



Planning Committee

Wednesday, 22 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).**
- 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

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

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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 - 10

To confirm and sign, as a correct record, the Minutes of the meeting of the Committee held on 1st June 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**
 - a) RU.21/0893 Chilsey Green Farm 11 - 46
 - b) RU.21/2211 Dell Park House and Fairmont Hotel 47 - 71
 - c) RU.22/0435 19 The Avenue, Egham 72 - 79
7. **Draft Revised Parking Guidance Supplementary Planning Document** 80 - 147
8. **Exclusion of Press and Public**

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 1 June 2022 at 6.30 pm

Members of Committee present: Councillors M Willingale (Chairman), P Snow (Vice-Chairman), A Balkan, A Berardi, J Broadhead, R Bromley, V Cunningham, R Davies, L Gillham (Substitute, in place of Cllr E Gill), C Howorth, C Mann, I Mullens, S Whyte and J Wilson

Members of the Committee absent: Councillor M Nuti

In attendance: Councillor S Jenkins

Minutes

The Minutes of the meeting held on 13 April,2022 were confirmed and signed as a correct record.

Apologies for Absence

Apologies were received from Councillor Nuti

Declarations of interest

Cllr Broadhead declared a Non registrable Interest in planning application RU 22/0262 as he lives in close proximity to the application site. Cllr Broadhead withdrew from the chamber and took no part in determination of the application.

Cllr Howorth declared a Non registrable interest in planning application RU 22/0086 as he knew the applicant who had donated to political campaigns. Cllr Howorth withdrew from the chamber and took no part in determination of the application.

Cllr Berardi declared a Non registrable interest in planning application RU 22/0086 as he had previously objected to the application before he was elected as a Councillor. Cllr Berardi withdrew from the chamber and took no part in determination of the application

Planning Applications

The planning applications listed below were considered by the Committee. All representations received on the applications 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. Objectors and applicants and /or their agents addressed the Committee on the applications specified.

RESOLVED that –

the following applications be determined as indicated: -

APP NO

LOCATION, PROPOSAL AND DECISION

RU 22/0262

6 Coombe Drive, Addlestone

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)

Officers informed the Committee of a further assessment of the application that confirmed that this proposal did not constitute the improvement, maintenance, or alteration of the existing fence rather it was a complete replacement new fence of more than 1m adjacent to a highway and therefore was not permitted development and required planning permission and needed to be considered as such.

The CHDMBC informed the Committee that much of the concern expressed by residents related to a new fence which had also been erected and extended along the full length of the northern side boundary and wrapped around the corner and across part of the front boundary. This would be the subject of a separate planning application which would be reported to a future meeting and must not be considered as part of this application.

Some Members considered the fence, the subject of the application before Members, was out of character with the area and objected to the non-natural materials used which did not contribute to biodiversity.

Officers advised that the principle of a means of enclosure in this proposed location and of this proposed height was considered acceptable and having some form of boundary treatment of this scale would not appear out of place subject to detailed design considerations. This had been demonstrated by the previous fence which was sited in the same location and of similar height to that currently proposed which in officers' opinion caused no harm to the character and appearance of the area. This was a material consideration which needed to be given weight by the Committee.

Whilst the external appearance of the proposed fence was unusual and very different from what was previously there, officers considered it was not sited in an overly prominent location or of excessive length or height that would result in it appearing overbearing or overly intrusive in the street scene. Officers felt that the fence was just about within the boundaries of acceptable design and within the range of reasonable personal choice of the applicant, this was however a balanced recommendation, and design was a subjective matter for the decision maker to take into account, the decision maker being the Committee.

A number of Members did not agree with this assessment, and considered the balance fell the other way. These Members considered that the materials used were alien and incongruous to the detriment of the streetscene and character of the area, and therefore would not warrant support and approval of the application.

Some other Members commented that whilst the fence was not appealing aesthetically, the fence was broadly compliant with Planning Policy and they did not consider there was sufficient grounds to refuse the application,

A Motion to authorise the CHDMBC to grant planning permission was moved and seconded. The Motion was lost.

Following defeat of the Motion, and further debate on the design a Motion was moved and seconded that the application be refused on grounds that the fence by virtue of materials and appearance formed an incongruous and alien feature in the street scene.

The Motion was passed and it was-

Resolved that

The CHDMBC be authorised to refuse planning permission as the fence by virtue of materials and appearance forms an incongruous feature in the street scene to the detriment of its character

(Ms Wortley, an objector, and Mr Munday, agent for applicant, addressed the Committee on this application)

RU 22/0043

31 The Causeway, Staines-upon-Thames

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

The Committee mainly commented on landscaping, noise, flood mitigation, appearance of the buildings and drainage.

The proposal would result in an improvement in the landscaping and tree cover at the site and tree loss would be mitigated by proposed planting. The Council's Tree Officer had raised no objection subject to appropriate conditions and would also have regard to planting of appropriate size and species

In response to a suggestion from a Member for the developer to assist in addressing flooding concerns for a separate site in the Causeway, Officers confirmed that it would not be reasonable to compel this developer to provide flood mitigation measures for an adjoining site, above and beyond that which was required to bring forward this site for redevelopment. However, an informative could be imposed advising the applicant that the Committee strongly encourage the developer to work with other developers of adjacent sites to optimise mitigation of flood risk.

Officers confirmed that the noise assessment submitted as part of the application concluded that with the recommended mitigation, the predicted noise levels from the site operations would not have an adverse effect on properties either side of the river.

Officers confirmed that the architectural finish of the buildings was focussed on functionality and adaptability for future users. As the site was within the strategic employment area the design approach was considered appropriate. Landscaping at the back of the site would also be retained and enhanced.

The EA, SCC Drainage and the Council's Drainage Officer had raised no objection to the drainage arrangements subject to appropriate conditions. The harvesting of grey water for reuse would be taken up with the applicant

The Committee was supportive of the application as it would bring vacant (but previously developed land) back to employment generating use and deliver increased employment floorspace

Resolved that

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 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 subject to the conditions, reasons and Informatives listed on the agenda, and additional informative stating that the Committee strongly encourage the developer to work with other developers of adjacent sites to optimise mitigation of flood risk

RU 21/2186 Land rear of 1 North Street, Egham

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.

Some members of the Committee raised concerns over the narrow access from North Street particularly for larger vehicles and emergency vehicles, loss of car parking, exacerbation of existing parking problems in the area, and impact on amenities of surrounding residential properties, and contribution of the development to the carbon neutral target.

There had been no objection raised by SCC Highways Authority to the access arrangements subject to appropriate conditions. Whilst the concerns regarding parking in the area were noted, it was not reasonable for the applicant to address existing parking problems which needed to be addressed via other means of control which sat outside the planning process. The test with regards impact in the NPPF is severe. The applicant had offered to demolish a lean-to extension to enable the access to be widened and the Committee was supportive of this offer and a condition would be imposed to require this. The issue of access for emergency vehicles would be covered by other legislation and Building Regulations.

The loss of the car park was considered acceptable as its current use was minimal and there were alternative public car parking facilities close by. There was no evidence available to the Council that indicated that the car park had significant levels of use.

With regard to the carbon neutral target, the CHDMBC advised the Committee that only the current Local Plan standards could be enforced and recommended that condition 11 be amended to state that no development can be commenced until details of the proposed renewable energy scheme had been received and approved in writing by the Council.

The applicant had also offered improved landscaping density and screening to protect amenities of neighbouring properties and an additional condition would be imposed to this effect.

The Committee was supportive of the application which would make a good use of the site and deliver new homes.

Resolved that

The CHDMBC be authorised to grant planning permission subject to the conditions (condition 11 amended to state that no development can be commenced until details of the proposed renewable energy scheme had been received and approved in writing by the Council), reasons and Informatives listed on the agenda, and additional conditions requiring removal of lean-to extension to provide wider access, and requiring an improved landscaping density and screening.

(Ms Hall, an objector, and Mr Phillips, agent for applicant, addressed the Committee on this application)

RU 22/0086 Fairmont Windsor Park Hotel, Wick Lane, Englefield Green

Retention of existing illuminated hotel lettering sign mounted on a stone wall with trough fountain at main hotel entrance on Bishopsgate Road (retrospective application)

Following the speech by the objector, the CHDMBC, on a point of clarification, confirmed that the recently installed lights on the main entrance brick columns to either side of the sign and on the entrance gate to the hotel could not be considered as part of this application and would be considered separately by the LPA. This application only related to an application for advertisement consent.

The Committee commented on the scale of the sign and the extent of its illumination which was intrusive in the green belt, and its impact on wildlife. Comment was also made regarding the negative impact caused by the inclusion of a fountain and associated noise.

The CHDMBC stated that illumination of the sign would be controlled by condition. There were a number of other light sources near to the sign which meant refusal could not be justified on the grounds of illumination/light pollution. The Surrey Wildlife Trust had raised no objection. The new signage was considered by officers to be proportionate and reasonable for the size of the business operation.

Councillor Mullens asked for the names of those voting to be recorded and the voting was as follows:

For approval: 9 (Councillors Balkan, Broadhead, Bromley, Cunningham, Gillham, Mann, Snow, Willingale and Wilson)

Against: 3 (Councillors Davies, Mullens and Whyte)

Resolved that

The CHDMBC be authorised to grant planning permission subject to the conditions (updated condition 3 as per addendum) and reasons listed on the agenda.

(Mr Gates, an objector, addressed the Committee on the above application. The applicant had not registered to speak)

Proposed Revision to Frequency of Planning Committee Meetings

The Committee considered amending the frequency of Planning Committee meetings to monthly from September 2022.

The Committee was advised that there were a number of issues with the current cycle. These included:

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

The advantages of changing it to monthly included:

- 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 stated that elected Members should seek to reduce transport through car shares, public transport, and online meetings
- More predictability when meetings would 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 which could be held remotely

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

Subject to Committee approval, as many of the pre-existing dates would be 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.

The revised calendar of meetings from September onward would be as shown in the table below (existing meetings shaded grey):

Meeting Date
September 7 th 2022
October 5 th 2022
November 9 th 2022
December 14 th 2022
January 18 th 2023
February 15 th 2023
March 22 nd 2023
April 19 th 2023

The 7 cancelled meetings would be 28 September, 19 October, 30 November, 21 December 2022, 8 February, 1 March and 12 April 2023.

The Committee was supportive of the proposed changes for the reasons set out in the report. The benefits of being able to dedicate more time to policy discussions as well as relieving some of the pressure on officers were particularly welcome.

On a separate matter the Committee asked the CHDMBC to consider whether there was any suitable method of giving advance warning to Members of significant major planning applications which would be reported to Committee to give more preparation time in the lead up to meetings. The Committee also acknowledged that officers experienced pressures from the submission of late information and representations that made compiling the addendum challenging, however if this could come around earlier on meeting days this would be appreciated by the committee.

Resolved that:

- i) the frequency of Planning Committee Meetings be amended to monthly with effect from September 2022; and**
- ii) the calendar of Planning Committee meetings for the current municipal year be amended from September 2022 onwards as set out above**

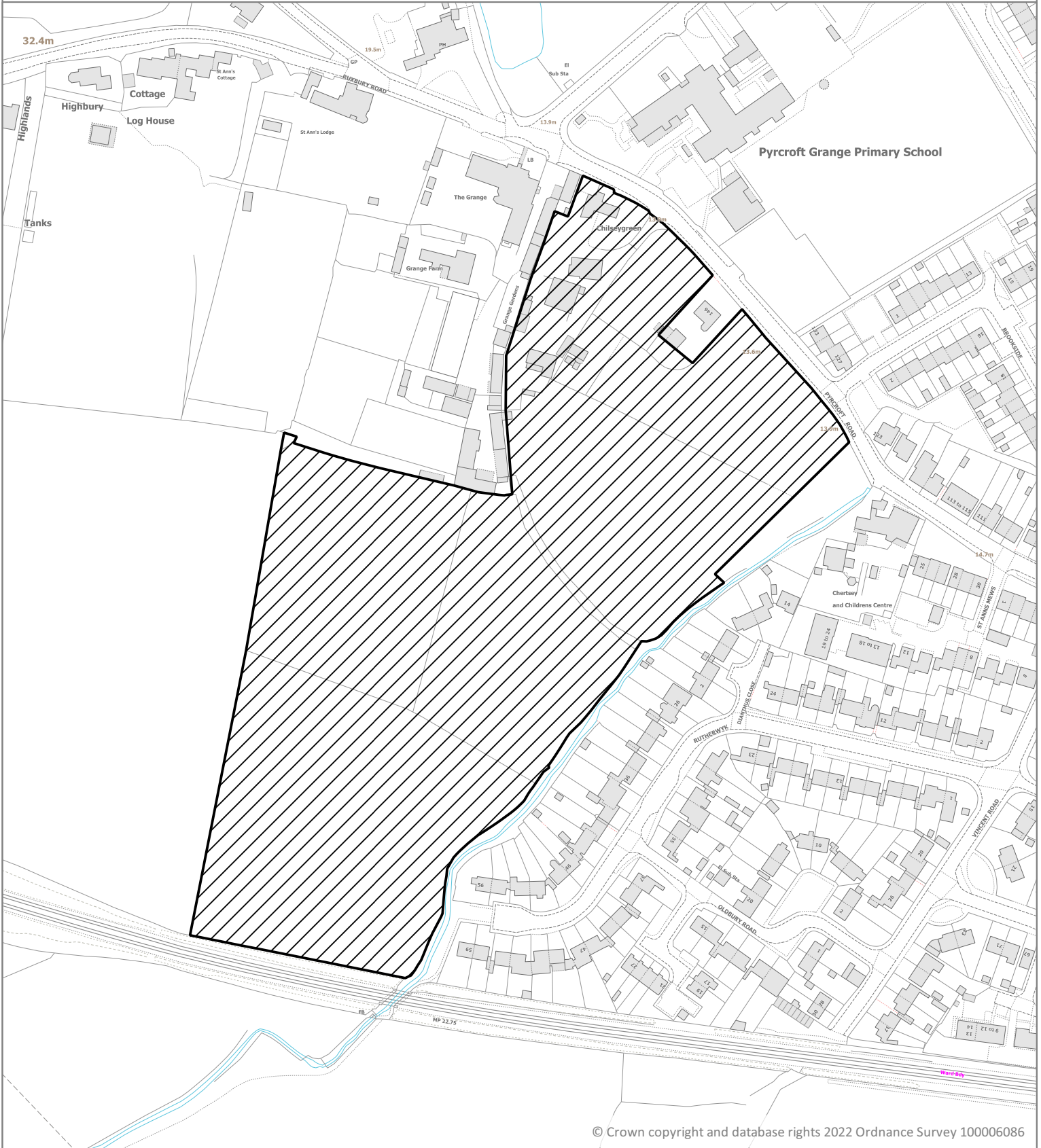
(The meeting ended at 9.05 pm)

Chairman



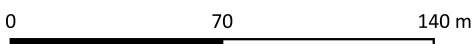
Date: 22/06/2022

Chilsey Green Farm, Chertsey



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Scale: 1:2,500



RU.21/0893



COMMITTEE AGENDA REFERENCE: 5A

APPLICATION REF:	RU.21/0893
LOCATION	Chilsey Green Farm Pycroft Road Chertsey KT16 9EP
PROPOSAL	The erection of 170 dwellings and the provision of five permanent serviced pitches for gypsies/travellers including associated parking, landscaping, public open space and infrastructure following demolition of the existing outbuildings on site.
TYPE	Full Planning Permission
EXPIRY DATE	06 September 2021
WARD	Chertsey St Anns
CASE OFFICER	Justin Williams
REASON FOR COMMITTEE DETERMINATION	Major Planning Application
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson, or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.	To approve the application subject to the completion of a S106 agreement and planning conditions.
2.	To refuse planning permission at the discretion of the CHDMBC should the s106 not progress to his satisfaction or if any other material planning matters arise prior to the issuing of the decision that in the opinion of the CHDMBC would warrant the refusal of planning permission.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site is part of an allocated site for housing development in the Runnymede 2030 Local Plan, covered by Policy SL6. The site was part delegated as a reserve site in the Runnymede Local Plan 2001. The site is located on the western side of Chertsey and is currently mostly open with some farm buildings and dwellings closer to the Northern boundary with Pycroft Road. The rear of the site is adjacent to the Chertsey – Virginia Water railway line. There is also a drainage channel along the eastern boundary of the site. This site is on a slope with the land level increasing from east to west. TPO 235 covers five Horse Chestnut trees along the front northern boundary. The eastern part of the site lies partially within the Functional flood plain (flood zone 3B) with the high-risk flood zone (Flood zone 3A) along the eastern and part of the northern boundary. The site is also within 5kms of the Thames Basin Heath Special Protection Area (TBH SPA).
- 2.2 Opposite the site is Pycroft Grange Primary School and the entrance to Brookside and other residential properties to the east of the site the other side of the drainage channel. To the west of the site is Grange Farm and a care home which form the remainder of the site allocation.
- 2.3 Policy SL6 of the Local Plan acknowledges that the site allocation may come forward in different parts and outlines that if this is the case then this parcel subject to this application should provide 175 units and five gypsy/traveller pitches.

3. APPLICATION DETAILS

- 3.1 The applicant has applied for Full Planning Permission for the erection of 170 dwellings with five gypsy/traveller pitches. The proposal would comprise of a mixture of residential properties.
- 3.2 The proposal includes 109 units for the open market and 61 affordable units along with five gypsy and traveller pitches. The proposed units would be a mixture of 1,2-,3- and 4-bedroom units. These would be provided in a mix of flats, terraced properties, semi-detached and detached.

Number of bedrooms	Open Market	Affordable Rent	Social Rent	First homes	Shared Ownership	Total
1	6	5		13	6	30
2	17	16	5	2	7	47
3	58	6				64
4	29					29
total	110	27	5	15	13	170

- 3.3 The units would have varied heights ranging from three storey flats in the centre of the site to 2 storey dwellings. Garages are also proposed for some of the residential units with 322 car parking spaces provided. These will include 1 EV charging facility per dwelling and one per 20% of the parking provision at the flats. Secure cycle storage will also be provided for each unit. The application also states that a car club can be secured at the site
- 3.4 An area of public open space will be provided along the eastern boundary with the drainage channel. This includes a play area and a community orchard and a surface water drainage pond. A footpath will be provided through the open space linking to footpath 38 to the south of the site. The total amount of public open space to be provided would be approximately 1.3 Ha.
- 3.5 The site would be accessed off Pycroft Road with the entrance opposite the entrance to Brookside. A secondary access serving 7 properties and with an emergency access to other properties on the allocation would be located close to the entrance to Pycroft Grange Primary School.
- 3.6 The applicant has submitted a range of documents in support of this application which includes a Flood Risk Assessment, Archaeology and Heritage Assessment, Noise Assessment, Transport Assessment, Ecological Assessment, Design and Access Statement and Arboricultural Impact Assessment and Air Quality Assessment.
- 3.7 The Transport Assessment notes that the site is well connected to the wider area with pedestrian and cycle ways. In addition, the layout of the site will be able to be facilitate the delivery of gypsy and traveller pitches at the site. The statement notes that the proposals would provide peak flow traffic of approximately 91 and 96 trips to and from the site during morning and evening peak periods respectively. The peak periods being 08:00 to 09:00 and 17:00 to 18:00. The note refers to off-site measures to improve pedestrian crossing along Chilsey Green Road, parking restrictions and the provision of 6 off street parking spaces
- 3.8 The submitted Flood Risk Assessment and associated addendum, outlines that the proposal would be within low-risk flood zone, however the main access to the site is within the high-risk flood zone. This has a moderate hazard rating for safe means of escape. The site does include an emergency low hazard escape route. The site was examined under the Strategic Sequential test and in detail in the Strategic flood risk assessment.
- 3.9 The submitted Arboricultural Assessment details the removal of four of the protected Horse Chestnuts Trees along the front boundary. The applicant advise that these are proposed to be removed because the trees have active decay and given their proximity to Pycroft Road should be removed. However, the proposal includes the planting of thirteen large canopy

trees along the frontage to offset the loss of the Horse Chestnut Trees. The proposal also includes a landscaping scheme with trees to be planted and other planting along the main access route and along the internal access roads and gardens of the properties. A Community Orchard is also proposed in the south eastern corner of the site.

3.10 Along the Southern boundary of the site is the Chertsey to Virginia Water Railway line with the M25 Motorway a further 300 metres to the south of the site across tree lined fields. The applicant has submitted a Noise and Air Quality Assessment. The Noise Assessment details that the noise at the site will not be significant and could be controlled by glazing and ventilation and with close boarded fencing along the boundaries of the gypsy and traveller pitches and garden areas of the units. The Air Quality Assessment details that the site is not within any of the AQMA's, and the closest RBC air quality monitoring location is below the national mean NO2. Measures to reduce dust during construction of the site are recommended.

3.11 The applicant has submitted an Ecological Appraisal to assess the ecological conditions at the site and measures to mitigate any potential ecological impact. The applicant has also undertaken Bat Survey, Reptile Survey and an Otter Survey along the drainage channel. The Bat survey identified that there were roosts on the site in buildings and in trees. In addition, the site is used for foraging and commuting. Measures to provide new roosting opportunities at the site should be provided along with monitoring and careful consideration of sensitive lighting and habitat creation to maximise opportunities for foraging and commuting bats at the site should be provided. The Ecological appraisal refers to the proposal providing a mixture of habitats, including a wildlife pond, meadow grassland and orchard habitats, along with bird and bat boxes gaps in fences for small mammals and log piles around the open space area.

4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details
CHE.22625	Proposed residential development – Outline application. Refused August 1970

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 Guide – July 2001

Green and Blue Infrastructure – November 2021

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
RBC Green Spaces Team	Access should be provided from the site to Rutherwyk Road and a bridge across the water course to Barrsbrook Farm The community Orchard is welcomed, could further contributions be provided for allotments for space provided for these. <i>(Officer comment – Contributions to CIL could provide funding for these additions)</i>

RBC Tree Officer	No objection subject to condition regarding the submission of an Arboricultural Method Statement and landscaping scheme.
RBC Drainage	No objection subject to conditions
RBC Housing	No objections
RBC Contaminated Land Officer	No objection subject to condition
RBC Planning Policy	No objection
Surrey Bat Group	No objection to the application subject to condition regarding further details of provision of mitigation measures for impact on bats to be submitted prior to commencement of works at the site.
Surrey Wildlife Trust	Further information should be submitted to show how the proposal would not result in a loss of Biodiversity and provide a net gain in biodiversity. A Lighting Management plan should be submitted prior to commencement of works to ensure that any lighting at the proposed development does not impact upon wildlife in the area. A condition requiring a reptile mitigation method Statement should be submitted prior to the commencement of works as the Ecological Appraisal identifies slow worms at the site and other reptiles.
Surrey County Council Lead Local Flood Authority	No objection to the application subject to condition regarding further details of the design of the Surface Water Drainage Scheme to be submitted and a verification report to be submitted identifying the construction the system.
Environment Agency	No objection subject to conditions regarding full implementation in accordance with submitted Flood Risk and Drainage Strategy, submission of a Landscape and Ecological Management Plan and a Construction Environmental Management Plan prior to commencement of development.
Surrey Archaeology	No objection and no further archaeology works are required.
Thames Water	No objection to the application
Network Rail	The applicant should liaise with Network Rail in identifying measures to encourage and improve access for passengers to the railway and to engage with Network Rail Asset protection and optimisation team.

6.1 Representations and comments from interested parties

6.2 44 Neighbouring properties were consulted in addition to being advertised on the Council's website and 83 letters of representation have been received in regard to the original scheme and a further 23 letters following the receipt of amended plans, which can be summarised as follows:

- The area is already congested and gridlocked at school drop off time.
- The infrastructure of the area will not be able to cope with additional traffic
- The proposal will cause accidents with the traffic.
- The proposal would put an increase in strain on schools and doctors

- The site should have fewer houses and more parks and trails
- The houses will be an eye sore, leading agricultural issues, flooding and impact on wildlife
- The town already has a significant amount of housing.
- The schools in the town are already oversubscribed
- The additional traffic will cause air pollution
- Flooding in the area is terrible, this would only add to this.
- The proposal would have a disproportional impact on the environment
- Traffic in Chertsey is already gridlocked, it should remain a green space
- The site would be better used as a windfarm in view of climate change
- There is insufficient parking proposed for the development
- The proposal with flats is not in keeping with the character of the area.
- The provision of balconies for the flats will result in overlooking to properties in Dianthus Close and Rutherwyk Road
- The proposed drainage strategy will lead to increase water into the watercourse on the Southeastern boundary which will exacerbate flooding of gardens
- Who will be responsible for maintaining the ditch?
- The proposal would add pressure on the existing sewers which are often blocked with tankers pumping out the drains along the road
- The area has low light pollution, this will change as a result of the proposal
- These fields currently hold excess water, this will now change
- Footways in the area need to be improved to allow for the increase in people in the area
- The site is home to a wide range of wildlife whose habitats would be lost.
- The building works would cause significant disruption to the area particularly around school drop off and pick up times
- Trees along the drainage ditch need inspecting and work carried out.
- Pycroft Road should be made one way only.
- The proposal should include a shop
- The site is saturated in the winter, the proposal would lose this water storage place
- Affordable housing must be affordable and not just for rent or shared ownership
- Will the proposal result in speed cameras in the road?
- Will the proposal have resident only parking?
- The drainage ditch should be managed and residents of properties adjacent to the ditch should be informed when maintenance is carried out.
- A Traffic Management Plan should be put in place to deal with the current and proposed demands on traffic in the area.
- Water Management systems in the area need to be reviewed and strengthened.
- St Anns Road should be widened with the drainage ditch culverted and the substation moved back
- The road should be double yellow lined and alternative parking arrangements for the staff at the school provided.
- A pavement should be added on the western side of Pycroft Road and a drop off parking bay by the school.
- A contract for maintaining the drains should be secured and not just left for Surrey CC
- Where are the proposed traveller pitches?
- Will there be any noise protection measures for the playground?

The Chertsey Society – object for the following reasons

- The existing road must be widened with a layby to facilitate dropping of children at school or nursery
- The FRA needs to consider run off from higher up the Hill and from local springs
- All dwellings should have their own EV charging points
- All vehicular hardstanding should be SuDS
- Passing places should be provided on the roads with double yellow lines to prevent parking

- Any on road parking should be on one side of the road only to enable free flow of traffic

7. PLANNING CONSIDERATIONS

Principle and Quantum of Development

- 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. The application site is an allocated housing site. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are the layout, scale, housing land supply/need, housing mix, affordable housing, highway safety, impact on the character and visual amenities of the area, impact on the residential amenities of the occupiers of the adjacent neighbouring properties, leisure recreation, potential impact on trees and protected species, noise and vibration, drainage and flood risk, contaminated land, and ground water and on local infrastructure.
- 7.2 Part of the site has been allocated for long term housing since the 1986 Local Plan and safeguarded for development at a future date. The site was also allocated as a Category 3 site in the 2001 Local Plan and again was safeguarded to meet long term housing needs. The site is an allocated parcel for residential development under the current Local Plan and additional housing is a key policy in the NPPF and significant weight must be attributed to the contribution that the site would make to housing supply in the Borough and fulfil the aims of the 2030 Local Plan.
- 7.3 The site is located on the edge of the settlement of Chertsey and is within a reasonable walking and cycling distance of key facilities in Chertsey town centre as well as other leisure, employment and education facilities close to the site. The site is also close to Chertsey Railway Station and Bus stops within the town centre which is approximately 750 metres from the site. Given the above it is considered that the proposal is located in a reasonably sustainable location and the development of the site for residential is considered acceptable in principle. Whilst the proposed number of units is 5 under the allocation given the site constraints regarding flooding, wider drainage mitigation and the provision of green infrastructure this application is considered to make the most efficient use of land and no objection is raised to the quantum of development proposed.

Design, Layout and Impact on Character and Appearance and General Amenity.

- 7.4 The NPPF requires the provision of high-quality places, and that new development should add to the overall quality of the area, be visually attractive, sympathetic to local character, establish or maintain a strong sense of place, optimise the potential of the site, and sustain an appropriate amount and mix of development whilst provide places that are safe, inclusive, and accessible. This is reinforced in Policy EE1 of the Local Plan.
- 7.5 The area surrounding the proposed development is predominantly two storey dwellings of varied design and with individual garden areas. However, there are some larger buildings in the vicinity notably the care home to the north which is three storeys. The proposal would be generally two storey properties with private gardens with a cluster of taller flats (up to three storey) in the centre of the site. It is considered that the scale of the proposals would be in keeping with the character of the area and the proposed dwellings which front onto Pycroft Road would be set back from the road with off street parking to the front with the front boundary having planting which would be similar to the adjacent neighbouring property 146 Pycroft Road. It is therefore considered that the proposal would not appear prominent in the street and would be in keeping with the pattern of development in the area and would comply with Policy EE1 of the Local Plan in this aspect.
- 7.6 The design of the proposed development was amended during the pre-application process in response to Officer's comments and suggestions. The objective has been to design a scheme which creates a character and layout which responds positively to the surrounding area.

- 7.7 This has in part been achieved by the development proposing a permeable and legible layout with a set of clearly defined streets with an appropriate hierarchy which responds to the sites constraints, with dwellings set back from the main road to provide a landscaped frontage and to retained trees appropriately. Detailed low density outward facing housing provided on linear streets off of a main spine road also provides natural surveillance and active frontages along the area of public open space.
- 7.8 The site has been divided into different character areas, the area adjacent to the existing road and adjacent to the large area of public open space is know as the Greenway Character Area. With the collective character area creating a rhythm of gabled elements providing a strong cohesive to the Greenway. The materials for this character area have been changed from town feature to town country with rustic browns and orange brick with tile hanging detail. Building mass has also been reduced overall as well as ridge heights and an increased level of front landscaping provided. An increased level of refined brickwork detailing has also been incorporated in contrasting colour to the main facing brickwork visually highlighting the feature elements now proposed and adding to the overall quality of the development.
- 7.9 The other area is the Links Character Area here terraced dwellings have been replaced with an increased number of detached and semi-detached properties helping to break up the appearance of built form by the additional of further separation gaps. Gable fronted elements still feature but to a lesser degree in the character area. The keynote features and vista buildings have a rendered façade applied introducing a further material to help break up visual form and add visual interest. The Links Street incorporate green verges capable of supporting a series of street trees increasing landscape amenity providing green connectively routes through to the main body of the proposed public space.
- 7.10 During the application the following amendments have been made:
- Incorporation of the gypsy pitches
 - Housing cell format within the north sector of the site has been redesigned to design out streets with on street parking which serves dwellings facing back garden fences. The new proposal allows for a seamless transition of housing cell format and structure to be continued and adopted within the adjacent second phase of the development.
 - General vehicular and pedestrian connectivity improved throughout the scheme
 - On street parking reduced in favour of on plot parking
 - Terraced housing has been reduced and more detached and semi-detached properties provided
 - The private and affordable mix of housing has been amended to be more in line with the Council's recommendations
 - Provision of bins and cycles for the apartment blocks has been catered for with each block having its own integral storage area
 - Garage and outbuildings are correctly sized for their specific functions with pyramidal and hipped roofs to limit impact on amenity areas
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- 7.11 The proposed development would have a varied pallet of materials with the layout of the site being formed by the land constraints, i.e., the high-risk flood zone to the southeast of the site being open with the roads within the site leading to this open area. The proposal will provide on street planting throughout which assists in greening the development and providing opportunities for biodiversity and green corridors through the site. All the units would have private amenity areas with the proposed flats being closest to the shared amenity area. This would be in compliance with the Council's adopted design SPD and Policy EE1.
- 7.12 The Council's Adopted Design SPD refers to all dwellings being designed with a high quality internal and external space. The properties comply with the minimum space standards as per Policy SL19, with dwellings having their own private garden areas and flats with their own private balcony areas. The flats would also be sited opposite the proposed public open space to have a more open sense of place surrounding the proposal. The layout has good spacing between properties, with the houses at a slight stagger to limit any potential overlooking across the streets. In addition, landscaping is proposed along the street frontages softening the appearance of the houses in the street. The proposal would have good connectivity to the

proposed public open space which would have community facilities such as an orchard and a trim trail and play area which helps promote wellbeing and creates a sense of place and community. It is therefore considered that the proposal would provide high quality internal and external space for the occupiers of the adjacent neighbouring properties and the proposal would comply with Policy EE1 of the Local Plan in this aspect.

- 7.13 The entrance to the site is adjacent to the entrance to Brookside, which is a residential estate opposite the site. There are also residential properties located to the southeast of the site and one residential property located amongst the site (146 Pycroft Road) with the development proposing accommodation either side of the existing dwelling. There is also a residential flat to the north west of the site, although this is in the wider parcel of the allocation.
- 7.14 The proposal would extend on land either side of a dwelling (No. 146 Pycroft Road) which is set back from along the frontage of Pycroft Road. There are residential properties proposed to the rear and sides of this property and this would change the outlook from this property. However, it is considered that because of the juxtaposition of the proposed dwellings, coupled with the orientation the proposed scheme would not materially result in an overbearing form of development causing loss of privacy to the detriment of the occupiers of the adjacent neighbouring property.
- 7.15 The north western boundary of the site would be adjacent to the Old Coach House. The proposal includes a house and a detached garage close to this boundary. The Old Coach House is a first-floor flat above ground floor offices which includes first floor windows to the side and rear. The proposed development would be extending close to this unit, but by nature of the layout the proposal would not overlook this unit and is not considered that this would be an over-dominant form of development for the occupiers of this property. Furthermore, it is noted that this is part of the wider allocation under Policy SL6 and could come forward for development later. It is therefore considered that the proposal would comply with Policy EE1 in this respect.
- 7.16 The neighbouring properties to the Southeast and opposite the entrance to the site would be approximately 30 – 50 metres away from the closest proposed dwellings and their views would be further obscured by proposed planting, Pycroft Road, and the amenity area along the south-eastern boundary of the site. Therefore, it is considered that the proposed dwellings would not result in overlooking or loss of privacy nor would the units result in an overbearing form of development to the detriment of the occupiers of the adjacent neighbouring properties. The proposal would therefore comply with Policy EE1 of the Local Plan in this respect.

Connectivity, Sustainable Travel and Highway Considerations

- 7.17 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.
- 7.18 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.
- 7.19 The site would be accessed from Pycroft Road, close to the junction with Brookside and close to Pycroft Grange Primary School. The site currently has unrestricted parking along the road and there are several mature Horse Chestnut trees along the front boundary of the site. The proposal would include one main access and one secondary access off Pycroft Road which would serve seven residential properties and provide an emergency vehicular access to the wider part of the site but would remain open for pedestrian and cycle access. The proposal would provide a total of 301 car parking spaces, with one EV charging point per house and one for 20% of the flats. The proposal would also provide secure cycle storage and the

provision of a vehicle for a car club for occupiers of the development and the wider area. To encourage other users of the car club this would be provided along the site frontage where the applicant is also providing additional six layby spaces for residents.

