



Planning Committee

Wednesday, 25 October 2023 at 6.30 pm

Council Chamber - Civic Centre

Members of the Committee

Councillors: M Willingale (Chairman), P Snow (Vice-Chairman), A Balkan, T Burton, V Cunningham, T Gates, E Gill, C Howorth, A King, C Mann, I Mullens, M Nuti, M Singh, 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 **Democratic Services, Democratic Services Section, Law and Governance Business Centre, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425623). (Email: Democratic.Services@runnymede.gov.uk).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please contact Democratic.Services@runnymede.gov.uk or 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on www.runnymede.gov.uk.
- 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.

7) Commonly used acronyms:

ACEP	Assistant Chief Executive (Place)
ADM	Assistant Development Manager
BCM	Building Control Manager
CHPEBE or HoP	Corporate Head of Planning, Economy & Built Environment (also referred to as Head of Planning for brevity)
DLPM	Deputy Local Plans Manager
DM	Development Manager
PPSM	Planning Policy and Strategy Manager

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 - 7

To confirm and sign, as a correct record, the Minutes of the meeting of the Committee held on 27 September 2023.
3. **Apologies for Absence**
4. **Declarations of Interest**

Members are invited to declare any disclosable pecuniary interests or other registrable and non-registrable interests in items on the agenda.
5. **Planning Applications** 8
 - a) RU.23/1066 - Weybridge Business Park, Addlestone Road, Addlestone, KT15 2UP 9 - 53
 - b) RU.23/0357 - 2 & 2a Guildford Road, Chertsey, KT16 9BJ 54 - 81
 - c) RU.23/0833 - Crown House, High Street, Egham, TW20 9HL 82 - 100
 - d) RU.23/0568 - Lilypond Farm, Longcross Road, Chertsey, KT16 0DT 101 - 119
6. **Local Plan Update Report** 120 - 128
7. **Englefield Green Conservation Area - proposed amendments and Conservation Area Appraisal and Management Plan** 129 - 198
8. **Exclusion of Press and Public**

Part II

There are no exempt or confidential items on this agenda.

Runnymede Borough Council**Planning Committee****Wednesday, 27 September 2023 at 6.30 pm**

Members of the Committee present: Councillors P Snow (Vice-Chairman), A Balkan, T Burton, T Gates, E Gill, S Jenkins, A King, C Mann, M Nuti, M Singh, S Whyte and J Wilson.

Members of the Committee absent: Councillors M Willingale (Chairman), V Cunningham and C Howorth.

In attendance: Councillors J Hulley.

20 Minutes

The minutes of the meeting held on 6 September 2023 were confirmed and signed as a correct record.

21 Apologies for Absence

Apologies were received from Cllrs Willingale (Chair), Cunningham and Howorth.

22 Declarations of Interest

No declarations of interest were made.

22a RU.23/0544 - The Field Nursery, Brox Lane, Ottershaw, KT16 0LL

Proposal: Construction of 13no. houses and 6no. apartments with associated parking, garages, landscaping, and open space, following the demolition of the existing buildings on site.

Several committee members expressed concern about access issues to the site, the potential damage to the lane and the safety concerns for walkers and cyclists. The prospect of legal action by residents to prevent access to the site was noted.

The Head of Planning acknowledged that the dispute was residents was unfortunate, but added that any legal recourse would be a civil matter and not a planning consideration. Any successful civil action by the residents would result in the developer having to access the site by other means and this course of action did not hold any planning weight.

Responding to suggestions from committee members to defer the application or request a review of the access road by Surrey County Council to allow time to resolve the matter, the Head of Planning emphasised that a deferral for this reason would not be for a material planning reason and both suggestions were discounted.

Furthermore, attention was drawn to the addendum, which as a sign of good faith by the developer pledged to undertake a condition survey of Brox Lane and make good any harm, whilst in the event of the application being approved, the surety of planning permission would aid any potential legal discussions.

The Head of Planning agreed to pass on the committee's wishes that the developer and residents continue discussions to try and find an amicable solution.

Responding to a question about drainage, the Development Manager advised that

amended plans had been submitted and the site would benefit from run-off flows close to greenfield run-off rates, whilst a condition was in place around verification to ensure the drainage scheme had been implemented in accordance with the plan.

Surrey Wildlife Trust had made clear that a sensitive lighting scheme needed to be in place, and a condition remained in place that they would have to be consulted on the final lighting scheme.

In response to a question about the hedgerow breakthrough, the Development Manager emphasised the importance of maintaining the character and appearance of the area, and whilst the landscaping scheme was still to be completed, officers did not consider it a risk. Furthermore, it would be unreasonable to guarantee landscaping in perpetuity, but the condition would ensure it was maintained in the short to medium term.

Responding to a member suggestion to restrict the number of dwellings until after the completion of work on the A320, the Head of Planning advised that the proposed development was relatively modest in size and the A320 work should be completed in advance of occupation, therefore imposing any conditions would not be reasonable or necessary.

Resolved that –

The HoP was authorised to grant planning permission subject to:

- i. Completion of a Section 106 legal agreement**
- ii. Planning conditions 1-15**
- iii. Addendum notes**

Mr Jim Nichol, an objector, and Mr Wesley McCarthy, agent for the applicant, addressed the Committee on this application.

22b RU.23/0510 - Padd Farm, Hurst Lane, Egham, TW20 8QJ

Proposal: Change of use of the land to a corporate headquarters for a scaffolding and access company (Sui Generis) including an office, training centre, fabrication bay, workshop, and employee accommodation, following the demolition of all but 3 of the existing buildings on site and the erection of 2 new buildings. The removal of existing hardstanding and the re-use of existing hardstanding for storage and parking. The returning of the remainder of the site to greenspace. (Part Retrospective)

Several committee members thanked officers and the applicant for getting an application to this stage, as the site had been abused green belt land for a prolonged period of time.

The Head of Planning praised the applicant, who had taken the time to understand the lessons learnt from previous applications and utilised conditions and legal agreements to avoid the risk of spreading across the site. Additionally, officer concerns on previous applications centred around the lack of reduction in overall storage space, which was undefined and threatened to spill across the site, whereas the current application had limited the potential volumetric impact of the storage, which officers felt tipped the balance and ensured that the benefits outweighed the harm.

The Head of Planning confirmed that environmental health had not recommended a condition restricting the hours of business on the site on the basis that there was a reasonable amount of separation from residential properties, whilst the background noise assessment had stated that when in operation the increase in noise only equated to around 2DB. Furthermore the highways authority had considered the proposed increase in HGV movements and did not expect it to be significant, even based on the worst case scenario.

In response to a member's question the Head of Planning confirmed that any failure to undertake the work identified in the S106 agreement would cause a planning issue and be an enforceable position, whilst the contents of the S106 agreement would define what could be used for business purposes and what could be used for open space.

A Committee member welcome the boundary protection, and responding to queries about the potential need for a TPO along the green corridor of Hurst Lane, the Head of Planning considered it very unlikely that the applicant would remove any trees as it would open them up to complaints from residents, and strongly encouraged the applicant to retain the vegetation on the site.

Responding to a query about whether approving the application could set a precedent and lead to further planning applications on the site the committee would struggle to turn down, the Head of Planning advised that each application would be judged on its own merits.

A ward member thanked officers and the applicant, who had engaged positively with the community with a desire to see Padd Farm and Hurst Lane changed for the better, and highlighted a resident's view that it would the proposal would enhance the area and bring about economic benefits.

Resolved that –

The HoP was authorised to grant planning permission subject to:

- i. Completion of a Section 106 legal agreement**
- ii. Updated ecological assessment**
- iii. Planning conditions 1-24**
- iv. Addendum notes**

22c RU.23/0974 - 72 Spring Rise, Egham, TW20 9PS

The application was withdrawn from the agenda by the agent. As such it was not considered by the committee.

22d RU.23/0251 - 118 Guildford Street, Chertsey, Surrey, KT16 9AH (Planning Application)

Proposal: Erection of an additional floor and internal renovations to provide 5no. x2 bedroom flats and rear balconies and retaining a commercial space of 66 sqm on the ground floor, following the demolition of the first floor and parapet portion of rear wall.

Resolved that

The HoP was authorised to grant planning permission subject to:

- i. Planning conditions 1-12**
- ii. Informatives 1-7**

22e RU.23/0253 - 118 Guildford Street, Chertsey, KT16 9AH (Listed Building Consent)

Proposal: Listed building consent.

Resolved that

The HoP was authorised to grant listed building consent subject to:

- i. Planning conditions 1-4**
- ii. Informative 1**

(The meeting ended at 7.40 pm.)

Chairman

5. Planning Applications

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

If Members have particular queries on the applications, please contact Ashley Smith, Head of Planning, by two working days before the meeting

Copies of all letters of representation are available for Members and the public to view on the Planning pages of the Council website
<http://planning.runnymede.gov.uk/Northgate/PlanningExplorer/GeneralSearch.aspx>.

