending the frequency of Planning Committee meetings.

It is considered that amending this would provide a number of operational benefits, in time and resource for the planning service, reduce meeting numbers for elected Members and produce more consistent length agendas.

This would also free up time and resource for policy briefings with the Committee particularly with regards the Local Plan update as well as training sessions, which could be undertaken remotely. Members of the Committee have previously indicated that these sessions would be something the Committee would welcome.

There are also some environmental and sustainability benefits from reducing the number of physical Planning Committee meetings.

### Recommendation(s):

- That the frequency of Planning Committee Meetings be amended to monthly with effect from September 2022.
- That the calendar of Planning Committee meetings for the current municipal year be amended from September 2022 onwards as set out in section 3 of this report.

### 1. Context of report

- 1.1. The Authority currently holds a Planning Committee meeting once every three weeks on a Wednesday (with the exception of a break in August), to determine the most significant or contentious applications as well as consider Planning Policy items. The Planning Committee sits in two capacities, an application determination capacity and a policy setting capacity.
- 1.2. Meetings of the Committee involve the attendance of at least 15 Councillors and around 6 officers as well as members of the public. Agendas can be of varying length dependent on the amount of business available as a result of planning application cycles.
- 1.3. During the 2021/2022 Municipal Year the Committee expressed interest in having policy briefings, workshops and training sessions during the year in order to provide Members the information they require to make key decisions on the direction of policy, particularly the Local Plan update and related matters. As these do not constitute formal Committee meetings they can be arranged at shorter notice, at the convenience of Members and Officers and can be held remotely. Amending the frequency of meetings by reducing Planning Committee meeting numbers would free up time to help meet this objective as well as achieve a number of other benefits.

1.4. It is recommended for the reasons set out in the report that meetings are amended to be on a monthly basis.

## **2. Report and, where applicable, options considered**

2.1. The options available are:

- Alter the calendar of meetings and frequency of meetings (**recommended option**)
- Do not alter the calendar of meetings (not the recommended option)

### **Option 1: Alter the calendar of meetings.**

2.2. The process of producing a Planning Committee agenda, and organising and running a meeting, requires a considerable amount of resources involving about 10 individual officers. In addition to writing the reports, this includes: compiling/printing/publishing the agenda; notifying interested parties; producing late comments; arranging public speakers; preparing presentations; briefing the Chairman/Vice-Chairman; and, attending the meeting itself.

2.3. There are a number of issues with the current cycle. These include:

- little time between meetings to allow productive work on cases, due to the short cycle, every week there is either a committee meeting, or draft or final reports are due each week, this detracts from Officer ability to focus on other work;
- Inconsistent meeting lengths/agenda sizes;
- When they arise, short agendas are not time/cost efficient.

2.4. The advantages of changing it to monthly include:

- more consistent agenda sizes;
- more time to make meaningful progress on cases between meetings;
- a need for physical fewer meetings, reduced cost and time;
- More cost efficient;
- More environmentally friendly/sustainable in line with the Council's draft Climate Change Strategy which in action CBP 1.0 states that elected Members should seek to reduce transport through car shares, public transport, and online meetings
- More predictability when meetings will be (i.e. always a certain part of the month)
- Report preparation periods less likely to clash with Xmas and other events.
- More time available for member policy briefing sessions and training sessions (can be held remotely).

2.5. It is considered that removing a number of meetings would give more consistent length agendas, but would still give sufficient time and ability to consider items fully without meetings being excessively long.

2.6. In periods where there was significant business arising, extraordinary/special meetings of the Committee could be convened if necessary, though this is considered to be a relatively rare possible occurrence. This is considered significantly more preferable than having meetings with limited business or that need to be cancelled. Extraordinary meetings if they were to be required would be agreed with the Chairman and would be notified as far in advance as possible.

## **Option 2: Do not alter the calendar of meetings**

2.7. This would not secure the above benefits listed above and as such is not the recommended option. It has however run this way for at least a decade and as such it is potentially feasible to retain the status quo.

### **3. Recommended schedule of meetings 2022/2023**

3.1. It is recommended that if the Committee moves to monthly meetings from September 2022 that as many of the pre-existing dates are used as possible. Only 4 new dates would need to be arranged, and 7 dates would be cancelled. All meetings up to the August 2022 break would remain unaltered.

3.2. The revised calendar of meetings from September onward is proposed to look like the table below (Existing meetings shaded grey):

| <b>Meeting Date</b>            |
|--------------------------------|
| September 7 <sup>th</sup> 2022 |
| October 5 <sup>th</sup> 2022   |
| November 9 <sup>th</sup> 2022  |
| December 14 <sup>th</sup> 2022 |
| January 18 <sup>th</sup> 2023  |
| February 15 <sup>th</sup> 2023 |
| March 22 <sup>nd</sup> 2023    |
| April 19 <sup>th</sup> 2023    |

3.3. This schedule has been compiled in conjunction with Democratic Services in order to avoid clashes with other meetings in the Corporate calendar.

3.4. In future years, Democratic Services would seek a relatively consistent time in each month to hold meetings. Though of course this would need a degree of flexibility to suit the Council calendar of meetings and avoid dates such as Christmas.

### **4. Resource implications (where applicable)**

4.1. The proposed changes will make savings in time and actual costs. The time savings would be advantageous to members and officers, and would free up capacity to focus on other business of the Council and the planning service area in particular policy briefings, workshops and training.

4.2. Financial savings would be provided in not having to produce additional agendas, from not having to keep the building open as many evenings a year and there would be some other savings in the form of reduction in other costs including overtime/evening meeting allowance and with the Council's external agenda production company.

### **5. Legal implications**

5.1. The Committee has the authority to set its own committee frequency and meeting dates.

### **6. Equality implications**

6.1. The Equality Act 2010 identifies 9 'Protected Characteristics' (being age, disability, race / ethnicity, pregnancy and maternity, religion, sexual orientation, sex, gender

reassignment and marriage / civil partnership). Section 149 of this Act provides that a public authority must, when exercising a public function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment or victimisation;
- b) advance equality of opportunity between persons who share a ProtectedCharacteristic and persons who do not share it;
- c) foster good relations between those who share a relevant ProtectedCharacteristic and persons who do not share it.

6.2. Changing the frequency of planning meetings is not considered to cause any issues relating to equality implications.

## **7. Environmental/Sustainability/Biodiversity implications**

7.1. Fewer meetings are considered to have environmental and sustainability benefits in that it will significantly reduce the number of car journeys to the Council by virtue of the decreased number of meetings. Other lesser benefits are likely to include environmental benefits caused by energy savings from electricity and heating.

7.2. There are no likely negative implications in these areas as a result of this proposal.

## **8. Conclusions**

8.1. It is recommended that with effect from September 2022 that meetings move to a monthly basis and that the calendar of meetings for the municipal year is amended as per the table in part 3 of this report.

**(To resolve)**

**Background papers-none**

**Exclusion of Press and Public  
Officers' Recommendation that –**

**the press and public be excluded from the meeting during discussion of the following report under Section 100A(4) of the Local Government Act 1972 on the grounds that the report in question would be likely to involve disclosure of exempt information of the description specified in paragraph 3 of Schedule 12A of the Act.**

**(To resolve)**