- 7.20 The applicant is also proposing works outside of the site and the implementation of a school safety zone. This would include additional parking restrictions, signage and raised tables on both approaches to the school to reduce speeds along this section of Pycroft Road.
- 7.21 The proposal would increase traffic onto Pycroft Road and the wider area. However, it is noted that as the site is part of an allocated site to provide 275 units the principle of additional traffic in the wider area has been established under the allocation. The County Highways Authority raise no objection to the application, however, have requested additional contributions to the A320 Works, Demand Responsive Transport Bus Service, Travel Plan and works to reduce traffic speeds and increase safety around the school. The proposed access and works along the road would necessitate a Section 278 Agreement with the Highways Authority and the applicant. The design of which will be developed in further detail post planning and would be subject to Road Safety Audits under the S278 process which may require further modifications.
- 7.22 The proposal would provide contributions to the A320 upgrade works and would provide improved pedestrian crossing facilities. The Highways Authority are satisfied that subject to the identified measures and contribution to the A320 upgrade works the proposal would not have an adverse impact on access and circulation in the area. The Highways Authority also recommend conditions regarding provision of visibility splays, footway improvements and a Construction Transport Management Plan to ensure the proposal does not have an adverse impact on the amenities and safety of other highway users. Subject to the contributions and conditions, the proposal would comply with Policy SD3, SD4 and SD5 of the Local Plan.

Housing mix and affordable housing.

- 7.23 The NPPF makes it clear that Local Planning Authorities should significantly boost the supply of housing (including affordable) and to set policies to meet the identified need for affordable housing. Policy SL20 of the Runnymede 2030 Local Plan seeks to meet the needs for affordable housing by providing a percentage of affordable units within a development site. This states that for development proposals of 10 or more units 35% of the dwelling should be affordable with the tenure split between 70 affordable/social rent and 30% as other forms of affordable housing. The proposal would provide 61 affordable units. The affordable housing would be split between social rent, affordable rent first homes and shared ownership in accordance with Policy SL20.
- 7.24 The application proposed a mixture of dwelling type and Policy SL19 of the Runnymede Local Plan refers to development proposals of 10 or more net additional dwellings being required to contribute to meeting the Housing Market Area’s identified housing mix, the current SHMAA is from 2108. A breakdown of the proposed mix is detailed below:

Number of bedrooms	Proposed open market	SHMAA open market	Proposed affordable	SHMAA Affordable inc. Low cost ownership
One	5.5%	5-10%	40%	10-20%
Two	15.4%	25-30%	50%	40-45%
Three	52.7%	40-45%	10%	25-40%
four	26.4%	20-25%	0%	5-15%
Total units	110		60	

The proposal is broadly compliant with the SHMAA; however, it is noted that the site will provide 5 additional gypsy and traveller pitches. All the proposed units would comply with adopted minimum floor areas and have their own private amenity areas. It is therefore considered that the proposal would comply with Policy SL19 of the Runnymede Local Plan.

Flooding and Surface Water Drainage

- 7.25 The applicant has submitted a Flood Risk Assessment and several addendums to accompany the initial flood risk assessment. The FRA states that EA modelling is located within Flood Zones 1, 2 and 3. However, the applicant has undertaken their own flood modelling, and this shows a reduction in the extent of fluvial flooding at the site in comparison to the EA modelling. The Environment Agency is satisfied that the revised modelling from the applicant for this site is fit for purpose and raise no objection to the application subject to conditions regarding works being carried in accordance with the submitted Flood Risk Assessment to reduce the risk of flooding at the site and elsewhere.
- 7.26 The site was examined under the Strategic Sequential test and in detail in the Strategic flood risk assessment. Where the site was considered suitable for housing sequentially.
- 7.27 The high-risk flood zone is to the Southeast of the site and along the frontage of Pycroft Road. The main access to the site would be through the high-risk Flood zone (FZ3a), however, there is secondary access to 7 units with an emergency access to the remaining parcel of the site which lies outside of the high-risk flood zone. This would be the escape route for the application site.
- 7.28 The submitted Flood Risk Assessment includes details of how surface water would be managed at the site. this includes discharge into the adjacent watercourse and partially into the sewer. The surface water would have a controlled discharge into the watercourse with water storage under the roads and pavements, in addition to a proposed pond in the open space area which will be able to retain surface water run off. The LLFA raise no objection to the application subject to details of the design of the surface water drainage scheme has been submitted and a verification report submitted confirming that the works have been constructed as per the agreed scheme. Thames Water also raise no objection to the application.
- 7.29 Neighbours have raised concern regarding a storm pipe which runs North to South through the site. This runs from the M25. There are restrictive covenants limiting development around the pipe and the applicant has advised that no buildings, structures or erections are proposed within the easement area.

Impact on trees and Landscape Strategy

- 7.30 The site is currently predominantly grass and falls from North to South and there are hedges and trees along the frontage with Pycroft Road. The submitted Arboricultural report has identified that the trees along the frontage which are protected by TPO 235 are in a state of decay. This is acknowledged by the Council's tree Officer who states that Horse Chestnut trees have limited resistance to decay and the decay is likely to increase quickly hollowing out the trunks. The applicant proposes to replace the protected trees with 13 trees of a size greater than extra heavy standard with a girth 1 metre above the ground of between 25 – 30 cm's. Whilst this would change the appearance of the site from the road, the tree removal would improve the safety for users of road and pavement. The proposal would also include the planting of a number of trees along the boundaries of the site and along the road frontages. The Council's Tree Officer raises no objection to the application subject to condition regarding tree protection measures.
- 7.31 The proposed layout, green infrastructure and open space has been carefully developed to complement the existing landscape and townscape setting. The proposed planting strategy will predominately consist of native species of local provenance and reflect the typical characteristics of the wider character area. The landscape enhancements will provide both enhanced links between the existing vegetation structure that defines the site boundaries and the local setting and an enhanced degree of amenity to the surroundings ensuring the proposal can be successfully integrated in their setting.
- 7.32 The proposal would retain the majority of the eastern and southern boundary vegetation which will be further enhanced and strengthened with additional native hedgerow, shrub and tree planting. The eastern edge of the site provides the area of Public Open Space with further

Public Open Space located within the southern section of the site, these areas will include additional landscape structural planting as well as the Community Orchard.

Ecology and Biodiversity

- 7.33 Policy EE9 of the Local Plan deals with Biodiversity and sets out that development proposals should demonstrate net gains in biodiversity. The Council have prepared further guidance on this, contained within the Green and Blue Infrastructure SPD. The latter which has been published since the application has been submitted.
- 7.34 Paragraph 174 of the NPPF (2021) seeks development to provide net gains for, biodiversity. Paragraph 180 of the NPPF (2021) states that:
- “if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused...”*
- 7.35 The application site is on the edge of the existing urban settlement with several old buildings on the northern side of the site with hedgerow to the south along the drainage ditch. There are also a number of trees scattered throughout the site. The applicant has submitted an ecological survey along with a bat, reptile and otter survey of the drainage ditch. The ecological survey identified that the site has some potential for roosting and foraging bats, but there were no other protected species on the site apart from one slow worm being identified..
- 7.36 The bat survey work at the site recorded low status day roosts for individual/low numbers of Common Pipistrelle and Soprano Pipistrelle bat within Buidling1, Building 4 and Tree 2, which would be lost to the proposed development.
- 7.37 Although the roosts to be affected by the proposed development works are of no more than low local value, the proposed works must have due regard to the legal protection afforded to all bats, which protects both individual bats and the conservation status of populations.
- 7.38 Measures to ensure the protection of individual bats during construction works and maintenance of opportunities for roosting bats in the long-term, including provision of a range of new bat roosting opportunities and suitable timing of activities will be secured by condition. These measures are as set out in Section 5 of the Bat Survey Report – Rev B dated November 2021. The measures described will also form the basis of a detailed Method Statement which would accompany an application to Natural England for a licence to permit development works affecting bats.
- 7.39 Measures are also given for the maintenance and enhancement of current opportunities provided by the site for foraging and commuting bats. These include sensitive lighting design and habitat creation, and management works to maximise opportunities across the site for foraging and commuting bats.
- 7.40 Subject to the implementation of the recommendations in *Section 5 of the Bat Report Rev B*, it is considered that the favourable conservation status of local bat populations would be maintained and, through long-term provision of higher quality roosting and foraging habitat at the site, potentially enhanced. This would ensure compliance with the nature conservation objectives of the 2019 Conservation of Habitats and Species (Amendment) (EU Exit) Regulations, the 2006 NERC Act and the guidance underpinning the 2021 National Planning Policy Framework.
- 7.41 The Site was survey for reptiles in 2018, which recorded a low – good population of reptiles, however in 2020 when the site was resurveyed the site had a low population of reptiles. The submitted Reptile Survey concluded that in view of the change in population levels, it would be prudent to undertake a further survey prior to commencement of construction to confirm the potential mitigation programme at the site. A condition requiring this is recommended

- 7.42 The drainage channel on the eastern boundary of the site is considered to be unsuitable for otters due to its size and quality of habitat being a seasonally wet stream and shallowness of the water.
- 7.43 The Surrey Wildlife Trust recommend that the applicant submit a metric calculation to demonstrate how the site can provide a net increase in biodiversity. The Council's adopted Green and Blue Infrastructure SPD refers to providing a net increase in biodiversity at a site, however, with the Environment Act not currently part of legislation, we cannot insist on an applicant demonstrating a 10% net gain in biodiversity and as such the request from the Surrey Wildlife Trust cannot be enforced. Nevertheless, Policy SD7 of the Runnymede 2030 Local Plan echoes the NPPF in protecting existing biodiversity and providing opportunities in achieving net gains in biodiversity. It is considered that the submitted Biodiversity Enhancement Plan shows improvements to Biodiversity at the site, and it is considered that the proposal therefore complies with Policy SD7 of the Local Plan in this aspect.
- 7.44 The identified measures to boost biodiversity at the site include the provision of bat and bird boxes, using a range of native nectar and pollen rich planting, creation of a wildlife pond, gaps in boundary fences to enable mammals to move around the site and use of sensitive lighting around the site with restrictions on lighting in public areas to reduce light pollution and impact on any nocturnal wildlife.

Archaeology

- 7.45 The applicant has dug and reviewed trial pits at the site as part of the Archaeological review. The trench evaluations did not show any significant archaeological remains and as such the applicant consider that no further works are required. The County Archaeologist has reviewed this information and consider that no further archaeology work is required at the site. the proposal therefore complies with Policy EE7 of the Runnymede 2030 Local Plan.

Renewable and Low Carbon Energy

- 7.46 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.
- 7.47 Policy SD8: Renewable and Low Carbon Energy sets out that new development will be expected to demonstrate how the proposal follows the energy hierarchy (Be lean; use less energy, be clean; supply energy efficiently and be green; use renewable energy). For a scheme of this scale, it is also expected for the development to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies.
- 7.48 The applicants Energy and Sustainability Statement specifies a range of best practice energy efficient measures to enable all proposed dwellings to meet or better the standard for carbon dioxide emissions set by Part L of the Building Regulations. A combination of energy efficient fabric, ventilation and heating systems would lead to this level of performance together with the specification of low energy lighting though the delivery of an airtight build. In addition, the installation of 97.25 kWp of solar photovoltaic output across the site will ensure that the development reduces energy demand by 10.01% to comply with Policy SD8.
- 7.49 The development will also provide an array of other additional measures to promote sustainability these include.
- Provision of internal recycling bins for recycling waste in every kitchen
 - Ensuring internal potable water consumption of not more that 110 litres per person per day in every dwelling
 - Supply of Water Butts to ensure recycling of rainwater
 - Installation of electric charging points
 - Adoptions of all ecological enhancement measures outlined in the Ecology Report
 - Integration of sustainable drainage techniques across the site

- Specification of materials for the main build and finishing elements that have the lowest environmental impact
- Cycle storage facilities

Gypsy and Traveller Provision

7.50 The layout of the proposal has been revised during the course of the application. Policy SL6 of the Local Plan refers to the proposal providing 175 units and five gypsy and traveller pitches. The original proposal provided 186 units and no gypsy and traveller pitches. The revised scheme now provides 170 units and 5 gypsy and traveller pitches. The proposed number of units whilst does not tally with that identified in the Local Plan, the provision of gypsy and traveller pitches has a greater need. The Council's Planning Policy team raise no objection to the proposal as the provision of the gypsy and traveller pitches is given greater weight than having five additional units to comply with the number of units detailed in Policy SL6. The allocation of these pitches will be based on the applicants meeting a range of criteria. It is envisaged that the allocated pitches will be sold as market pitches with the expectation that the sale of the pitch will then be between the developer and the purchaser directly. The proposal is therefore considered to comply with policy SL22 of the Local Plan.

Public Open Space

7.51 The NPPF and Policy EE1 of the Local Plan refers to creating places that are safe, which promote health and well-being and with a high standard of amenity for existing and future users and where crime and disorder and fear of crime do not undermine the quality of life or community cohesion and resilience. The proposed units would comply with the minimum housing sizes as identified in Policy SL19 and with dwellings have a garden depth greater than 11 metres as identified in the Design Guide with occupants of the flats having their own private external amenity areas as well as close access to the areas of Public Open Space.

7.52 A substantial area of public open space will be provided along the eastern boundary which includes a Locally Equipped Area of Play (LEAP) which provides a high quality and useable space to encourage natural play. A meandering hoggin path flanked with areas of ornamental shrub planting and flower tree species creates a pleasant environment for residents. The Community Orchard, and pond along with a trim trail and areas of mixed planting with further understorey species rich in grassland are also proposed. The proposed areas for public open space would comply with the requirements in Policy SL26. The proposed residential properties would also overlook the public open space and provide natural surveillance. The proposal is therefore considered to comply with Policy EE1. The Police and Designing out crime officer recommend that the applicant achieve Secure by Design and an informative is recommended advising the applicant of this.

Land Contamination

7.53 The applicant has submitted a Ground Investigation Report. This identified that the area around the farm should be subject to remediation. In addition, it notes that should unforeseen contamination be encountered at the site then the LPA will be advised. The Council's Contaminated Land Officer raises no objection to the application, subject to condition regarding the area affected by potential contamination, remediation scheme and reporting of unexpected contamination. The proposal complies with Policy EE2 in this respect.

Noise Management and Air Quality.

7.54 From the noise assessment carried out it can be concluded that the site is generally "Low Risk" in relation to daytime noise and "Medium Risk" in relation to night time noise. To the southwest of the site lies the Chertsey to Egham Railway Line with the M25 lying approximately 300 metres from the boundary of the site. The applicant has submitted a noise assessment which advises that the residential properties closest to the railway and the gypsy and traveller plots are more likely to be affected by noise than other parts of the development.

7.55 BS8233 states that it is desirable that noise levels in external amenity areas of residential

developments do not exceed 50 dB LAeq,T and that 55 dB LAeq,T should be regarded as an upper guideline value. BS8233 recognises however that these guideline values will not always be achievable in city centres, urban areas or areas adjoining main roads or other transport sources. In these cases, BS8233 states that the development should be designed to achieve the lowest practical noise levels in the amenity spaces.

7.56 Noise levels in the majority of gardens are predicted to be within the BS8233 recommended upper level (50 - 55 dB LAeq,T). Where there are exceedances of the upper level in gardens closest to the railway line or Pycroft Road, it is recommended that 1.8m high close-boarded timber fencing is used around the gardens to reduce the noise levels as far as practicable.

7.57 Average noise levels in the traveller pitches will be similar to those in the gardens. The noise levels in the pitches will be dictated by when a train passes on the adjacent railway line. To reduce the noise levels in the traveller pitches as far as practicable, 2m high close-boarded timber acoustic fencing along the perimeter of the pitches has been incorporated into the design.

7.58 The following acoustic design criteria has been adopted for the development:

- Average noise levels in living rooms and dining rooms during the day should not exceed 35 dB LAeq,0700-2300hrs and 40 dB LAeq,0700-2300hrs respectively.

- Average noise levels in bedrooms should not exceed 35 dB LAeq,0700-2300hrs during the day and 30 dB LAeq,2300-0700hrs during the night;

- Maximum noise levels should not regularly exceed 45 dB LAmax in bedrooms during the night.

The final design of the dwellings will ensure that these levels are complied with in the finished development.

7.59 With regard to the gypsy pitches whilst the same level of acoustic design mitigation cannot be applied to the mobile homes, the level of noise experienced from the railway is not considered sufficiently severe and/or constant to warrant refusal of the application.

7.60 Ground-borne vibration levels at the site have been measured and are acceptable for the development.

7.61 The M25 Air Quality Management Area (AQMA) is approximately 250 metres from the site and across open pastureland with trees. Given this separation distance it is considered that occupiers of the proposed development would not be adversely impacted from potential pollutants from the AQMA. It is therefore considered that the proposal complies with Policy EE2 of the Local Plan in this respect.

Thames Basin Heath Special Protection Area.

7.62 The site lies within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA). In accordance with guidance from Natural England, the Habitats Regulations Assessment requirements are that plans or projects which may have a likely significant effect on a European designated site (such as the TBHSPA) can only proceed if the competent authority is convinced, they will not have an adverse effect on the integrity of the European site.

7.63 As competent authority the Council's appropriate assessment is that the contributions in line with the agreed strategy with Natural England, means harm to protected species can be avoided and mitigated by the provision of SANGs. The Council has available capacity to accommodate this development subject to appropriate payments for delivery and maintenance. Subject to securing these SANG contributions by way of a s106 agreement it is considered that the proposal would address the impacts arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF.

- 7.64 The second part is towards the Strategic Access Management and Monitoring funds which enable the coordinated visitor management across the whole of the publicly accessible TBHSPA. The funds are used in part to survey the Thames Basin Heaths' Authorities SANGs. The purpose is to identify any improvements to the SANG.
- 7.65 In accordance with the Council adopted SPD for this area a financial contribution of £337,005 is required towards SANG and a further £134,280 towards SAMM towards the avoidance/mitigation strategy is necessary.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 The application proposes a new residential development and therefore would be liable for a Community Infrastructure Levy contribution. Based on the submitted information, the tariff payable for this development is estimated to be £2,243,788

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 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 site is an allocated site for development by the Runnymede 2030 Local Plan (policy SL6) the quantum of development makes an efficient use of an appropriate site and it is not considered that it is harmful to the visual amenities or character of the area. The traffic and highways safety aspects of the application have been reviewed by the County Highways Authority who are satisfied with the application and the Environment Agency and Lead Local Flood Authority raise no objection to the application. No other technical planning issues have been identified that would prevent planning permission being granted in accordance with the development plan and the NPPF.
- 10.2 The development has been assessed against the following Development Plan policies – SD2, SD3, SD4, SD5, SD7, SD8, SL1, SL6, SL19, SL22, SL26 EE1, EE2, EE9, EE10, EE11, EE12 and EE13 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

The 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:

- 1) SAMM £134,280 and SANG £337,005 (TBH SPA – Financial Contribution)
- 2) The provision of 5 Gypsy and Traveller Pitches including a clear phasing for their timely delivery
- 3) The provision and deliverability of 35% affordable Housing - 27 affordable rent, 5 social rent, 13 shared ownership, 13 First Time Homes
- 4) Secure Management Arrangements for the maintenance of the open space and equipped play spaces and public access
- 5) Delivery of the Community Orchard
- 6) To secure through a Section 278 Agreement with the Local Highways Authority vehicular access to Pycroft Road, and the provision of a school safety zone which would include additional parking restrictions and parking spaces, signage and raised tables on both approaches to the school to reduce speeds along this section of Pycroft Road.
- 7) Transportation improvements and contributions including:
 - A financial Contribution of £2,836,736.76 towards mitigation measures on the A320
 - A financial contribution to Demand Responsive Transport Service for £80,000 Index linked to RPIx from date of signing S106 for a period of 5 years
 - Travel Plan auditing fee of £6150.

All figures and contributions will also need to be finalised in negotiation with the applicant and relevant consultees and final authority in these negotiations is given to the CHDMBC.

And the following conditions.

1) Commencement

The development for which full 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) List of approved Plans

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

Planning Layout 062004-BEL-TV-01 Rev C	25 May 2022
Supporting Planning Layout 062004-BEL-TV-02 Rev C	25 May 2022
Storey Height Layout 062004-BEL-TV-03 Rev C	25 May 2022
Tenure Height Layout 062004-BEL-TV-04 Rev C	25 May 2022
Unit Type Layout 062004-BEL-TV-05 Rev C	25 May 2022
Character Area Layout 062004-BEL-TV-06 Rev C	25 May 2022
The Souter and The Glover Floor Plans SG-3B-2S-P1 Rev A	19 April 2022
The Souter and The Glover Elevations SG-3B-2S-CB-E1	19 April 2022
Tompion Court Elevations TOA-3S-CT01-E1 Rev C	19 April 2022
Tompion Court Ground Floor plan TOA-CT01-P1 Rev A	19 April 2022
Tompion Court 1st Floor Plan TOA-CT01-P2- Rev A	19 April 2022
Tompion Court 2nd Floor Plan TOA-CT01-P3- Rev A	19 April 2022
Harwood Court Elevations HAA-3S-CT01-E1 Rev C	19 April 2022
Harwood Court Ground Floor Plan HAA-CT01-P1 Rev A	19 April 2022
Harwood Court 1st Floor Plan HAA-CT01-P2 Rev A	19 April 2022
Harwood Court 2nd Floor Plan HAA-CT01-P3- Rev A	19 April 2022
Cycle Store 062004-CS01	19 April 2022
Hydraulic Model Technical update	8 March 2022
i-transport technical note – JDW/IN/ITB16340-007	15 February 2022
i-Transport Residential Travel Plan	15 February 2022
Wayland Court Elevations – WLA-3S-CT01-E1 Rev B	10 February 2022
Bradshaw Court Elevations– BSA-3S-CT01-E1 Rev B	10 February 2022
Biodiversity Enhancement Plan	07 February 2022

Energy & Sustainability Statement Rev A	02 February 2022
Extract of Brochure of G1 Solar Photovoltaic panels	20 January 2022
Planning Statement December 2021	5 January 2022
Otter Survey Report	5 January 2022
Flood Risk Assessment Addendum No. 2	16 December 2021
Indicative Traveller Pitch Layout	1 December 2021
Rutherwyk Road Ditch 1 Hydraulic Model Technical Note	29 November 2021
Design and Access Statement Addendum – Nov 2021	24 November 2021
Supporting letter from Savills dated 22 November 2021	22 November 2021
Arboricultural Impact Assessment 10821_AIA.001 Rev A	22 November 2021
Bat Survey Report Rev B	22 November 2021
Ecological Appraisal Rev A	22 November 2021
Reptile Survey Report	22 November 2021
Archaeological and Heritage Assessment and letter	22 November 2021
Linear Green Corridor Inset Plan 7418.GCP.4.0 Rev C	22 November 2021
Landscape Strategy Plan 7418.LSP.3.0 Rev D	22 November 2021
The Harper Floor Plans HA-3B-2S-P1 Rev A	22 November 2021
The Harper Elevations HA-3B-2S-CB-E1	22 November 2021
The Harper Elevations HA-3B-2S-CB-E2	22 November 2021
The Hillard Elevations HI-3B-2S-CB-E1	22 November 2021
The Hillard Elevations HI-3B-2S-CB-E2	22 November 2021
The Hillard Elevations HI-3B-2S-CB-E3	22 November 2021
The Hillard Elevations HI-3B-2S-CB-E4	22 November 2021
The Hillard Floor Plans HI-3B-2S-P1 Rev A	22 November 2021
The Hooper Elevations HP-2B-2S-E1	22 November 2021
The Hooper Elevations HP-2B-2S-CB-E2	22 November 2021
The Hooper Elevations HP-2B-2S-CB-E3	22 November 2021
The Hooper Elevations HP-2B-2S-CB-E1	22 November 2021
The Hooper Elevations HP-2B-2S-CT-E2	22 November 2021
The Hooper Floor Plans HP-2B-2S-P1 Rev A	22 November 2021
The Arkwright Elevations AR-4B-2S-CB-E1	22 November 2021
The Arkwright Elevations AR-4B-2S-CT-E1	22 November 2021
The Arkwright Floor Plans AR-4B-2S-P1	22 November 2021
The Baker Elevations BA-2B-2S-CB-E1	22 November 2021
The Baker Elevations BA-2B-2S-CB-E2	22 November 2021
The Baker Elevations BA-2B-2S-CB-E3	22 November 2021
The Baker Elevations BA-2B-2S-CB-E4	22 November 2021
The Baker Floor Plans BA-2B-2S-P1	22 November 2021
The Faber Elevations FB-3B-2S-CB-E1	22 November 2021
The Faber Elevations FB-3B-2S-CB-E2	22 November 2021
The Faber Elevations FB-3B-2S-CB-E3	22 November 2021
The Faber Elevations FB-3B-2S-CB-E4	22 November 2021
The Faber Elevations FB-3B-2S-CB-E5	22 November 2021
The Faber Elevations FB-3B-2S-CB-E6	22 November 2021
The Faber Floor Plans FB-3B-2S-P1	22 November 2021
The Reedmaker Elevations RE-4B-2S-CT-E1	22 November 2021
The Reedmaker Elevations RE-4B-2S-CB-E3	22 November 2021
The Reedmaker Elevations RE-4B-2S-CB-E4	22 November 2021
The Reedmaker Elevations RE-4B-2S-CB-E1	22 November 2021
The Reedmaker Elevations RE-4B-2S-CB-E2	22 November 2021
The Reedmaker Floor Plans RE-4B-2S-P1 Rev A	22 November 2021
Landscape and Visual Technical Note	22 November 2021
Noise Assessment RP01-21110-R4	22 November 2021
Illustrative Perspective View 01	22 November 2021
062004-BEL-TV-PER01 Rev A	
Illustrative Perspective View 02	22 November 2021
062004-BEL-TV-PER02 Rev A	
Street Scene 01 062004-BEL-TV-SS01-Rev A	22 November 2021
Street Scene 02 062004-BEL-TV-SS02 Rev A	22 November 2021
Street Scene 05 062004-BEL-TV-SS05	22 November 2021

Street Scene 06 062004-BEL-TV-SS06	22 November 2021
The Lacemaker Elevations LA-3B-25S-CB-E1	22 November 2021
The Lacemaker Floor Plan LA-3B-25S-P1	22 November 2021
The Pargeter Elevations PG-4B-2S-CT-E1	22 November 2021
The Pargeter Elevations PG-4B-2S-CT-E2	22 November 2021
The Pargeter Floor Plans PG-4B-2S-P1	22 November 2021
The Ploughwright Elevations PW-3B-2S-CB-E1	22 November 2021
The Ploughwright Floor Plans PW-3B-2S-P1	22 November 2021
The Tillman Elevations TI-3B-2S-CB-E1	22 November 2021
The Tillman Elevations TI 3B-2S-CB-E2	22 November 2021
The Tillman Elevations TI-3B-2S-CT-E1	22 November 2021
The Tillman Floor Plans TI-3B-2S-P1	22 November 2021
The Weaver Elevations WE-4B-2S-CB-E1	22 November 2021
The Weaver Floor Plans WE-4B-2S-P2	22 November 2021
The Weaver Elevations WE-4B-2S-CT-E1	22 November 2021
The Weaver Floor Plans WE-4B-2S-P1	22 November 2021
The Fisher Elevations FI-3B-2S-CT-E2	22 November 2021
The Fisher Floor Plans FI-3B-2S-P1	22 November 2021
Bradshaw Court GF Floor Plans BSA-CT01-P1	22 November 2021
Bradshaw Court 1st Floor Plan BSA-CT01-P2	22 November 2021
Bradshaw Court 2nd Floor Plan BSA-CT01-P3	22 November 2021
Wayland Court – GF Plan WLA-CT01-P1	22 November 2021
Wayland Court 1st Floor Plan WLA-CT01-P2	22 November 2021
Wayland Court 2nd Floor Plan WLA-CT01-P3	22 November 2021
Cycle Shed 02 062004-SH02	22 November 2021
Substation 01 Elevations and Floor Plans 062004-SUB01	22 November 2021
Garage 01 Elevations and Floor Plans GAR01-R1-CB	22 November 2021
Garage 01 Floor Plans and Elevations GAR01-R2-CB	22 November 2021
Garage 02 Floor Plans and Elevations GAR02-R3-CB	22 November 2021
Garage 02 Floor Plans and Elevations GAR02-R4-CB	22 November 2021
i-Transport Technical Note – JW/IN/ITB16340-005	22 November 2021
Flood Risk Assessment and Drainage Strategy Rev A	8 June 2021
Great Crested Newt HAS and eDNA Survey	8 June 2021
Transport Assessment – JDW/IN/ITB16430-002B	8 June 2021
Location Plan 062004-BEL-TV-LOC01	8 June 2021
Reptile Survey Report Ref 878.1	8 June 2021
Geo-Environmental Report – CRM.1265.028.GE.R.001.A	8 June 2021
Residential Travel Plan JDW/IN/ITB16340-003A	8 June 2021
Air Quality Assessment BHChilseyGreen(A).9 Rev 1	8 June 2021
Design and Access Statement 062004-BellTV-DASA	22 November 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 of the dwellings shall be submitted to and approved by the Local Planning Authority. The approved materials shall be used for the purposes of constructing the approved development, with no variations, unless otherwise agreed in writing by the Local Planning Authority.

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

4) Hard and soft landscaping

Full details of both hard and soft landscaping works including tree planting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the above ground construction of the buildings hereby permitted.

This details shall include indications of all changes to levels, hard surfaces, walls, fences, or other means of enclosure within or around the site, access features, minor structures, the existing trees and hedges to be retained, the new planting to be carried out, measures to be taken to ensure that retained trees and their roots are not damaged and details of the measures to be taken to protect existing features during the construction of the development. The above details should also be supported by a phasing plan/timetable for the delivery on the hard and soft landscaping.

(b) 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 in accordance with the phasing plan/timetable agreed with the Local Planning Authority.

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 Local Planning Authority, unless the Local Planning Authority gives written consent to any variation.

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

5) Acoustic fencing and ventilation

Before the development hereby approved is occupied details of the acoustic glazing, ventilation and acoustic screening for the residential properties as outlined in the submitted Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority with the approved measures installed and retained in perpetuity.

Reason: To minimise potential noise impacts to the occupiers of the proposed units and to comply with Policies EE1 and EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

6) Arboricultural Report and Tree Protection

Prior to the commencement of any development, including before any equipment, machinery or materials relevant to commencement are brought on to the site, a site specific Arboricultural Method Statement (AMS) and Tree Protection Plan shall be submitted to the Local Planning Authority for approval.

These details should be in accordance with the Initial Arboricultural Impact Assessment prepared by Aspect Arboriculture dated June 2021 and the general provisions of BS5837:2012 and give details of, but not be limited to, the construction of all structures/surfaces within the RPA of any trees to be retained, details of the removal of any structures/surfaces within the RPAs of retained trees and the method of tree protection to be used, phased, if necessary, to allow for the requirements of demolition and construction.

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

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

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

7) Landscape and Ecological Management Plan

No development shall take place until a Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority.

This should be in accordance with the recommendations in section 8 of the Ecological Appraisal, Rev A (November 2021). The LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

The scheme shall include the following elements:

- Details of any new habitats created on site.
- Detail of the extent and type of new planting and seeding outside of the developed areas, which should be native species of UK provenance.
- Details of the lighting scheme that should be of a sensitive design to minimise impacts on all semi-natural habitats within and adjacent to the site. This should be in accordance with the guidance and recommendations outlined in sections 8.3.6 and 8.5.2 of the Ecological Appraisal, Rev A (November 2021).
- Details of maintenance regimes including how the semi-natural habitats will be managed over the long-term in order to retain their ecological diversity.
- Details of management responsibilities including adequate financial provision and named body responsible for maintenance.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to protect the appearance of the surrounding area and to ensure the protection of wildlife, supporting habitat and secure the opportunities for the enhancement of the nature conservation value of the site and to comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

8) Flood Risk Measures

The development shall be carried out in accordance with the submitted flood risk assessment (ref - Flood Risk and Drainage Strategy by Odyssey dated June 2021) and the following mitigation measures it details:

Finished floor levels shall be set no lower than 300mm above the peak modelled 1 in 100 year plus 70% climate change flood level.

All proposed dwelling units to be positioned within Flood Zone 1.

Flood compensatory storage shall be provided in line with the proposal identified in the FRA

These mitigation measures shall be fully implemented in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason:

- To reduce the risk of flooding to the proposed development and future occupants
- To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided
- To ensure the structural integrity of the proposed flood mitigation measures thereby reducing the risk of flooding

This is supported by local policy, in particular Runnymede 2030 Local Plan Policy EE13: Managing Flood Risk, which states that "For new development where at least 1 net additional residential unit is proposed, development must not reduce the capacity of the floodplain to store water; or cause new, or exacerbate existing flooding problems, either on the proposed development site or elsewhere.

9) Surface Water Drainage

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

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 18.1 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- 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.

10) Suds Verification Report

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

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

11) EV charging

No residential unit shall be occupied until an electric vehicle charging point has been provided for those units and installed in accordance with an Electric vehicle Charging Point Scheme that has been submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

12) Construction of Primary Access

No part of the development shall be first commenced unless and until the proposed primary vehicular access to Pycroft Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

13) Construction of Secondary Access

No part of the development shall be first occupied unless and until the proposed second vehicular access to Pycroft Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

14) Parking layout

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 does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

15) Highway improvements

The development hereby approved shall not be first occupied unless and until the following:

- a) Proposed footway and crossing improvements along Pycroft Road and at the junctions of Vincent Road and Lasswade Road as indicated on Figure ITB16340
- b) 6 number Parking bays provided along the site frontage on Pycroft Road as shown on Drawing ITB16340-GA-011E
- c) Keep Clear markings are provided across the Pycroft Road (minor arm) of the A320 Chilsey Green Road / Cowley Avenue / A320 Pycroft Road / Pycroft Road junction as indicated on Figure ITB16340, have been provided in general accordance with the approved plans.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

16) 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) 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) No HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times)

nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in local roads during these times,

(k) 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 does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

17) Travel Plan

Prior to first occupation the approved Travel Plan shall be implemented. The applicant shall implement and monitor the approved Travel Plan in accordance with Surrey County Council's Travel Plan guidance, and for each subsequent occupation of the development thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

18) Cycle Parking and car club

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

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

(b) Information to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users and to promote sustainable transport and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede 2030 Local Plan and policy within the NPPF.