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

(To resolve)

Background Papers

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

COMMITTEE AGENDA REFERENCE: 5A

APPLICATION REF:	RU.23/1066
LOCATION	Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP
PROPOSAL	Demolition of existing buildings and the development of employment units (Classes E(g)ii, E(g)iii, B2 and B8) with ancillary office accommodation, vehicular accesses, associated external yard areas, car parking, servicing, external lighting, hard and soft landscaping, infrastructure, and all associated works.
TYPE	Full Planning Application
EXPIRY DATE	25/10/2023
WARD	Addlestone South
CASE OFFICER	Christine Ellera
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 HoP:	
A.	The HoP be authorised to grant planning permission subject to Active Travel England not raising any unresolved objections to the development and the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) and conditions as recommended in section 11 of this report. AND
B.	The HoP be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the HoP would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the HoP.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1. The site comprises of two parcels of land forming part of Weybridge and Bourne Business Park and Waterside Trading Estate. The application site is separated by Addlestone Road. The northern land parcel comprises a vacant office building, formerly occupied by Toshiba accessed via a single entrance from Addlestone Road (over the River Bourne). This part of the site has been vacant since Autumn 2018.
- 2.2. The southern land parcel comprises several vacant office buildings which in combination have two accesses via Addlestone Road and one via Hamn Moor Lane. This part of the site backs onto the River Wey. Units known as 4, 5, and 6 to the rear of the business park were refurbished in 2017, but never attracted a new occupier. Units 2 and 3 have been vacant since summer 2018 and summer 2019 respectively. Bridge House, to the east and has been vacant since summer 2020.
- 2.3. Key constraints include:
 - Designated as strategic employment land
 - Flood zone 2 (across the site) and 3A (part)
 - The access to the former Toshiba offices to the north crosses the River Bourne and therefore part of the site falls within flood zone 3B
 - Biodiversity Opportunity Area
 -
- 2.4. Adjacent to:
 - Site of Nature Conservation Importance (River Wey)
 - Conservation Area (River Wey)
 - Green Belt (Land to the east and north of the application site).

3. APPLICATION DETAILS

- 3.1. This is a full planning application for the redevelopment of the site to provide x11 units (contained within 5 buildings). The site is split into two parts, plot 1 forming the “main” site to the south and plot 2 which is a more enclosed part of the planning application site where the former Toshiba offices are located.
- 3.2. The scheme on plot 1 is formed of 4 buildings:
 - Block A (containing of 3 units): up to a total width of 77m and 36m in length with a maximum height of 14.2m
 - Block B (containing 2 units): up to a total width of 64m and 39m in length with a maximum height of 14.4m (unit B1 also has a single storey projection)
 - Block C (containing 2 units): up to a total width of 61m and 34m in length with a maximum height of 13.5m
 - Block D (containing 2 units): up to a total width of 118m and 46m (max) in length with a maximum height of 16.2m(all dimensions approx.).
- 3.3. Plot 1 is designed with a central service area, with main access via Addlestone Road this service area access is positioned relatively central to the northern elevation of the site. Secondary access to the site are also proposed further along Addlestone Road, in a

relatively similar location to the existing access to Bridge House and also one along Hamm Moor Lane these secondary access points would be for cars. Overall, plot 1 provides a total of 107 car parking spaces (including 17 accessible parking spaces). The internal service yard can accommodate at least 25 lorries/ large vans.

- 3.4. Plot 2 to the north is formed of Block E (2 units) and is 95m in width and 35.5m (max) in length. The existing access to this site, over the River Bourne, is proposed to be widened to allow for vehicles to pass and also provide a pedestrian foot path. 48 Car parking spaces are proposed for this part of the site (including 4 accessible parking spaces) and space to park at least 5 lorries/ large vans.
- 3.5. Both units would provide 20% active Electric Vehicle charging parking spaces. All other parking spaces will be passive EVC to cater for potential future demand, this includes lorry parking bays.
- 3.6. The applicants are applying for a flexible planning permission whereby each of the buildings could be used for a variety of industrial uses, these are as follows:
- **Classes E(g)ii- Research and development** (an example can include a research lab),
 - **E(g)iii- Industrial processes** (being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit),
 - **B2- General industrial** (an example can include vehicle repair company),
 - **B8- storage and distribution** (many uses fall within this definition, such as warehouse used for distribution, a self-storage company, indeed the nearby Screwfix with a trade counter would fall under B8.)

Ancillary office accommodation is also proposed.

- 3.7. The applicant is seeking planning permission for these buildings to have the ability to operate 24 hours a day, seven days a week.

4. RELEVANT PLANNING HISTORY

- 4.1. The following history is considered relevant to this application:

Reference	Details
RU.23/1142	Prior approval for the demolition of 7no. office buildings. Prior approval Granted: 07/09/2023
RU.22/0776	Industrial redevelopment to provide x3 units within Classes E(g)ii (Research and development), E(g)iii (Industrial processes), B2 (General industrial) and B8 (storage and distribution) use, with ancillary office accommodation, new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated

	works following the demolition of existing buildings. Refused: 24/03/2023
<p>The above planning application was refused for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed 'Building 100' by reason of its position, form, scale, mass and significant bulk would result in an overtly prominent, dominant and visually overbearing form of development which would have a detrimental impact to the character and appearance of the area. This is contrary to Policy EE1 of the Runnymede 2030 Local Plan (2020), Runnymede Design Guide (2021), the National Planning Policy Framework (2021) and the National Design Guide (2019). 2. The proposed use would result in a loss of residential amenity to surrounding residential properties. This loss of amenity would be due to due noise and disturbance from both the on-site operations as well as disturbance from the likely significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night. This is contrary to Policy EE2 of the Runnymede 2030 Local Plan (2020), the National Planning Policy Framework (2021) and the associated National Planning Policy Guidance relating to Noise and disturbance. 3. In the absence of a completed legal agreement the proposed development has failed to secure the provision of the necessary infrastructure needed to make this development acceptable in planning terms. The proposed development is therefore contrary to policies SD3, SD4, SD5 and EE9 of the Runnymede 2030 Local Plan (2020) and the National Planning Policy Framework (2021) and its associated guidance. 	
RU.21/0432	Hybrid planning application for the demolition of existing buildings and redevelopment of the site, consisting of: (i) Outline planning permission with all matters reserved (other than access) for hotel accommodation (Use Class C1), leisure and health club and bar/restaurant with associated vehicle parking, landscaping and associated works; and (ii) Full planning permission for a multi storey car park and surface parking, internal roads, vehicle access, landscaping, together with associated and ancillary works including utilities and surface water drainage; and (iii) Full planning permission for replacement plant and new building entrances for Buildings 5 and 6. Withdrawn 13.01.22
RU.15/0798	Refurbishment and extensions to Units 4-8 including their part demolition to provide two separate two storey office buildings; and the demolition and redevelopment of Unit 9 to provide a new three storey B1 office building within the southern part of Weybridge Business Park; retaining the associated car parking (261 spaces) and landscape improvement works. Now k/as Units 4, 5 & 6. Approved: 06.08.15

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

Reference	Details
1 Bourne Business Park	
RU.21/0205	Refurbishment and extension of the existing office building, comprising a lobby extension and the addition of second floor, including hard and soft landscaping works, changes to the car park layout and a new cycle store. Permitted: 30.05.22
8 - 12 Hamm Moor Lane	
RU.05/0238	Erection of three storey building comprising 15 apartments (9 no x one bed and 6 no x two bed apartments) with parking and vehicular access off Byron Road following demolition of the existing buildings. Permitted 02.08.05

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

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

- SD1 – Spatial Development Strategy
- SD2 – Site Allocations
- SD3 – Active & Sustainable Travel
- SD4 – Highway Design Considerations
- SD5 – Infrastructure Provision & Timing
- SD7 – Sustainable Development
- SD8 – Renewable & Low Carbon Energy
- SL1 – Health and Wellbeing
- EE1 – Townscape and Landscape Policy
- EE2 – Environmental Protection
- EE9 – Biodiversity, Geodiversity and Nature Conservation
- EE11 – Green Infrastructure
- EE13 – Managing Flood Risk
- Policy IE1: Employment allocations
- Policy IE2: Strategic Employment Areas
- Policy IE3: Catering for modern business needs

Other Material Considerations

5.2. National Planning Policy Framework (revised September 2023)- acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. At the heart of the NPPF is a presumption in favour of sustainable development. The document, as a whole, forms a key and material consideration in the determination of any planning permission. The supporting National Planning Policy Guidance (NPPG) is also a material consideration for decision making, as is the National Design Guide (2019) and the Nationally Described Space Standards (2015)

5.3. SPDs which can be a material consideration in determination:

- Runnymede Borough Parking Guidance (2022)
- Affordable Housing Supplementary Planning Document (2022)
- Runnymede Design Supplementary Planning Document (2021)
- Green and Blue Infrastructure Supplementary Planning Document (2021)
- Thames Basin Heaths Supplementary Planning Document (2021)
- Infrastructure Delivery and Prioritisation (2020)
- Parking Strategy: Surrey Transport Plan (2020)

5.4. Other material considerations include the Runnymede Strategic Flood Risk Assessment (2016 and 2017)

6. CONSULTATIONS CARRIED OUT

6.1. Consultees responses can be summarised as follows:

Consultee	Comments
National Highways	No objection
Highway Authority	No objection subject to conditions
Active Travel England	No comments yet received (discussed further within the report due to an omission the consultation did not take place until later in the consideration process)
Lead Local Flood Authority	No objection- We are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to conditions.
Environment Agency	No comments received
Heritage Advisor	The proposals would constitute a scheme which would lead to 'less than substantial' harm to the Conservation Area and an assessment of public benefits to outweigh the harm will be needed.
Ecology advice (Surrey Wildlife Trust)	No objection subject to conditions
Environmental Health (noise)	No objection subject to conditions
Contaminated Land	No objection subject to conditions
Drainage Officer	No objection subject to conditions

Waste and recycling team	No comments to make
Archaeology Officer	No objection
Surrey Fire and Rescue Service	No objection
National Trust	No comments received
Secured by Design (Surrey Police)	No comments received
Thames Water	No objection
Network Rail	No comments to make
Elmbridge Borough Council	No objection- but do wish to highlight that Weybridge is an Air Quality Management Area

6.2. Representations and comments from interested parties:

6.3. 557 Neighbouring properties were consulted on this planning application (this includes every address whom made a representation on the last planning application). In addition to being advertised on the Council's website a notification was also placed in the local press and x5 site notices were placed at different places around the site.