19) Land Affected by Potential Contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions (i) to (iv) or otherwise agreed remedial measures have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing until Condition (iv) has been complied with in relation to that contamination.

(i) Site Characterisation

No development must take place until an assessment of the nature and extent of contamination on the site has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and shall assess any contamination on the site whether or not it originates on the site. The report of the findings must include:

(a) a survey of the extent, scale and nature of contamination;

(b) an assessment of the potential risks to:

- human health
- property (existing or proposed) including buildings, crops, livestock, pets, woodland

and service lines and pipes

- adjoining land
- ground waters and surface waters
- ecological systems
- archaeological sites and ancient monuments

(ii) Submission of Remediation Scheme

If found to be required no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal and remedial options, proposal of the preferred option(s), a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(iii) Implementation of Approved Remediation Scheme

If found to be required, the remediation scheme shall be implemented in accordance with the approved timetable of works.

Upon completion of measures identified in the approved remediation scheme, a verification report (validation report) that demonstrates the effectiveness of the remediation carried out must be submitted to the local planning authority.

(iv) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination, development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements of Condition (i) or otherwise agreed and where remediation is necessary, a remediation scheme, together with a timetable for its implementation must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of Condition (ii) in the form of a Remediation Strategy which follows the gov.uk LCRM approach. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation (verification) plan and report must be submitted to and approved in writing by the Local Planning Authority in accordance with Condition (iii).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with guidance in the NPPF.

20) Ecology

Prior to the Commencement of Development an updated reptile survey shall be carried out and the results submitted via a Reptile Mitigation Method Statement to and approved by the Local Planning Authority and all required works carried out.

Reason: To ensure the reptile population on the site are secured and that the development does not harm the any protected species on site and to comply with Policy EE9 of the Runnymede 2030 Local Plan and the NPPF

21) Biodiversity

No dwelling hereby approved shall be occupied until the biodiversity enhancement measures proposed for that particular property as set out within the Ecological Appraisal Rev A (HAD ref 878.1 November 2021 and Biodiversity Enhancement Plan 878.1/12 has been installed. All

biodiversity enhancements within public areas shall be delivered prior to that area of the site being opened up for public use. Such measures shall be retained on site in perpetuity.

Reason:

To protect the habitat of bats, any invertebrates, badgers, the flora, fauna and ecological value of the site and to comply with Policy EE9 and SD7 of the Runnymede 2030 Local Plan and guidance in the NPPF.

22) Construction Environmental Management Plan (CEMP)

No development shall take place until a Construction Environmental Management Plan (CEMP) that is in accordance with the approach outlined in the Ecological Appraisal Rev A (November 2021), has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas detailing the works to be carried out showing how the environment will be protected during construction. Such a scheme shall include details of the following:

- The timing of different aspects of site clearance and construction works.
- The measures to be used during site clearance and construction in order to minimise the environmental impact of the works, including potential disturbance to existing sensitive habitats and associated species.
- Any necessary pollution prevention methods including those to prevent polluted surface water run-off entering any of the ditches or streams in or adjacent to the site.
- A map or plan showing habitat areas to be specifically protected identified in the Ecological Appraisal.
- Any necessary mitigation measures for protected species.
- Construction methods.

The works shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: To achieve sustainable development and protect the environment in the vicinity of the site and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

23) Sensitive Lighting Scheme

Before any external lighting is installed at the site (excluding within the curtilage of a private residential properties), details shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and be retained as such thereafter.

Reason: To protect the amenities of occupiers of nearby properties and to protect wildlife and to comply with Policies EE2 and EE9 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24) Renewable Energy and water efficiency

The development hereby approved shall provide renewable energy technology, energy efficiency and water efficiency measures as outlined in the submitted and approved Energy and Sustainability Statement dated 31 January 2022 to ensure that a minimum of 10% of the predicted energy consumption of the development would be met through renewable energy/low carbon technologies unless otherwise agreed in writing by the Local Planning Authority.

Reason

To Ensure that a minimum of 10% of the energy requirement of the development is produced by on site renewable energy sources/low carbon technologies and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance in the NPPF.

25) Provision of Play Areas

Prior to the occupation of the first dwelling details of the siting, size and design of the children's equipped play area(s) shall be submitted to and approved in writing by the Local Planning Authority. The play areas shall be provided in accordance with the approved details before the occupation of the 50th dwelling and retained. The details shall be in accordance with approved drawings

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

26) Open Space

Prior to the commencement of above ground works of the development hereby approved, details of the provision of the equipped open space (trim trail) and incidental open space and amenity areas to be incorporated within the development, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include measures for management and maintenance, and the scheme shall be implemented fully in accordance with the approved details, including a timetable for delivery and retained for use by the public, where appropriate. The details shall be in accordance with approved drawings

Reason: To ensure the development includes high quality open spaces to enhance the health and well-being of the future occupiers of the development and to comply with Policy SL26 of the Runnymede 2030 Local Plan and guidance in the NPPF.

27) Gates and Accessibility

No gates shall be provided across the vehicular entrance to the development. There shall also be no lockable gate to pedestrian access points.

Reason: To protect the visual amenities of the area and to promote inclusive communities in accordance with 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) Details of Planning Obligation

The applicant is advised that this permission is subject to a Section 106 Agreement.

3) 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/flooding-advice

4) 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) 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) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 7) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
- 8) The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.
- 9) 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.
- 10) 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.
- 11) Many trees contain wildlife such as bats and nesting birds that are protected by law. The approval given by this notice does not override the protection afforded to these species and their habitats. You must take any necessary steps to ensure that the work you are carrying out will not harm or disturb any protected species or their habitat. If it may do so you must also obtain permission from Natural England prior to carrying out the work. For more information on protected species please go to www.naturalengland.gov.uk.
- 12) 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.
- 13) Unless it can be demonstrated that it is unfeasible to do so the applicant shall achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings achieving Part M4 (3).
- 14) The applicant is advised to incorporate into the development the principles and practices of the 'Secured by Design' scheme in consultation with the Designing Out Crime Officer.
- 15) The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

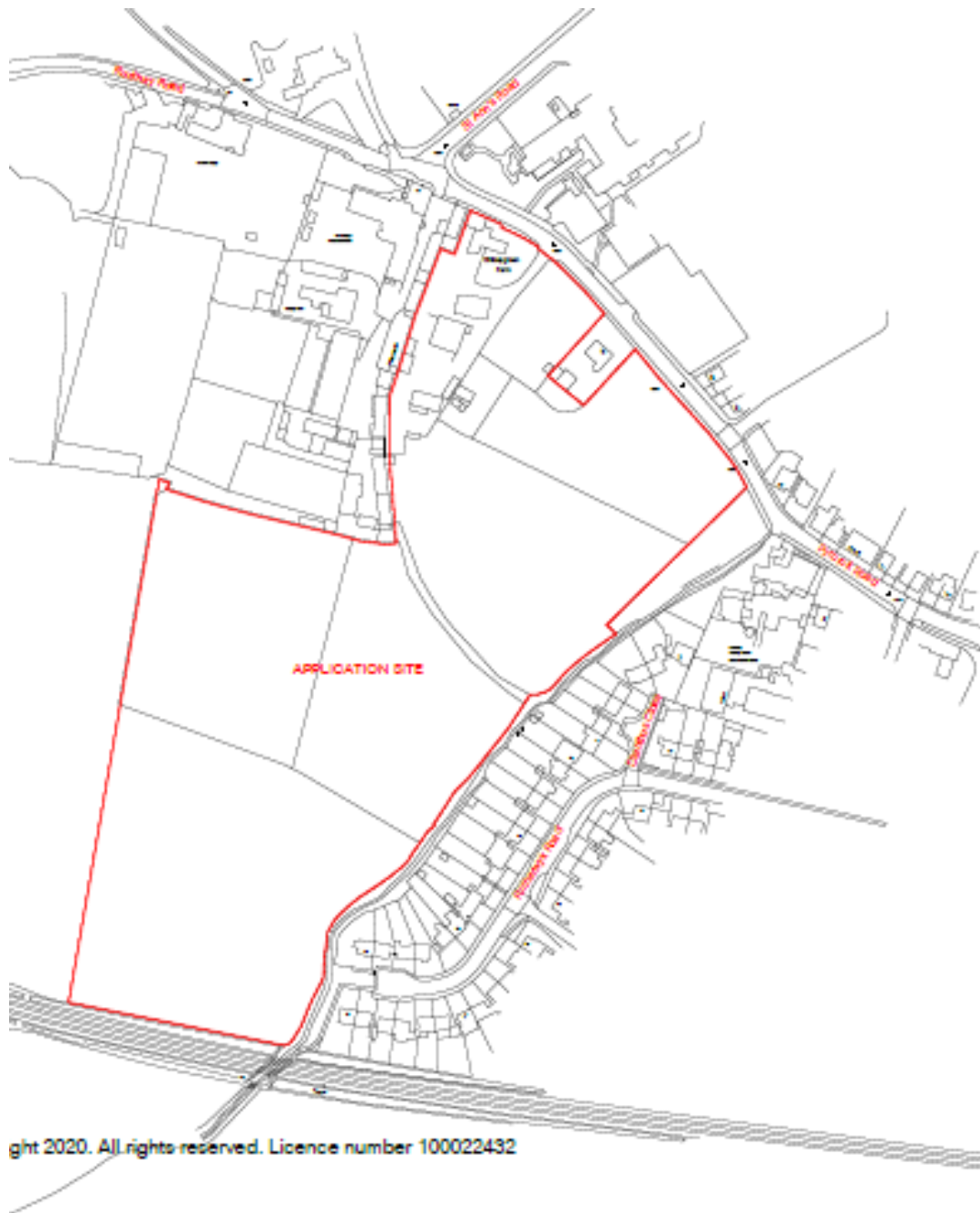
and not at all on Sundays and Bank Holidays.

- 16) The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 17) A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 18) There are public sewers crossing or close to your development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. Thames Water will need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read Thames Water's guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
- 19) The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.
- 20) As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 21) Due to the close proximity of the proposed works to Network Rail's infrastructure and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. This will allow

our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

- 22) The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/lookingafter-the-railway/asset-protection-and-optimisation/>.
- 23) The applicant / developer must also follow the Asset Protection informatives found within the appendix of this letter. The informatives are issued to all proposals within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).
- 24) If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.
- 25) The applicant is advised that in this location Affinity Water will supply drinking water to the development. To apply for a new or upgraded connection, please contact Affinity Water's Developer Services Team by going through their My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk.

Location Plan



Proposed street scene – viewed from Pyrcoft Road



View along access road



The Harper Plot 6 The Harper Plot 8 The Harper Plot 7 The Harper Plot 8 The Weaver Plot 8



Apartment Block 2 Plot 10A Apartment Block 2 Plot 10B Apartment Block 1 Plot 12A Apartment Block 1 Plot 12B The Harper Plot 9 The Harper Plot 10



View of properties North western boundary



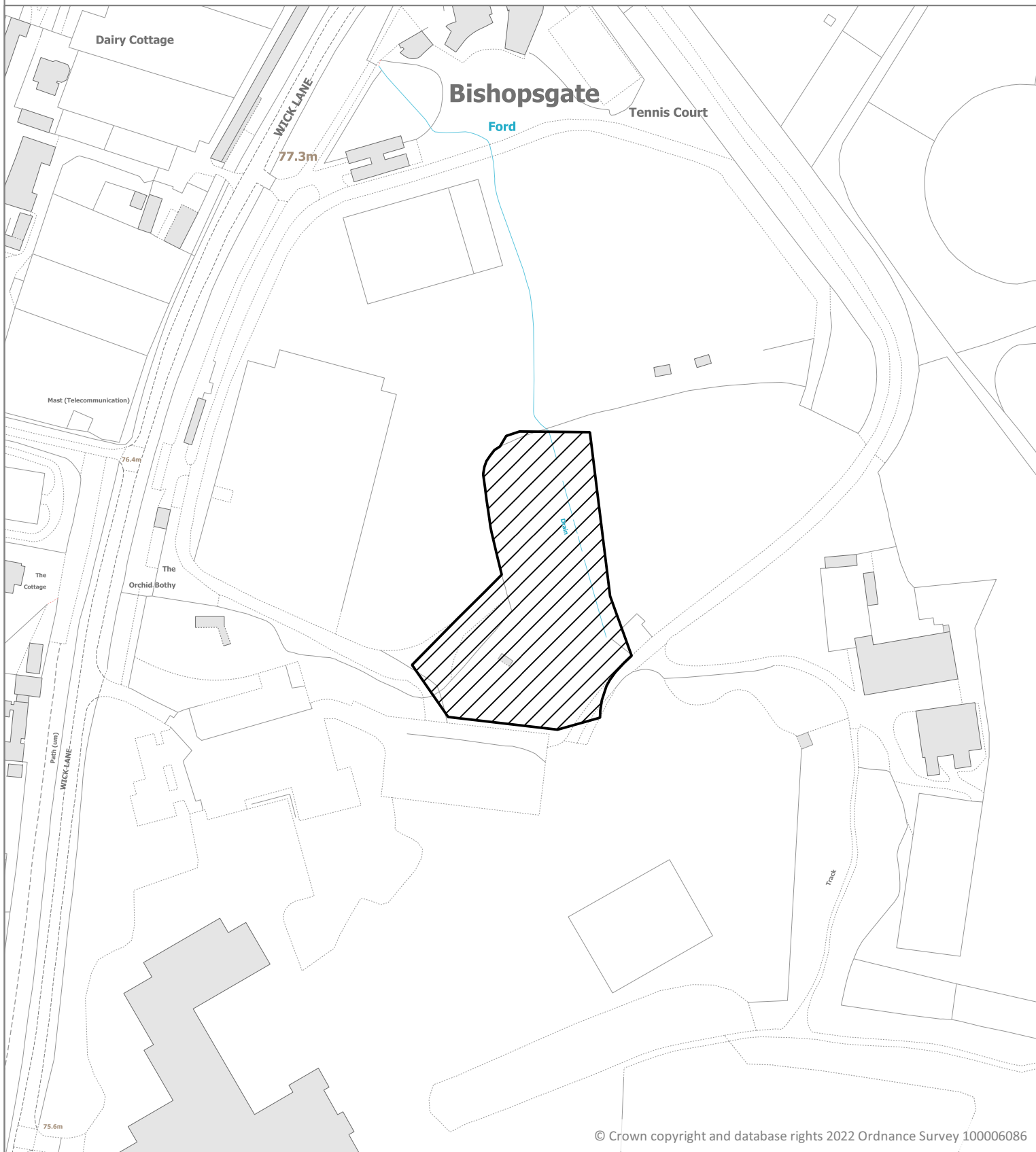
Street scene view internal street





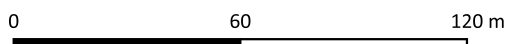
Date: 22/06/2022

Dell Park House and Fairmont Hotel Wick Lane, Englefield



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Scale: 1:2,000



RU.21/2211



COMMITTEE AGENDA REFERENCE: 5B

APPLICATION REF:	RU.21/2211
LOCATION	Dell Park House and Fairmont Hotel, Wick Lane, Englefield Green, TW20 0XN
PROPOSAL	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)
TYPE	Full Planning Permission
EXPIRY DATE	24/07/2022
WARD	Englefield Green West
CASE OFFICER	Louise Waters
REASON FOR COMMITTEE DETERMINATION	Item required to be reported to the planning committee due to numbers of letters of representation received and recommendation to approve.
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.	Subject to the prior signing of a S106 legal agreement to ensure that the development remains ancillary to the existing use of the Fairmont Hotel (Use Class C1) as visitor accommodation and subject to no objections being raised by the Minerals Planning Authority Grant Consent - subject to conditions

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site comprises a parcel of land which is positioned within both the Fairmont Hotel Site (formally the Savill Court Hotel) and Dell Park House. The Fairmont Hotel has recently been redeveloped to provide a luxury 5* hotel, spa and conference facility within the borough and is positioned within large, landscaped grounds. Dell Park House comprises a modern dwelling with a separate bungalow and annex positioned within extensive landscaped grounds that include equestrian stables, paddocks, grassed areas and woodland.
- 2.2 The application site falls within the Green Belt and is designated as a Priority Habitat Inventory. The application site contains existing mature trees and part is covered by TPO 442 which covers the rest of the original Savill Court site. The site also falls within a Mineral Safeguarding Area. The site is also located within an area of deciduous woodland.

3. APPLICATION DETAILS

- 3.1 This application is seeking retrospective planning permission for the retention of 4 detached treehouse lodges which are intended to be used as ancillary habitable accommodation for the existing 5* hotel, spa and conference facility (Use Class C1). Given this intended use the application also seeks the part change of use of the existing land at Dell Park House for purposes ancillary to the existing hotel use (Use Class C1). The application is also seeking permission for the new access and pathways associated with the treehouse lodges. The application is supported by a Planning Statement, Design & Access Statement, Ecology

Surveys. Arboricultural Impact Assessment, Sustainable Design Statement, Green & Blue Infrastructure Statement, Drainage Statement and a Lighting Report.

- 3.2 The Design & Access Statement which has been submitted in support of the development confirms that the individual treehouse lodges have a gross external floor area of some 125 square metres. The exterior cladding of the treehouse lodges comprises a charcoal grey standing seam metal roof with vertical wooden cladding to the external walls. The height of the treehouse lodge (excluding the stilts) extends to some 2.9 metres to eaves (5.0 metres to ridge). The stilts result in the raising of the structures by some 2.56 metres extending to a maximum height of some 7.55 metres. The treehouse lodges have been designed with a raised entrance deck accessed from a timber staircase. Each treehouse includes two double bedrooms with a potential secret galleried bunk for younger guests. The Design and Access Statement advises that the development was undertaken by Blue Forest who are design-and-build treehouse specialists and have successfully delivered a number of sustainable and inspiring projects in extremely sensitive historic landscape settings across the country.
- 3.3 The Design & Access Statement provides further supporting information relating to the design which is summarised below:
- The layout of the treehouses has been predominantly determined by the location of the trees thus facilitating the screening of the development from views from the surrounding area.
 - The units have been arranged in an off-set organic pattern in relation to the contoured site. This arrangement breaks down the regularity of the design when viewed in either elevation or plan.
 - The main treehouse structures are freestanding with no dependence on the surrounding trees for support.
 - The treehouses have been designed to fit discreetly and naturally into the existing constraints and topography of the site adjacent to the new Fairmont Hotel.
 - Being single storey treehouse lodges their appearance above wooden clad supports provides a sense of openness at ground floor level allowing open views through the woodland, with the lodge accommodation above visually linking to the tree canopy creating a non ground-based visual appearance that is unique and creates images of treehouses and similar raised platforms evocative of outdoor living and adventure that holds a special appeal.
 - Over the course of its natural weathering all the timber cladding on the treehouses will weather to a silvery grey colour, blending in naturally with the surrounding trees.
 -
- 3.4 Given the positioning of the application site within the Green Belt the applicant has submitted a package of material considerations within the supporting Planning Statement which they consider represent 'very special circumstances' to support of their application. This supporting information provided by the applicant is summarised below.
- Removal of existing buildings.
The removal of 4 long-standing stable blocks with a total number of 22 loose boxes have recently been demolished and removed from the site earlier in 2021. Two existing field shelters, and a residential log cabin are also proposed to be removed, as shown on the submitted block plan. Two other identical residential log cabins were previously removed from within the woodland area following acquisition and development of the site by the Arora Group. These existing buildings have a cumulative gross external floor area of 502.25 square metres. The treehouse lodges which have been erected within the application site comprise a total new-build floorspace of 500 square metres. In purely numerical terms the buildings that have been removed from Dell Park House and those proposed for removal represent just over 100% of the new-build floorspace created by the treehouse lodges and therefore result in a minor reduction of net new floorspace overall. The total floorspace of the treehouses represents only 1.78% of total

hotel floorspace. It is therefore considered that removal of these buildings from within Dell Park represents the very special circumstances that justify the treehouse development.

In the case of the treehouses, they are not conventional buildings and, by definition, can only be placed among trees where their design enables open views at ground level with the ground level vertical supports and stairs all being of wooden appearance like the trees. The higher level accommodation is also clad in wood with a natural charcoal coloured roof. It is considered that there will be no greater impact on the openness of the Green Belt. The development has been designed to have a very close relationship with existing landscape features and integrates with its surroundings. The development has been designed to create open space both within and around the development and retains large distances to site boundaries and retains views from both within and outside the site.

- The Surrey Hotel Futures Study report - August 2015

The Surrey Hotel Futures Study Report - August 2015 was produced for Surrey County Council by hotel development consultancy - Hotel Solutions and was a major component of the case of the very special circumstances advanced in respect of the replacement of the Savill Court Hotel. Some 6 years since its publication, the newly built 5* luxury Fairmont Windsor Park Hotel, with extensive conference and hospitality facilities, has directly addressed the key deficiencies identified in the study and will bring multiple benefits in terms of direct employment and local spend but importantly in providing facilities for the benefit of local businesses and the wider local economy.

Paragraph 7.1.1 of the Surrey Hotel Futures Study states that the analysis of current hotel performance and markets, the future prospects for growth in hotel demand, and hotel company interest in the county, shows that there is clear potential, and in many cases a need, for investment in the upgrading, expansion and development of existing hotels. This includes the redevelopment, repositioning and possible expansion of some country house and golf hotels to a 5 star level or boutique style of hotel.

The need for capital investment for existing Surrey hotel stock was further detailed in the study showing clear potential, and in many cases a need, for investment in existing hotels in terms of upgrading and repositioning, the addition of new guest bedrooms to satisfy currently denied demand and the development of new facilities such as leisure clubs, spas, function rooms and conference space to attract new markets and give additional income streams.

The applicant states that the recommendations from the 2015 study still mirrors the current analysis of the hospitality market and fully justifies the decision to position the Hotel to the very top end of the 5* market.

The findings of the Hotel Futures Study Report summarised at paragraph 7.2.1 the wider external economic benefits resulting from such development: The Hotel Futures Study shows significant potential and need for hotel development in all Surrey Districts and Boroughs and clearly demonstrates that further hotel development is vital to support the future growth of the county's economy. Many parts of the county are already short of hotel provision to fully meet midweek demand from local companies. These shortages will become even more pronounced if new hotels are not developed. The site's prime location in relation to Windsor Park and the high quality of its site is such that it is particularly suited to the Fairmont Hotel brand. In 2015 the Surrey Hotel Futures Study noted the growth of alternative accommodation and facilities at luxury country house hotels including a number of the UK's luxury country house hotels which have invested to expand their accommodation and leisure offer in terms of the development of alternative accommodation options e.g. tree houses at Chewton Glen in Hampshire and luxury woodland holiday homes at The Cornwall Hotel & Spa at St Austell in Cornwall. These growing trends towards specialist provision have continued with the treehouses at Chewton Glen, New Milton Hampshire being the same model as those recently constructed at the Fairmont Hotel.

The new treehouses will provide a unique offer for guests seeking exceptionally high standards of accommodation in a natural, private setting close to the range of amenities available in the existing 5* hotel including its extensive spa and wellness centre. The treehouses are an important facility in their own right, providing a unique experience but in tandem with the exceptional new hotel and its facilities.

Reference has also been made to a large hybrid planning application which has been granted by the Royal Borough of Windsor and Maidenhead for development in the Green Belt at Legoland which is 5km from the Fairmont Hotel on the opposite side of Windsor Great Park. This development includes 65 lodges comprising 130 units of accommodation and 20 small barrel units (from 13.5sqm to 68.3sqm with a maximum height of 6.6m above floor level), and outline permission for 300 lodge units with a total floorspace of 17,000sqm (56sqm average size) and a maximum height of 10m. This approval is in addition to permission for a 61-bedroom extension to the existing Legoland Hotel in 2016 (ref: 15/02004). The Very Special Circumstances to justify the proposed lodges on open fields comprised: - The need for the development - The lack of alternative sites to accommodate the development - Economic benefits - Environmental benefits - Social and community benefits - Sustainability - Measures to overcome traffic harm from the existing resort.

The 4 treehouses are minor and are discreetly located within the wooded grounds of part of the hotel site and those of an existing house that were previously used for equestrian and polo purposes. The treehouses are also sited within a small part of a woodland copse which is not publicly visible.

Dell House was only acquired subsequent to the Arora Group's acquisition of Savill Court Hotel and the treehouses did not form part of the case of Very Special Circumstances that applied to the redevelopment of Savill Court Hotel. However, it is considered that if the treehouses had been part of the original redevelopment proposals, with Fairmont confirmed as the operator, then they would have been agreed as part of the wider case of Very Special Circumstances applying to the hotel at that time.

The Runnymede Local Plan 2030 provides, at paragraphs 8.13 and 8.32, a recent update on the acknowledged importance of the hospitality industry locally, its continued capacity shortfall, and locational requirements.

Hotel Accommodation and Economic Benefits

The new Fairmont Hotel is part of a global brand positioned at the very top end of the hospitality market. In Britain it comprises only the Savoy Hotel London, St Andrews in Scotland and now the new Fairmont Windsor Park Hotel. Whilst the quality of the new Hotel offer is far superior to that of the previous one it does not, unlike many country house competitor hotels, have a niche offer such as a golf course, specialist sports facilities, fishing, or other specific outdoor leisure pursuits. The ability to offer such a unique facility as treehouse accommodation provides a special feature which emphasises the hotel's rural location and sets it apart from its competitors. The treehouses are of considerable importance to the branding and marketing of the 5* hotel and vital to its ongoing commercial success.

An essential feature of Fairmont Windsor Park is as a 'retreat' designed to keep guests occupied and fulfilled for the duration of their time away from home. The treehouses also fulfil this purpose but with an additional unique experience that is increasingly highly valued by guests in today's pressurised world. Competitor country house hotels such as Chewton Glen have also expanded on their traditional luxury hotel offering by creating treehouses and thus elevated their offer to another level.

The Fairmont Windsor Park's extensive spa offer is the ultimate approach to wellness and is inspired by nature. However, the treehouses offer the ability to extend the spa and wellness experience beyond the confines of a hotel building into a natural environment. It is anticipated that long-standing Fairmont customers used to central

London stays at the Savoy may want to progress their city experience into a nature based one within the Fairmont brand.

It is estimated that the 4 proposed treehouses will result in the direct employment of 5 additional full-time equivalent hotel staff which will be a boost for employment within the borough. Guests using the treehouses will also generate increased local spend that will benefit local businesses. The economic benefits of the development are supported by planning policy within the NPPF at paragraph 81 which confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. The new hotel already employs 150 staff so the additional direct employment and secondary spending from treehouse guests and employees will be of further benefit to the local economy.

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 luxury 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:

Fairmont Hotel

Reference	Details
RU.22/0086	Retention of existing illuminated hotel lettering sign mounted on a stone wall with trough fountain at main hotel entrance on Bishopsgate Road (retrospective application) Granted.
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 75 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.

Dell Park

Reference	Details
RU.19/0114	Various reduction and Tree felling works. Granted
RU.07/0534	Tree application to crown thin by a max of 20% and remove dead wood from 31 Lime Trees located on the western boundary with Wick Lane covered by TPO 220. Granted
RU.07/0120	Erection of detached two storey dwelling with basement following demolition of existing dwelling. Granted.
RU.06/1184	Erection of detached two storey dwelling following demolition of the existing dwelling. Granted
RU.05/0652	Certificate of lawfulness for the proposed development consisting of a new pool and gymnasium and new potting shed/store. Granted.
RU.05/0209	Certificate of lawfulness for a proposed development consisting of a new stable block. Granted.
RU.04/1264	Erection of two storey detached replacement dwelling with basement following demolition of existing dwelling and conservatory from West Lodge. Refused
RU.01/0449	Erection of a detached stable block comprising two stables, tack room and hay store located to the south of The Apple Store fronting Wick Lane. Refused
RU.01/0421	Revisions to elevations to the property approved by planning permission RU.98/0752 including alterations to rear conservatory and insertion of dormer windows. Granted.
RU.99/0117	Demolition of existing buildings and erection of single and three storey main house with associated garages, tennis pavillion, tennis court, house keepers cottage, green house & fences. Granted.
RU.99/0116	Retention of and continued use of re-surfaced exercise track for horses and ponies. Granted.
RU.99/0115	Continued use as a stable yard for the keeping of horses and ponies, extension of outdoor menage/arena, retention of existing tractor shed, consent for new tractor shed, consent for two log cabins for grooms accommodation. 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 SPGs which might be a material consideration in determination:
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

Consultees responses

Consultee	Comments
Surrey Wildlife Trust	The Surrey Wildlife Trust request further information and the imposition of conditions.
The Councils Drainage Section	The Councils Drainage Section request further information to ensure that the development follows sustainable drainage principles

The County Highway Authority	The County Highway Authority have no requirements
The Councils Tree Officer	No objections subject to conditions.
Surrey County Council Minerals	Comments are awaited and their response will be reported to the Planning Committee.

6.1 Representations and comments from interested parties

6.2 42 Neighbouring properties were consulted in addition to being advertised on the Council's website. An 'unknown owner' site notice was also displayed near the site. In response to these consultations 34 letters of representation have been received which can be summarised as follows:

- The development is illegal, and the applicant should be fined.
- Obtaining retrospective permission defeats the point of having a planning approval process in place.
- It is the responsibility of the Council and the planning department to ensure that such breaches do not happen and to protect the Green Belt.
- The purpose of planning is to protect the environment, prevent over development and protect the nature of the local area. This is already a huge hotel development.
- The Arora Group has desecrated the Green Belt under their ownership.
- The argument that having four more rooms for the hotel to rent out is an economic benefit to the area is completely spurious.
- Englefield Green does not suffer from unemployment. Employment levels are below average at only 3 per cent, and consistent with what you'd expect in a market with full employment (which is typically regarded as 5 per cent, as seen nationally currently)
- Allowing the development to flout planning laws is an insult to every other local resident that has followed the law.
- This is a poor example to set for future generations.
- Disappointed that not everybody who backs onto land owned by the applicant were notified.
- A drainage report shows that adequate provision was not made for drainage from the tree houses.
- The local Borough Councillors and RBC Planning Committee members supported the desecration by approving Arora's development plans. The RBC Planning Officers failed in their duty of professional care over this time. The facts speak for themselves.
- RBC planners now have an opportunity and responsibility to reject this retrospective application, and RBC further has a duty to enforce to ensure that the unauthorised development is taken down to allow environmental recovery. You would have community support in taking a strong stance in protection of our environment.
- It is ironic that the future guests in these Tree Houses might see themselves communing with nature, when their construction without planning permission has in fact breached the very rules that protect nature in the Green Belt.
- There are a host of professional advisors and experts already involved with the on-going hotel project so there can be no claim of ignorance by the applicant that planning permission was required for the development.
- Harmful impacts on the visual amenity of the rural environs of Englefield Green village.
- This is a purely a money-making enterprise which will in no way benefit the local community

- Concerns with respect to the Air Source Heat Pumps and associated noise.
- If the development was being built to house local families, then they may deserve a more sympathetic hearing by RBC, but despite looking every bit like houses their construction in no way helps with the housing crisis.
- The applicant should be reported to the Forestry Commission given tree removals who may issue sanctions. A potential breach of the TPO designation of parts of the woodland should also be investigated.
- The development is visible from a popular public footpath because of its elevated nature.
- The arboricultural report states that further trees will need to be felled. The distinctly rural character of our village has been impacted with the development degrading a significant wooded area very close to the village.
- No ecological, hydrological or any other surveys have been carried out.
- The development may have been in contravention to the Wildlife & Countryside Act 1981.
- The applicant seems to have a pattern of retrospective planning applications and moving boundaries without permission. The hotel has already been significantly altered from refurbishment to total demolition, to a significantly bigger development, now 4 detached tree houses have been built without permission.
- Google Maps satellite imagery of the development site provides evidence that a significant area of established and mature woodland was destroyed in the process of the construction of the four dwellings. This woodland is notable for containing a Veteran Tree. It is also within a SSSI 'Impact Risk Zone' and is partially covered by a Tree Preservation Order.
- Concern for the well-being of our natural environment and of our responsibility to protect it for future generations
- If permission is granted the whole of Runnymede's planning system will be brought into disrepute.
- Allowing this development continues to amplify a social division. The rules must be applied uniformly.
- The smoke emissions from the log burner would impact on wildlife especially bats and birds in the area.
- Concerns relating to the potential impact of noise from occupants of the Tree Houses.
- Harmful impacts upon the Green Belt. The development would be contrary to the NPPF.
- Harmful impacts upon existing biodiversity and trees
- With our climate emergency, we need to be better stewards and custodians of the green belt and potential developments taking place. Sustainable ecological developments should be at the highest remit for the Green Belt.
- The houses on stilts will permit guests to drive to the accommodation further degrading the area.
- The Arora group have a lack of awareness of ecological and sustainable principles.
- The Arora group should take the climate emergency more seriously as we are all affected by it regardless of wealth and status. We need to do much more to heal our environment. Every degradation and tree that is felled is a drip further to negatively compromising our environment.
- The retrospective planning permission should be refused and the company fined and made to restore the area back. For every tree felled 5 more should be put back.
- Under RU.16/0824 the local planning authority already indicated that the proposal for the hotel was inappropriate due to the amount of area above ground. This application also represents an inappropriate development.

- From the original decision RU.16/0824 the Arora group were aware about the sensitivity of the area and had to meet requirements before they could commence building. This was a deliberate flout of the planning system.
- The applicant has conducted a retrospective aboriginal impact assessment (AIA) which cannot fulfil the concerns and protection of the area.
- A protection area should have been made for the trees that have TPOs as indicated in the AIA. The AIA indicates potential neglect in section 5 and 6.
- The Arora group should have created their own mini-forest where there is none and create a unique set of off grid tree houses within that forest. This would have been a sustainable development as well as an enhancement and enrichment to the area.
- There has been severe ecological damage and the absence of ecological surveys as required by planning regulations as part of the planning process prior to development. The development may have therefore been in contravention to the Wildlife & Countryside Act 1981
- There are no 'Very Special Circumstances' in this case to justify the development..
- Allowing this development will create a precedent for further developments and the continued erosion of the Green Belt by retrospective means.
- A Climate Emergency has been declared by Runnymede Borough Council.
- This development is close to Englefield Green Village and will impact upon their landscape. It is essential that countryside exists between the village and other built-up environments. These chalets will intrude visually on the village and will bring with them many more people and traffic.

6.3 2 letters of representation have also been received from the Englefield Green Neighbourhood Forum which is summarised below

- Further unauthorised development is taking place in the area adjacent and to the north of the recently built 'tree houses'. The latest activities involve the construction of approximately 3 hard surface tennis courts, other undefined sporting facilities and a building (Officers comments: This has been referred to the planning enforcement section and will be investigated separately to this planning application)
- The development will have an adverse effect on the Green Belt for which there are no special circumstances and no planning permission.
- Limited harm to the Green Belt cannot be a reason for allowing it to proceed.
- A stop order should have been used in the case of the Tree Houses.
- This work is in Dell Park, outside the original boundary of the Fairmont Hotel, in a previously open field.
- As pointed out in previous letters, whether Dell Park (a private house and grounds) is part of Fairmont (a Hotel) is surely relevant to determining what you are dealing with, even if the outcome could be the same and the owners are apparently the same.
- The Fairmont Hotel is a commercially positive addition to our area, and some tolerance as to minor deviations to planning regulations could under certain circumstances be tolerated.
- It is very difficult to see how the Owner and/or his advisors, architects, and constructors would not have been fully aware of the Planning regulations having built both a hotel and a major house in the Green Belt.
- Their actions appear to place RBC deliberately in the position where you either accept the fait accompli or spend what we imagine would be a considerable sum pursuing them to remove the buildings.
- Our MP, Ben Spencer, is progressing a Bill through Parliament to create offences relating to repeat breaches of planning controls
- The applicant has submitted the argument that these buildings are part of the Fairmont Hotel and will contribute to the commercial wellbeing of the Hotel. This is the same argument which was put forward to justify a 178% increase in the floor area of the Hotel.

- The Fairmont now has over 200 rooms, an increase of over 30% compared to the Savill Court Hotel it replaced. The immense improvements and additional rooms already constructed under RU.17/1368 and their commercial benefit are in no way comparable to the relatively minor additional increase in commercial benefit generated by the addition of the 4 houses. It represents approximately 1.8% increase in area and a 4% increase in rooms (or 2% if each house is considered a suite).
- The argument that Commercial interest trumps harm to the Green Belt does not apply.
- The main hotel has already achieved the commercial objectives to which that argument was applied.
- The applicant has submitted a location Plan showing the grounds mainly to be in Dell Park, overlapping into the originally designated Hotel Area, and including the driveway originally in the Hotel area. The extent of the grounds for the Hotel would have been a material consideration when considering RU.17/1368.
- For RU.21/2211 the grounds of the Hotel must be extended to include all the tree houses, otherwise they could be considered as a separate entity at a future date.
- The proposed demolition of the animal shelters and log cabin are outside the boundaries of the hotel. It is also noted that the only habitable elements are the log cabins, representing approximately 30% of the total demolition on offer.
- Previously (and maybe even today, though we are not experts in current planning rules) the consolidation of an outbuilding into a proposal was only considered if the outbuilding was within 5 metres of the original accommodation, and the size of the outbuilding allowed was restricted to be a reasonable proportion of the proposal.
- The next stage in this process of erosion of the planning rules could involve arguing that demolition of a hut in the green belt some 2 or 3 miles from a proposal would count towards justifying a proposal.
- The facilities that are proposed for demolition are amenities that could be considered necessary for the use of the grounds of the Hotel and Dell Park. These grounds must surely be designated as equestrian rather than agricultural.
- The lighting report cannot get round the fact that this was a totally dark area prior to the development.
- Whilst the proposal to use a heat pump is laudable, four air source heat pumps generate between 40 and 60 decibels each (continuously), whilst a ground source heat pump serving on a communal basis (ie all 4 properties) would generate under 40 decibels and could be placed near the existing car park.
- The Neighbourhood Plan will be calling for a demonstrable 20% increase in the ecology of the area of the development. The proposed planting scheme may or may not provide this but it does not assess what it does provide in any measurable form.
- Legally, it is difficult to see how these houses could be permanently tied to being part of the hotel and at some future date be sold for redevelopment and expansion into the fields between them and Wick Lane. Legal agreements rarely last in perpetuity if expertly challenged
- To make it more acceptable we suggest that all three of the following are necessary.
 - a. Revise the boundaries of the Fairmont Hotel to include the whole of Dell Park and include this proposal within it. This clarifies that this is not a separate development, is part of the Hotel, and includes within its grounds any proposals to demolish (and not replace) buildings in compensation.
 - b. The offering of stables and huts to compensate for the proposal is in our opinion unacceptable. These buildings should be left as amenities potentially needed by the hotel, and the demolition of Dell Park House, which obviously is a habitable building, offered as the main habitable building to be removed, with outbuildings, if necessary, to make up the proposed 500 sq m area.

c. A strong legal agreement tying the proposal to the hotel in perpetuity, and/ or the provision of temporary planning permission that is renewable every (say) 4 years but only if the developments association with the hotel is continued and approved.

- 6.4 A letter of representation has also been received from the Englefield Green Village Residents Association which is summarised below
- Express strong objection to the proposed retrospective planning application.
 - The application should be refused as it clearly contravenes Green Belt policy. It goes without saying that the Green Belt is of great importance to our village and its residents.
 - Wish to reiterate the objections raised by the Englefield Green Village Neighbourhood Forum.

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. The key planning matters are considered to be the principal of the development within the Green Belt and the impact upon the Green belt. The impact of the development upon the character of the area, the impact upon highway safety and the impact upon existing trees and biodiversity. Consideration also needs to be given to drainage, the impact upon the Mineral safeguarding Area, Sustainable Design and the impact upon the amenities of existing surrounding properties.
- 7.2 The Government attaches great importance to Green Belts. The NPPF confirms that a local planning authority should regard the construction of new buildings within the Green Belt as inappropriate unless the development falls within the exceptions contained within paragraph 149. This retrospective planning application is not considered to fall within the exceptions contained within paragraph 149 of the NPPF and on this basis the development is considered to be inappropriate development, by definition, within the Green Belt. The development given its floor area, scale and massing is also considered to result in a development which would be harmful to the openness of the Green Belt and would conflict with the purposes of the Green Belt. This harm is considered to be significant. Paragraph 147 of the NPPF confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.3 Policy EE17 (Infilling or Redevelopment on Previously Developed Land in the Green Belt) of the Runnymede 2030 Local Plan confirms that the limited infilling or partial or complete redevelopment of previously developed land (excluding temporary buildings) is not inappropriate in the Green Belt providing there would be no greater impact on the openness of the Green Belt than the existing development. The development given its floor area, height and massing is not considered to comply with this policy.
- 7.4 The applicant has submitted a package of material considerations in support of their development which they consider represent the 'very special circumstances' to support this application. These are summarised within paragraph 3.3 above. The development is considered to represent an inappropriate and harmful development within the Green Belt (by definition) which would also have harmful impacts upon the openness of the Green Belt. The development would also conflict with the purposes of the Green Belt. This would be contrary to paragraph 149 of the NPPF. In conclusion there is clearly harm in these respects which weigh significantly against the proposal and which will need to be taken into account when considering whether any 'very special circumstances' exist which would clearly outweigh the

- harm to the Green Belt. It is therefore necessary to consider whether any other harm would arise from the proposed development.
- 7.5 The Government attaches great importance to design within the NPPF advising that developments should function well and add to the overall quality of the area, be visually attractive because of good architecture and layout and provide appropriate and effective landscaping. New developments should also be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Policy EE1 of the 2030 Local Plan requires all development proposals to achieve high quality and inclusive design which responds to the local context including the built, natural and historic character of the area while making the efficient use of land. The development is considered to be of a high quality of design incorporating high quality materials. The application site and the wider Hotel site is located within large, mature landscaped grounds including existing tree planting along its boundaries. The proposal introduces four tree houses within an area of existing mature planting. It is considered that the scale, positioning and design of the tree houses result in a form and scale of development which is both sympathetic to the existing local character and will add to the overall quality of the area. The development also includes a new high quality soft landscaping scheme to create new areas of planting across the site. The development is considered to comply with policy EE1 of the Runnymede 2030 Local Plan, guidance within the Runnymede Design Guide and design policy within the NPPF.
- 7.6 Policy SD4 (Highway Design Considerations) of the Runnymede 2030 Local Plan confirms 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. The development is not considered to result in any material increase in traffic movements either within or surrounding the application site given the limited scale of the development which is restricted to four detached treehouse lodges. The County Highway Authority have undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the development would not have a material impact on the safety and operation of the public highway. The development is therefore considered to comply with policy SD4 of the Runnymede 2030 Local Plan and relevant policy within the NPPF.
- 7.7 The application is supported by an Arboricultural Impact Assessment (AIA) which considers the impact of the development upon existing trees and recommends associated works to protect the existing trees to be retained as part of the development. The AIA advises that the tree houses and an access road have been constructed in an area containing mature trees, including Oak, Horse Chestnut, Sycamore, Lime and Liquidamba. The AIA advises that five low quality trees and sections of laurel undergrowth were proposed for removal as part of the development. No trees of any significance are proposed for removal. In addition, tree surgery has been recommended to reduce tree related hazards which relates mainly to the removal of major deadwood. Work is also recommended for a mature sycamore (T12) which has extensive basal decay and will be reduced to a 7m stem to reduce the risk of failure and an Oak (T33) which has an acute lean over one of the tree houses and where crown reduction is recommended to reduce the risk of wind blow. The AIA also recommends ground protection where new access routes are proposed to protect any underlying roots from any further construction activities. Any hard surfacing for paths or parking areas within the root protection area of trees must be constructed using a no-dig method of construction. The AIA also confirms that on the completion of the construction, but before soft landscape works are completed, soil compaction should be alleviated by injecting high pressure air and nutrients into the root zone. This should be undertaken throughout all of the root protection areas where there has been ground disturbance. The AIA recommends that soft landscape works carried out within Root Protection Areas must be undertaken with great care so as not to damage shallow roots. Rotovators or other heavy mechanical cultivation must not be used within the root protection areas. Any ground cultivation must be undertaken by hand carefully working around any tree roots found.

- 7.8 The AIA however confirms that at the time of the site visit no tree protection measures were in place. It is therefore possible that root damage will have been caused to existing trees. The AIA recommends that the results of any root damage are likely to become evident over the next 3 years during which time the existing trees should be regularly checked for safety and condition. Decompaction works will help alleviate any soil compaction that has occurred as a result of the development. However, in order to mitigate against any potential damage caused to existing trees the AIA is supported by a planting plan which provides for the new planting both within and surrounding the tree houses to include 30 semi-mature trees, 45 large shrubs and native hedging.
- 7.9 The Councils Tree Officer advises that whilst it cannot be quantified damage to the retained trees will have occurred and some of the trees are subject to TPO 442. It is also not clear whether there was any further tree removal to enable the development. The Councils Tree Officer agrees with the recommendations within the AIA and the proposed new tree planting noting that the effects of the development on the existing trees will not be evident for some years. However, it is proposed to mitigate the possible effects by planting larger trees both within and surrounding the tree house lodges. On this basis the Councils Tree Officer raises no objection to the development subject to a condition to ensure that all the recommendations in the submitted tree report are undertaken including the proposed tree and shrub planting offered as mitigation to offset the proposed tree and laurel removal and the potential damage to the existing trees to be retained. On this basis it is considered that the development will comply with policies EE1 and EE11 of the Runnymede 2030 Local Plan and policy within the NPPF.
- 7.10 The application is supported by a Preliminary Ecological Appraisal (PEA) which confirms that the development is not considered to have any impacts upon either statutory or non statutory designated sites. The PEA advises that the site is positioned within deciduous woodland which has the potential to impact upon this habitat and makes recommendations for the development. The appraisal also highlights the positioning of a Veteran Pedunculate Oak positioned outside of the application site to the south east. A badger set has been identified in the PEA close to the eastern boundary of the site over 30 metres from the closest tree house or access route. Given the nature of the development and the distance retained to the badger set the PEA concludes that the development should have no harmful impacts. However, a precautionary approach is recommended for any construction works within 30 metres of the badger set. The PEA advises that the existing trees shown for removal within the AIA are not considered suitable for bats and it is unlikely that bats will use these trees for either hibernation or as a temporary roost. The PEA concludes that other trees within the site have features with the potential to shelter roosting and hibernating bats and surveys of these trees would be required prior to any further works which have not been identified in the AIA. The PEA highlights an existing log cabin which is highlighted for removal as having a negligible -low potential to support roosting bats and it is recommended that the building be subject to a further survey prior to demolition. A separate survey has been undertaken on this structure which confirms no evidence of bats. The PEA confirms no further impacts upon any other legally protected species. The PEA provides recommendations with respect to site clearance and tree removal with respect to nesting birds, hedgehogs and invertebrates. The PEA also considers biodiversity net gain within the application site and recommends that this requirement be secured by a planning condition. A separate Lighting Report has also been submitted in support of the application which considers the design of external lighting to ensure that there will be no harmful impacts upon protected species.
- 7.11 The Surrey Wildlife Trust (SWT) have provided comments on the development recommending that the applicant should be made aware of the requirement to apply for a bat mitigation licence from Natural England where development activities may cause an offence. This requirement will be imposed as a planning informative should planning permission be granted for the development. The SWT also make recommendations regarding the proposed demolition of existing buildings to ensure a precautionary approach with respect to bats and have highlighted the need for a bat preliminary ground roost assessment to be undertaken by a suitably experienced ecologist prior to any tree works. The SWT also make recommendations

- regarding external lighting, the removal of *rhododendron ponticum* and biodiversity net gain and a LEMP which will be secured through planning conditions and planning informatives should planning permission be granted for the development.
- 7.12 The Surrey Wildlife Trust have raised concerns regarding the risk of ecological harm during construction works and recommend that a planning condition be imposed on any permission granted to secure the submission of a Construction Environmental Management Plan. The SWT also make recommendations to secure further clarification from the applicant to ensure that the development was undertaken to ensure best practice with respect to badgers, birds and tree protection. This application is retrospective and has therefore already been carried out on the site and is substantially complete. A planning condition requiring a Construction Environment Management Plan would therefore not be appropriate in this situation as construction activities are almost complete. A planning condition however is recommended to provide biodiversity enhancements within the site and the submission of a Landscape and Ecological Management Plan (LEMP) to mitigate against any potential damage caused during construction works. On the basis of the above and subject to conditions it is considered that the development will comply with Policy EE9 of the Runnymede 2030 Plan and relevant policy within the NPPF.
- 7.13 The applicant has submitted a supporting drainage statement as part of the application which advises that surface water drainage will be designed to flow towards an existing drainage ditch which drains across the site directing water to nearby ponds. The Council's Drainage Section have assessed the application and have advised that further information is required to ensure that the development conforms to sustainable drainage principles. The applicant has submitted further details relating to drainage and this is currently being considered by Officers. Comments are also awaited from the Councils drainage section. Officers will provide an update to the planning committee in the addendum. In any event it is considered that a planning condition could be imposed on any permission with respect to drainage. On this basis it is considered that the development complies with policy EE13 of the Runnymede 2030 Local Plan and policy within the NPPF.
- 7.14 The application site also falls within a Mineral Safeguarding Area where Surrey County Council seek to prevent the sterilisation of mineral resources by other development. It is not considered that there would be any harmful impacts upon the Mineral Safeguarding Area given the nature of the development and the existing use of the land. However, comments are awaited from Surrey County Council.
- 7.15 The Runnymede 2030 Local Plan requires development to demonstrate and implement sustainable design measures. The application is supported by a Sustainable Design Statement which advises that the development has been designed and carried out to a high standard of sustainability. This statement confirms that the development includes high standards of insulation and the risk of overheating has also been taken into account in the design. Each treehouse lodge will use only low energy LED lighting and energy efficient appliances. Heating and hot water for each treehouse lodge is provided by an air source heat pump sited beneath the wooden staircase access to each treehouse lodge. A hot water heat store is located inside each treehouse linked to an underfloor heating system. In addition, there is heat recovery ventilation to the bathrooms and a wastewater heat recovery system (WWHRS) fitted to the showers to reuse heat transferred from the shower waste to the incoming supply. A log burner in each treehouse is principally for amenity purposes and will be a secondary heating system. All energy used at the site will be electrical, with no gas supply. The option for photovoltaic(PV) panels was not considered appropriate due to shading which will occur from the existing woodland canopy. It is therefore considered that the development will comply with policy SD7 of the Runnymede 2030 Local Plan and relevant policy within the NPPF.
- 7.16 Policy EE1 of the Runnymede 2030 Local Plan requires development to have no adverse impacts on the amenities of neighbouring property or uses. Given the design and positioning of the treehouse lodges within the application site and the distances retained to existing surrounding properties and uses the development is not considered to have any harmful

impacts. The development is therefore considered to comply with policy EE1 of the 2030 Local Plan and policy within the NPPF.

- 7.17 It is therefore necessary to consider whether any very special circumstances exist in this particular case which will clearly outweigh the harm to the Green Belt. As outlined above this retrospective planning application is not considered to fall within the exceptions contained within paragraph 149 of the NPPF and on this basis the development is considered to be an inappropriate and harmful development, by definition, within the Green Belt. The development is also considered to result in a development which would be harmful to the openness of the Green Belt and would conflict with the purposes of the Green Belt. This harm has been identified as significant. There would be no other harm arising from the proposals as identified above.

Very Special Circumstances Assessment

- 7.18 The total gross external floor area of the development is **500** square metres. It is acknowledged however that the treehouse lodges have been designed on stilts which result in an increased height of the lodges extending to some 7.57 metres. Whilst the area beneath the development will be predominantly open it is considered that the design on stilts has substantially increased the height, bulk and massing of the development within the Green Belt.

This application however includes the removal of existing buildings some of which have already been demolished as part of this programme of works.

Originally it was proposed to demolish buildings that had a cumulative gross external floor area of some 502.25 square metres. Following discussions with Officers the applicant has agreed to demolish an additional stable building within Dell Park House. This additional stable block to be demolished has a gross external area of some 196.4 square metres it is also "H" shaped and similarly to the stilted arrangements of the new tree houses has a larger visual impact than its actual floor space.

The addition of this building to the demolition plan, means that a total of **699 sqm** of development is now proposed to be demolished. In absolute floor space terms the reduction in floor space is around a 40% decrease.

The applicant has also advanced that the development "is positioned within an area of existing mature planting and is positioned on land which is at a lower level when compared to open land positioned to the rear (north). This layout and design will seek to reduce the impact of the development upon the Green Belt and restrict the impact of the development when viewed publicly from outside of the site."

A decrease of 199 square metres of floor space and a reduction in the spread of built development across the wider site is considered a very significant spatial improvement in green belt terms.

It is considered that the removal of existing buildings of very significant floor space can be given **Very significant weight**.

- 7.19 The Surrey Hotel Futures Study Report (August 2015) recognised the significant potential and need for hotel development in all Surrey Districts and Boroughs and clearly demonstrated that further hotel development was considered to be vital to support the future growth of the county's economy. This report was a major component of the 'very special circumstances' put forward to justify the redevelopment of the existing Savill Court Hotel to provide a luxury 5* hotel, spa and conference centre within the borough. The applicant has advised that the new Fairmont Hotel is part of a global brand positioned at the very top end of the hospitality market. In Britain it comprises only the Savoy Hotel London, St Andrews in Scotland and now the new

- Fairmont Windsor Park Hotel. The newly built 5* luxury Fairmont Windsor Park Hotel has directly addressed the key deficiencies identified in this study and will bring multiple benefits to the economy of the Borough in terms of employment and local spend and providing facilities for the benefit of local businesses and the wider local economy. **Noted but no weight an existing situation.**
- 7.20 The Surrey Hotel Futures Study Report also noted the growth of alternative accommodation and facilities at luxury country house hotels including a number of the UK's luxury country house hotels which have invested to expand their accommodation and leisure offer to provide alternative accommodation options such as tree houses at Chewton Glen in Hampshire and luxury woodland holiday homes at The Cornwall Hotel & Spa at St Austell in Cornwall. The applicant has advised that these growing trends towards specialist accommodation has continued with the erection of treehouses at Chewton Glen, New Milton Hampshire being the same model as those at the Fairmont Hotel. In addition, new specialist hotel accommodation has been granted at Legoland, Windsor. **Moderate weight**
- 7.21 Paragraph 81 of the NPPF confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The NPPF stresses that the approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. The Runnymede 2030 Local Plan also recognises the importance of the Borough's hotels in supporting local visitor attractions, the local business community, as well as providing direct employment and supporting local firms that provide goods and services. The Local Plan also recognises that the range and quality of hotel and tourism accommodation can also make a significant difference to the number of tourists that visit and stay in a place. Despite the Borough's varied and unique assets, the Local Plan confirms that there remains scope for further improvement in the quality of the visitor experience.
- 7.22 The applicant has advised that the new treehouses will provide a unique offer for guests seeking exceptionally high standards of accommodation in a natural, private setting close to the existing high quality 5* facilities at the hotel. The applicant has advised that whilst the quality of the new Fairmont Hotel is far superior to the original Savill Court Hotel it does not, unlike many country house competitor hotels, have a niche offer such as a golf course, specialist sports facilities, fishing, or other specific outdoor leisure pursuits. The ability to offer such a facility such as treehouse accommodation provides a special and unique feature which emphasises the hotel's rural location and will help the hotel to remain competitive with other high quality hotels across the Country. The applicant has confirmed that the treehouses are of considerable importance to the branding and marketing of the hotel and to its commercial success. **Moderate Weight**
- 7.23 Any very special circumstances are required to be assessed against the specific circumstances of the application site in question and the specific development proposals under consideration. These must be fully balanced against any harm identified. It is concluded that 'on balance' these material considerations in combination would amount to 'very special circumstances which would justify the development and clearly outweigh the 'significant harm' which has been identified to the Green Belt.
- 7.24 On the basis of the package of 'very special circumstances' a planning condition is recommended on any permission granted to secure the removal of Class E permitted development rights with respect to Dell Park House. This would prevent the applicant erecting detached outbuildings within the curtilage of this residential property and should the applicant wish to pursue such development a planning application would need to be submitted for the full consideration of the Local Planning Authority. It is also recommended that any approval should be subject to the prior completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to ensure the treehouse lodges remain ancillary to the existing use of the Fairmont Hotel (Use Class C1) as visitor accommodation. This will ensure the development remains ancillary visitor accommodation to the existing hotel and will

prevent any future changes of use such as their conversion to independent residential accommodation.

- 7.25 Guidance within the NPPG (Enforcement and Post Permission Matters) advises that Enforcement Action should be proportionate to the breach of planning control to which it relates and taken when it is expedient to do so. In deciding each case the NPPF confirms that local planning authorities should avoid taking formal enforcement action where the development is considered to be acceptable on its planning merits.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 The application relates to development linked to the existing hotel use (Use Class C1). On the basis that the development would not comprise either residential or office development it is considered that the development 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 This retrospective planning application is not considered to fall within the exceptions contained within paragraph 149 of the NPPF and on this basis the development is considered to be an inappropriate and harmful development, by definition, within the Green Belt. The development is also considered to result in a development which would be harmful to the openness of the Green Belt and would conflict with the purposes of the Green Belt. This harm has been identified as significant. It is considered however that material considerations exist in this particular case which would cumulatively amount to 'very special circumstances' which would justify the development and which would clearly outweigh the 'significant harm' which has been identified to the Green Belt.
- 10.2 The development is considered to represent a high quality of design which will seek to protect and enhance the character of the area. There is not considered to be any harmful impacts upon highway safety. It is acknowledged that the development may have caused some damage to existing trees within the site (including those subject to a TPO). However, it is considered that any potential harm to existing trees can be reduced by soil compaction works and the use of a no-dig method of construction for new hardsurfaced areas. In addition an extensive new landscaping scheme is proposed in order to mitigate and offset any damage which may have occurred. With respect to biodiversity this application is retrospective and has therefore already been carried out on the site and is substantially complete. A planning condition requiring a Construction Environment Management Plan would therefore not be appropriate in this situation. Planning conditions are however recommended to protect

biodiversity including a planning condition to provide biodiversity enhancements within the site and the submission of a Landscape and Ecological Management Plan (LEMP) to mitigate against any potential damage caused during construction works. The development will be designed to comply with council policies relating to drainage and has been built to a high quality utilising sustainable design principles. The development is not considered to have any impact upon the Mineral safeguarding Area. Comments are however awaited from Surrey County Minerals and the committee will be updated by the addendum. The development is also considered to protect the amenities of existing surrounding properties and uses. The development has been assessed against the following Development Plan policies SD4, SD7, EE1, EE9, EE11, EE13, and IE4 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 no objections being received from the Minerals Planning Authority and the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to ensure the development remains ancillary to the existing use of the Fairmont Hotel (Use Class C1) as visitor accommodation.

And the 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:

Block Plan 063(A)-GA-101 Rev P4 received 07.06.2022

Site Location Plan 063(A)-GA-100 Rev P3 received 23.03.2022

Deck Level Plan (051) received 23.03.2022

Ground Level Plan (050) received 23.03.2022

Roof Plan (052) received 23.03.2022

Elevations 3 and 4 (054) received 23.03.2022

Elevations 1 and 2 (053) received 23.03.2022

Sections AA and BB (055) received 23.03.2022

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

2 External materials (as approved plan)

The development hereby permitted shall be constructed entirely of the materials as detailed within the Planning and Design Statement received 23.03.22 to include the following:

Roof - Charcoal grey standing seam metal roof.

Elevations - Vertical wooden cladding

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

3 Sustainable Design

The development hereby permitted shall be undertaken in complete accordance with the Sustainable Design Statement received on the 23.03.2022 and shall thereafter be retained and maintained unless a variation is approved in writing by the Local Planning Authority.

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

4 External lighting and floodlighting

Before any external lighting, including floodlighting, is installed at the site further details shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include details of the design of the lighting, its positioning within the site and details of lighting levels. Once approved the development shall be carried out in accordance with the approved details and be retained unless a variation is approved in writing by the Local Planning Authority.

Reason: To protect the residential amenities of neighbouring properties and to protect wildlife and the Green Belt to comply with policies EE1, EE2 and EE9 of the Runnymede 2030 Local Plan and policy within the NPPF.

5 Biodiversity enhancements

Prior to the occupation of the development hereby permitted, a biodiversity enhancement plan (including a biodiversity net gain assessment) shall be submitted to and approved in writing by the Local Planning Authority. These details shall also include timescales for the provision of the biodiversity enhancements. When approved the development shall be undertaken in complete accordance with the approved details and permanently maintained thereafter unless a variation is approved in writing by the Local Planning Authority.

Reason: To ensure the provision of suitable biodiversity enhancements within the site in accordance with policy EE9 and guidance in the NPPF.

6 Tree works - Preliminary bat roost assessment

Prior to the commencement of the proposed tree works as detailed within the Arboricultural Impact Assessment received on the 24.03.2022 a Preliminary Bat Roost Assessment (including any mitigation measures) shall be undertaken by a suitably qualified ecologist and submitted to and approved in writing by the Local Planning Authority. When approved the development shall be undertaken in complete accordance with the approved details including any mitigation measures (if required).

Reason: To ensure that the proposed tree works do not cause harm to any protected bat species and to comply with policy EE9 of the Runnymede 2030 Local Plan and policy within the NPPF.

7 Protection of existing trees

The development hereby permitted shall be undertaken in complete accordance with the Arboricultural Impact Assessment received on the 24.03.2022 unless a variation is approved in writing by the Local Planning Authority.

Reason: In order to protect the existing trees from damage and to comply with policy EE11 of the Runnymede 2030 Local Plan and policy within the NPPF.

8 Details of hardsurfacing and the proposed 'no dig' method of construction.

Prior to the installation of any hardsurfacing further details of the design and finished levels of the proposed hardsurfacing including details of the proposed no-dig method of construction shall be submitted to and approved in writing by the Local Planning Authority. When approved the development shall be undertaken in complete accordance with the approved details unless a variation is approved in writing by the Local Planning Authority.

Reason: To ensure an acceptable design and to protect existing trees to be retained within the site to comply with policy EE1 and EE11 of the Runnymede 2030 Local Plan and policy within the NPPF.

9 Demolition of existing buildings

Prior to the occupation of the development hereby permitted the existing buildings shown for demolition (1-8 inclusive) as outlined within the submitted table and as identified upon the proposed block plan (063(A)-GA-101 Rev P4 received 7.6.2022 shall be completely demolished and all materials removed from the site.

Prior to their demolition further details of the proposed restoration of the land following demolition works shall be submitted to and approved in writing by the Local Planning Authority.

When approved the development shall be undertaken in complete accordance with the approved details and thereafter retained.

Reason: In order to accord with the terms of the application and the applicants package of 'very special circumstances' and to protect the Green Belt to comply policy within the NPPF.

10 Soft Landscaping

The development hereby permitted shall be undertaken in complete accordance with the supporting Landscape Statement produced by LDA Design and the supporting Planting Plan (drawing number 5717_330) received 23.03.2022.

Prior to the occupation of the development hereby permitted further details of the proposed times of planting and a Landscape Management Plan providing details of the ongoing maintenance of the new planting shall be submitted to and approved in writing by the Local Planning Authority.

When approved the development shall be undertaken in complete accordance with the approved details unless a variation is approved in writing by the Local Planning Authority.

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

11 Restricted Permitted Development Rights

Notwithstanding the provisions of Class E of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any orders amending or re-enacting that Order with or without modification, no development falling within the description of Class E with respect to Dell Park House shall be constructed or carried out, without the prior written permission of the Local Planning Authority.

Reason: To ensure the openness of the Green Belt is protected and to comply with Green Belt policy within the NPPF.

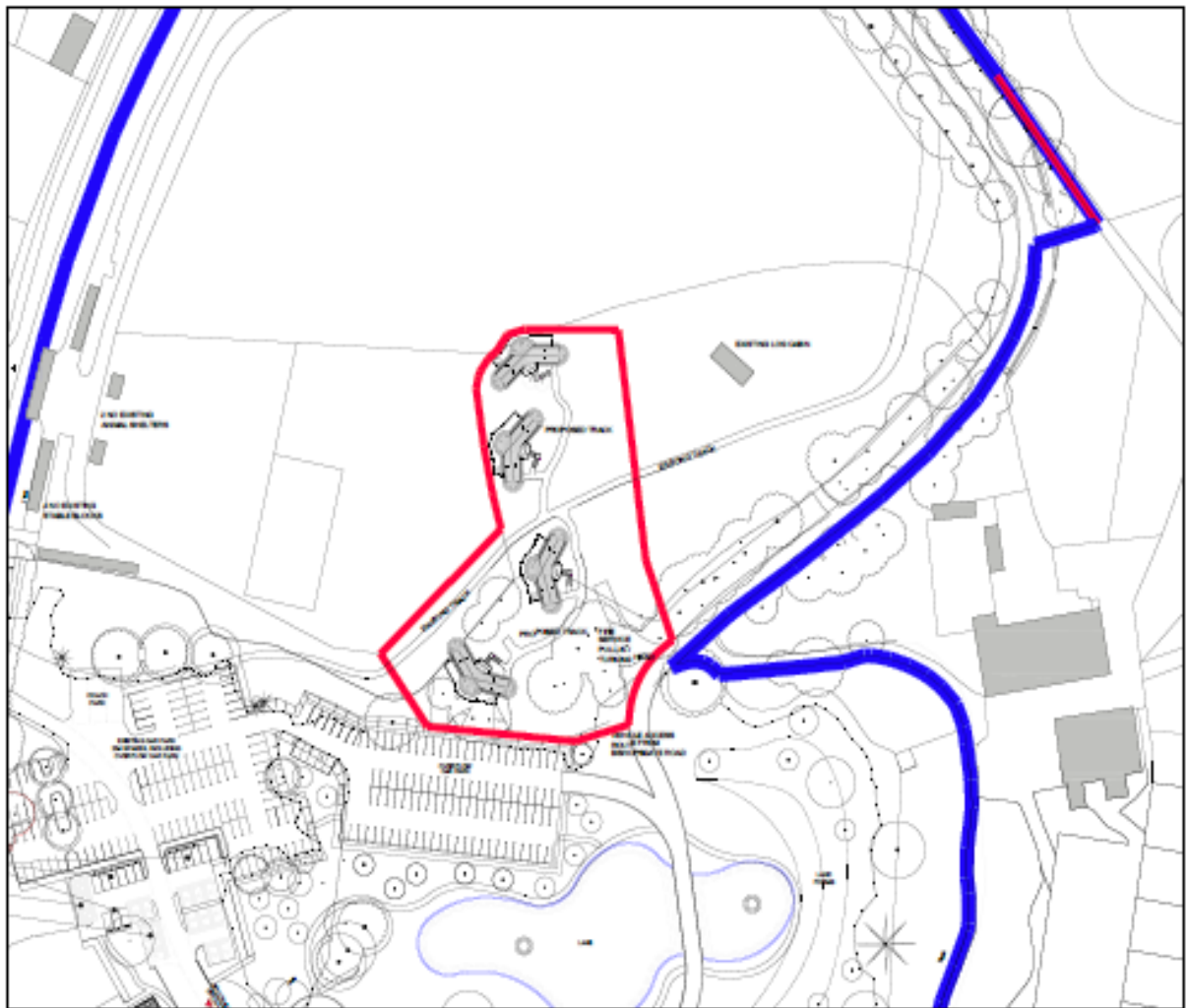
Informatives:

- 1 The applicant is advised of the comments received from the Surrey Wildlife Trust in their letter dated 27.04.22 with respect to the need to apply for a Bat Mitigation Licence from Natural England where activities may cause an offence to ensure that there is no harm to legally protected bat species.
- 2 The applicant is advised of the comments received from the Surrey Wildlife Trust in their letter dated 27.04.2022 which advises of a precautionary approach to the demolition of the existing buildings as outlined on the block plan (063(A)-GA-101 Rev P4) received 7.06.2022 to ensure that there is no harm to legally protected bat species. The Surrey Wildlife Trust advise that the buildings should be dismantled by hand to ensure any bats which may be sheltering beneath them will not be harmed. These works should ideally be timed to avoid the hibernation season (November to February inclusive). Workers should keep watch for fur and should be informed that bats take up to half an hour to rouse from the deep sleep that they enter each day called torpor and hence can easily be damaged before they are able to move when disturbed. If a bat is seen work should cease immediately and advice sought from Natural England or a qualified specialist.
- 3 The applicant is advised of the comments received from the Surrey Wildlife Trust in their letter dated 27.04.2022 with respect to invasive non-native species. The applicant will need to ensure they do not cause any invasive non-native species to spread as a result of the works associated with the development in order to comply with the relevant legislation. To prevent its spread Rhododendron Ponticum should be eradicated using qualified and experienced contractors and disposed of in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991. Further information on this species can be obtained from the GB Non-native Species Secretariat at 'www.nonnativespecies.org'.