Following this consultation exercise 283 letters of representation have been received. Comments made can be summarised as follows:

- Proposed development would be visually overbearing on the wider area including the Wey Navigation
- Development out of character with the area
- Impact on Heritage Assets and the Wey Navigation
- Concerns about traffic and congestion resulting from the proposed development in the locality and wider area
- Cumulative impact regarding congestion
- Concerns about highway safety from more vehicle on the road including increased HGV's and concerns about pedestrian safety from increased vehicles, including those walking to and from local schools
- Insufficient parking for the proposed development
- Queries the robustness of the submitted Transport Assessment
- Concerns about noise relating to the 24-hour operations of the proposed development
- Increase in noise, air pollution to wider area
- Loss of light, noise and disturbance and overbearing impact on those living in adjoining houses and flats

- Concerns about cumulative impact were other businesses to open 24 hours a day.
- Object to the noise and disturbance associated with the construction process
- Impact on ecological and local wildlife both at construction and at operational stage.
- Insufficient infrastructure including drainage to support the development
- Increased pressures on local services

7. PLANNING CONSIDERATIONS

7.1. Introduction

7.1.1. Planning applications are required to be determined in accordance with the Development Plan unless material circumstances indicate otherwise. With reference to the above planning history, this is a revised scheme following the refusal of planning application RU.22/0776. There's been no material change in planning policy since this previous decision which would affect the consideration of this scheme and conditions on site have not changed. Accordingly, the grounds for refusing the previous planning application on this site form a strong and material consideration when assessing a revised scheme.

7.1.2. In making this assessment officers have had regard for the fact that no objection was previously raised in principle regarding the proposed uses under the last planning application. Furthermore, Policy IE2: Strategic Employment Areas of the Local Plan identifies this site as forming part of SEA5: Strategic Employment Areas. Within such areas the policy is clear that the refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted and that Policy IE3 promotes business competitiveness and allow for flexibility to cater for the changing needs of the economy. Accordingly, there is strong "in principle" support for the proposed development. Moreover, the proposal would bring vacant (but previously developed land) back to an employment generating use. This is a benefit which weighs in favour of the scheme and will be considered further below as part of the planning balance.

7.1.3. Therefore, the key considerations are if this revised planning application overcomes the previous grounds for refusal and/or if the revisions raise any further issues or planning matters:

The following assessment will therefore consider:

- Refusal Reason 1- Design
- Refusal Reason 2- Impact on Neighbouring Amenity
- Refusal Reason 3- Provision of the necessary infrastructure
- Impact on the setting of the adjacent Conservation Area
- Highways Considerations
- Flooding Considerations
- Renewable and Low Carbon Energy
- Ecology and Biodiversity

- Wider Impact on Neighbouring Amenity
- Other Considerations

7.2. Refusal Reason 1- Design

7.2.1. The last refused planning application on the site was formed of 3 units in two blocks. Building 100 proposed on the “main” part of Weybridge Business Park, this part of the site is now referred to as plot 1 as part of this planning application. Buildings 200 were proposed on the former Toshiba offices, now referred to as plot 2. The refusal reason under the last planning application was focused on building 100. Due to its position, form, scale, mass and significant bulk and the harm this would have on the character and appearance of the area.

7.2.2. It was considered under the last planning application that the visual appearance of building 200 was acceptable. The overall building position, form and scale of the building proposed on plot 2, as part of this planning application, is largely the same as that referred to as building 200 under the last planning application. Therefore, the officer assessment is largely focused on revisions to the part of the site now referred to as plot 1. Building 100 proposed was one large building some 150m in width and 105m in length with a service yard to the rear. At a height of up to 15m as shown on the proposed elevations but what was not fully shown in the proposed plans was an internal ridge height behind the proposed parapet which was up to around 16m in height.

Layout

7.2.3. The planning application site is split into two parts. The proposed development of plot 1 (referred to as building 100 under the previous refused planning application) is formed of 9 units split into 4 blocks; unit A located to the south east; unit B to the north west; unit C to the south east and unit D to the north east of the plot. In terms of proposed layout, the key revision from the previous refused planning application is the “breaking up” of what was one large warehouse building into smaller units and the creation of a central service yard area. However, the distances from the proposed boundary fronting Hamm Moor Lane have not significantly changed as part of this planning application. Units A are set back marginally from where building 100 was previously positioned, however part of Units B are set further forward within the street scene. At single storey level and to provide some articulation to break up the massing and visual interest Unit B is further forward towards Hamm Moor Lane than that previously proposed.

7.2.4. In terms of Addlestone Road, the central courtyard also creates a further visual break between buildings, however Unit D in particular is positioned closer to the road than the previous refused scheme. In addition, both Units C and D are closer to the River Wey than the previous refused scheme and the potential impact on the adjacent Conservation Area is considered further below in a separate section of this report.

Form, scale and massing and architectural appearance

7.2.5. The previous planning application was for one large and substantive building with the visual height of the parapet being 15m, with a continuous 150m length along Hamm Moor Lane and 105m along Addlestone Road.

- 7.2.6. This scheme results in the breaking up of the massing along Hamm Moor Lane, by not only having a visual break between the units, but also staggering the built form to create articulation and variation, not just through the units themselves but also through the proposed roof form and overall massing and scale of the buildings. Whilst the perceived overall heights along Hamm Moor Lane are marginally less than the scheme proposed under the last planning application, with proposed units A and B only around 0.5m less in height, the wider approach to massing and articulation of the built form significantly differs from the large monolithic structure proposed under the previous planning application.
- 7.2.7. A similar approach can be said to the views and visual appearance along Addlestone Road. Whilst building D towards the north eastern corner is proposed to be some 16.2m to the ridge (marginally higher than the previous refusal) this forms one part of a larger site and does provide variation between units in a position where buildings proposed are set further away from residential properties. The articulation and overall approach to massing means that instead of having one large and substantive building some 105m in length with a rear service yard areas the bulk of the proposal and the containment of the service yard area to a central location is a significant visual improvement to the previous refused planning application.
- 7.2.8. A Townscape Visual Impact Assessment has been submitted in support of this planning application. The views proposed as part of this document are verified views and provide an accurate representation of the scheme proposed. These show how the visual breaks between blocks and the approach to massing of the units have sought to reduce the scale and visual prominence of the buildings now proposed when compared to the last planning application.
- 7.2.9. It is also not considered that the revisions proposed to plot 2, which are largely the architectural approach to the proposed units, as well as the reconfiguration to the parking layout to move parking spaces away from the neighbouring properties is considered to raise any design objections under this planning application.

Approach to landscaping including trees

- 7.2.10. The approach to the proposed layout of the buildings on plot 1 does mean that buildings are “pushed out” towards the edges of the site. Having to balance this against parking provision means there is limited areas for soft landscaping to assist in creating a setting for a scheme. However, there are a number of enhancements proposed as part of the planning application. This includes along either side of the proposed service entrance on Addlestone Rod some small areas of swales/ water feature areas and some tree planting is also proposed along Addlestone Road. Green walls are also proposed to units C, D and E, as well as a green roof to the single storey front projection to Block A.
- 7.2.11. A number of trees are proposed to be removed as part of this planning application. This includes 16 Category B trees; trees of not particularly high-quality trees but still make a significant impact on the local environment and have a significant life expectancy and 31 individual C category trees, as well as a group and 3 hedges also considered of the same category; smaller trees or ones considered to be of low quality. 6 category U trees are also proposed to be removed due to their poor condition. All other trees are proposed to be retained and detailed in an Arboricultural Method Statement and Tree Protection

Plan will be required prior to commencement, were planning permission forthcoming.

- 7.2.12. A total of 44 new trees are proposed as part of the landscaping strategy which includes strengthening the existing retained planting along the eastern boundary with the Wey Navigation. The landscape strategy does set out that trees removed along the edge with the Wey Navigation are of mixed species and are considered in the arboriculture report to be of relatively small size and have poor future growth potential. The proposed landscape strategy is seeking to improve this landscaping screen in the longer term. Additional tree planting is also proposed along Hamm Moor Lane and the corner bend with Addlestone Road.
- 7.2.13. It is noted that one of the letters of representation raised queries about the categories of the existing trees as part this planning application when compared to the details submitted as part of a previous 2015 planning application. The applicants have confirmed that the categories have been made based on their Arboriculturist Assessment of the quality of the trees in 2023.