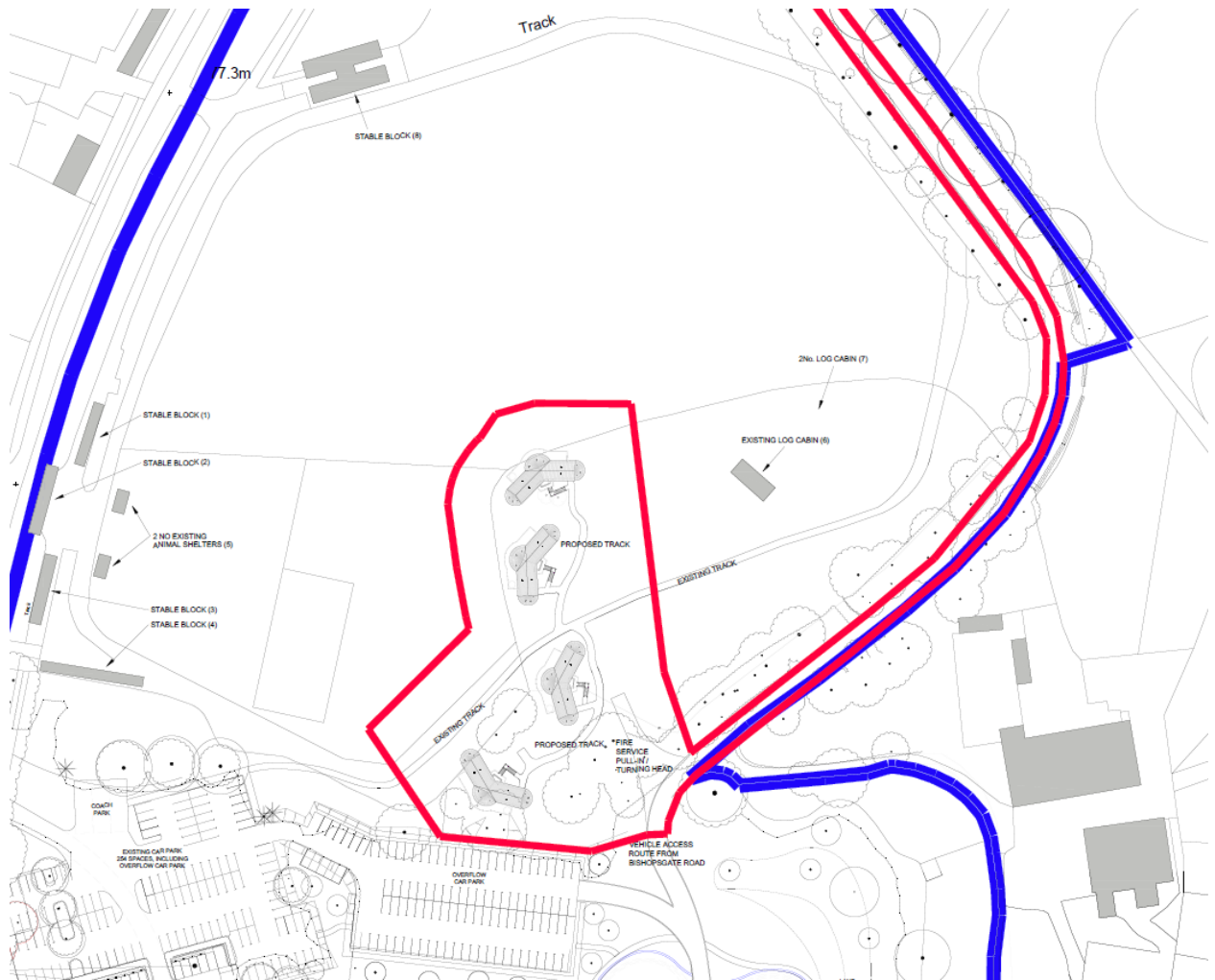
Location Plan



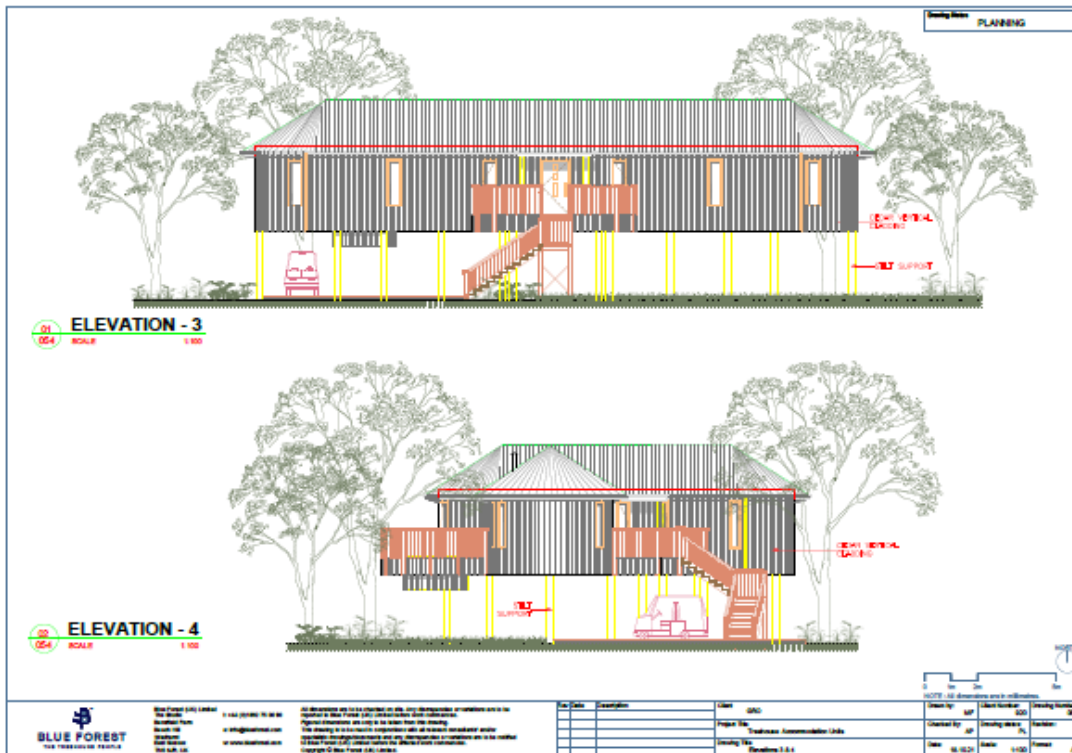
Proposed layout plan



Block Plan Showing Buildings to be Demolished



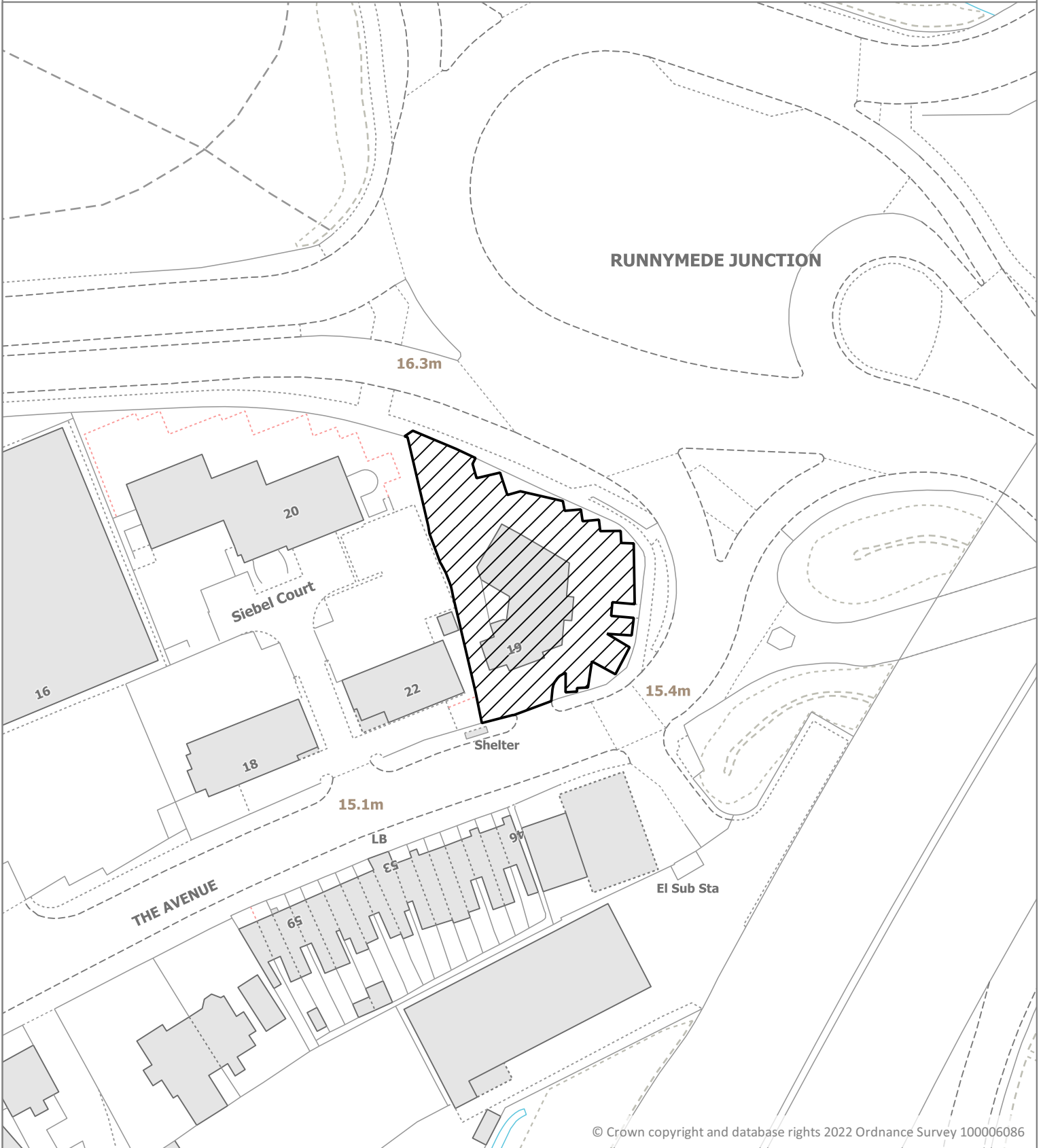
Elevations





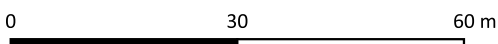
Date: 22/06/2022

19 The Avenue, Egham



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Scale: 1:1,000



RU.22/0435



COMMITTEE AGENDA REFERENCE: 5C

APPLICATION REF:	RU.22/0435
LOCATION	19 The Avenue, Egham, Surrey, TW20 9AZ
PROPOSAL	Advertisement consent for 1 No 8m high internally illuminated sign
TYPE	Advertisement
EXPIRY DATE	13/05/2022
WARD	Egham Town
CASE OFFICER	Catrin Davies
REASON FOR COMMITTEE DETERMINATION	<i>Called in by ward member on the grounds of potential impact on amenity (Cllr I Mullens).</i>
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.	Grant Consent - subject to conditions

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The site is located south of the Runnymede Roundabout and west of the M25, being located on the corner of the Causeway and The Avenue. The main access is located just before The Avenue joins the roundabout with parking to the east. The site is an existing 'Burger King' restaurant with drive through and associated illuminated corporate signage exists. The site is in the urban area and adjacent to an office development known as Siebel Court and to the south is a petrol station.

3. APPLICATION DETAILS

- 3.1 This application seeks advertisement consent for one 8.1m high internally illuminated sign. The site would be located to the south of the building adjacent to the entrance. The sign is approximately 8.1m high with the burger king logo on the top. The illuminated section will have 2no. 2mm aluminium rims and 100mm return face trays painted silver holding a formed logo on both faces. Back trays will hold cool white LED's. Illumination will be static and will not exceed 250cd/m².

4. RELEVANT PLANNING HISTORY

- 4.1 The earliest history relating to the site is for the installation of an illuminated sign to replace an existing plaque at The Victoria Public house under EGH.61/7467 which was granted in January 1962. Since this date a number of advertisement applications have been made, the most recent being listed below:
RU.15/1461 Advertisement consent for internally and externally illuminated fascia signs and 3. no wall mounted internally illuminated logo signs- Granted 2015
RU.00/1192 Three externally illuminated signs and two totem signs to replace existing - Granted January 2001.
RU.01/0363 Erection of freestanding externally illuminated 3.5 metre high totem sign along the northern side boundary - Granted May 2001.
RU.09/0546 Advertisement consent for the erection of two illuminated monument signs- currently under consideration

RU.09/0536 Advertisement consent for 6 illuminated fascia signs, speaker posts and menu board. Grant

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.

Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

5.3 SPGs which might be a material consideration in determination:

Runnymede Design SPD (July 2021)

6. CONSULTATIONS CARRIED OUT

6.1 Consultees responses material to this application

Consultee	Comments
SCC County Highway Authority	No objection

Representations and comments from interested parties

6.2 10 neighbouring properties were consulted in addition to being advertised on the Council's website and three letters of neighbour representations were received and are summarised in the below table.

There is already enough signage on the building to alert customers, this is Egham an historic town and not a strip in the US.

Light pollution to residential houses, even if it is turned off at 23.00 hrs.

Traffic concerns could impact highway safety

The signage is too tall for purpose

Visual impact the wider area which is historically important

The one way system of Burger King's drive through is already inadequate, if this sign if too increase customers then it would impact highway safety.

6.3 1 letter from Egham Residents Association

No justification as to why the sign needs to be 8m tall.

The sign would shine into the windows including bedroom window of nearby houses in the Avenue. This would still be a problem even if the sign was turned off at 23.00 when the restaurant closes.

The sign would be highly visible from parts of the Egham Meads/Runnymede Meadows and would detract significantly from the quality of this historically important and treasured site.

7. PLANNING CONSIDERATIONS

7.1 Advertisements may only be controlled with regard to two material considerations:

Amenity –The effect of advertisement(s) on the appearance of buildings or the immediate vicinity of where they are displayed, including the character and appearance of the conservation area, the setting of Listed Buildings, and impact on non-designated heritage assets such as locally listed buildings

Public safety – matters having a bearing on the safe use and operation of any form of traffic or transport, including the safety of pedestrians, or distraction of drivers or confusion with traffic signs.

- 7.2 The NPPF advises that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment, and that advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts

Amenity

- 7.3 The site context is predominantly commercial with residential dwellings being located further to the southwest of the site fronting onto The Avenue. As the planning history shows the site has existing signage some of which is illuminated. To the immediate south of the application site is a petrol station. The petrol station has existing advertisements throughout the site with large signage some of this is also illuminated, as is common with petrol stations a large totem sign displays fuel prices.

Given the site is an existing commercial premise where there are several other signs and adverts visible and located opposite a petrol station which also has signs and adverts visible the proposed signage is considered to be visually acceptable and in keeping with the surrounding area, host premises and would not materially harm the visual amenities of the area.

The positioning of the sign is considered to be sensible. There are few long views of the proposed signage area. It is screened from the South and East by the M25 raised section. From the west and the direction of Runnymede Meadows it is screened by the host building. Few medium range views exist apart from roads, which is largely the purpose of the advertisement.

- 7.4 Regarding residential amenities the proposed signage would be approximately 31m away from 46 The Avenue (the nearest neighbour) and the signage illuminance levels would not exceed 250 cd/m². This illumination level is not considered to cause light pollution to properties along the road. It is important to note there was a discrepancy between the application form and the original plans with the original plans stating the cd/m² level to be 350. The agent has confirmed this was an error and has provided amended plans which show the illumination level as 250/cd/m². The existing signage as approved under RU.15/1461 is 350 cd/m² as such the proposal has a lower illumination level than that approved previously.

- 7.5 It is noted that within the officer's report for application RU.09/0536 the Council's Lighting Engineer advised that given the site context being close to the M25; that it is located in an area of medium to high district brightness categorised as Zone E3 and possibly Zone 4 (as per the Institute of Lighting Engineers (ILE) Technical Report No5) and that a level of no greater than 800 cd/m² could be appropriate for this area. The levels of luminance proposed are well below this. Therefore, given the separation distances and due to the level of illumination proposed, the proposed signage is not considered to impact the amenities of neighbouring properties. The proposal complies with EE1.

- 7.6 The sign would be sited at least 250 m from the edge of the Egham Town Centre Conservation Area and as such the sign would not harm the visual amenities of this heritage asset. With regard to the impact the sign would have on views from Runnymede Meadows, the sign would be entirely screened by existing buildings and tree coverage to prevent any harm.

Public safety

- 7.7 No objections are raised in regard to highways safety, in accordance with Policy SD4

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 The application does not propose new residential or office development 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.

10. CONCLUSIONS

- 10.1 The development is considered acceptable in terms of appearance and level of illumination with no harmful impacts on residential amenities or detrimental highway impacts. 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 Advertisement (time limit)

- a. This consent is for a limited period of 5 years from the date of the consent hereby granted (optional) and the advertisement shall be removed by 5 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, railway sign or aid to navigation by water or air, or so as otherwise to

render hazardous the use of any highway, railway, waterway (including any coastal waters) or aerodrome (civil or military).

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 no greater than 250 candela and the advertisement shall only be illuminated during the opening hours of the premises and shall not be illuminated outside of those hours.

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 Policy EE2 of the Runnymede 2030 Local Plan and guidance in the NPPF.

3 List of approved plans

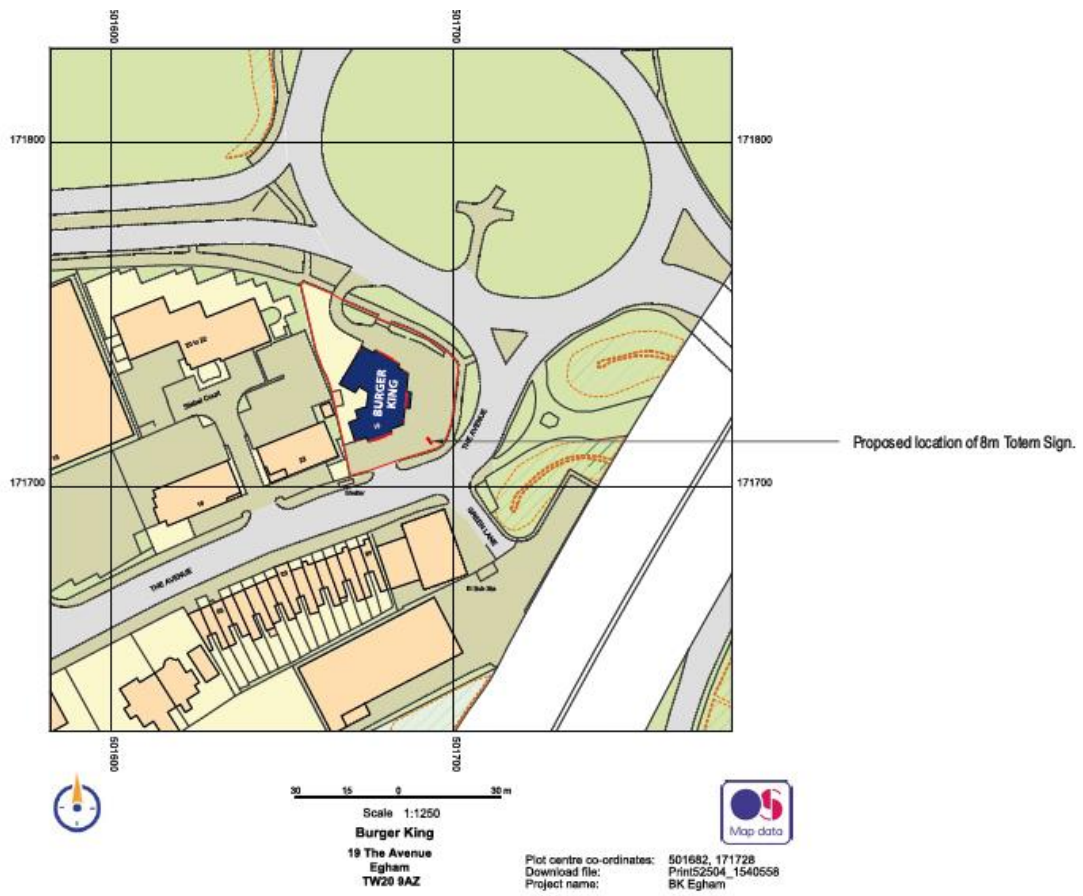
The development hereby permitted shall not be carried out except in complete accordance with the following approved plans proposed elevations and proposed location C-8512 Rev A date 11/05/22

Informative:

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.

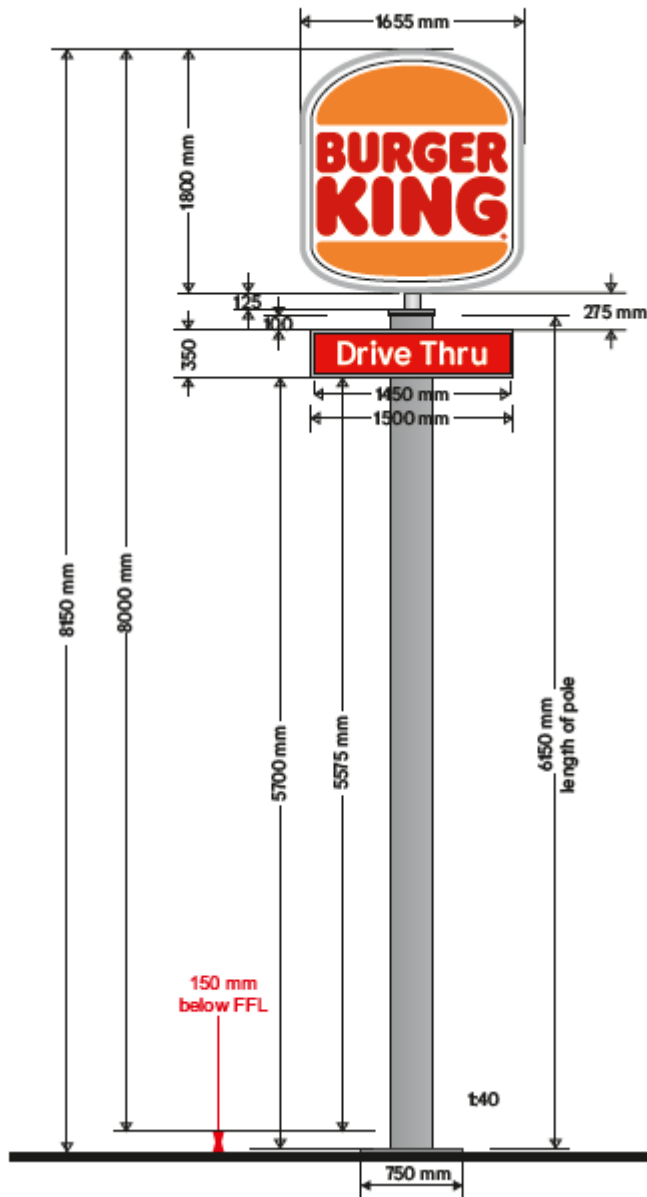
RU.22/0435 19 The Avenue, Egham, Surrey, TW20 9AZ

Location Plan



RU.22/0435 19 The Avenue, Egham, Surrey, TW20 9AZ

Proposed elevation



**Draft Revised Parking Guidance Supplementary Planning Document
(Planning Policy-Georgina Pacey)**

Synopsis of report:

The report outlines the proposal for draft revised Parking Guidance to support the implementation of the Runnymede 2030 Local Plan.

Recommendation(s):

The Planning Committee is asked to:

1. **AGREE** the vehicular parking standard for inclusion in the draft Runnymede Parking Guidance SPD for new office development out of the following options:

1a: 1 car space per 30m² to 1 car space per 100m² depending on location (SCC recommended standard)

1b: 1 car parking space per 200sqm in town centre locations (within 400m of a bus stop providing a minimum of 4 buses per hour and located within 800m of a train station) and 1 space per 30sqm in all other areas (Project Centre Limited recommended standard).

2. **AGREE** the vehicular parking standard for inclusion in the draft Runnymede Parking Guidance SPD for new purpose built student accommodation out of the following options:

2a: Case-by-case assessment, linked to transport assessment/travel plan (SCC recommended standard)

2b:

Sustainable access zone	Proposed parking standard (maximum)
Sites ONLY within RHUL Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds
Sites ONLY within Egham Station Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds
Sites within RHUL AND Egham Station Sustainable Access Zones	Staff: 1 space per 2 staff Student: 1 space per 10 beds. Car-free (Blue Badge parking only) encouraged.
Sites OUTSIDE Sustainable Access Zones	Individual assessment, requiring robust justification of parking levels and sustainable access.

((Project Centre Limited recommended standard))

3. Following agreement on matters 1 and 2 above, **APPROVE** the draft revised Runnymede Borough Parking Guidance Supplementary Planning Document (SPD) for public consultation for a period of six weeks.

1. Context of Report

- 1.1 The Borough Council's extant parking guidance was adopted over 20 years ago in October 2001. These standards are significantly out of date and are given limited weight by the Development Management team in the decision taking process for this reason.
- 1.2 Since adoption of the current guidance, much has changed, including national planning guidance, the requirement to deliver sustainable development, the encouragement of more sustainable forms of travel such as walking and cycling and the increased use of electric cars.
- 1.3 In January 2018, Surrey County Council (SCC) also published its own updated Vehicular and Cycle Parking Guidance to provide updated guidance for parking across the county, to help the Borough and District councils across the County develop their own updated standards. This guidance document was further updated in November 2021.
- 1.4 Officers commenced work on the production of updated parking guidance for the Borough in 2019. The replacement guidance once adopted will replace the Borough Council's extant parking guidance from October 2001.
- 1.5 Draft revised proposals for new parking guidance were first considered at the Member Working Group in December 2019. At this group meeting, Members raised particular concerns about student car parking issues associated with Royal Holloway University (RHUL) and the proposed approach in the draft proposals to consider this issue on a 'case-by-case assessment basis'. Various discussions were subsequently had with the Chair of Planning Committee and Members from Englefield Green to discuss the issue in further detail, as well as RHUL to discuss Councillor concerns and to explore the possibility of setting up a controlled parking zone/s in the vicinity of the university.
- 1.6 Following on from the above, some amendments were made to the Parking SPD and the revised document was reported to the Planning Committee meeting of 4th November 2020. At this meeting, the Committee was asked to approve the draft Parking Guidance SPD for public consultation. However, some Members still expressed strong concern over the proposed parking standard for new student accommodation and considered a specific minimum parking standard should be specified instead of the proposed case by case assessment, in order to address concerns of residents in the Englefield Green area and give greater clarity to developers and residents. Officers were also asked to further consider the proposed parking standard for offices to address concerns raised by some Members. The item was deferred to a future meeting in order to allow Officers to further review, in conjunction with Members, the proposed parking standards relating to student accommodation and office accommodation.
- 1.7 Following the 4th November Planning Committee meeting, Officers undertook a benchmarking exercise of student and office accommodation parking standards used in other Local Authority areas in order to consider further options for possible approaches to the setting of parking standards for Purpose Built Student Accommodation (PBSA) and office developments in the Borough. This paper was discussed with Members of the Planning Committee at a special working group meeting held in December 2020. The steer given to Officers at this meeting was that they should prepare a specification for tender to secure transport consultancy support to help gather robust evidence on which parking standards for PBSA and office developments might be based.

- 1.8 Funding for this consultancy support, which was a growth item, was secured following approvals by the Planning Committee on 14th April 2021 and Corporate Management Committee (CMC) on 15th April 2021.
- 1.9 A tender for the work was prepared and shared with Members of the Planning Committee in late April 2021. The tender was then advertised, and a multi-disciplinary design, engineering and landscape architecture consultancy firm called Project Centre Ltd (PCL) was appointed in June 2021. The consultants were tasked with compiling the necessary evidence base to underpin locally derived and robust parking standards for PBSA and new office developments in the Borough. Parking surveys in the affected areas were to be undertaken as part of the evidence gathering work. PCL held an inception meeting with Members at the start of the process in order to present their approach to the commission and provide an opportunity for Members to feed in their comments.
- 1.10 Following PCL's completion of their commission, a briefing session was held with the Planning Committee in April 2022 to discuss their findings and recommendations for parking standards for both PBSA and new office developments. PCL's final report can be viewed at Appendix B
[Planning policy evidence based documents – Runnymede Borough Council](#)

2. Report

- 2.1 Following the receipt of PCL's report and recommendations, a revised version of the Parking Guidance SPD has been prepared. Key revisions to the SPD since Planning Committee last considered it in November 2020 can be summarised as follows (please note that all changes made are shown tracked in the draft SPD at Appendix A):
- Updating of Section 2: Planning and Transport Policy Context to update the summary of the documents referred to;
 - Updating of the statistics on electric vehicle ownership in section 2;
 - Updating of Electric Vehicle Charging Standards based on revised guidance produced by Surrey County Council in their November 2021 Vehicular and Cycle Parking Guidance from November 2021;
 - Amendment of text relating to Surrey County Council's recommendations for residential car parking standards. The previous officer report from November 2020 and the draft SPD at this time stated that SCC standards were neither minimum or maximum standards. This report, and the updated draft SPD confirms that this was not the correct interpretation and that the SCC recommended residential standards are maximums;
 - Updating of the text in section 3 on student parking matters and the use of CPZs.
 - Updating of section on car clubs to reflect revised guidance produced by Surrey County Council in their November 2021 Vehicular and Cycle Parking Guidance from November 2021.
 - Confirmation that Controlled Parking Zones and other on street parking restrictions could apply not only to Purpose Built Student Accommodation/other university developments, but also other types of development where appropriate such as new office developments;
 - Addition of text setting out the Council's position on car free developments;
 - Confirming the minimum dimensions for parking spaces for both residential and non residential development in section 3, and for parking spaces within garages and carports;
 - Confirmation in appendix 2 'Parking Guidance for new residential development within use class C3' that any visitor parking provided will be treated as unallocated unless otherwise agreed;
 - In appendix 2 'Parking Guidance for new residential development within use class C3', the column entitled 'Cycle Parking Guidance (minimum per dwelling)' has been deleted to avoid repetition as this information is already included in appendix 1;

- Addition of text in section 3 on provision of EV charging points for disabled people;
 - Addition of text in the Travel Plans section to confirm that the latest guidance produced by Surrey County Council should be relied upon at the time an application is determined, regardless of whether it supersedes the reference to the guidance referred to in the SPD.
 - Updating of SCC's current EV charging standards in appendix 3.
- 2.2 A copy of the revised Parking Guidance SPD is attached at Appendix A. Officers now request approval by the Planning Committee to consult the public on the new guidance for a period of six weeks.
- 2.3 The new guidance has been prepared to reflect the latest national planning guidance set out in the NPPF and the updated parking guidance prepared by Surrey County Council from November 2021 (Appendix C- [Supplementary Planning documents and other guidance – Runnymede Borough Council](#))
- 2.4 Surrey County Council's guidance document recommends 'standards' for vehicle and cycle parking across both residential and non-residential development. It also sets out standards for the provision of electric charging points for both new residential and non-residential development, and offers further guidance in respect of disabled parking, school parking and car clubs.
- 2.5 Officers are of the view that in broad terms, the standards contained in the Surrey County Council guidance provide a sound basis on which to base revised parking guidance for Runnymede and to a significant extent, the draft revised guidance prepared by officers seeks to follow Surrey County Council's recommended approach. Officers have noted that key elements of the Surrey County Council guidance have also been adopted by a number of other Surrey Planning Authorities, including Epsom & Ewell, Tandridge, Woking and Elmbridge. The only areas in which there is more than one option to consider relate to the parking standards for Purpose Built Student Accommodation and new Office development, following the more detailed, local evidence developed by PCL which present alternative standards to Surrey County Council.

Parking Guidance for new Residential Development

- 2.6 In relation to residential car parking, officers recommend that Runnymede uses the Surrey County Council Guidance as a starting point. However, the parking guidance contained in the Surrey document acknowledges that local circumstances may suggest more bespoke guidance could be developed locally, depending upon the characteristics of the locality.
- 2.7 In terms of residential car parking, the County Council's guidance includes different standards in town centre, edge of centre, suburban and rural locations, however these are not considered to be closely reflective of the characteristics of the settlement pattern for Runnymede. Instead, officers consider that the Borough's revised parking guidance should more appropriately reflect two characteristic areas; town centre locations and suburban/rural locations. The draft revised parking guidance being proposed by officers also suggests different residential parking levels depending upon the size of property within those two types of locality.
- 2.8 The Surrey County Council guidance says little about visitor parking in new residential developments. Officers are of the opinion that some additional steer in this regard would be useful to applicants, officers and members alike and as such, additional guidance is provided at Appendix 2 of the SPD.
- 2.9 As a deviation from the approach recommended by SCC, officers recommend that vehicle parking provision for new residential development should be applied as

‘guidance’, enabling an element of flexibility when dealing with the specifics of a new residential development and its locality, rather than being applied as a rigid and inflexible maximum standard. During preparation of the draft revised Parking Guidance, members of the Infrastructure and Economic Development Working Party debated at some length whether the proposed residential parking guidance should be applied as guidance or as a more rigid standard. The Working Party was divided, but officers remain of the view that flexible guidance is more appropriate and helpful to the Council when coming to a balanced planning judgement about whether the detailed layout and place-making of new residential development is acceptable.

- 2.10 The Infrastructure and Economic Development Working Party was also concerned to ensure that the Council’s revised guidance for residential parking was clear that parking provision for one bed homes also applied to studio flats/apartments, given that average household sizes and potential car ownership rates were likely to be similar for those types of development. That clarification is included in the document.
- 2.11 Requirements for new cycle parking associated with new residential development contained within the suggested Borough standards also closely follows Surrey County Council’s guidance. In common with the County Council guidance, all cycle parking standards are proposed to be applied as a minimum standard, to help further encourage cycle ownership and use. This is consistent with action reference PPAT 2.0 from the Council’s draft Climate Change Strategy (2022) which seeks to, ‘Facilitate & encourage active transport in the Borough: Reduce traffic congestion; Improve air quality; Improve health & wellbeing; and reduce vehicle emissions’.

Parking Guidance for new Commercial and other Non-Residential Development

- 2.12 The recommended parking guidance for new non-residential development follows very closely the parking guidance adopted by Surrey County Council in its November 2021 document in all but two areas (PBSA and offices). More information on both uses is provided at paragraphs 2.17 to 2.45. Where specific vehicle parking standards are stipulated for certain commercial and other non-residential uses, reflecting Surrey County Council’s recommended approach, officers also recommend that the new Borough standards are applied as a maximum. This is intended to ensure appropriate levels of provision but ensure against excessive private car parking capacity being provided at ‘destinations’ (i.e. business premises, leisure centres, town centres, retail parks etc.) where walking, cycling and public transport are convenient means of alternative transport to those destinations.
- 2.13 For many non-residential uses however, the County Council guidance suggests it is more appropriate that an individual, case-by-case assessment of vehicular parking requirements is undertaken by the planning authority as part of its consideration of the development proposal. This is considered to be a sensible approach as many non-residential development uses and proposals are unique, or raise particular issues where a bespoke parking solution will generally offer the best response to the development proposed.
- 2.14 Requirements for new cycle parking associated with new commercial and other non-residential development are also recommended to closely follow Surrey County Council’s guidance, and in common with the County guidance, are proposed to be applied as a minimum, to further encourage cycle ownership and use.
- 2.15 The Infrastructure and Economic Development Working Party was broadly content with the non-residential parking guidance put forward by officers, but asked officers to look in further detail at vehicular parking in association with new purpose built student accommodation, given ongoing concerns regarding car parking issues associated with the presence of Royal Holloway University of London (RHUL) within the Borough and

levels of on-street car parking local to the university in Englefield Green and parts of Egham.