Conclusion: Refusal Reason 1- Design

- 7.2.14. The wider built form in the area includes large warehouses and buildings. The existing buildings on site are 3 office floors (8.5- 12m in height) and most recently an office development across the road (at Bourne 100) is up to 12m in height. Whilst the buildings proposed as part of this application have an overall height greater than the existing surrounding buildings a number of positive revisions and enhancements have been undertaken as part of this revised application. It is considered that whilst the layout is one which has sought to maximise on the form and scale of the buildings and provide parking service areas associated with the proposed uses the approach to scale and breaking up the massing of the proposed units is one which has gone some way to overcome the previous refusal.
- 7.2.15. It is considered that the verified views submitted as part of this application, contained within the Townscape Visual Impact Assessment, show that whilst this proposal will result in a marked change from the existing buildings on site the visual appearance of the proposed units is one which is appropriate in this mixed-use area where there are currently a number of large warehouse buildings located to the immediate self of this application site. The landscape approach to the proposal by reason of the proposed layout is largely limited to planting an amenity space around the edges of the site. However, having regard for the existing character of the site, that of the wider area and the wider biodiversity enhancements as listed below it is considered that the landscaping strategy is appropriate for the character of the area. In summary, the revisions proposed as part of this application when considered as a whole are considered to overcome the previous grounds for refusal regarding scale mass and design.

Refusal Reason 2- Impact on Neighbouring Amenity in terms of noise and disturbance

- 7.2.16. Policy EE2 of the Runnymede 2030 Local Plan (2020) states that development proposals resulting in or being subject to external noise impacts above Lowest Observed Adverse Effect Level will be expected to implement measures to mitigate and reduce noise impacts to a minimum. Any development proposals resulting in or being subject to external noise

impacts above Significant Observed Adverse Effect Level will not be supported unless it can be clearly demonstrated that the social and economic benefits of the proposal outweigh noise impacts and unless the scheme's design and layout has been optimised to avoid, mitigate and reduce impacts to a minimum. The National Planning Policy Framework (2021) and the associated National Planning Policy Guidance relating to Noise and disturbance.

7.2.17. The previous planning application on the site was refused as:

"The proposed use would result in a loss of residential amenity to surrounding residential properties. This loss of amenity would be due to noise and disturbance from both the on-site operations as well as disturbance from the likely significant numbers of comings and goings of large goods vehicles that the proposed uses would attract, particularly at anti-social hours of the day and night."

This was found to be contrary to the above planning policies.

- 7.2.18. It remains that the applicants are seeking for a flexible employment use and the operations which could take place under these employment uses vary significantly. The applicants are looking for the buildings to operate as flexibly as possible and that means the operations could take place 24 hours a day, seven days a week. Whilst this may depend on the end user the applicants are clear they are applying for a 24 hour use. However, this does not mean that future tenants would be utilising the buildings consistently through the evening/ night. There are no conditions in place on the rest of the trading estates and activities outside of typical working hours are limited. However, the ability to operate 24hrs a day does give modern day business the ability to flexibly access and use their buildings as and when required to respond to modern day business needs. Nonetheless, the officer assessment needs to assume a worst-case scenario and if the revised layout has sought appropriate noise mitigation to ensure the proposed development would not affect the amenities of the nearby residential properties.
- 7.2.19. It should also be noted that it is not for planning to replicate that which is covered by separate legislation. There are provisions under Environmental Protection Act 1990 to deal with statutory nuisance, whereby noise unreasonably and substantially interfere with the use or enjoyment of a home or other premises. Therefore, whilst there is a need to assess potential impact on amenity were an individual occupier to operate a business in a manner which would unreasonably affect the enjoyment of a local residents home then such matter would be dealt with by way of separate environmental health legislation, in much the same manner as if such issues would arise from an existing operator currently in the wider trading estate.
- 7.2.20. A Noise Assessment has been submitted in support of this planning application, this seeks to demonstrate that the proposed development with additional mitigation would not affect the amenities of the occupiers of nearby properties both during the day or at night. However, this was the position under the last planning application. What this revised scheme also offers above the previous planning application is that the proposed layout of plot 1 means that the activities associated with the development are largely contained within the central service yard and that the buildings themselves offer a permanent and effective noise barrier to prevent noise overspill to surrounding residential properties. This revised layout also moves the proposed access to the service yard to a similar

position to that for the existing offices, further away from the residential houses to the east of the site along Addlestone Road. In terms of plot 2 parking towards the south eastern corner has now been removed and with increased landscaping and buffer planting at the point closest to the nearby residential properties. Acoustic fences are proposed in key parts of the site to contain any potential noise overspill.

7.2.21. The Noise Assessment, submitted in support of this planning application seeks to demonstrate how the proposed development would not result in any undue noise on neighbouring properties. To do this, measurements of existing background noise were taken at 4 separate locations across the site over a week period in February 2022. This forms the baseline for assessing the potential impact associated with this planning application. The development proposals are for 24-hour operations seven days a week. As the end users are not known a number of assumptions have been made within the Noise Assessment to create a worst case scenario based. Most of the assumptions are based on the traffic data which informs the overall number of vehicles which come to and from a site based on likely uses and a number of worst case scenario assumptions for deliveries during the day and evenings.

7.2.22. A mitigation strategy of installing acoustic barriers has been proposed to ensure that the noise levels at surrounding noise receptors (i.e., residential properties) are not affected by the development. The report sets out that during the day, subject to the mitigation measures proposed, the scheme will assist in reducing existing noise levels to be below existing background level to surrounding noise receptors. At nighttime in some locations the scheme will assist in noise reduction and in many others it will not result in any increase. However, in four locations there would be a marginal increase in noise levels; in two locations there would be an increase of just 1db and at two others, a change of 4db. An increase of 1-4 db is not considered to be perceptible and is less than +5 dB above the background sound level, which is within the industry recognised standards for the level of increase which is in an acceptable tolerance.

7.2.23. In addition to this the applicants have agreed as part of the legal agreement to include an Operational Service Management Plan. Through this the applicant will agree certain measures for how they will manage the proposed operations to ensure they undertake operations in a manner which will seek to minimise impact on neighbouring amenity. Such matters will include; continual noise monitoring to ensure the proposal does not result in increase noise and that mitigation measures do work, long terms management of acoustic screening and a clear point of contact for residents to speak to if issues take place.

7.3. **Refusal Reason 3- provision of the necessary infrastructure**

7.3.1. As part of the previous planning application the following planning obligations were considered necessary in order to make the development acceptable in planning terms:

- Travel Plan
- £6150 Travel Plan auditing fee.
- Prior to the occupation of any building by a new user a Delivery Service Management Plan. To be updated every year for the first 3 years of any new occupier of the relevant building.

7.3.2. This third refusal reason related to the above planning obligations not being secured by way of a legal agreement. Such matters can be overcome through a legal agreement. The solicitors for both applicant and the Local Planning Authority are working on a without prejudice basis to secure a legal agreement to secure the above provision (the need for which are detailed further within this report.) Members of the planning committee will be updated at the meeting on the status of this document, the completion of a section 106 legal agreement will result in this refusal reason being resolved.

7.4. **Impact on the setting of the adjacent Conservation Area**

7.4.1. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of the Conservation Areas. Policy EE5 of the Local Plan also sets out that development within or affecting the setting of a Conservation Area, including views in or out, should protect, conserve, and wherever possible enhance, the special interest, character, and appearance of the Conservation Area.

7.4.2. The NPPF (2023) states that in determining planning applications, local planning authorities should take account the desirability of new development making a positive contribution to local character and distinctiveness. The guidance sets out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. The NPPF (2023) further states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

7.4.3. The site adjoins the River Wey and the Wey Navigation Conservation Area (designated August 1999) and forms part of its setting. It is also located in close proximity to several heritage assets including the Grade II listed Western Block of Coxes Lock Mills, the Grade II listed Eastern Block of Coxes Lock, and the Grade II listed Southern Block of Coxes Lock. All of which have the potential to be impacted through change within their setting.

7.4.4. Currently the offices which occupy the site are not considered to make a positive contribution to the setting or significance of the Conservation Area. It is considered that most buildings have neutral impact, however Bridge House, by reason of its position, form and scale and materiality is considered to result in a negative contribution to the setting and significance of the River Wey and the Wey Navigation Conservation Area. However, the impact of Bridge House is mitigated to some extent by the intervening trees and vegetation along the eastern boundary of the Site. This existing landscaping, also contributes to the sense of tranquillity and enclosure experienced from within this part of the Wey Navigation Conservation Area.

7.4.5. As existing, Bridge House is positioned adjacent to the Conservation Area boundary with all other buildings set around 17m from the boundary. The current height, form and scale

of the existing offices is varied. This proposal will bring development just over 15m from the Wey Navigation, with a more continuous position and higher in scale. This will result in a noticeable increase in the built form fronting Wey Navigation Conservation Area as the footprint, height, mass, and scale of the buildings sited alongside the western boundary of the conservation area will be markedly increased and visually prominent. As discussed in further detail above the proposal seeks to remove a number of trees, hedges, and shrubs along the western boundary of the Conservation Area, reducing the level and value of screening. Whilst replacement planting is proposed this will take a number of years to bed in.

7.4.6. There is no statutory duty regarding the setting of a Conservation Area. However, both policy EE2 and the NPPF (2023) seek to preserve or enhance the special interest of a Conservation Area. The applicant's position that the proposed development would assimilate into the existing character and appearance of the Conservation Areas and so will sustain the significance of the Wey Navigation Conservation Area. However, the proposed structures fronting the Wey Navigation Conservation Area by reason of their siting, scale, massing, and height will be visible from within the Conservation Area. It is also considered that due to the overall form and prominence that the proposal will result in an adverse visual impact on the designated heritage asset. As such, it is considered that proposals would fail to preserve or enhance the significance of the Wey Navigation Conservation Area and the proposals would constitute a scheme which would lead to 'less than substantial' harm to the designated heritage asset. Whilst this harm is considered to be limited given the existing position form and scale of buildings on the site, it remains that the NPPF (2023) is clear that an assessment is therefore required to weigh this harm against the public benefits of the proposal.