- 2.16 When the Planning Committee considered the draft Parking Guidance SPD in November 2020, as well as requesting that further work was undertaken on parking standards for PBSA, they also asked that officers reconsider the parking standards for new office developments due to concerns that in some parts of the Borough, overspill parking from office development into nearby residential areas was occurring.

Additional work undertaken by Project Centre Limited to derive parking standards for Purpose Built Student Accommodation and Office development

General approach

- 2.17 In determining suitable, locally derived parking standards for PBSA and new office developments, Project Centre first carried out a detailed literature review of current and emerging national, sub-regional (Surrey wide) and local policies relating to transport and parking matters, as well as climate change given the intrinsic links between transport movements and delivering national and local climate change targets and ambitions. Relevant statistics were also analysed.
- 2.18 Project Centre also commissioned parking stress surveys between September and November 2021. The aim of these surveys was to understand:
- The on-street parking occupancy both during and outside of university term times, and to gain a picture of the changes in demand directly related to university activities in the case of PBSA; and
 - The on-street parking occupancy near to office developments in the Egham Hythe area.
- 2.19 The survey areas were set following discussions with Members about the roads they felt were most affected by overspill parking. A technical note outlining the survey methodology is contained at Appendix A of the consultant's report, which can be viewed at Appendix B
[Planning policy evidence based documents – Runnymede Borough Council](#)

Purpose Built Student Accommodation: Key survey findings and findings from statistical analysis

- 2.20 The surveys show that parking demand increased during the term time surveys, although parking demand was not evenly distributed within the study area, with several roads having parking occupancy levels well above and below the averages during each survey.
- 2.21 Parking stress was found to be predominantly concentrated in the west of the study area, both during and outside of term time. The surveys show that parking stress is high outside of term time, particularly in Alexandra Road, Harvest Road, The Crescent, and along Egham Hill. However, term-time student parking appears to exacerbate it and extend high parking stress to neighbouring roads.
- 2.22 Of particular interest however, the surveys show that excess demand is not exclusively originating from the university on the roads listed above, and there are other sources of on-street demand. Specifically, the consultants have advised that predominant residential demand commonly results in peak parking stress during overnight surveys due to residents returning to their homes from work. However, in the case of the surveys carried out in Egham and Englefield Green, the heightened demand for parking during the day-time surveys suggests non-residential demand.

- 2.23 An independent benchmarking exercise of other local authority areas with student populations which had not previously been considered by the Council in their own benchmarking was also undertaken. This showed a preference for maximum parking standards for PBSA.
- 2.24 Statistics relating to car ownership per student household, car ownership per individual student, and PBSA population data were also analysed. Key conclusions drawn were:
- Car ownership amongst students living closest to RHUL and Egham Station is at its lowest level across the whole Borough;
 - Highest student car ownership is in the southern, less built-up area of Runnymede;
 - Students are more likely to own and travel by car where they are required to travel greater distances, and public transport connections are less reliable;
 - over 95% of students living within PBSAs are within a short distance of RHUL; and,
 - the average number of cars per student living in PBSA is estimated to be in the region of 0.17 cars per student.
- 2.25 PBSA parking standards: conclusions and recommendations of Project Centre Limited
- 2.26 Given the results of the parking surveys undertaken by Project Centre Limited, and following their analysis of other relevant data, the consultants concluded that PBSA is not the contributing factor towards on-street parking pressures in the Egham and Englefield Green areas. Instead, it is likely that the parking pressures generated by RHUL are associated with students and staff travelling from elsewhere in the Borough and potentially from areas outside the Borough that have limited alternative travel options to visit the university.
- 2.27 Implementing standards that require minimum parking ratios for PBSA are therefore not recommended as it is considered that they will not solve the existing issues. Indeed, there is concern that setting minimum standards may in fact encourage higher car ownership in areas where students can viably travel by sustainable modes and where car ownership is currently low.
- 2.28 Based on the benchmarking work, student car ownership levels and the results of the parking surveys, the following accessibility based maximum standards are therefore recommended by the consultants:

Sustainable access zone	Proposed parking standard (maximum)
Sites ONLY within RHUL Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds
Sites ONLY within Egham Station Sustainable Access Zone	Staff: 1 space per 2 staff Student: 1 space per 7 beds
Sites within RHUL AND Egham Station Sustainable Access Zones	Staff: 1 space per 2 staff Student: 1 space per 10 beds. Car-free (Blue Badge parking only) encouraged.
Sites OUTSIDE Sustainable Access Zones	Individual assessment, requiring robust justification of parking levels and sustainable access.

- 2.29 The recommended sustainable access zones referred to above are mapped in figure 9 on page 31 of the consultant's report and are based on a 20 minute walk (1600m) from RHUL and Egham train station. Any proposal that falls outside of these zones will require extensive justification and mitigations to ensure sustainable, low-car access can be achieved to the university.

- 2.30 The maximum parking standards proposed above are not expected to lead to parking overspill or additional pressures due to the low car ownership levels amongst students in this type of accommodation.
- 2.31 If the Planning Committee decides to include these standards in the draft Parking Guidance SPD, it is recommended that consideration is given to implementing on-street parking enforcement in Englefield Green and Egham (either through controlled parking zones or priority parking areas) on a case by case basis. Such controls would stop parking demand from non-residents and ensure residents are able to park in their area. The consultants are of the view that this is the most cost-effective and quickest way to alleviate the on-street pressures identified. In this regard, it should be noted that the sum of £46,703.50 has been secured through planning approval RU.20/0098 at Rusham Park towards the introduction and implementation of controlled parking zone projects within either Egham, and/or Englefield Green within the vicinity of the site and the wider campus.

Office Accommodation: Key survey findings and findings from statistical analysis

- 2.32 The surveys show that across the study area the average daytime parking stress was 77% occupied (meaning there were 90 parking spaces free to park in). Conversely, the overnight parking surveys indicated an average occupancy of 112% (as in addition to cars being parked in authorised locations, cars were also being parked in locations which were unacceptable or illegal).
- 2.33 The survey also identified the parking stress by user type through the use of vehicle registration to identify the vehicle and the overall dwell time. Vehicles parked in the study area were identified as residents, commuters or visitors. On this basis the survey data indicated that 63% of parking stress was attributed to residents, 9% to commuters and 6% to visitors.
- 2.34 The parking stress results do not highlight a specific pattern of parking stress. The survey indicated that specific roads experience high levels of parking stress such as Wendover Road, Claremont Road, Avenue Road and Meadow Gardens all with over 100% parking occupancy during the daytime survey (10:00-12:00). The level of parking stress was generally found to be higher overnight which would reflect a pattern of those returning home from work.
- 2.35 An independent benchmarking exercise of office parking standards in other local authority areas which had not previously been considered by the Council was also undertaken. All of the assessed comparator authorities apply maximum standards for new office developments of which two authorities apply maximum standards based on a zonal system.
- 2.36 Statistics relating to car availability of those in employment was also analysed (car and van availability). Key conclusions drawn were:
-94% of the working population own 1 car or van per household with on average 65% of the borough owning 2 or more cars or vans per household;
- Car ownership in the areas of concern raised by residents and Councillors indicate that 61% of households are likely to own 2 cars or more within the area.

Office parking standards: conclusions and recommendations of Project Centre Limited

- 2.37 The parking stress surveys indicate that it is high car ownership levels in the area, combined with other cars arriving from outside of the area for other reasons, including office related parking, which is driving the high levels of on street parking observed on the roads surveyed.
- 2.38 Given the results of the parking surveys and following the analysis of the census data, the consultant is of the opinion that overspill parking from offices is not the sole source

of local on-street parking pressures in the study area, and indeed is a relatively minor contributor. They advise that implementing standards that require minimum parking ratios are therefore unlikely to solve the existing issues. Indeed, setting minimum parking standards for offices may even increase parking demand in offices and business parks. Encouraging travel to work through high parking provision can lead to habitual car use where staff travelling to work may have otherwise used viable alternative, sustainable modes.

- 2.39 Overall, the consultants recommend that maximum parking standards are implemented borough wide in order to encourage travel to offices by means other than the private car and ensure against excessive car parking provision at those destinations. One standard is recommended for town centres, and another standard to cover the remainder of the Borough. The recommended standards are set out in the table below:

Area	Standard (maximum)
Town Centre Locations (within 400m of a bus stop providing a minimum of 4 buses per hour and located within 800m of a train station)	1 car parking space per 200sqm
All other areas	1 space per 30sqm

- 2.40 The maximum parking standards proposed above are not expected to lead to parking overspill or additional pressures on areas surrounding new office developments. Additional, on-street parking enforcement (either through controlled parking zones or priority parking areas) could also be considered on a case by case basis to help address the current high demand in some parts of the Borough.

Alternative parking standards for Purpose Built Student Accommodation and office developments

Purpose Built Student Accommodation

- 2.41 As an alternative to the standards recommended by Project Centre Limited for PBSA, members of the Planning Committee could consider taking an alternative approach. In this regard, officers are suggesting that in order to provide a flexible approach which could take account of varying circumstances such as a site's geographical location, each student accommodation development could also be considered through individual assessment, on a 'case-by-case basis', rather than applying a particular 'standard' of provision. This reflects Surrey County Council's recommended approach, but also allows planning judgements to be made about levels of parking provision appropriate to a student development which takes account of and responds to any parking management policies and sustainable travel policy/initiatives at RHUL prevailing at the time. RHUL's current site management policies for example, are targeted to significantly restrict student car parking, in order to discourage student travel to the university by private car, where possible.
- 2.42 If the Planning Committee decides that their preference is to include a 'case by case/individual assessment' approach for PBSA, this would be supported by the additional text which has been included at paragraph 3.4 in the Parking Guidance SPD on the potential to introduce controlled parking zones (CPZs) or other parking restrictions as part of an appropriate car parking strategy for a locality affected by university-related development and activity, as well as other types of development which may come forward in the Borough.
- 2.43 It is suggested that a flexible, case-by-case assessment is applied to deal with other university-related development, as recommended by Surrey County Council.

Office developments

- 2.44 As an alternative to the standards recommended by Project Centre Limited for new office developments, members of the Planning Committee could consider taking an alternative approach. In this regard, officers are suggesting that the alternative would be to follow the advice of Surrey County Council in their 2021 Vehicular and Cycle Parking Standards Guidance and apply a flexible standard of a maximum range of 1 car space per 30m² to 1 car space per 100m² depending on location (the guidance could confirm that in town centre locations, the 1 car parking space per 100m² standard would be expected to be applied). This is a more generous standard for town centre locations than proposed by Project Centre Limited. Either the standard recommended by Project Centre Limited, or the standard recommended by Surrey County Council are considered appropriate for inclusion in the Runnymede Parking Guidance SPD. The Project Centre standard would however be more likely to encourage end users to travel by active and sustainable transport options due to more limited vehicular parking on site. This would potentially be more in line with the Draft Surrey Local Transport Plan 4 aspirations and the Council's own draft Climate Change Strategy.
- 2.45 If the Planning Committee decides that their preference is to include the Surrey County Council recommended approach for new office developments, officers can confirm that if there was a concern about overspill parking from a particular development proposed, the wording on Controlled Parking Zones and other parking restrictions proposed for inclusion in the SPD could also potentially be applied, and could provide part of a holistic parking solution for this type of development.

Electric Charging Points

- 2.46 Officers have also looked carefully at Surrey County Council's recommended guidance for the provision of new 'fast charge' electric charging points. Adopted Runnymede 2030 Local Plan policy SD7 states that development proposals will be supported where they are, 'subject to feasibility, incorporate electrical vehicle charging points in accordance with guidance issued by Surrey County Council'. In line with this policy requirement, the draft Parking Guidance SPD reconfirms the current Surrey County Council guidance on electric charging points but cautions that standards set out could be superseded over the lifetime of the Local Plan by revised guidance issued by Surrey County Council.

Other Guidance Included

- 2.47 In line with Surrey County Council parking guidance, officers recommend that the County Council's additional guidance in respect of disabled parking, school parking and car clubs should also be incorporated into the Borough Council's revised parking guidance. The provisions for disabled parking are in full accordance with the Department of Transport advice. Since officers last brought the draft Parking Guidance SPD before the Planning Committee, Surrey County Council has updated their guidance on car clubs, and as such, amendments to the SPD have been made to reflect this.

Other matters

- 2.48 It should be noted that as part of the public consultation on the SPD, Project Centre Limited and officers in the Planning Policy team will be arranging an evening presentation for any members of the public who would find it helpful to find out more about the parking standards contained in the SPD, particularly those related to PBSA and new office developments. This will include a question and answer session.

3. Policy framework implications

- 3.1 Supplementary Planning Documents (SPD) do not form part of the Development Plan for Runnymede but are a material consideration in decision taking. The adoption of this SPD would support the following local plan objectives in particular:
- 4) To ensure Runnymede's communities are supported by new or enhanced community and other infrastructure services and facilities, including a range of sustainable and active travel choices;
 - 5) To deliver a garden village at Longcross which achieves a sustainable community capable of meeting its own day to day service needs and which offers a choice of sustainable and active travel modes;
 - 6) To increase resilience to climate change, including flood risk, to reduce greenhouse gas emissions and promote water efficiency and the use of renewable and low carbon energy;
 - 13) To support projects which improve the integration of road and rail to reduce congestion and improve accessibility to a range of sustainable and active travel choices.
- 3.2 When adopted, this SPD will support the Council's draft Climate Change Strategy, particularly action reference PPAT 2.0 which seeks to, 'Facilitate & encourage active transport in the Borough: Reduce traffic congestion; Improve air quality; Improve health & wellbeing; and reduce vehicle emissions'. It will also support priorities 5 and 6 from the draft Economic Development Strategy as reproduced below:

Priority 5: Better infrastructure for sustainable growth: Improve the Borough's competitive performance through provision of improved infrastructure to support mobility, communications, health and well-being.

Priority 6: Developing a low carbon economy

Support and encourage businesses to be more sustainable. This could mean aiding businesses to become more energy efficient or to develop more sustainable business practices within their own operations and those of their supply chains. The Council will share good practice in sustainability and will encourage and support businesses to develop green products and services.

4. Resource implications (where applicable)

- 4.1 The costs associated with this work have been met to date through the Council's approved 2019/2020 and 2020/2021 budgets for Planning Policy, and additional funding secured specifically for this project following approval by Corporate Management Committee. Remaining project costs are expected to be met through the Council's 2022/23 approved budget for the Planning Policy team.

5. Legal implications

- 5.1 Officers are not aware of any legal implications as a result of the adoption of this SPD. Following adoption however, Members should be aware that in accordance with Regulation 11(2)(c) & (d) of the Town & Country Planning (Local Planning)(England) Regulations 2012 (as amended), any person with sufficient interest in the decision to adopt the Runnymede Parking Guidance SPD may apply to the High Court for permission to apply for judicial review of that decision. Any such application must be made promptly and in any event not later than 3 months after the date on which the SPD was adopted.

6. Equality implications

- 6.1 The Council has a Public Sector Duty under the Equalities Act 2020 to have due regard to the need to:
- a) Eliminate unlawful discrimination, harassment or victimisation;
 - b) Advance equality of opportunity between persons who share a Protected Characteristic and persons who do not share it;
 - c) Foster good relations between those who share a relevant protected characteristic and persons who do not share those characteristics;

in relation to the 9 'Protected Characteristics' stated within the Act.

- 6.2 There are no known equality implications as a result of this draft SPD. The guidance included in the SPD has been produced to be flexible and adaptable to address all needs. The Council has a legal duty to comply with equalities legislation and to assess the likely impact (positive or negative) that a plan, strategy, policy, project or service may have upon protected groups. An Equality Impact Assessment has been undertaken for the Local Plan as a whole and given that this SPD stems from Local Plan Policy (SD4:Highway Design Considerations in particular), it is considered that this provides appropriate Equalities reassurance.
- 6.3 Nevertheless, a An Equality Impact Assessment screening has been undertaken to support the production of this SPD which concludes that the SPD will not affect any employees or service users on the basis of a protected characteristic(s) they have. Any effects the SPD has on the wider Borough community, including those groups with protected characteristics is likely to be beneficial through the more careful and detailed consideration applicants will give towards ensuring higher quality development in the future. Overall, it has been concluded that a full Equality Impact Assessment is not required. The draft screening assessment can be viewed at Appendix D.

7. Environmental/Sustainability/Biodiversity implications

- 7.1 A detailed Sustainability Appraisal (SA) was carried out upon the Runnymede 2030 Local Plan. The draft Parking Guidance SPD is supplementary to the new Local Plan and therefore does not require a separate SA.
- 7.2 The SPD has however undergone Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening. That screening has concluded that there will be no likely significant effects on designated habitats or any other significant environmental effects as a result of the guidance included in the SPD. The screening document can be viewed at Appendix E. The screening document has been shared with statutory consultees and at the time of writing, their comments are awaited.
- 7.3 Appropriate parking standards have the potential to help meet the Local Plan's aims to reduce travel by private car and encourage more active & sustainable travel by encouraging less use of vehicle transport and more walking and cycling. The draft revised parking guidance will, when adopted, make a contribution towards the Borough's actions on climate change. Please see comments in section 3 above in terms of how adoption of the SPD has the potential to support the Council's draft Climate Change Strategy.

8. Conclusions

- 8.1 The draft revised parking guidance has been prepared to reflect the up to date guidance set out in the NPPF and to support the policies contained in the Runnymede 2030 Local Plan. The guidance has been prepared taking account of national planning guidance and the updated parking guidance published by Surrey County Council in November 2021. The additional consultancy work undertaken by Project

Centre Limited also provides the Planning Committee with further detailed advice and alternative recommendations around parking standards for new office developments and PBSA schemes. The guidance drafted for consultation seeks to provide a degree of certainty for developers and communities in respect of the levels of vehicular and cycle parking that will be required in association with new development but also provides flexibility to assess individual schemes where that may be more appropriate given the nature of development proposed. The draft revised guidance also seeks to take account of the locational characteristics and the ability to travel by walking, cycling and use of public transport where those modes of travel are convenient options, the need to plan for greater use of electric vehicles in the future and the potential need to control on-street car parking in certain locations through the use of controlled parking zones (CPZs).

- 8.2 Subject to Planning Committee approval, a 6-week period of public consultation will take place to seek the views of local communities and other interested parties on the draft guidance.
- 8.3 Once public consultation feedback has been considered, the SPD will be reported back to the Planning Committee for final consideration, and potential adoption.
- 8.4 Once adopted, the new guidance will then become an important material consideration for planning decisions and will be published on the Council's website. Where in due course the revised parking guidance is a relevant consideration to new development being proposed, applicants and promoters will be advised of the guidance through the pre-application and planning application processes.

(To resolve)

Background papers

Appendix A – Draft Revised Runnymede Parking Guidance SPD

Appendix B - Final Draft Parking Standards Report on Purpose Built Student Accommodation and Office Development as produced by Project Centre Ltd. Can be viewed at: [Planning policy evidence based documents – Runnymede Borough Council](#)

Appendix C - Surrey County Council Vehicular and Cycle Parking Guidance, November 2021. Can be viewed at: [Supplementary Planning documents and other guidance – Runnymede Borough Council](#)

Appendix D – Equality Impact Assessment Screening

Appendix E – SEA/HRA Screening

Appendix A

Runnymede Borough Parking Guidance

Draft SPD for Consultation

Runnymede Borough Council

~~November 2020~~ June 2022

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Executive Summary

Parking guidance associated with new development is an important element of the Council's strategy to support sustainable development and to help encourage modal shift to more active and sustainable travel options such as walking, cycling and the use of public transport, in line with national planning policy (the NPPF).

In setting new local car parking guidance, the Council has been particularly mindful of advice in the NPPF which states that any guidance should take account of:

- a) "The accessibility of the development;
- b) The type, mix and use of development;
- c) The availability of and opportunities for public transport;
- d) Local car ownership levels; and
- e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles"

The NPPF also advises that maximum car parking standards for new development should only be set where there is a clear and compelling justification that they are necessary, either for managing the local road network or to optimise the density of development in city and town centres or other locations that are well served by public transport.

In setting new local and flexible parking guidance, the Council has sought to strike the right balance between providing sufficient parking for the occupiers of new development, whilst also encouraging modal shift when other more sustainable and active travel options are readily available.

The Council has also prepared a new Local Plan for the Borough up to 2030. This new parking guidance is designed to reflect and help deliver against the policies it contains.

The new local parking guidance replaces previous car parking guidance from 2001, reflecting the changes that have taken place in modal and vehicle use since 2001, including increased cycle use and the use of electric vehicles, as well as increasing concerns about air quality and climate change in respect of emissions from combustion powered vehicles.

The new parking guidance draws upon ~~the~~ Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in ~~January 2018~~ ~~November 2021~~)[‡]. The Council has closely followed the Surrey Guidance in preparing its own guidance, whilst incorporating some changes to take account of local character and the settlement pattern of the Borough and the potential for the Council to consider controlled parking zones in future, where high levels of on-street car parking prevail.

[‡] <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/parking-strategy>

To complement the Council's new parking guidance, it is crucially important that travel plans are prepared for new development proposals which generate significant traffic movements in order that active and sustainable travel patterns and behaviours are reinforced and dependence on travel by car is reduced as far as possible.

The parking guidance takes account of comments from local residents expressed during the consultation stages of the new Local Plan as well as learning from developments that have taken place in the Borough.

Land-use-specific parking and electric vehicle charging point standards set out in this guidance can be found at Appendices 1 to 3. Further advice specific to the design of parking space areas is set out in the emerging-Runnymede Design Guide-SPD for the Borough which was implemented in July 2021.

Once adopted, this parking guidance will have Supplementary Planning Document (SPD) status and will be a material consideration in the determination of planning applications in the Borough.

1. Introduction

1.1 This guidance advises upon the appropriate levels of car parking, cycle parking and electric vehicle charging points for different types of new development in the Borough.

1.2 The following key documents are~~context is~~ considered relevant:

- The Government's 'A Green Future: Our 25 Year Plan to Improve the Environment' Plan in January 2018 and National Design Guide in January 2021;
- HM Government's 'The Road to Zero', Industrial Strategy policy paper
- National Planning Policy Framework (NPPF) 2019/2021, paying particular regard to the need to promote sustainable transport;
- The emerging Surrey Local Transport Plan 4 (April 2018 due for adoption in Summer 2022 following public consultation in the second half of 2021), Surrey Parking Strategy (April 2011 updated January 2020), Surrey Vehicular and Cycle Parking Guidance (November 2021)~~Vehicular and Cycle Parking Guidance (January 2018)~~ and Car Clubs in new developments (March 2019);
- The adopted Runnymede 2030 Local Plan (July 2020); and draft Runnymede Climate Change Strategy (scheduled for adoption in Summer 2022).

1.3 In addition, the following background context is considered relevant:

- The changes that have taken place in modal and vehicle use since 2001, including increased cycle use and the use of electric vehicles; and;
- Increasing concerns about air quality and climate change in respect of~~to~~ vehicle usage.

1.3.1.4 The parking guidance included in this SPD recognises that town centre locations in the Borough generally offer sustainable travel alternatives to trips by ~~the~~ private car. This means that there are more opportunities within and near the Borough's town centres for active and sustainable travel, and less need to provide equivalent levels of car parking as part of new development within a town centre location. During the preparation of this guidance, travel patterns have also been significantly affected by the COVID-19 pandemic and the introduction of lockdown measures or advice. The extent to which the consequences of the pandemic will change travel patterns and parking requirements in the long term is currently unknown, but the guidance is written to be flexible, in order that some degree of discretion can be exercised when considering the parking implications of development proposals in future.

The Need to Review the Parking Guidance

1.4.1.5 The Council's previous-current parking guidance was adopted in 2001 to support the policies within the Runnymede Borough Local Plan, Second Alteration (2001). Transport strategies have changed significantly since ~~the previous~~this guidance was adopted, with much greater emphasis on travelling sustainably. However, car ownership levels also

remain high in the Borough, and many residents remain concerned regarding traffic levels and the need to provide sufficient car parking associated with new development which is proposed in their area.

1.51.6 The Runnymede 2030 Local Plan is consistent with the presumption in the NPPF in favour of sustainable development. Policy SD3 specifically promotes active and sustainable travel and Policy SD4 refers to guidance for parking, as part of the overall transport strategy of the Plan.

1.61.7 The Local Plan proposes nearly 8,000 new homes in the Borough up to 2030, along with approximately 80,000sqm of additional employment floorspace and about 6,000sqm of new retail floorspace. ~~This~~ ~~ese~~ ~~quantum~~ ~~squantum~~ of development will place additional pressures on local transport infrastructure including parking.

1.71.8 There has also been a notable increase in electric vehicle ownership and cycle usage since the previous guidance was adopted. The new parking guidance reflects these changes, providing for more cycle parking than the existing 2001 guidance and also reconfirming ~~the~~ Surrey County Council guidance for electric vehicle charging points which Local Plan policy SD7 requires applicants to comply with subject to feasibility. The intention is that the guidance will therefore help to promote healthier lifestyles, but also reflect climate change concerns and Government policy to restrict the future sale of combustion powered vehicles.

1.81.9 The Borough has also seen an increase in student and older populations since the previous guidance was adopted and standards are incorporated into this guidance specific to development proposals for ~~the~~ ~~ese~~ groups.

2. Planning and Transport Policy Context

National Planning Policy Framework (NPPF) (~~July~~ ~~February~~ ~~2019~~ ~~2021~~)

2.1 National planning policy has, as one of its core principles, a requirement to actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made more sustainable.

2.2 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. National policy refers to a transport system being balanced in favour of sustainable transport modes, giving people a real choice about how they travel. The NPPF also requires all developments that generate significant amounts of movement to be supported by a

Transport Statement or Transport Assessment and accompanying Travel Plan to determine and manage the likely impact of the proposed development.

2.3 Paragraph 107 of the NPPF sets out the Government's approach to local parking standards as follows:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunity for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plugin and other ultra-low emission vehicles"

2.4 Paragraph 108 (chapter 9) states the following

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

National Design Guide (January 2021~~October 2019~~)

2.5 The National Design Guide illustrates how well-designed places can be achieved in practice and sets out ten characteristics that should be incorporated into new developments.

2.6 It articulates the need to consider how buildings and places relate to their context, referencing the importance of hard and soft landscaping and the treatment of transport infrastructure.

2.7 The Government publication identifies that peoples' patterns of movement are integral to well-designed places (para 75). It promotes well considered parking, servicing, and utilities infrastructure for all uses.

2.8 The guide advocates compact forms of development to make destinations easily accessible by walking or cycling and to reduce dependency upon the private car. It also recognises that how parking is arranged has a fundamental effect on the quality of a

place or development, noting how parking standards are set locally and vary in response to local conditions.

2.9 It highlights how the provision and treatment of parking has the potential to enhance the overall quality of place, as well as influencing the lifestyles of occupants and other users, as well as contributing to climate change mitigation and adaptation.

2.10 The guide also identifies the role of a well-designed movement network in defining a clear pattern of streets that limits the impacts of car use. In respect of parking, it stresses that this should be attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene, with effective use of trees to soften the visual impact, improve air quality and contribute to biodiversity.

~~2.1 This new Government publication identifies that patterns of movement for people are integral to well-designed places. It promotes well-considered parking, servicing and utilities infrastructure for all uses. The guide also recognises that how parking is arranged has a fundamental effect on the quality of a place or development.~~

Car Ownership Changes

2.22.11 Since the 2001 Census, overall vehicle ownership across the UK has marginally increased. In 2001, the average vehicle ownership level was 11 cars per 10 households; this had increased to approximately 12 vehicles per 10 households by 2011.

2.32.12 In Runnymede Borough, vehicle ownership has also increased slightly from 84.8% of households in 2001 to 85.5% of households in 2011. Equally, the number of households with more than 1 car has also increased from 14,320 in 2001 to 14,590 in 2011.

2.42.13 The table below gives further detail of the changes in vehicle ownership in Runnymede between the 2001 and 2011 censuses:

Car Ownership Levels Table

Cars	Runnymede				Surrey				National (England and Wales)			
	2001		2011		2001		2011		2001		2011	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
All categories: Car or van availability	31,656	100.0	32,714	100.0	433,176	100	455,791	100	21,660,475	100	23,366,044	100.0
No cars or vans in household	4,813	15.2	4,811	14.7	60,594	14.0	59,865	13.1	5,802,183	26.8	5,989,770	25.6
1 car or van in household	12,523	39.6	13,313	40.7	175,800	40.6	184,249	40.4	9,486,366	43.8	9,861,642	42.2
2 cars or vans in household	10,834	34.2	10,711	32.7	149,976	34.6	155,920	34.2	5,095,959	23.6	5,777,662	24.7
3 cars or vans in household	2,501	7.9	2,755	8.4	34,440	8.0	39,670	8.7	976,438	4.5	1,283,780	5.5
4 or more cars or vans in household	985	3.1	1,124	3.4	12,366	2.9	16,150	3.5	299,529	1.4	453,190	1.9
Sum of all cars or vans in the area	46,061	-	48,063	-	-	-	-	-	23,936,250	-	27,294,656	-

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2.52.14 The table helps to illustrate that car ownership levels in Runnymede Borough remain high compared to the national average, though the table also shows that car ownership levels in Runnymede Borough are marginally lower than those found across Surrey.

Electric Vehicle Ownership

2.15 Electric vehicle ownership has increased substantially ~~in the past 5 over recent years~~. In 2020 pure-electric sales were up by 185.9% versus 2019, while plug-in hybrid sales were up 91.2%. August 2021 saw a 32.2% increase in pure-electric car sales in the UK compared to the same month in 2020. A total of 68,033 new cars were registered in the UK in August 2021, (10.9% of the total) were pure-electric cars, (7.4%) were plug-in hybrids, and (nearly 12%) were full hybrids. Diesel and mild-hybrid diesels accounted for the remainder of sales, at 7.5% and 4.9% of the total respectively². In Surrey, the rise in the number of electric vehicles registered in the County has been significant, with about 200 registered vehicles in 2012 and over 2,500 registered vehicles by the end of 2017³.

2.62.16 More than 6.5m households plan to buy an electric vehicle or plug-in hybrid, research by the energy watchdog Ofgem has found. This equates to 24%, or nearly one in four, of all energy households. The climate change committee, an independent public body that advises the UK government and devolved governments, predicts that about 18m battery and plug-in hybrid electric vehicles will be on the road by 2030 when a ban on the sale of new internal combustion vehicles is introduced⁴. ~~with new registrations of plug-in cars in the UK increasing from 3,500 in 2013 to more than 166,000 by August 2018⁵.~~

~~2.7~~ ~~In Surrey, the rise in the number of electric vehicles registered in the County has been significant, with about 200 registered vehicles in 2012 and over 2,500 registered vehicles by the end of 2017⁶.~~ ~~With Government seeking to restrict the sale of any new petrol, diesel or hybrid vehicle registrations after 2035, electric vehicle ownership is likely to increase significantly in the next 10-20 years and it is important that the Council's strategies, this and other guidance and its decisions reflect this.~~

Surrey Local Transport Plan 4 (April 2018 emerging)

2.17 Surrey County Council consulted on a new draft Transport Plan (known as Local Transport Plan 4 (LTP4)) in the second half of 2021. LTP4 is due to be adopted in Summer 2022 and includes plans to reduce the 46% of carbon emissions currently generated by

² Driving Electric.com - Electric car sales UK: August 2021 sees electric overtake diesel for market share 6 Sept 2021.

³ Figure 1: EV registrations from January 2012 to December 2017; Surrey Transport Plan: Electric Vehicle Strategy

⁴ The Guardian – '6.5m households in UK plan to buy an EV by 2030' 21st May 2021.

⁵ <https://www.nextgreencar.com/electric-cars/statistics/>

⁶ Figure 1: EV registrations from January 2012 to December 2017; Surrey Transport Plan: Electric Vehicle Strategy

transport. Local Transport Plan 4 will supersede the earlier Local Transport Plan 3 on adoption.

2.18 LTP 4 will set out proposals to 2030 and beyond which will include:

- Increasing safer and improved walking and cycling routes; te
- Encouraging people out of their cars;
- Providing more charging points and parking for electric vehicles;
- More bus services;
- Charging for transport use;
- Introducing car clubs;
- Improving internet connections; and
- Re-designing neighbourhoods that enable easier access to local services.

2.19 The above are tools to help in reducing the need to travel by car.

Surrey County Council Vehicular and Cycle Parking Guidance (~~January 2018~~November 2021)

2.20 This updated guidance provides helpful advice to local planning authorities in Surrey when preparing their own local parking guidance.

2.21 The guidance recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys and suggests there is a need to balance an appropriate level and type of parking with the need to protect highway safety and to promote active and sustainable travel, taking account of the opportunity for alternative modes of travel at a local level.

2.22 The guidance also acknowledges the increased popularity of cycling for leisure and commuting; emphasising that high quality cycle parking is important in all new development, and the emergence of electric vehicles and a projected growth in their ownership indicates that electric charging points must also become integral to new development. This SPD reconfirms the current Surrey County Council guidance on the standards of electric vehicle charging points required to comply with adopted Local Plan policy SD7 to serve both residential development and a variety of new commercial and other developments. Equally, it provides for improved cycle parking standards and encourages those standards to be applied as minimum provision, to help further encourage cycle ownership and use.

2.23 It also recommends the use of 'maximum' parking standards for new commercial and other non-residential development, such as employment uses, retailing, hotels, leisure facilities and certain institutional uses such as hospitals, colleges, care homes etc., which are all individually, or in combination with other uses, a 'destination' that significant numbers of people travel to and where applying a maximum limit on the availability of car parking may be an important influence upon reducing travel by car.

~~2.13~~2.24 In terms of new residential development, the Surrey guidance suggests ~~that there is little to be gained by seeking to restrict parking through the use of the application of 'maximum' standards, although it also notes that, 'there is no policy to restrict car ownership so there is little to be gained in heavily restricting residential parking'. recognising there is no intention or powers available to Surrey County Council to restrict car ownership within the County. For this reason, r~~Recommended residential car parking 'standards' are therefore included in ~~this~~ document as flexible 'guidelines' rather than more rigid 'maximum' or 'minimum' standards. This enables the locational characteristics of new residential development to be taken into account more closely, so that for example, less car parking would generally be required in a town centre location where alternative modes of transport are more readily available, whilst greater provision might be preferred in villages or more rural locations where there are fewer alternatives to using a private car.