7.4.7. The National Planning Policy Guidance on Historic Environment sets out that public benefits could be anything that delivers economic, social or environmental objectives. It is clear that they should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

7.4.8. One of the key benefits of this site is the redevelopment of strategic employment land to bring it back into employment use on a site which has been designated for such uses in the Council's Local Plan. The other public benefits which flow from the development are largely those set out at the end of the report regarding the economic benefits of the proposed development including the creation of construction and operational jobs. Overall and given the level of harm associated with the impact on the significance of the Conservation Area it is considered that the public benefits outweigh the harm. As such the proposed development is considered acceptable adjacent to the Conservation Area.

7.5. **Highways Considerations**

7.5.1. Policy SD4: Highway Design Considerations states 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 NPPF (2023) is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road

network would be severe.

- 7.5.2. No objection on highways grounds was raised under the last planning application. Therefore, for a concern to be raised regarding highways matters it would have to be demonstrated that this revised planning application introduces new grounds of objection regarding highways capacity and/ or safety above those presented under the last planning application. This planning application results in a modest reduction in floorspace when compared to previous refused planning application RU.22/0776 (a reduction of circa 724 sqm). As there were no ground for refusing the previous planning application for highway issues it would be very difficult to now justify a refusal reason which is for a scheme of less floor space.
- 7.5.3. It remains that the applicant is seeking planning permission for a “flexible” employment use where a variety of different end users could occupy the proposed buildings. The vehicle activities associated with these different uses can widely differ. In this context Surrey County Council in their role as the highway authority have requested that the applicant “model” the worst case scenarios. The applicants are keen to highlight that the proposed layout would mean that future occupiers are unlikely to seek to occupy units which do not provide specific bays. However, this does not mean that either would be no HGV movements associated with granting such a planning application. There is no ability under such a planning application to ensure that no third party HGV delivery vehicle would not access the site. Therefore, the applicant’s submission has assumed that this proposed development could result in HGV movements coming to and from the site. However, the manner in which plot 2 is designed means that HGV’s could not access this plot due to the access arrangement across the Bourne.

Highway capacity impact

- 7.5.4. In highways terms one of the considerations is the impact on both the local road network and the wider strategic network (which includes local motorways and junctions- i.e., the M25 and Junction 11, and to some lesser extent the A3 and the Cobham junction). Again, it is important to highlight that the NPPF (2021) is clear that a refusal on cumulative impacts on the road network should only be where it is demonstrated that a proposal would have a severe impact.
- 7.5.5. A Transport Assessment has been submitted in support of this planning application. This document seeks to assess the number of vehicle movements associated with this proposed development to understand potential impact on the wider highway network. Given the matter is about highway capacity the focus of the assessment needs to be one of peak hours where the surrounding road networks are more heavily congested. The manner in which this is modelled is based on using Trip Rate Information Computer System (TRICS) which is an industry recognised standard for assessing trip generation of new developments. The applicant has looked at the vehicle trips which would likely take place against the proposed vehicle trips associated with this proposed development and have demonstrated that the proposed development would result in less vehicle trips at peak hours than the existing lawful uses. Therefore, the proposed development would have an acceptable impact on the wider surrounding highways network in terms of potential cumulative impact. No objection has been raised from the highway’s authority

nor from National Highways.

- 7.5.6. A number of objections from local residents have been raised in terms of the comparison between the lawful use and the proposed. Part of the objections are that the lawful use (i.e., the vacant offices) has not been fully occupied for a number of years and should not be relied upon as a benchmark for vehicle movements proposed as part of this planning application. However, case law has established that the prospect of the “fallback position”, the alternative option does not have to be probable or “even have a high chance of occurring”. It has to be only “more than a merely theoretical prospect” in order for it to be sufficient to make the position a material consideration.” The assessment for the last planning application was made in line with this position. There is nothing to indicate as part of this planning application to justify an alternative position in this regard.
- 7.5.7. Further objections have been raised that the proposed development does not seek to make a contribution towards upgrading or enhancing the wider highway network. However, such a planning obligation can only be sought where it is necessary to make the development acceptable in highways terms. The evidence in front of officers both in terms of the Transport Assessment, as well as the assessment from the Highway Authority who manages the highway network across Surrey and would be responsible for undertaking any such works is that the proposed development would have an acceptable impact in terms of wider highway capacity issues. As such there is no justification towards such a contribution.

Highways safety

- 7.5.8. No objection was raised under the previous planning application in terms of highway safety. Whilst the access point to the service yard for plot 1 has been revised, the revised arrangement has been reviewed by the highway authority who have advised that subject to conditions the proposed access is acceptable and would not raise any issues in terms of highway safety. The applicant has undertaken an external Stage 1 Road Safety Audit for the accesses which is submitted in the appendices of the Transport Assessment and its addendum. A Stage 1 Audit is an independent assessment of the key design and operating arrangements of the highway works. The Road Safety Audit identifies potential road safety issues or problems that may affect all users of the highway and to recommend measures to eliminate or mitigate these problems. The proposed accesses to the relevant buildings have therefore been shown to provide suitable access to the buildings which would not raise issues in terms of highway safety. The applicant will need to enter into a separate section 278 agreement with the highway authority to make alterations to the existing highway layout. At this stage the Highway Authority will ensure that a Stage 2 and 3 Road Safety Audit is undertaken which looks at the detailed implementation of these measures.
- 7.5.9. There have been a lot of local concerns from residents that the scheme could result in increased HGV movements in the area and the potential impact this could have on highway safety. It should first be noted that currently there are HGV movements providing deliveries to the wider trading estate and there is nothing to indicate that this results in any highways safety issues. Notwithstanding this, the Highway Authority have requested that tracking of HGV's be shown at all local crossing points, and routes for pedestrians to demonstrate that any additional HGV's will not have any highways safety

impacts for pedestrians. The submitted plans show that all HGV's can be accommodated on the local roads/junctions without causing any harm to pedestrians.

- 7.5.10. To assist in highway safety and visibility the highway authority has recommended the single yellow line be upgraded to a double yellow line on the north side of Addlestone Road from the roundabout continuing along in front of the Mazda car showroom eastwards up to the railings on the bridge before the access to the building(s) 200 to help the movement of HGV's. The Highway Authority also request single lines be upgraded to new double lines along Hamm Moor Lane, from the roundabout to the proposed new vehicular access on Hamm Moor Lane on both sides of the road. It is noted that some of the representations have expressed concerns about pressures on existing on street parking. The increase of double yellow lines will result in the loss of what could be perceived as existing on street parking spaces. However, these double yellows are being proposed in order to improve highway visibility and safety in an area where concerns have been expressed. They would more than likely be necessary for any future development coming forward on this site (given this is positioned where there is an existing vehicle access).

Parking provision

- 7.5.11. Policy SD4 of the Local Plan states that parking standards for vehicle and cycle parking within development proposals will be assessed against the Council's current adopted guidance. The Council's adopted Parking Guidance SPD in November 2022. This guidance sets out recommended parking standards for different uses. However as set out above the uses being sought for permission vary in terms of the need for parking provision. The recommended parking for a B2 (general industry) use is 1 space per 30sqm with no lorry parking required and a warehouse (distribution) use would require 1 space per 100 sqm with 1 lorry space per 100sqm. However, the SPD sets out that some larger scale non-residential developments may 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. It is considered that this is one of such planning applications where a bespoke car parking scheme is necessary in order to ensure that the correct level of parking is provided to cater for such a wide-ranging uses which could take place.
- 7.5.12. 107 spaces are proposed for plot 1 and 48 spaces proposed for plot 2, total of 155 car parking spaces. This equates to 1 space per 103 sqm, the parking ratio is marginally higher than that previously proposed under the refused planning application (which was 1 spaces per 108 sqm). The internal service road for plot 1 can accommodate at least 25 lorries and plot at least 5. A TRICS parking accumulation assessment forms part of the applicants Transport Assessment. This shows that parking provision would be sufficient for the scheme proposed. The highway authority has considered that this parking ratio is acceptable in order to provide suitable off-street parking for a development of this scale and nature. In view of this and given the parking ratios are not dissimilar to the previous planning application which was considered by the Local Planning Authority which no

parking objections were raised this level of parking is considered acceptable, (subject to wider sustainability consideration set out below).

- 7.5.13. It should also be noted that further to the submission the applicants have confirmed that the proposed development will provide 20% active Electric Vehicle Charging points (EVC). In addition to this all-other parking space (including those for lorries) will be fitted out as passive EVC spaces in the form of EV ducts running to each car parking space, so that pillars and cables can be connected at any time in the future. This would go beyond the 20% provision required by planning policy is one measure which they are seeking to go beyond policy to “future proof” the buildings so that parking for the site is adaptable to future needs as required.

Sustainable Travel- including active and public transport

- 7.5.14. 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 integrates with or provide new accessible, safe and attractive active and sustainable travel networks and routes to service and employment centres and rail interchanges. The policy also requires developers to submit and implement Travel Plans demonstrating how active and sustainable travel options have been considered.
- 7.5.15. There are pedestrian footways on both sides of the Addlestone Road carriageway serving all proposed accesses points to the site. Hamm Moor Lane also benefits from a pedestrian footway on both sides of the carriageway. The closest bus stops to the site are located on the Weybridge Road, less than 350m from the centre of the site, all in walking distance of the site. This bus stop services the 461 which does provide a fairly frequent service runs between St Peters Hospital and Kingston (via Ottershaw, Addlestone, Weybridge and Walton). The site is also in walking distance of Addlestone Train Station with trains running between Weybridge and London. There is also, to some lesser extent, Weybridge Train Station (which has faster trains which run between London and Portsmouth). Overall, the site is in fairly sustainable location where active and public transport modes can be utilised by those who work at the site.
- 7.5.16. A Framework Travel Plan has been submitted in support of this planning application which sets out ways in which staff can reduce the number of vehicle trips to any given site by promoting more sustainable travel options. This Framework Travel Plan seeks to encourage the promotion of walking and cycling. 106 cycle parking space are proposed as part of this planning application. Indicative locations of this parking as shown on the proposed plans as being evenly split across the application site. Full details can be secured by way of condition. In addition, shower facilities are proposed as part of every unit in support of encouraging active modes of transport for future employees.
- 7.5.17. In terms of public transport, travel packs are proposed for new employees to make them aware of options. In terms of monitoring and reporting it is suggested that the travel plan last for a 5 year period from commencement. The requirement of the overall travel plan would need to be secured by way of a planning obligation.

- 7.5.18. It should also be noted that in July 2023 a new government agency, Active Travel England were set up as a statutory consultee. Due to an oversight, there was a delay in undertaking this consultation. Members will be updated on the response in the Planning Addendum. It should be noted that their role is regarding how schemes seek to incorporate active travel as part of new development. They are not a consultee on matters pertaining to highway capacity or highway safety. Their remit is if this planning application provides suitable means of including active travel as part of the planning application. The Highway Authority also considers matters regarding active travel as part of assessing any planning application and have advised that the approach sought as part of this planning application is appropriate.
- 7.5.19. In addition to the above, officers recommend a planning obligation regarding an Operational and Delivery Service Management Plan. This will have many strands of how to manage proposed deliveries, including identifying deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods in the interest of sustainable transport.

Highways Conclusion

- 7.5.20. In conclusion, it is not considered that the revisions proposed as part of this planning application would result in highways implications not considered and accepted under the previous planning application. The proposed development would not result in severe pressures on highway capacity. In terms of highway safety, the applicants have provided tracking information demonstrating that the proposal and the vehicles associated with potential future uses would not give rise to increase highway safety issues. The proposed development provides a suitable level of off-street parking for the development proposed. Through Travel Plans and delivery management plans further sustainable transport measures can be secured and monitored.

7.6. Flooding Considerations

The Sequential and Exception Test

- 7.6.1. The site is in flood zone 2, partly in flood zone 3a and the access to the former Toshiba office goes over the River Bourne (as existing) which is in flood zone 3B. The NPPF (2023), as well as policy EE13 of the Local Plan sets out how to consider the principle of such development in the flood zone. The proposal is on a designated not an allocated site and notwithstanding the assertions in the previous committee report the assessment required the sequential test is required. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.
- 7.6.2. A sequential test has been submitted in support of this planning application. The applicants sequential test has not recognised that part of the site is in flood zone 3B however this is a small part of the site (i.e., the access bridge over the river to Plot 2) and the sequential test does equally look at other sites which are in flood zone 3B. The area of search for the sequential test is borough wide. However, given the sites designation as a designated employment area, the area of search is to be kept to Designated Strategic Employment

Areas and sites allocated for employment use as set out in the Local Plan 2030. The site search resulted in a total of 7 sites which met the search criteria. These sites were then assessed as to whether they are sequentially preferable and available and suitable for the proposed development. A further assessment of if the sites were available for development in the short to medium term and suitable for a development similar to the proposed scheme was also undertaken including contact with local listing agents.

- 7.6.3. Based on this evidence it is considered that it has been demonstrated that the application passes the sequential test and that there are no other reasonably available sites in a flooding sequentially preferred location which would be available for this proposal.

Flood protection and mitigation

- 7.6.4. Policy EE13: Managing Flood Risk identifies that development must not materially impede the flow of floodwater, reduce the capacity for the flood plain to store water or cause new or exacerbate existing flood problems. In addition, the NPPF (2021) requires that development should only be allowed in areas at risk of flooding where; the most vulnerable development is located in areas of lowest flood risk within the site; is appropriately flood resistant and resilient; incorporates sustainable drainage systems, any residual risk can be safely managed, and safe access and escape routes are included where appropriate.
- 7.6.5. A Flood Risk Assessment has been submitted as part of this planning application, prepared by HDR Consulting. This report sets out how the proposed development would not result in a loss of flood storage compensation and that there would be no material change in flood flow path under the proposed development layout.
- 7.6.6. The details provided show that the proposal provides level for level-for-level flood water storage compensation to be incorporated into the development design with no loss of floodplain capacity. A minimum new building finished floor level of 12.80 m AOD (for Units A to D) provides finish floor levels above the maximum flood level. With reference to consultation response from the Councils drainage officer it is not considered in this specific instance that means of escape or a flood evacuation plan is necessary for an employment generating use. This is not the type of development whereby users will seek to remain within the building when there is a fluvial risk of flooding.
- 7.6.7. It should be noted that whilst the Environment Agency have not commented on this planning application, they did not raise any objection to the previous planning application. Whilst some of the buildings proposed as part of this planning application are closer to the Wey Navigation they remain in the same flood risk zone. The flood protection and mitigation principles proposed as part of this planning application are the same as the previous planning application. This scheme is for less floor area. Overall, it is considered that the proposed approach to flooding is acceptable.

Sustainable Urban Drainage (SuDs)

- 7.6.8. In terms of Sustainable Urban Drainage (SuDs), Policy EE13 of the Local Plan requires all new development to ensure that sustainable drainage systems are used for the

management of surface water unless demonstrated to be inappropriate. The NPPF (2023) states that all 'major' planning applications must incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. SuDS must be properly designed to ensure that the maintenance and operation costs are proportionate and sustainable for the lifetime of the development.

- 7.6.9. The proposed SuDs strategy involves below-ground storage with off-site runoff being attenuated to greenfield rate. All flows are to be directed into the existing adjacent surface watercourse (part of the Addlestone Bourne), subject to the necessary consents. The Lead Local Flood Authority is satisfied that the proposed drainage scheme meets the requirements set out in the above policies subject to conditions recommended below.
- 7.6.10. Overall, the proposed development is considered to demonstrate it would not cause new or exacerbate existing flooding problems, either on the proposed development site or elsewhere. The risk of flooding is also considered to be low and a suitable drainage strategy can be employed subject to conditions already set out above.

7.7. Renewable and Low Carbon Energy

- 7.7.1. 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. In addition, development proposing 10,000sqm - 50,000sqm of net additional floorspace should consider whether connection to existing renewable, low-carbon or decentralised energy networks is possible.
- 7.7.2. A Sustainability and Energy Statement has been submitted in support of this planning application. This Statement seeks measures to deal with sustainability and energy efficiency within the development to meet BREEAM (Building Research Establishment Environmental Assessment Method) standard of "excellent". BREEAM is an industry recognised standard to ensure that buildings are compliant when it comes to sustainable construction, operation and design. The BREEAM New Construction regime is comprised of a series of categories which serve to address criteria to achieve sustainable development.
- 7.7.3. Despite there being no explicit Local Plan requirement for non-residential developments in the Borough to achieve a BREEAM rating, the proposed development seeks to achieve a BREEAM 'Excellent' rating, which would in turn help to demonstrate sustainable design and energy considerations have been comprehensively addressed. In addition to this, a Circular Economy Statement has been submitted which outlines measures to reduce waste and apply a circular economy approach during the design and construction of the proposed development, drawing on targets from the London Plan (in the absence of Runnymede currently having any-specific targets).
- 7.7.4. Policy SD8 does require larger developments to supply a minimum of 10% their energy needs from renewable and/or low carbon technologies unless it can be demonstrated with evidence that this is not feasible or viable. The Statement satisfactorily

demonstrates that, after pursuing a fabric-first approach to reduce energy use at the first stage of the energy hierarchy, the 10% requirement has been exceeded at this early design stage, primarily through the use of air source heat pumps (ASHPs) and solar photovoltaic (PV) panels. Solar panels are shown to be proposed on the roof of buildings on all buildings and the indicative location of Air Source Heat pumps are shown to be in x10 condenser compounds across the site, adjacent to the proposed buildings.

- 7.7.5. Overall, the proposal goes beyond current Local Plan policies in regard to sustainable construction and energy requirements. This is a benefit which weights in favour of the proposal and will be considered further as part of the wider planning balance.