2.142.25 The Surrey County Council guidance also recommends the provision of 'fast charge' electric vehicle charging points associated with all new residential development and larger scale new commercial development types including; Class E office, B2 general industrial, Class E/F.2 retail and Class E/F.2/sui generis leisure uses over 500sq.m, B8 storage and distribution uses over 1000sq.m and other developments such as new schools/colleges, hotels and health uses.

Planning Policies in Runnymede: The Runnymede 2030 Local Plan

~~2.15~~2.26 The Runnymede 2030 Local Plan contains several references to parking guidance. Policy SD4 (Highway Design Considerations) makes it clear in policy that *"Relevant design and parking standards for vehicle and cycle parking within development proposals will be assessed against the Council's current adopted guidance"*. The parking guidance included in this SPD, will be the guidance used by the Council to help assess the parking requirements associated with development proposals, until superseded. On ~~adoption, it~~adoption, it will replace the Council's October 2001 Parking Standards.

~~2.16~~2.27 Policy SD3 (Active and Sustainable Travel) states that the Council ~~"~~will support schemes and development proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel". This includes, but is not limited to, securing improvements to or contributions towards improving the capacity of cycle parking at the Borough's railway stations, and requiring development proposals which will generate a significant number of traffic movements to submit and then implement the measures in an approved travel plan.

~~2.17~~2.28 Evidence in the Council's Strategic Highway Assessment (SHAR), which underpins the Runnymede 2030 Local Plan, identifies several 'congestion hot spots' including a number of junctions along the A320, and other highway issues in

Runnymede. Policy SD3 aims to achieve modal shift and sets out measures to support and achieve an increase in active and sustainable travel choices. Policy SD4 requires development proposals to fully explore the impact they have on the highway network and identify measures which can be secured to mitigate their impact for all highway users including pedestrians and cyclists. The application of up to date parking guidance is part of these measures.

2.182.29 The Local Plan also considers sustainable design to be integral to good planning. Policy SD7 describes a range of sustainable design principles including measures for secure storage of cycles and also states that development proposals will be supported where they (amongst other things) subject to feasibility, incorporate electrical vehicle charging points in accordance with guidance issued by Surrey County Council. Longcross Garden Village has a specific policy; SD9, which expects safe routes for all users and a range of sustainable transport choices, including a new bus service linking ~~the~~ Longcross railway station ~~with and~~ neighbouring settlements including Woking. Equally important to the strategy in the Runnymede 2030 Local Plan is the inclusion of Policy SL1 which promotes healthy lifestyles. This policy requires new developments to provide opportunities for walking and cycling as well as outdoor recreation and sport. These are all influences on parking requirements in new developments.

Runnymede Design Guide (July 2021)

2.192.30 The Council has prepared a Design Guide SPD to provide guidance for new development in the Borough. The new Design Guide includes guidance on the design of parking for new development, to complement the Parking Guidance SPD.

3. Parking Guidance for Runnymede

3.1 The parking guidance in this SPD seeks to ensure the provision of appropriate levels of car and cycle parking associated with all new development. The guidance applies to both residential and non-residential development, and sets out provision for car parking, cycle parking, and parking for people with limited mobility. The increased use of car clubs is also considered as is the approach to parking requirements within or associated with controlled parking zones (CPZs).

Car Parking Guidance for Non-Residential development

3.2 Many non-residential uses do not require new car parking to be provided, unless the scale of the development is significant, or the nature of the development makes it appropriate to do so. In line with Surrey County Council's approach, the car parking standards for non-residential uses set out in this guidance are expressed as maximums, in order to encourage travel to 'destinations' by means other than the private car and to prevent excessive car parking provision at those destinations. Town centre locations

of course, generally offer alternative travel options and public car parking. It is in these locations where densities of development can be higher to help make the most effective use of land in the most sustainable locations, and where in particular, private car parking provision can be lower. The new parking guidance for non-residential development in Runnymede is at Appendix 1.

3.3 Parking requirements associated with residential institutions such as student accommodation, care homes and extra-care provision are also included in the non-residential guidance as they are essentially commercial entities with specific car parking requirements, that are very different from normal residential use.

~~3.4 In respect of student accommodation and other university associated development specifically, the Council recognises that despite the Royal Holloway University of London's (RHUL), which is located in Englefield Green, has clear policies to encourage students, staff and visitors to travel to the university campus by sustainable transport modes. However, due to concerns locally regarding high demand for on street parking in the surrounding residential areas, the Council commissioned private car use remains relatively high and local on-street car parking problems are exacerbated in neighbouring communities such as Englefield Green and Egham as a result. parking surveys in 2021 to determine whether Purpose Build Student Accommodation (PBSA) schemes in the locality were resulting in over-spill parking. The survey results found that high levels of on street parking were as being exacerbated by non-residential demand, including people commuting to the area during the day time, potentially including those travelling to the University, rather than from PBSA. Within those communities, the Council is presently working with RHUL and others including Surrey County Council, to consider the introduction of new controlled parking zones (CPZs) or other forms of parking restriction within residential areas most affected by on-street car parking.~~

~~3.53.4~~ Where new non-residential development including (but not limited to) student accommodation, other university-related development, new office development or new C3 residential development takes place within or immediately adjacent to any areas where significant parking restrictions such as CPZs are considered necessary, the Council will seek contributions from developers towards the set-up and capital renewal costs of those parking restrictions and/or CPZs as part of its strategic approach towards managing car parking issues in the locality and associated with such developments; and will assess the potential impacts of each proposal on levels of on-street car parking in the locality on a case-by-case basis. It must be recognised however that there are a number of risks- associated with securing and funding in perpetuity new CPZs via the planning system. For example, there is no guarantee that there will be sufficient developments coming forward (and therefore funds forthcoming) over the years to allow for CPZs to be free-for-use (or at reduced cost) for residents in the long term. Therefore, where CPZs are introduced in the Borough, there is the chance that the ongoing running costs of such schemes will need to be covered by residents paying for permits in these areas.

3.63.5 Some larger scale non-residential developments may ~~also~~ benefit from a bespoke car parking scheme, appropriate to that use and/or its location, particularly when taking account of other policies and practices in place and which are associated with the operation of the development. In such circumstances, a site-specific parking and travel plan can take detailed account of the location of the development, the ability of people to walk, cycle or travel by public transport to the development and the policy of the institution to provide or subsidise public transport services, and/or restrict car travel to their site.

3.73.6 Where it has been indicated that an individual assessment for parking is more appropriate to the nature of development proposed (e.g. – ~~leisure centres~~ ~~student accommodation~~, hospital expansion, new places of worship etc.), the Council will generally require the following information to be provided by applicants as part of this assessment:

- a parking management plan;
- a travel plan and/or;
- a cycle strategy.

3.8 In accordance with Surrey County Council guidance, parking for disabled drivers needs to be fully considered when planning a development. For non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² of gross floor area (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance (ideally the main entrance), clearly signed and undercover. All parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance.

Car Parking Guidance for Residential development

3.9 The Surrey County Council Vehicular and Cycle Parking Guidance ([November 2021](#)) provides the initial basis for the residential parking guidance in this SPD, adjusted to take account of the characteristics of the Borough. Parking guidelines for new residential development in Runnymede are set out at Appendix 2.

3.10 ~~In following Surrey County Council's approach,~~ ~~I~~the parking guidance included in this SPD expresses neither a maximum nor minimum standard for residential development. This is to enable development proposals to respond fully and flexibly to the characteristics of their location, taking account of the availability of alternative means of travel in the area, car parking issues in the locality and to make the most efficient use of land.

3.11 Residential parking in town centre locations is likely to be reduced due to more convenient access to public transport, the availability of public car parks, convenience of access to local facilities to which it is possible to walk and cycle, the need to make the

most efficient use of land, and to ensure the urban fabric is not dominated by private car parking provision.

3.12 In residential schemes, parking spaces within garages will be counted towards the overall parking provision providing that the internal dimensions of each parking space measure, as a minimum, 6m x 3m, to ensure that a large modern car can be accommodated. Where garages are below this size, they will not be counted towards the parking requirement. Where cycle storage is proposed within a garage, larger garages with dimensions of 3m x 7m, or 4m x 7m would be considered appropriate. For car ports/ car barns the recommended minimum dimensions are 2.9m x 5.5m.

3.13 The guidance for residential development set out in Appendix 2 only applies to new residential development and not to the conversion or sub-division of existing properties in the Borough. This is because the generation of parking requirements from existing uses are generally considered to be consistent with buildings in the same location.

Parking Space dimensions

3.14 For both residential and non-residential developments, the minimum dimension of a car parking space should be 2.5m x 5.0m

Car free developments

3.15 There may be instances where the Council will support new developments in the Borough which propose no vehicular parking. This is likely to be in the Borough's town centres, in other locations which are deemed to be highly sustainable, or where a site owner/operator has policies and/or practices in place in perpetuity which can be demonstrated to restrict car travel to their site.

Cycle Parking

~~3.14~~3.16 The aim of enabling more people to cycle as an alternative to car trips requires safe cycle routes and convenient and safe cycle parking. The Local Plan encourages a modal shift from reliance on the private car to active and sustainable modes of transport including cycling. The Council is aware of cycle parking needs at Adlestone Station and the need to keep under review the wider requirements for high quality, secure and convenient cycle parking in each of its town, local and village centres. Cycle parking needs to include external storage space that is secure, covered and lit, or space within a garage large enough to accommodate cycles as well as park a car.

~~3.15~~3.17 Cycle parking will be required in all new residential and many non-residential developments. The provision of safe and secure cycle parking associated with new development in town centres is particularly important, where car parking associated with new development will be reduced and there is the ability to further encourage cycling as an active form of travel. Cycle parking provision set out in this SPD is expressed

as minimum guidance to further encourage cycle ownership and more cycling trips to be undertaken.

Electric Vehicle Charging Points

3.163.18 Appendix 3 of this SPD sets out the current Surrey County Council guidance for the provision of 'fast charge' electric vehicle charging points as set out in their ~~January 2018~~November 2021 Vehicular and Cycle Parking Guidance document. At the time of producing this SPD, this was the most up to date guidance produced by Surrey County Council on this matter. In line with adopted policy SD7 from the Runnymede 2030 Local Plan which requires compliance with Surrey County Council guidance on electric vehicle charging points, notwithstanding the content of appendix 3 of this document, should any updated guidance be adopted by the County Council on electric vehicle charging standards following the publication of this SPD, it is this updated guidance that should be relied upon for Development Management decision making.

3.173.19 In non-residential developments where disabled parking spaces are made available for members of the public, a proportion of these parking spaces should also benefit from EV charging points. The charging points which serve disabled parking bays should adhere to any published national standards on accessible EV charge points which are in force at the time of determination of the planning application.

Travel Plans

3.183.20 Surrey County Council Vehicular and Cycle Parking Guidance (~~January 2018~~November 2021), promotes schools to develop, update and monitor School Travel Plans. There is a similar expectation with other institutions, large scale commercial and residential schemes. The County Council has separate guidance on Travel Plans available on their website. Runnymede Borough Council fully supports and will implement the County Council's guidance in respect to travel planning. Should any updated guidance be adopted by the County Council on School Travel Plans following the publication of this SPD, it is this updated guidance that should be relied upon for Development Management decision making.

Car Clubs

3.193.21 Surrey County Council guidance was published in March 2019. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles. Car clubs also support policies to cut congestion, reduce emissions, improve air quality, reduce parking pressure and increase take up of sustainable travel modes. There are opportunities for car clubs to be incorporated within new developments in Runnymede and therefore the Borough Council will continue to fully support and implement the County Council's guidance in respect to car clubs.

Coach/Bus

3.203.22 In accordance with the guidance set out by Surrey County Council in its Vehicular and Cycle Parking Guidance (~~January 2018~~ November 2021), on all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Equality Act

3.213.23 The Equality Act 2010 requires that all members and sections of the community are taken into consideration when preparing planning policies and guidance. People with protected characteristics may have difficulty in accessing facilities and services, as well as experiencing restrictions in choices about where to live and work and spend free time. It is therefore important that new development ensures that all residents, visitors and employees within the Borough are not disadvantaged through guidance which further restricts accessibility and choice. Therefore, this guidance has been produced to be fully flexible and adaptable to address all needs. It has also been subject to an Equalities Impact Assessment (EqIA) screening.

Appendix 1 – Non-Residential Vehicle and Cycle Parking Guidance, by Use Class as expressed in the Town and country Planning (Use Classes) Order 1987 as amended

<u>Type of Use Class</u>	Vehicle Parking Guidance (Maximum per m ² GFA)	Cycle Parking (Minimum)
Shops (Class E/F.2)		
Food or non-food retail e.g.: small parades of shops serving the local community (up to 500m ²)	1 car space per 30m ²	1 space per 125m ² (town/local centre), 1 space per 350m ² (out of centre)
Food retail (500 m ² to 1000m ²)	1 car space per 25m ²	1 space per 125m ² (town/local centre), 1 space per 350m ² (out of centre)
Food retail (above 1000m ²)	1 car space per 14m ²	1 space per 125m ² (town/local centre), 1 space per 350m ² (out of centre)
Garden Centres	1 car space per 25 m ²	1 space per 300m ² (min 2 spaces)
Non-food retail (500m ² or more)	1 car space per 25m ²	1 space per 1500m ² (out of centre) with minimum 4 spaces; 1 space per 300m ² (town/local centre)
Financial and professional services (Class E)		
Banks, building societies, estate agents and other agencies, betting shops	1 car space per 30m ²	Individual Assessment
Food and drink (mainly on the premises) (Class E)		
Restaurants, snack bars and cafés. For sale & consumption on the premises	1 car space per 6m ² / No parking in Town Centre	1 space per 20 seats (minimum 2 spaces), town centre parking not necessarily required
Public House, wine bar, drinking establishment (sui generis)		
Public houses, wine bars or other drinking establishments but not nightclubs	Individual Assessment/ Justification/ No Parking in Town Centres	1 space per 100m ² (minimum 2 spaces), town centre parking not necessarily required
Hot Food Takeaways (sui generis)		

For sale & consumption of hot food off the premises	1 car space per 6m ² / No Parking in Town Centres	1 space per 50 m ² (minimum 2 spaces), town centre parking not necessarily required
Business (office, research and development and light industrial premises) (Class E)		
Office, research & development, light industry appropriate in a residential area-threshold of 2,500m ²	1 car space per 30m ² to 1 car space per 100m ² depending on location <u>OR 1 car parking space per 200sqm in town centre locations (within 400m of a bus stop providing a minimum of 4 buses per hour and located within 800m of a train station) and 1 space per 30sqm in all other areas. TBC at Planning Committee meeting of 22nd June 2022</u>	1 space per 125m ² (minimum 2 spaces) for office premises 1 space per 250m ² (min 2 spaces) for research and development and light industrial premises
B2 General Industrial		
General industrial use	1 car space per 30m ²	1 space per 500m ² (minimum 2 spaces)
B8 Storage/distribution (including open air storage)		
Warehouse (storage)	1 car space per 100m ² 1 lorry space per 200m ²	1 space per 500m ² (minimum 2 spaces)
Warehouse (Distribution) or Cash and Carry	1 car space per 70m ² 1 lorry space per 200m ²	
C1 Hotels		
Hotels, boarding and guest houses where no significant care is provided	1.5 car spaces per bedroom plus 1 coach space per 100 bedrooms OR individual assessment/justification	Individual Assessment
C2 Residential Institutions		
Extra Care	1 car space per 1 or 2 bed self-contained unit OR 0.5 per communal unit OR Individual assessment/justification	Individual Assessment

Hospital	1 car space per 4 staff plus 1 car space per 3 daily visitors OR Individual assessment/justification	Individual Assessment
Student Halls of Residence/Residential colleges	Case-by-case assessment, linked to transport assessment/travel plan OR Sustainable Access Approach recommended by Project Centre Ltd outlined in committee report. TBC at Planning Committee meeting of 22nd June 2022	Case-by-case assessment, linked to transport assessment/travel plan
Care Home/Nursing Home	1 car space per 2 residents OR individual assessment/justification	Individual assessment
Training centres	1 car space per 2 staff OR Individual assessment/justification	Individual Assessment
C3 Dwelling houses		
Family houses, up to 6 residents living as a single household, including households where care is provided	See separate table in Appendix 2	Flats/houses without garages or gardens: 1 and 2 bedroom unit: 1 space 3 or more bedroom unit: 2 spaces
Sheltered/ Extra Care	1 car space per 1 or 2 bed self contained unit OR 0.5 per communal unit OR Individual assessment/justification	Individual Assessment
Non-residential institutions (Class E/F.1/F.2)		
Day Nurseries/Crèche (Class E)	0.75 car spaces per member of staff plus 0.2 spaces per child	1 space per 5 staff plus minimum 2 spaces
Doctor's practices (Class E)	1 car space per consulting room. Remaining spaces determined by individual assessment	1 space per 2 consulting rooms (minimum 2 spaces)
Dentist's practices (Class E)	1 car space per consulting room. Remaining spaces determined by individual assessment	1 space per 2 consulting rooms (minimum 2 spaces)
Veterinary practices (Class E)	1 car space per consulting room. Remaining spaces determined by individual assessment	1 space per 2 consulting rooms (minimum 2 spaces)

Libraries, museums and art galleries (Class F.1)	1 car space per 30m ² OR individual assessment/justification	Individual Assessment
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc (Class F.2)	1 car space per 3 persons OR per 3 seats or per 20m ² OR individual assessment/justification	Individual Assessment
Places of worship (Class F.1)	1 car space per 10 seats OR Individual assessment/justification	Individual Assessment
Schools/colleges/children's centres (Class F.1)	Case-by-case assessment, linked to transport assessment/travel plan	School Travel Plan required, to incorporate a site-specific cycle strategy
Assembly and leisure and Other Uses (Class E/F.2/sui generis) will be subject to an Individual Assessment for both car and cycle parking		

PLEASE NOTE that in addition to the above standards, parking spaces parking for disabled drivers needs to be fully considered when planning a development. For non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² of gross floor area (whichever is the greater) to meet demand. More information about the required size and design of disabled car parking spaces can be viewed in paragraph 3.8 of this document.

Appendix 2 – Parking Guidance for new residential development within use Class C3

Locational Characteristics	Town Centre (Spaces per dwelling)	Suburban/ Village/Rural (Spaces per dwelling)	Visitor Parking (Minimum spaces per dwelling) ⁷
Studio Apartment*/1 Bed Home	1 space	1 space	0 spaces OR individual assessment/justification
2 Bed Home	1 space	1 space	0.5 spaces
3 Bed Home	1 space	2 spaces	0.5 spaces
4 Bed Home	1 space	3 spaces	0 spaces OR individual assessment/justification

**A one-bedroom apartment/home and studio apartment are terms which are often used interchangeably, however there is a critical difference between the two. A studio apartment is a self-contained unit and houses everything in the single room space with exception of a bathroom. One-bedroom apartments feature separate spaces for the bedroom area, living room area and the kitchen area. Irrespective of the internal layout difference between these homes, parking standards applied for a 1 bed home will equally apply to a studio apartment.*

⁷ As the default position, all visitor parking will be treated as unallocated unless agreed otherwise with the applicant

Appendix 3 – Electric Vehicle Charging Points Guidance (reproduced from the Surrey County Council Vehicular and Cycle Parking Guidance (~~January 2018~~November 2021))

Residential Development	EV Charging Requirement	Charge Point Specification	Power Requirement
Houses	1 fast charge socket per house	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Flats/Apartments	<u>1 fast charge socket per flat (allocated and unallocated spaces).</u>	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
C2 Care/Nursing Home C3 Elderly (Sheltered)	20% of available spaces to be fitted with a fast charge socket A further <u>20%</u> of available spaces to be provided with power supply to provide additional fast charge socket	<u>7kw Mode 3 with Type 2 Connector</u>	230v AC 32 Amp Single Phase dedicated supply
Commercial Development (Offices / Employment Retail / Leisure Uses)	EV Charging Requirement	Charge Point Specification	Power Requirement
E Offices, light Industry 500m ² >; B2 General Industrial 500m ² >; B8 Storage & Distribution 1000m ² >; E Doctors/Dentists practices;	<u>20% (10%)</u> of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply

F.1 Schools/Colleges; E Retail 500m ² >; C1 Hotels; E/F.2/sui generis Sports Clubs, Health Clubs, Leisure Centres, Theatres, Cinemas, Conference Centres, 500m ² >	Plus A further 20% (10%) of available spaces to be provided with power supply to provide additional fast charge socket	Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply
Sui Generis Uses	EV Charging Requirement	Charge Point Specification	Power Requirement
(Including all other uses not mentioned above)	Individual assessment/justification	Individual assessment/justification	To be determined by charge point specification
High demand, short stay land uses	EV Charging Requirement	Charge Point Specification	Power Requirement
(Development with high demand and short stay characteristics in strategic locations (e.g. motorway service stations, large petrol filling stations) Large or major development and regeneration projects	20% of available spaces to be fitted with a fast charge socket. A further 10% of available spaces to be provided with power supply to provide additional fast charge socket	7kw Mode 3 with Type 2 Connector Feeder pillar or equivalent permitting future connection	230vAC 32 Amp Single Phase dedicated supply 230vAC 32 Amp Single Phase dedicated supply
	1 or more rapid charge sockets	50kw Mode 4 (DC) Multi-standard charge point	400v AC 100Amp Triple Phase dedicated supply

Note: Please refer to BEAMA Guide to Electric Vehicle Infrastructure (April 2015)⁸ for guidance and further information on charging modes and connector types.

⁸ <https://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

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Appendix B

[Planning policy evidence based documents – Runnymede Borough Council](#)

Appendix C

[Supplementary Planning documents and other guidance – Runnymede Borough Council](#)

EQUALITY SCREENING

Equality Impact Assessment guidance should be considered when completing this form.

POLICY/FUNCTION/ACTIVITY	LEAD OFFICER
Runnymede Borough Parking Guidance (SPD)	Georgina Pacey

A. What is the aim of this policy, function or activity? Why is it needed? What is it hoped to achieve and how will it be ensured it works as intended? Does it affect service users, employees or the wider community?

The aim of the new Runnymede Borough Parking Guidance SPD is to set out the Council's expectations in respect of parking requirements associated with new development and help ensure that development proposals make satisfactory car and cycle parking provision which is appropriate to their locality and the nature of development proposed.

The new Parking Guidance SPD builds upon the policies set out in the Runnymede 2030 Local Plan to encourage active and sustainable travel, to ensure the safe and efficient operation of the highway network and deliver new development which responds appropriately to its context (notably, Policies SD3: Active & Sustainable Travel; SD4: Highway Design Considerations; SD7: Sustainable Design and EE1: Townscape and Landscape Quality) and as such, it is a fundamental part of the planning policy 'toolkit'.

In setting new local and flexible parking guidance, the Council has sought to strike the right balance between providing sufficient parking for the occupiers of new development, whilst encouraging modal shift when other more sustainable and active travel options are readily available.

The new parking guidance, once adopted, will replace previous car parking guidance from 2001. The new guidance reflects the changes that have taken place in modal and vehicle use since 2001, including increased cycle use and the introduction of electric vehicles, as well as increasing concerns about air quality and climate change in respect to emissions from combustion powered vehicles.

The guidance also draws upon Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in January 2018).

The Parking Guidance SPD which has been drafted for public consultation sets out in detail the parking requirements associated with new residential development, and non-residential development including new employment, commercial, leisure and other uses.

The Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones.

When finalised, the document will be adopted as a supplementary planning document (SPD) and will be an important material consideration during the determination of planning applications.

The Parking Guidance SPD will not affect any employees or service users on the basis of a protected characteristic(s) they have. Any effects it has on the wider Borough community, including those groups with protected characteristics is likely to be beneficial through the more careful and detailed consideration applicants will give towards ensuring higher quality development in the future.

B. Is this policy, function or activity relevant to equality? Does the policy, function or activity relate to an area in which there are known inequalities, or where different groups have different needs or experience? Remember, it may be relevant because there are opportunities to promote equality and greater access, not just potential based on adverse impacts or unlawful discrimination.

The Protected Characteristics are; Sex, Age, Disability, Race, Religion and Beliefs, Sexual Orientation, Marriage and Civil Partnership, Gender Reassignment, Pregnancy and Maternity.

There are not assessed to be any potential negative impacts on any protected characteristics if the Parking Guidance SPD were to be adopted. It is anticipated that there will be positive impacts for all parts of the community as a result of appropriate levels of parking provision being made associated with new development, aligned to updated planning policy set out in the Runnymede 2030 Local Plan and guidance contained in Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in January 2018).

In accordance with adopted Surrey County Council parking guidance, the guidance set out in the new Parking Guidance SPD confirms that parking for disabled drivers needs to be fully considered when planning a new development. The SPD also specifically adopts the parking standards set out in updated Surrey guidance in relation to the provision of parking spaces for disabled users. The guidance set out in the new SPD suggests that:

- for non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² (whichever is the greater) to meet demand;
- such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and undercover and;
- all parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance.

It is anticipated that the Parking Guidance SPD, through the inclusion of these standards, will provide a positive impact for people with the protected characteristic of disability. It is anticipated that the Parking Guidance SPD, through the inclusion of these standards, will

provide a positive impact for people with the protected characteristic of disability. For example, a well designed parking scheme within a development that caters for electric cars and cycles, will promote cleaner air and may have the potential to assist those with pollution related breathing issues. A review of the comments received following the public consultation will be undertaken and any implications in terms of equalities will be discussed with the Council's Equalities Group. Continued monitoring of the Parking Guidance SPD will take place after it is adopted which may reveal any positive or negative impacts that exist and will assist officers in providing measures that seek to mitigate any negative impacts on any of the protected characteristics.

If the policy, function or activity is relevant to equality then a full Equality Impact Assessment may need to be carried out. If the policy function or activity does not engage any protected characteristics, then you should complete Part C below. Where Protected Characteristics are engaged, but Full Impact Assessment is not required because measures are in place or are proposed to be implemented that would mitigate the impact on those affected or would provide an opportunity to promote equalities please complete Part C.

C. If the policy, function or activity is not considered to be relevant to equality, what are the reasons for this conclusion? Alternatively, if it is considered that there is an impact on any Protected Characteristics but measures are in place or are proposed to be implemented please state those measures and how it/they are expected to have the desired result. What evidence has been used to make this decision? A simple statement of 'no relevance' or 'no data' is not sufficient.

A six-week public consultation on the Parking Guidance SPD will provide the opportunity for local communities and other interested parties to provide comments which will be considered in relation to any protected characteristics. Equality implications will also be discussed with the Council's Equalities Group to ensure that the Parking Guidance SPD is fully compliant with the Equality Act.

Once adopted, the Parking Guidance SPD will be of equal benefit to all members of the community who live, visit and/or work in the Borough.

The Runnymede Borough Parking Guidance SPD sets out the Council's expectations in respect of parking requirements associated with new development. It is fully consistent and complementary to the Runnymede 2030 Local Plan, which has had a detailed EqIA undertaken at each stage of Plan preparation. The Parking Guidance SPD provides detailed guidance to help implement the requirements of Policies SD3, SD4, SD7 and EE1 of the Runnymede Local Plan which have already been assessed under EqIA to have either positive or neutral impacts on protected characteristics of the population.

Continued monitoring of the Parking Guidance SPD will take place after it is adopted which may reveal any positive or negative impacts that exist and will assist officers in providing measures that seek to mitigate any negative impacts on any of the protected characteristics.

The SPD is intended to be reviewed and submitted for an equalities assessment 5 years following its adoption.

It is not considered therefore that a full EqIA is required.

Date completed: 08/06/2022 by Georgina Pacey

Sign-off by senior manager: Rachel Raynaud

Runnymede Borough Council

Runnymede Borough Parking Guidance Supplementary Planning Document (SPD)

Strategic Environmental Assessment (SEA)

Screening Statement - Determination under Regulation 9 of the SEA Regulations 2004

Habitats Regulations Assessment (HRA)

Screening Statement – Determination under Regulation 105 of the Conservation of Habitats
and Species Regulations 2017

June 2022

Introduction

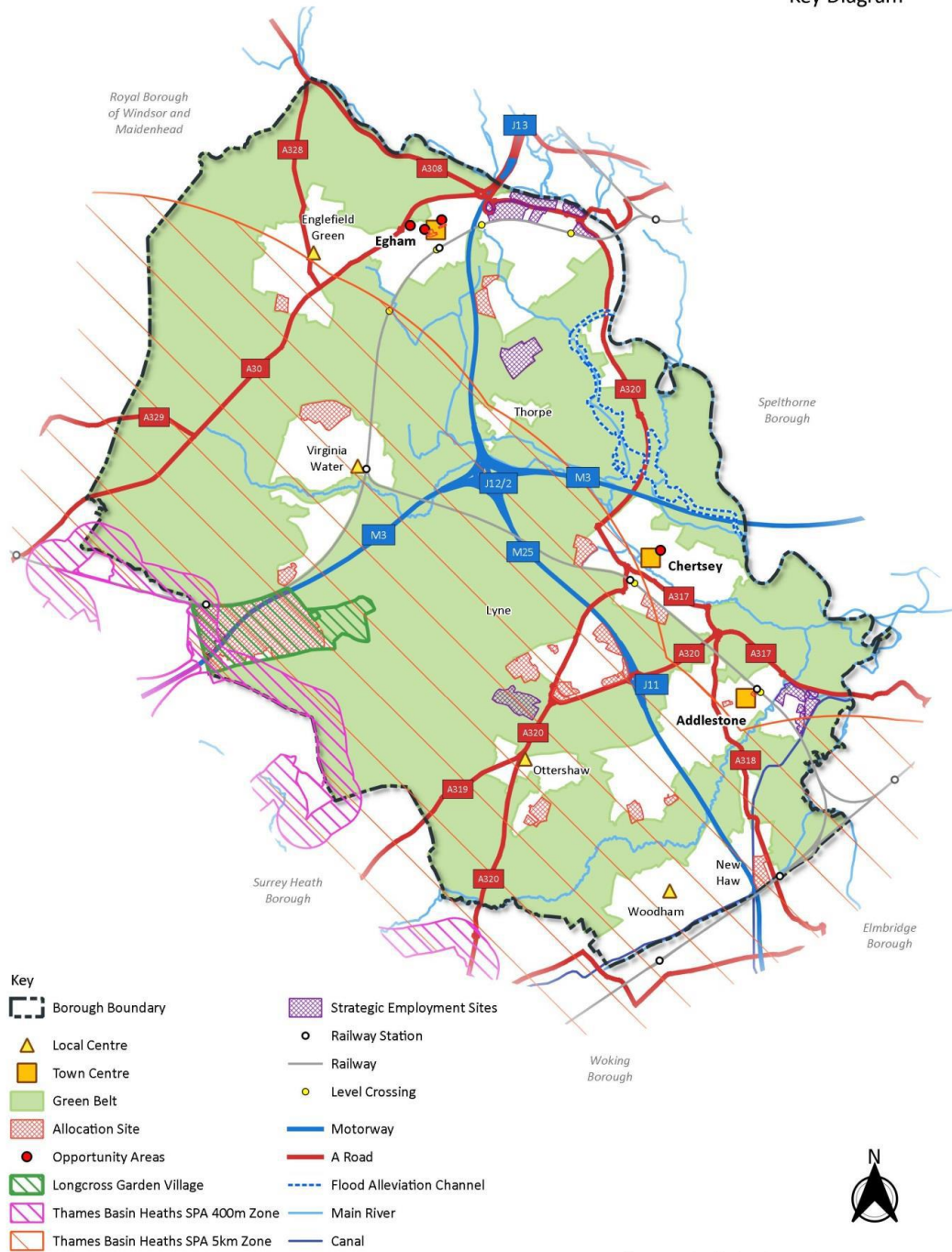
- 1.1. This Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening determination has been undertaken by Runnymede Borough Council in their duty to determine whether the Runnymede Borough Parking Guidance Supplementary Planning Document (SPD) requires SEA or HRA. This screening assessment is based on the draft SPD dated June 2022.
- 1.2. Regulation 9 (1) of the Environmental Assessment of Plans and Programmes Regulations 2004 requires authorities to determine whether or not a Strategic Environmental Assessment is required for certain plans, policies or programmes. This statement also sets out the Borough Council's determination as to whether Appropriate Assessment is required under Regulation 105 of the Conservation of Habitats & Species Regulations 2017.
- 1.3. Under the requirements of the European Union Directive 2001/42/EC (Strategic Environmental Assessment (SEA) Directive) and Environmental Assessment of Plans and Programmes Regulations (2004), specific types of plans that set the framework for the future development consent of projects or which require Appropriate Assessment must be subject to an environmental assessment.
- 1.4. There are exceptions to this requirement for plans that determine the use of a small area at a local level and for minor modifications if it has been determined that the plan is unlikely to have significant environmental effects.
- 1.5. In accordance with the provisions of the SEA Directive and the Environmental Assessment of Plans and Programmes Regulations (2004) (Regulation 9 (1)), the Borough Council must determine if a plan requires an environmental assessment. In accordance with Article 6 of the Habitats Directive (92/43/EEC) and Regulation 105 of the Conservation of Habitats & Species Regulations 2017, the Borough Council is the competent authority for determining if a plan requires Appropriate Assessment.

Background to the Runnymede Borough Parking Guidance SPD

- 1.6. The Planning & Compulsory Purchase Act 2004 (as amended) makes provision for local authorities to prepare and adopt Local Development Documents which can include SPD's. However, an SPD does not form part of the Development Plan for an area as set out in Section 38 of the Planning & Compulsory Purchase Act 2004 (as amended) but it is a material consideration in taking planning decisions.
- 1.7. An SPD is required to be consulted on and adopted by the Borough Council and once implemented sets out additional planning guidance that supports and/or expands upon the Policies of a Local Plan.
- 1.8. The proposed Runnymede Borough Parking Guidance SPD covers all of the area within the jurisdiction of Runnymede Borough Council and contains the urban areas of Addlestone, Chertsey, Englefield Green, Egham, Ottershaw, Woodham & New Haw and Virginia Water. Interspersed between the urban areas is designated Green Belt holding numerous wooded copses, golf courses and businesses as well as small pockets of development, agriculture and equestrian uses. The M25 and M3 motorways bisect the Borough north-south and east-west respectively and effectively cut the Borough into four quarters. There are six rail stations in Runnymede Borough offering direct services to London Waterloo, Reading & Woking. A plan of the designated area is shown in Plan 1-1.