7.8. **Ecology and biodiversity**

- 7.8.1. Policies SD7 and EE9 of the Local Plan sets out that development should protect existing biodiversity and include opportunities to achieve biodiversity net gain. The National Planning Policy Framework requires planning decisions should minimise impacts on and provide net gains for biodiversity. No objection was raised regarding the last planning application. However, this proposal does affect the proposed layout, landscaping and lighting associated with the redevelopment and as such these matters needs to be considered as part of this new planning application. The submission by the applicants includes a Preliminary Ecological Appraisal and Preliminary Roost Assessment, Ecology Additional Note Biodiversity Metric 4.0 Calculation Tool, Biodiversity Net Gain Plan and Arboricultural Impact Assessment. The former documents have been updated during the consideration of this planning application.
- 7.8.2. *Avoidance*- There are no identified protected species on this site. Jersey cudweed was identified in the northern part of the site which is protected under the Wildlife and Countryside Act 1981 (as amended). A separate licence will be required from Natural England to take Schedule 8 plants (such as Jersey cudweed) for conservation purposes. The woodland and hedgerow habitats around plot 2, are considered to represent Habitats of Principal Importance and are proposed to be retained as part of this planning application.
- 7.8.3. *Mitigation*- The site is located immediately adjacent to the River Wey. The Woburn Park Stream SNCI is located within 0.5km of the Site boundary. During the construction phase of the development mitigation measures can be secured through a Construction Environmental Management Plan (CEMP) to ensure pollutants and dust associated with construction works do not affect the surrounding environment. A draft document has been submitted as part of the planning application and full details can be secured through conditions.
- 7.8.4. A lighting assessment has also been submitted in support of this planning application and is supported by an ecological lighting sensitivity assessment. This show that through the incorporation of lighting columns with integral backlight control optics, there would be negligible backlight spill onto the River Wey. The same lighting is proposed adjoining the woodland corridor lining the Bourne River. An overshadowing assessment has also been provided which shows that given orientation that the proposal would not result in increased overshadowing on the watercourse when compared to existing built form.

- 7.8.5. *Enhancements-* In terms of biodiversity net gain, a detailed landscaping and biodiversity plan has been submitted in support of this planning application, as well as a biodiversity net gain metric. The proposed enhanced landscape includes species-rich grassland, riparian planting, modified grassland, bioswales, sedum green roofing, mixed scrub and scattered trees, with enhancements to existing areas of woodland. Based the DEFRA Biodiversity Metric (which has become the industry recognised standards for assessing biodiversity net gain) the proposal would result in a 58.21% increase in habitat units and an 81.69% increase in hedgerow units. It is recommended that measures to ensure the successful creation and long-term management of proposed habitats are outlined in a Landscape and Ecology Management Plan (LEMP) for the Site. This can be secured by way of condition.
- 7.8.6. The submission as a whole has been reviewed by Surrey Wildlife Trust in their role as our ecological advisors and have agreed with the findings contained in the applicant's submission, subject to conditions regarding (as set out above) Construction Environmental Management Plan and a Landscape Environmental Management Plan, these are recommended below.
- 7.8.7. It should also be noted that whilst the Environment Agency have not commented on this planning application under the previous planning application, they raised objections due to the lack of an undeveloped 8m buffer to the Bourne River (not for flood risk reasons but due to ecology). As per the previous planning application, policy EE12: Blue Infrastructure of the Local Plan does seek, where appropriate, undeveloped buffer zones. Works within 8m of the River Bourne include fencing, gates and an improved access. However currently development on the site is all laid to hardstanding along this boundary. In contrast, this proposal would increase planting and biodiversity enhancements in this location. Thus, the approach is considered an appropriate balanced strategy and in line with policy.
- 7.9. **Impact on Neighbouring Amenity- sunlight, daylight, overbearing impact and lightning**
- 7.9.1. Policy EE1 sets out that “*all development proposals will be expected to ensure no adverse impact ...to neighbouring property or uses*”. The Runnymede Design SPD states that “*All dwellings must be designed with high quality internal and external space, in an appropriate layout, to accommodate different lifestyles and a range of private and communal activities. Accommodation must be designed to provide suitable levels of natural daylight and sunlight to new and existing properties ...*”. The document also provides further guidance of such matters including, sunlight and privacy. Paragraph 130 of the National Planning Policy Framework also sets out that all proposals are expected to provide high standard of amenity for all existing and future users.
- 7.9.2. A Daylight and Sunlight Report prepared by Hollis has been submitted in support of this planning application, this is based on industry recognised British Research Establishment (BRE) standard guidelines. The assessment has looked the properties mostly likely affected by the proposed development (due to their orientation), notably:
- Navigation House (the block of Flats opposite Hamm Moor Lane)
 - 14 Hamm Moor Lane (the flat above Sophie's café)
 - New House Addlestone Road

- 66 Addlestone Road (flats above the Mazda Garage)
- 20 Hamm Moor Lane

It should be noted that the properties assessed are slightly different to those considered under the previous planning application. This is due to the revisions in the position of buildings affect the properties which would potentially be affected.

- 7.9.3. The assessment has looked at the industry recognised standards regarding the amount of light which reaches neighbouring *windows* (Vertical Sky Component- VSC). The target figure for VSC recommended by the BRE is 27% to provide a “relatively good level of daylight” for habitable rooms with windows on principal elevations. The report also looks at the Daylight Distribution, this assessment deals with the line that divides the point which you can and cannot see the sky (also referred to as “No-Sky Line”- NSL). For existing buildings, the BRE guide states that if, following the construction of a new development, the NSL moves so that the area beyond the NSL increases by more than 20%, then daylighting is likely to be seriously affected. Together these tests look to ensure that existing windows maintains a suitable level of daylight.
- 7.9.4. In addition, the report looks at the potential impact on sunlight, a building’s window’s orientation and the overall position of a building on a site will have an impact on the sunlight it receives but, importantly, will also have an effect on the sunlight neighbouring buildings receive.
- 7.9.5. The conclusion of this report is that any impact in terms of sunlight and or daylight falls within acceptable standards based on the industry recognised criteria, indeed for most of the windows facing the proposal any impact is fairly limited when compared to the existing relationship. This is a slight betterment when compared to the previous refused planning application where some limited/marginal loss of daylight distribution was noted to the windows in 14 Hamn Moor Lane and windows in Navigation House.
- 7.9.6. In terms of overshadowing, the proposed modelling demonstrates that the proposed development would not result in significant overshadowing of adjoining properties amenity space, this includes any potential acoustic fences, notably New House located to the south of the former Toshiba Offices. Wey Meadows Farm is positioned some 70+ metres from this application site and so the amenities of this property would not be affected in terms of overlooking/ overbearing impact.

7.10. **Other Considerations**

Air Quality

- 7.10.1. In terms of air quality, the site is not within an Air Quality Management Area, however Addlestone Town Centre in in one, and Weybridge Town Centre in the adjoining Borough of Elmbridge is also within one. An Air Quality Assessment and Construction Environmental Management Plan (CEMP) have been submitted in support of this planning application. This states that the development will seek to minimise possible disruption to the adjacent properties and the public and to reduce the impact of activities on air quality during construction. It is proposed that this will be undertaken by utilising measures set out in best practice for minimising noise, dust and vibration control on construction sites.

7.10.2. In terms of operational impact, the proposed development will also result in vehicles coming to and from the site including large delivery vehicles. The Air Quality Assessment submitted as part of this planning application has done some initial modelling using receptors around the site, along Weybridge Road, within Addlestone Town Centre and Weybridge Town Centre to understand the “Baseline” of air quality. They have also looked at some of the data held by both Runnymede and Elmbridge Council to understand existing and historic Air Quality levels. They have then modelled the activities associated with this scheme to see what impact the proposal would have to overall Air Quality in these locations. The outcome of this modelling shows that there would be negligible impact in air quality levels resulting from this proposed development.

Contaminated Land

7.10.3. No objection was raised under the last planning application in terms of contaminated land, and it is not considered the revisions would raise any issues in this regard, subject to conditions. Similar information has been submitted as part of this planning application, as well as additional ground investigation works to demonstrate that land contaminates on this site is likely limited. Conditions can secure remediation works should contaminates be found in undertaking works on this site.

Archaeology

7.10.4. Similarly, it is not considered that this proposal raises any issues in terms of archaeology. A desk-based assessment has been submitted in support of this planning application. The Archaeological Officer at SCC has confirmed under the previous planning application that the site has been comprehensively developed several times in the past and that a previous application for a large part of the current site clearly shows extensive areas of modern made ground over the area. On this basis it is very unlikely that significant archaeology will be present on this site and no further archaeological investigations are required.

Economic benefits

7.10.5. As set out at the beginning of the planning assessment the proposed development is for employment generating uses on land designated for employment and thus the principle of the development is actable. In addition to this, there are further economic benefits which flow from the redevelopment of this site for employment generating purposes. A Industrial and Logistics Needs Assessment has been submitted as part of the planning application which seeks to demonstrate that the proposed development would meet a significant need in a growing economy for such spaces. It is note that objections from residents highlight existing occupancy at units at Brooklands Industrial Estate within Brooklands. However, this does not dispel the growth in this sector and the need for such provision within the wider area. In addition to this that the proposed development will result in:

- Support direct and indirect construction jobs.
- At operational stage would generate approximately 250 gross on-site jobs Full Time Equivalent (FTE).
- And indirect jobs and local spend which flow from redevelopment.

7.10.6. The benefit of the above will be considered further below as part of the wider planning balance.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

8.1. In line with the Council's Charging Schedule the proposed development would be CIL liable. However, the rate for such a development in our adopted charging schedule is however £0.

8.2. As set out above the following planning obligations are considered necessary in order to make the development acceptable in planning terms:

- Travel Plan which shall include that, in the event any of the buildings are brought into a use which would fall within a "Parcel Distribution Centre" use an updated parking layout plan shall be submitted to and an approved in writing to show additional parking necessary to support this use in line with the details submitted in the Transport Note prepared by Mode Transport dated 24.01.2023.
- £6150 Travel Plan auditing fee.
- Prior to the occupation of any building by a new user a Delivery Service Management Plan to be submitted to deal with the following:
 - Demonstrate that goods and services can be achieved, and waste removed, in a safe, efficient and environmentally friendly way.
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods. Improve the reliability of deliveries to the site.
 - Reduce the operating costs of occupants and freight companies.
 - Reduce the impact of freight activity on local residents and the environment.