Plan 1-1: Map of Runnymede Borough

Runnymede Borough Key Diagram



1.9. There are numerous areas of woodland/copses designated as ancient/semi-natural or ancient replanted woodland which are also identified as priority habitat as well as swathes of woodpasture and parkland which is a national Biodiversity Action Plan (BAP) designation. Priority habitat designations also include areas of lowland meadows, lowland heathland, and lowland fens. There are five SSSIs located in the

Borough area, Basingstoke Canal, Langham Pond, Thorpe Haymeadow, Thorpe no.1 Gravel Pit and Windsor Forest.

- 1.10. Unit 2 of the Basingstoke Canal SSSI lies to the south of the Borough and is in an unfavourable, no change status which does not meet the PSA target of 95% in favourable or unfavourable recovering status. Status reasons are extent of habitat, lack of plant diversity and poor water quality.
- 1.11. Langham Pond SSSI is formed of 3 units. 100% of the SSSI is in a favourable or unfavourable recovering status, meeting the PSA target. The Thorpe Haymeadow SSSI is formed of one unit in a favourable condition, which also meets the PSA Target.
- 1.12. The Thorpe no.1 Gravel Pit SSSI is formed of one unit and is in a favourable condition status meeting the PSA target. The SSSI also forms part of the wider South West London Water Bodies Special Protection Area (SPA) and Ramsar, an internationally designated site for nature conservation importance.
- 1.13. The Windsor Forest SSSI is formed of 22 units with units 10, 11 and 16 within or partly within Runnymede. The SSSI is in 100% favourable condition status and meets the PSA target of 95%. The SSSI also forms part of the Windsor Forest & Great Park Special Area of Conservation (SAC) another internationally designated site for nature conservation importance.
- 1.14. Other internationally designated sites, whilst not within the Borough but within 5km include, the Thames Basin Heaths Special Protection Area and Thursley, Ash, Pirbright & Chobham SAC.
- 1.15. The Borough also lies within 12km of the Mole Gap to Reigate Escarpment SAC, 12.2km from Burnham Beeches SAC, 13km of the Richmond Park and Wimbledon Common SACs, 20km from the Chiltern Beechwoods SAC, 23km from the Wealden Heaths Phase I SPA and its component parts (including Thursley, Hankley & Frensham Commons SPA and Thursley & Ockley Bog Ramsar) and 30km from the Wealden Heaths Phase II SPA.
- 1.16. There are also over 30 Sites of Nature Conservation Importance (SNCIs) in the Borough as well as two Local Nature Reserves at Chertsey Meads and Riverside Walk in Virginia Water. The Borough lies within the River Wey and Tributaries catchment and there are large areas of the Borough, including within its urban areas which lie within flood risk zones 2 and 3 including functional floodplain.
- 1.17. From a heritage perspective, the Borough contains numerous statutorily listed or locally listed buildings and structures most notably the Grade I Royal Holloway College building in Englefield Green. There are 6 Conservation Areas in the borough as well as 6 scheduled ancient monuments, 48 areas of high archaeological potential and four historic parks and gardens.
- 1.18. The Runnymede Borough Parking Guidance SPD does not form part of the Development Plan for the area and does not allocate any sites for development or propose policies for the use of land but is a material consideration in decision making. The 2030 Local Plan which is the document which allocates sites and contains policies concerning land use has been the subject of Sustainability Appraisal (including the requirements for Strategic Environmental Assessment) as well as Habitats Regulations Assessment (HRA).
- 1.19. The Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel

plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones.

- 1.20. The aim of the new Runnymede Borough Parking Guidance SPD is to be clear in the Council's expectations in respect of parking requirements associated with new development and help ensure that development proposals make satisfactory car and cycle parking which is appropriate to their locality and the nature of development proposed.
- 1.21. The new Parking Guidance SPD builds upon the policies set out in the Runnymede 2030 Local Plan to encourage active and sustainable travel, to ensure the safe and efficient operation of the highway network and deliver new development which responds appropriately to its context (notably, Policies SD3: Active & Sustainable Travel; SD4: High Design Considerations; SD7: Sustainable Design and EE1: Townscape and Landscape Quality) and as such, it is a fundamental part of the planning policy 'toolkit'.
- 1.22. In setting new local and flexible parking guidance, the Council has sought to strike the right balance between providing sufficient parking for the occupiers of new development, whilst encouraging modal shift when other more sustainable and active travel options are readily available.
- 1.23. The new parking guidance will replace previous car parking guidance from 2001, reflecting the changes that have taken place in modal and vehicle use since 2001, including increased cycle use and the introduction and increasing use of electric vehicles, as well as increasing concerns about air quality and climate change in respect to emissions from combustion powered vehicles.
- 1.24. The guidance also draws upon the Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in January 2018 and updated in November 2021).
- 1.25. The Parking Guidance SPD which has been drafted for public consultation sets out in detail the parking requirements associated with new residential development, and non-residential development including new employment, commercial, leisure and other uses.

Sustainability Appraisal

- 1.26 The Planning and Compulsory Purchase Act 2004 and associated Regulations (as amended), requires a local authority to carry out a Sustainability Appraisal (SA) for their Local Plan documents. This considers the social and economic impacts of a plan as well as the environmental impacts. SPDs are not Local Plan documents and therefore a Sustainability Appraisal is not required.

Habitats Regulations Assessment (HRA) – Screening

- 1.27 The need to undertake an Appropriate Assessment as part of an HRA is set out within the EC Habitats Directive 92/43/EEC and transposed into British Law by Regulation 105 of the Conservation of Habitats and Species Regulations 2017. The Appropriate Assessment stage of HRA is only required should the preliminary screening assessment not be able to rule out likely significant effects.
- 1.28 The European Habitats Directive requires that any plan or project likely to have a significant effect on a European site must be subject to an Appropriate Assessment. The Habitats Directive states that any plan or project not connected to or necessary for a site's management, but likely to have significant effects thereon shall be subject

to appropriate assessment. There are four distinct stages in HRA namely: -

Step 1: Screening – Identification of likely impacts on a European site either alone or in combination with other plans/projects and consideration of whether these are significant. Following the decision of the ECJ in the People Over Wind & Sweetman v. Coillite Teoranta (C-323/17) case, avoidance and/or mitigation measures cannot be taken into account at the screening stage and it is purely an exercise to determine if possible pathways for effect exist and whether these can be ruled out taking account of the precautionary principle. It is the opinion of this HRA screening assessment and in light of the Planning Practice Guidance Note on Appropriate Assessment that adopted policies of the current development plan cannot be taken into account at this stage of HRA where they are proposing mitigation for European Sites. Similarly, any HRA undertaken for other development plan documents which have not been through Examination in Public (EiP) and found sound should only be given limited weight. However, it is considered that greater weight can be attributed to screening undertaken in HRAs which support development plan documents found sound at examination. In this respect, this screening assessment takes account of the Runnymede 2030 Local Plan HRA where it indicates that effects can be screened out in the absence of avoidance/mitigation.

Step 2: Appropriate Assessment – consideration of the impact on the integrity of the European Site whether alone or in combination with other plans or projects with respect to the sites structure, function and conservation objectives. Where there are significant effects, step 2 should consider potential avoidance and/or mitigation measures.

Step 3: Assessment of Alternative Solutions – Assessing alternative ways of achieving the objectives of the plan/project which avoids impact, if after Step 2 significant effect cannot be ruled out even with avoidance or mitigation measures; and

Step 4: Assessment of Compensatory Measures – Identification of compensatory measures should impact not be avoided and no alternative solutions exist and an assessment of imperative reasons of overriding public interest (IROPI) deems that a project should proceed.

- 1.29 Should step 1 reveal that significant effects are likely, or effect cannot be discounted because of uncertainty, then it is necessary to move onto step 2: Appropriate Assessment. If step 2 cannot rule out significant effect even with avoidance and/or mitigation, then the process moves onto step 3 and finally step 4 if no alternative solutions arise.

Step 1 - Screening

- 1.30 There are four stages to consider in a screening exercise: -

Stage 1: Determining whether the plan/project is directly connected with or necessary to the management of the site;

Stage 2: Describing the plan/project and description of other plan/projects that have the potential for in-combination impacts;

Stage 3: Identifying potential effects on the European site(s); and

Stage 4: Assessing the significance of any effects.

Stage 1

- 1.31 It can be determined that the Runnymede Borough Parking Guidance SPD is not directly connected with or necessary to the management of a European site.

Stage 2

- 1.32 Information about the Runnymede Borough Parking Guidance SPD can be found in paragraphs 1.6 to 1.25 of this screening assessment. Table 1-1 lists those other plans and projects, which may have in-combination impacts.

Table 1-1: Other Key Plans/Projects

<p>Plan/ Project</p>	<p>National Planning Policy Framework (2021): High level national planning policy covering topics such as housing, economy, employment, retail as well as biodiversity, flood risk and heritage.</p> <p>South East Plan 2009: Saved Policy NRM6 sets out protection for the Thames Basin Heaths SPA.</p> <p>London Plan 2016: Contains planning policies for the development of land across the wider London area including housing and employment allocations with a target of 42,000 new homes per annum.</p> <p>Runnymede 2030 Local Plan: Sets policies for the consideration of development and the spatial strategy for the Borough including provision of 7,920 dwellings over the Plan period and allocations for residential, employment and retail development.</p> <p>Thorpe Neighbourhood Plan 2021: Sets policies for development proposals which come forward within the Thorpe Neighbourhood Area.</p> <p>Other Local Authority Local Plans within 10km or adjoining sites identified in paras 1.8 to 1.12: Housing target for areas around European sites set out in Table 1-2.</p> <p>Large Scale Projects within 10km or adjoining European Sites: Large scale projects within 10km are subsumed in the consideration of ‘Other Local Authority Local Plans’ above.</p> <p>Thames Basin Heaths Joint Delivery Framework 2009: Sets out the agreed Framework regarding the approach and standards for avoiding significant effects on the Thames Basin Heaths SPA.</p> <p>Environment Agency, Thames River Basin District Management Plan (2015): Sets out actions to improve water quality. Future aims for the River Wey include implementing Lower Wey Oxbow Restoration Project to enhance and restore the main Wey river channel and Wey Diffuse Advice Project throughout the catchment.</p> <p>Environment Agency, Thames Catchment Flood Management Plan (2009): Aim is to promote more sustainable approaches to managing flood risk. Will be delivered through a combination of different approaches.</p> <p>Environment Agency, River Wey Catchment Abstraction Management Strategy (2019): identifies the Wey having restricted ‘Water available for licensing’.</p> <p>Environment Agency, Water Resources Strategy: Regional Action Plan for Thames Region (2009): Key priorities for Thames region include ensuring sufficient water resources are available, making water available in over-abstracted catchments and reducing demand.</p>
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Table 1-2: List of Local Authority Housing Targets within 10km of European Sites

Site	Local Plan Area	Housing Target
Thames Basin Heaths SPA*		
	Waverley Borough	11,210
	Guildford Borough	10,678
	Woking Borough	4,964
	Surrey Heath Borough	3,240
	Runnymede Borough	7,920
	Elmbridge Borough	3,375
	Bracknell Forest Borough	11,139
	Windsor & Maidenhead	15,948
	Wokingham Borough	13,230
	Rushmoor Borough	8,884
	Hart District	7,614
Total		98,202
Windsor Forest & Great Park SAC		
	Runnymede Borough	7,920
	Woking Borough	4,964
	Surrey Heath Borough	3,240
	Spelthorne Borough	3,320
	Elmbridge Borough	3,375
	Windsor & Maidenhead Borough	15,948
	Bracknell Forest Borough	11,139
	Slough Borough	6,250
	South Bucks District	2,800
	LB Hillingdon	6,375
	LB Hounslow	13,040
Total		78,371
South West London Water Bodies SPA & Ramsar		
	Runnymede Borough	7,920
	Elmbridge Borough	3,375
	Spelthorne Borough	3,320
	Epsom & Ewell Borough	3,620
	Mole Valley District	3,760
	Windsor & Maidenhead Borough	15,948
	Slough Borough	6,250
	Bracknell Forest Borough	11,139
	South Bucks District	2,800
	LB Hillingdon	6,375
	LB Hounslow	13,040
	LB Ealing	14,000
	LB Kingston	5,625
	LB Richmond	3,150
Total		100,22

* Also includes the Thursley, Ash, Pirbright & Chobham SAC

Stage 3

- 1.33 Information regarding the European site(s) screened and the likely effects that may arise due to implementation of the Runnymede Borough Parking Guidance SPD can be found in Tables 1-3 to 1-6 and 1-7. All other European Sites were screened out of

this assessment at an early stage as it was considered that their distance from the Borough area meant that there is no pathway or mechanism which would give rise to significant effect either alone or in combination. In this respect regard has been had to the 2030 Local Plan HRA specifically paragraphs 2.1-2.2 and Table 1 of the HRA of Main Modifications (December 2019).

Table 1-3: Details of Thames Basin Heaths SPA and Potential Effects Thereon

European site:	Thames Basin Heaths Special Protection Area (SPA).
Site description:	The Thames Basin Heaths SPA was proposed in October 2000, and full SPA status was approved on 9 March 2005. It covers an area of some 8,274 ha, consisting of 13 Sites of Special Scientific Interest (SSSI) scattered from Surrey, to Berkshire in the north, through to Hampshire in the west. The habitat consists of both dry and wet heathland, mire, oak, birch acid woodland, gorse scrub and acid grassland with areas of rotational conifer plantation.
Relevant international nature conservation features:	Thames Basin Heaths SPA qualifies under Article 4.1 of the Birds Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive: During the breeding season: <ul style="list-style-type: none"> - Nightjar <i>Caprimulgus europaeus</i>: 7.8% of the breeding population in Great Britain (count mean, 1998-1999); - Woodlark <i>Lullula arborea</i>: 9.9% of the breeding population in Great Britain (count as at 1997); - Dartford warbler <i>Sylvia undata</i>: 27.8% of the breeding population in Great Britain (count as at 1999).
Environmental conditions which support the site	<ul style="list-style-type: none"> • Appropriate management • Management of disturbance during breeding season (March to July) • Minimal air pollution • Absence or control of urbanisation effects, such as fires and introduction of invasive non-native species • Maintenance of appropriate water levels • Maintenance of water quality
Potential Effects arising from the Runnymede Borough Parking Guidance SPD	<ul style="list-style-type: none"> • None (see Table 1-7)

Table 1-4: Details of Thursley, Ash, Pirbright & Chobham SAC and Potential Effects Thereon

International site:	Thursley, Ash, Pirbright & Chobham Special Area of Conservation (SAC)
Site description:	The Thursley, Ash, Pirbright & Chobham SAC covers an area of some 5,154 ha with areas of wet and dry heathland, valley bogs, broad-leaved and coniferous woodland, permanent grassland and open water.
Relevant international nature conservation features:	The Thursley, Ash, Pirbright and Chobham Special Area of Conservation is designated for three Annex I habitats. The qualifying Annex 1 habitats are: <ul style="list-style-type: none"> - Wet heathland with cross-leaved heath - Dry heaths - Depressions on peat substrates
Environmental Conditions which Support the Site	<ul style="list-style-type: none"> • Appropriate management; • Managed recreational pressure; • Minimal air pollution; • Absence or control of urbanisation effects such as fires and introduction of invasive non-native species; • Maintenance of appropriate water levels; • Maintenance of water quality.
Potential Effects arising from the Runnymede Borough Parking Guidance SPD	<ul style="list-style-type: none"> • None (see Table 1-7)

Table 1-5: Details of Windsor Forest & Great Park SAC and Potential Effects Thereon

International site:	Windsor Forest & Great Park SAC
Site description:	The Windsor Forest & Great Park SAC covers an area of some 1,680 ha with Atlantic acidophilus beech forests with Ilex and sometimes Taxus. It is one of four outstanding locations in the UK for oak woods on sandy plains and is one of only three areas in the UK for Limoniscus violaceus (violet click beetle).
Relevant international nature conservation features:	Annex I habitat of oak woods on sandy plain which is the primary reason for designation with Atlantic beech forests.
Environmental Conditions	<ul style="list-style-type: none"> • Loss of trees through forestry management • Urbanisation • Managed recreational pressure

which Support the Site	<ul style="list-style-type: none"> • Air Quality
Potential Effects arising from the Runnymede Borough Parking Guidance SPD	<ul style="list-style-type: none"> • None (see Table 1-7)

Table 1-6: Details of South West London Water Bodies SPA & Ramsar and Potential Effects Thereon

International site:	South West London Water Bodies SPA & Ramsar
Site description:	The South West London Water Bodies SPA & Ramsar covers an area of some 825 ha and is formed from 7 former gravel pits and reservoirs which support overwintering populations of protected bird species.
Relevant international nature conservation features:	Supports overwintering populations of:- Gadwall Shoveler
Environmental Conditions which Support the Site	<ul style="list-style-type: none"> • Managed recreational pressure • Water quality • Water abstraction
Potential Effects arising from the Runnymede Borough Parking Guidance SPD	<ul style="list-style-type: none"> • None (see Table 1-7)

Stage 4

1.34 The consideration of potential effects is set out in Table 1-7.

Table 1-7: Assessment of Potential Effects

Indirect effect from recreational disturbance and urbanisation.	The likely effects of recreational disturbance have been summarised in the Underhill-Day study for Natural England and RSPB (2005); this provides a review of the urban effects on lowland heaths and their wildlife. The main issues relating to the conservation objectives and the integrity of the SPAs and SAC's effected by recreational disturbance and urbanisation as a whole are: fragmentation, disturbance, fires, cats, dogs (as a
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	<p>result of nest disturbance and enrichment), prevention of management, off-roading, vandalism and trampling.</p> <p>Natural England has advised that recreational pressure, as a result of increased residential development within 5km of the Thames Basin Heaths SPA & Thursley, Ash, Pirbright & Chobham SAC (or sites of 50 or more dwellings within 7km), is having a significant adverse impact on the Annex I bird species. Woodlark and Nightjar are ground nesting and Dartford Warblers nest close to the ground. They are therefore sensitive to disturbance, particularly from dogs, but also from walkers, and cyclists etc. They are, in addition, vulnerable to other effects of urbanisation, in particular predation by cats.</p> <p>Joint work involving Natural England and the authorities affected by the SPA/SAC have agreed a mechanism to avoid impacts to the SPA/SAC from recreational activities in the form of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management & Monitoring (SAMM) and from the impacts of urbanisation by not allowing any net additional dwellings within 400m of the SPA.</p> <p>In terms of the Windsor Forest & Great Park SAC the Runnymede 2030 Local Plan HRA states that forestry management and recreational impacts has the potential for loss of trees and damage to trees from burning (arson).</p> <p>For the South West London Water Bodies SPA & Ramsar threats arise through unmanaged recreational activities such as use of motorboats and fishing.</p> <p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones. However, the SPD does not in itself, allocate or safeguard any land for development that could give rise to increased recreation or urbanisation impacts.</p> <p>As such, there are no pathways for effect for impacts either alone or in-combination with other plans and projects and it is considered that the Runnymede Borough Parking Guidance SPD would not give rise to likely significant effects on any of the European Sites in terms of recreation or urbanisation, such that an Appropriate Assessment is required.</p>
Atmospheric Pollution	The Runnymede 2030 Local Plan HRA concludes no likely significant effect as a result of atmospheric pollution in combination with other plans and projects on the Thames Basin

	<p>Heaths SPA, Thursley, Ash, Pirbright & Chobham SAC or the Windsor Forest & Great Park SAC, given the findings of the Council's air quality evidence.</p> <p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones. However, the SPD does not in itself, allocate or safeguard land for development.</p> <p>The additional provision of electric vehicle charging points guided by the SPD may help accelerate local transition towards greater use of electric vehicles and over time, could help deliver a consequential improvement/positive impact on local air quality.</p> <p>Overall, the SPD by itself or in-combination with other plans and projects is unlikely to give rise to significant effects on any of the European Sites in terms of air quality, such that an Appropriate Assessment is required.</p>
Water Quality & Resource	<p>The Runnymede 2030 Local Plan HRA concludes no likely significant effects to European sites as a result of water quality or abstraction.</p> <p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones. However, the SPD does not in itself, allocate or safeguard land for development.</p> <p>The SPD, either by itself or in-combination with other plans and projects is unlikely to give rise to significant effects on any of the European Sites in terms of water quality, such that an Appropriate Assessment is required.</p>

1.35 It is the conclusion of this updated HRA that following a screening assessment it can be ascertained, in light of the information available at the time of assessment and even in the absence of avoidance and mitigation measures that the Runnymede Borough Parking Guidance SPD **will not** give rise to significant effects on European Sites either alone or in-combination with other plans and/or projects. Given the findings of the screening assessment it is considered that a full appropriate assessment is not required.

The SEA Screening Process

- 1.36 The process for determining whether or not an SEA is required is called ‘screening’. For some types of plan or programme SEA is mandatory and includes the following:
- Plans which are prepared for town and country planning or land use and which set the framework for future development consent of projects listed in the Environmental Impact Assessment (EIA) Directive; or
 - Plans which have been determined to require an assessment under the Habitats Directive (this has already been screened out as set out in paragraphs 1.26 to 1.35 of this screening assessment).
- 1.37 However, the main determining factor when considering whether a plan or programme requires SEA is whether it will have significant environmental effects.
- 1.38 Within 28 days of making its determination, the determining authority must publish a statement, such as this one, setting out its decision. If it is determined that an SEA is not required, the statement must include the reasons for this.
- 1.39 This Screening Report sets out the Council’s determination under Regulation 9(1) of the Environmental Assessment of Plans and Programmes Regulations 2004 on whether or not SEA is required for the Runnymede Borough Parking Guidance SPD. The Borough Council must consult with the three statutory bodies (Environment Agency, Historic England, Natural England) and take their views into account before issuing a final determination. The responses received from the three statutory bodies and how the Council has taken these into account in this screening determination are set out in Table 1.8.

Table 1-8: Comments from Statutory Bodies to draft Screening Assessment

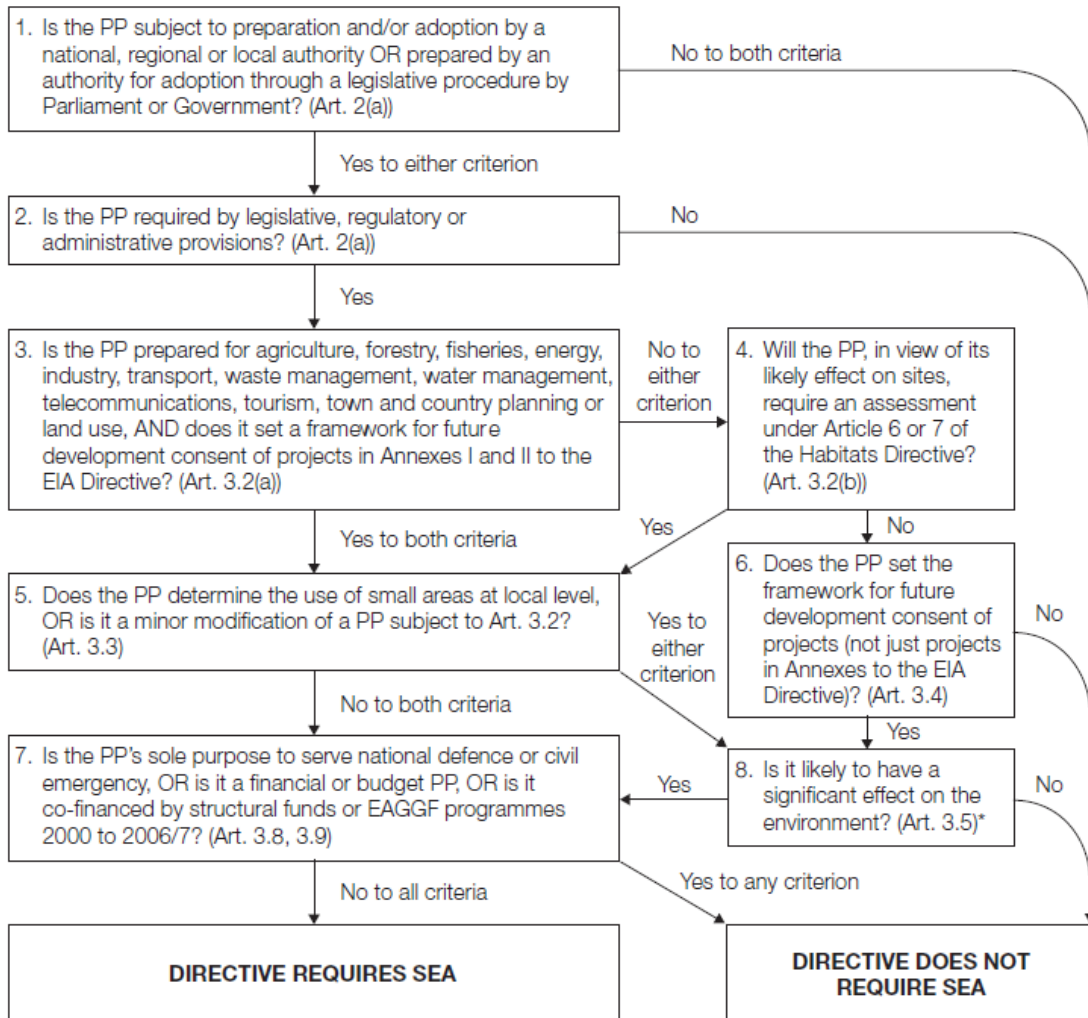
Statutory Body	Response	Comment & Action
Environment Agency		
Historic England		
Natural England		

- 1.40 The determination is based on a two-step approach, the first of which is to assess the plan against the flowchart as set out in government guidance *A Practical Guide to the Strategic Environmental Assessment Directive*¹. The flow chart is shown in Figure 1.

¹ A Practical Guide to the Strategic Environmental Process (2005) ODPM. Available at: <https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance>

Figure 1:

This diagram is intended as a guide to the criteria for application of the Directive to plans and programmes (PPs). It has no legal status.



*The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.

1.41 The second step is to consider whether the Runnymede Borough Parking Guidance SPD will have significant environmental effects when considered against the criteria set out in Annex II of the Directive and Schedule I of the Regulations. The findings of step 1 and step 2 are shown in Tables 1-9 and 1-10.

Table 1-9: SEA Screening Step 1

Stage in Flowchart	Y/N	Reason
<p>1. Is the plan/programme subject to preparation and/or adoption by a national, regional or local authority or prepared by an authority for adoption through a legislative procedure by parliament or Government? (Article 2(a))</p>	<p>Y</p>	<p>The provision to prepare and adopt a Local Development Document is given by the Planning & Compulsory Purchase Act 2004 (as amended). The Runnymede Borough Parking Guidance SPD will be prepared and adopted by Runnymede Borough Council. The preparation and adoption procedure is set out in the Town & Country Planning (Local Development)(England) Regulations 2012. Whilst not forming part of the Development Plan the SPD will be a material consideration in planning decisions. Move to Stage 2</p>
<p>2. Is the plan/programme required by legislative, regulatory or administrative provisions? (Article 2(a))</p>	<p>N</p>	<p>There is no mandatory requirement to prepare or adopt Supplementary Planning Documents and if adopted it will not form part of the Development Plan for Runnymede. As answer is No, flowchart identifies end to screening process, but move to Stage 3 for completeness.</p>
<p>3. Is the plan/programme prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Article 3.2(a))</p>	<p>N</p>	<p>Whilst the plan is prepared for town & country planning, the SPD does not set the framework for future development consents for projects in Annex I or II to the EIA Directive. Move to Stage 4.</p>
<p>4. Will the plan/programme, in view of its likely effect on sites, require an assessment under</p>	<p>N</p>	<p>The HRA screening undertaken in paragraphs 1.26 to 1.35 of this assessment has determined that</p>

Stage in Flowchart	Y/N	Reason
Article 6 or 7 of the Habitats Directive? (Article 3.2(b))		Appropriate Assessment is not required. Move to Stage 6.
5. Does the plan/programme determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Article 3.3)	N/A	The SPD will not form part of the Runnymede Development Plan and does not therefore determine the use of small areas at a local (or any) level. The plan is not a minor modification of an existing plan. Move to Stage 6
6. Does the plan/programme set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Article 3.4)	N	The SPD does not allocate any land or sites for development or set a framework for future development consents. As answer is No, flowchart identifies end to screening process, but move to Stage 8 for completeness.
7. Is the plan/programme's sole purpose to serve national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Article 3.8, 3.9)	N	The sole purpose of the SPD is not to serve national defence or civil emergency. It is also not a budget plan or programme.
8. Is it likely to have a significant effect on the environment? (Article 3.5)	N	Effects on the environment and whether these are significant are considered in Table 1-10. No Significant Effects identified in Table 1-10, so determine that SEA is not required.

Table 1-10: SEA Screening Step 2

Criteria (from Annex II of SEA Directive and Schedule I of the Regulations)		Response	
Characteristics of the plan or programme			Significant Effect?
(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	<p>The Runnymede Borough Parking Guidance SPD does not set out policies against which development proposals in the Runnymede area will be considered, although it will be a material consideration in decision making.</p> <p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones.</p> <p>The SPD will be applied as guidance rather than policy and as such it does not set a distinct framework for projects or other activities.</p>		N
(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	<p>The Runnymede Borough Parking Guidance SPD does not influence other plans or programmes but is itself influenced by other plans (i.e. the Runnymede Local Plan and the NPPF). It does not influence any plans in a hierarchy.</p>		N
(c) The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	<p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones.</p> <p>The levels of car parking to be provided in association with new commercial development are suggested as maximums</p>		N

Criteria (from Annex II of SEA Directive and Schedule I of the Regulations)	Response	
	<p>recognising that many commercial destinations offer alternative means of travel other than the private car. Residential car parking levels suggested for town centres are also proposed to be lower, for the same reason. The new cycle parking standards are also heightened from those currently operating. In this context, the new standards will make an important contribution towards delivering sustainable development, in accordance with the strategy set out in the Runnymede Local Plan.</p> <p>However, as the SPD does not allocate any land for development its impact to the integration of environmental considerations could not in itself, be regarded as significant.</p>	
(d) Environmental problems relevant to the plan or programme.	<p>Environmental problems include potential recreational or urbanising impacts, atmospheric pollution and water resources to European sites. Paragraphs 1.26 to 1.35 of this assessment set out the effects of the SPD on European sites and has determined no significant effects, whilst noting that the additional provision of electric vehicle charging points may help accelerate local transition towards greater use of electric vehicles and over time, could help deliver a consequential improvement/positive impact on local air quality.</p>	N
(e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example, plans and programmes linked to waste management or water protection).	<p>The Runnymede Borough Parking Guidance SPD is considered to have limited relevance to the implementation of Community legislation on the environment.</p>	N
Characteristics of the effects and of the area likely to be affected		
(a) The probability, duration, frequency and	<p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing</p>	N

Criteria (from Annex II of SEA Directive and Schedule I of the Regulations)	Response	
reversibility of the effects.	<p>proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones. It does not however allocate any land or sites for development or go beyond the requirements of the 2030 Local Plan. Therefore the probability of any effect is low. Duration of any effects would likely be long term (beyond 2030) given the expected lifespans of developments constructed. Effects are expected to be generally positive but could be reversible depending on the next iteration of the Local Plan and its priorities. On the whole, effects are not considered to be significant.</p>	
(b) The cumulative nature of the effects	<p>The Runnymede Borough Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones. The SPD does not allocate or safeguard any land for development.</p> <p>In combination with the assessed impacts of the Runnymede 2030 Local Plan and the mitigation measures set out therein, it is considered that the cumulative effects of the SPD remain low and not significant.</p>	N
(c) The transboundary nature of the effects	Given the scope of the SPD it is considered that no transboundary effects will arise.	N
(d) The risks to human health or the environment (for example, due to accidents)	None.	N

Criteria (from Annex II of SEA Directive and Schedule I of the Regulations)	Response	
(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The Runnymede Borough Parking Guidance SPD will cover the whole of the geographic area of Runnymede in Surrey. The area covered is 78km ² with a population of around 83,448. Given the nature of the SPD it is considered that effects will not be significant.	
(f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeded environmental quality standards or limit values; iii) Intensive land-use.	<p>Given the nature of the Runnymede Borough Parking Guidance SPD:</p> <p>i) The area covered by the SPD contains 5 SSSIs with the majority in a favourable condition status which meets the PSA target of 95% in favourable or unfavourable recovering condition status. The Basingstoke Canal SSSI is in an unfavourable no change status which does not meet the PSA target. The Runnymede area contains numerous statutorily or locally listed buildings and structures as well as conservation areas, scheduled ancient monuments and areas of high archaeological potential. The area is a mixture of urban and Green Belt and contains features such as green spaces, wooded copses and golf courses. However, the SPD does not in itself allocate any land for development and therefore significant effects on natural characteristics and cultural heritage are unlikely.</p> <p>ii) There are two Air Quality Management Areas (AQMAs) in the Runnymede area, along the entire length of the M25 which runs through the Borough and the other in Addlestone at the High Street and Station Road junction. Air quality standards are exceeded at 5 air quality monitoring sites in the Runnymede area². The Environment Agency has identified the Wey catchment as having restricted water available for licensing.</p> <p>The additional provision of electric vehicle charging points guided by the SPD may help accelerate local transition towards greater use of electric vehicles and over time, help</p>	

² Runnymede 2017 Air Quality Annual Status Report (2017) RBC, Available at: <https://www.runnymede.gov.uk/airquality>

Criteria (from Annex II of SEA Directive and Schedule I of the Regulations)	Response	
	<p>to deliver a consequential improvement/positive impact on local air quality.</p> <p>However, the SPD does not in itself allocate any land for development and therefore significant effects on air quality and water availability/quality are unlikely.</p> <p>iii) Intensive land use occurs in the urban areas (built development), but the SPD does not in itself, allocate any land development. As such significant effects are unlikely.</p>	
(g) The effects on areas or landscapes which have recognised national, community or international protection status.	The effects on European Sites for Nature Conservation are dealt with in (d) above. There are no landscapes which have recognised national, community or international protection status in the Runnymede area.	N
Conclusion	The Runnymede Borough Parking Guidance SPD is unlikely to give rise to significant environmental effects and as such an SEA is not required.	

1.42 On the basis of the Screening process it is determined that the Runnymede Borough Parking Guidance SPD does not require a SEA under the SEA Directive and Environmental Assessment of Plans and Programmes Regulations (2004). This is because: -

- The SPD is unlikely to give rise to significant environmental effects given that it does not allocate sites for development; and
- The content of the SPD when taken as a whole and in combination with policies in the emerging 2030 Local Plan will not give rise to significant effects.

1.43 This assessment was made on the 1st June 2022.