To be updated every year for the first 3 years of any new occupier of the relevant building.

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 AND PLANNING BALANCE

- 10.1 The principle of the development is acceptable and would bring vacant (but previously developed land) back into an employment generating use on land designated for employment generating use. This is a key benefit which weigh significantly in favour of the proposed development.
- 10.2 It is considered that the revisions to the proposed redevelopment overcome the previous grounds for refusing planning application RU.22/0776 in terms of design and visual impact and in terms of impact on neighbouring amenity in terms of the activities associated with the proposed development.
- 10.3 It is considered that the revised design approach would result in less than substantial harm on the significance of the adjoining Conservation Area, but that public benefits exist which outweigh the harm. It is not considered that the revised planning application raises any further issues in terms of highway considerations, flooding matters or in terms of the impact on neighbouring amenity (in terms of loss of light and/or overbearing impact). The proposed development is considered acceptable in terms of ecological considerations, air quality, contaminated land and archaeology. There are economic benefits which flow from this proposed development, including bringing the site back into use which weighs significantly in favour of the proposed development.
- 10.4 The development has been assessed against the relevant policies in the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. When applying the usual planning balance, it is considered that the proposed development overcomes the previous grounds for refusal

11. FORMAL OFFICER RECOMMENDATION

Recommendation Part A:

The HoP be authorised to grant planning permission subject to Active Travel England not raising any unresolved objections to the development and the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:

1. Travel Plan which shall include measures based on the Framework Travel Plan.
2. £6150 Travel Plan auditing fee.
3. Prior to the occupation an Operational and Delivery Service Management Plan to be submitted to deal with the following:
 - Provide x1 notice board in a publicly accessible location displaying any information on the site deemed appropriate to its operation including a point of contact for local residents for any issues which may arise.
 - Continue to monitor and provide 6 monthly reporting on noise levels to the Local Planning Authority for the first 5 years from when the site is at least 50% occupied, or 3 years from being 100% occupied, whichever is longer. Where noise impact exceeds those within the submitted Noise Report provide details of mitigation measures proposed to reduce noise levels and additional monitoring as required
 - Demonstrate that goods and services can be achieved, and waste removed, in a safe, efficient, and environmentally friendly way at operational stage.
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods. Improve the reliability of deliveries to the site.
 - Reduce the operating costs of occupants and freight companies.
 - Reduce the impact of freight activity on local residents and the environment.

And the subject to the following planning conditions:

Recommended conditions

1. Standard three-year time limit

The development for which planning permission is hereby granted must be commenced no later than the expiration of three years beginning with the date of this permission.

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

2. Approved Plan

The development hereby permitted shall not be carried out except in complete accordance with the approved the drawings as set out in the submitted the document titled "Bridge Point Weybridge - Planning Register" dated 18/07/2023 revision P01. This includes finish floor levels.

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

3. Tree Protection

Prior to the commencement of any works hereby approved, including any demolition implemented under this planning permission, a Full Arboricultural Method Statement and Tree Protection Plan shall be submitted to the Local Planning Authority for approval and then subsequently approved tree protective measures shall be installed in accordance with the approved Tree Protection Plan.

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, enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

4. Construction Transport Management Plan

- A. Prior to commencement of any development (including any demolition implemented under this planning permission) a *Demolition* Transport Management Plan (DEMP) shall be submitted to and approved in writing by the Local Planning Authority.
- B. Prior to commencement of any development (excluding demolition) a *Construction* Transport Management Plan (CEMP)

Both documents shall detail the following:

- parking for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- programme of works (including measures for traffic management)
- provision of boundary hoarding behind any visibility zones
- HGV deliveries and hours of operation
- vehicle routing
- measures to prevent the deposit of materials on the highway.
- on-site turning for construction vehicles
- provision of 1 x notice board in a publicly accessible location with information of the build out process and a point of contact for local residents for any issues which may arise

this document shall be based on the Construction Logistics Plan dated July 2023 and shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details for construction of the development.

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

5. Construction and Environment Management Plan

- A. Prior to commencement of any development (including any demolition implemented under this planning permission) a *Demolition* and Environment Management Plan (DEMP) shall be submitted to and approved in writing by the Local Planning Authority.
- B. Prior to commencement of any development (excluding demolition to ground floor slab level) a *Construction* and Environment Management Plan (CEMP)

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

- Map showing the location of all of the ecological features
- Risk assessment of the potentially damaging construction activities
- Practical measures to avoid and reduce impacts during construction including dust and air quality
- Location and timing of works to avoid harm to biodiversity features
- Responsible persons and lines of communication
- Use of protected fences, exclusion barriers and warning signs.

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

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

6. Landscape and Ecological Management Plan

Prior to commencement of any development (excluding demolition) a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority, this includes a sensitive lighting plan that as a minimum, keeps the River Wey and River Bourne. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and revised Lighting Strategy prepared by MKA Ecology and dated 14.10.22 and 4.09.2023 respectively and should include, but not be limited to following:

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

- Ecological Enhancement Plan

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

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

7. Surface water drainage scheme

Prior to commencement of any development (excluding demolition) details of the design of a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national NonStatutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 7.34 l/s for the southern site and 2.3 l/s for the northern site.
- Detailed drainage design drawings and calculations to include: a finalised drainage layout that follows the principles set out in the approved drainage strategy detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- 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
- Details of drainage management responsibilities and maintenance regimes for the drainage system.
- Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

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

8. Materials

Prior to commencement of any development above ground level (on a phased basis or otherwise), a detailed schedule and specification of the materials and finishes to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

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

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

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

details.

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

9. Landscaping

Notwithstanding the approved plans or any indication given otherwise, prior to any works above ground level full details of hard and soft landscaping scheme (including full details of acoustic boundary treatments) shall be submitted to and approved in writing by the Local Planning Authority

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

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

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

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

10. BREEAM

Following the practical completion of the relevant building a Post Construction BREEAM Review Certificate showing that the development is on course to meet an at least "Very Good" accreditation shall be submitted to and approved by the Local Planning Authority. Any features that are installed in the development to meet this standard must remain for as long as the development is in existence.

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

11. Drainage verification

Prior to 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 drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

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

12. Proposed Access

Prior to any building within plot 1 and plot 2 respectively hereby approved being brought into first use the modified vehicular accesses to Addlestone Road and/or Hamm Moor Lane (to the plot of the respective building) shall have 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 the interest of highway safety and to satisfy the Runnymede Local Plan (2030) policies Policy SD3: Active & Sustainable Travel, Policy SD4: Highway Design Considerations, Policy SD5: Infrastructure Provision & Timing, Policy SD7: Sustainable Design.

13. Vehicle parking

Prior to the relevant building hereby approved being brought into first use (on a phased basis or otherwise), details of the car parking allocated to that building shall be submitted to an approved in writing by the Local Planning Authority. The car parking spaces shall be laid in accordance with the approved details prior to the relevant building being brought into first use. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

14. EVC Charging points

Prior to the occupation of the development (on a phased basis or otherwise), details of the proposed electric vehicle charging points (EVCPs), including details of how they will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved EVCPs, consisting of 20% active and 80% passive charging points, shall be installed prior to occupation and shall be maintained in accordance with the approved details thereafter.

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

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

15. Scheme to support active travel

Prior to the relevant building hereby approved being brought into first use (on a phased basis or otherwise), full details to support active travel shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- Details of the secure parking of bicycles within the development site,
- Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
- Facilities within the development site for cyclists to store cyclist equipment,

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

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

16. Parking Restrictions

Prior to any of the buildings hereby approved being brought into first use the proposed parking restrictions on Addlestone Road and Hamm Moor Lane and the associated Traffic Regulation Orders shall have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

17. Land Affected by Potential Contamination

(i) 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.

(ii) 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.

(iii) 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 and where remediation is necessary, a remediation scheme, together with a timetable for its implementation must be submitted to and approved in writing by the Local Planning Authority in the form of a Remediation Strategy which follows the .gov.uk LCRM approach. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme, a validation (verification) plan and report must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried

out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with guidance in the NPPF.

Recommended informatives:

1. Discharge of conditions application

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

2. Works to the Highway

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

3. Mud/debris on the highway

The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149). 3) Accommodation works The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to

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

4. Detailed design of the highway

The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5. Damage to the highway

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

6. Construction hours

Noisy construction work (audible outside the site boundary) should be restricted to the following hours: Monday to Friday 8am to 6pm, Saturdays 8am to 1pm. Noisy work is prohibited on Sundays and bank holidays.

7. Landscaping

With reference to condition 9 (landscaping) details submitted shall be based on the Landscape Strategy and illustrative Landscape Master Plan submitted as part of this planning application, the mitigation measures set out in the Noise Assessment prepared by Air and Acoustic Consultants.

The details submitted will need to include:

- A full tree planting plan including detail of planting and schedules,
- Details of irrigation system within the site, including ground type of watering points.
- Hard landscaping plans will include complete paving specification or various pavement elements, including thickness, colour etc.
- Material samples on site should be provided as part of the condition.
- The landscaping proposal need to include reference to the suds/drainage details and the requirements of condition 6 regarding the Landscape and Ecological Management Plan including the sensitive lighting plan.
- Details of the acoustic fences should provide minimum height as specified within the approved site plan; with no gaps or holes in the

barrier, below the barrier or between panels and; with a minimum surface density of 16 kg/m², in order to reduce noise rating levels at the receptors to less than 5 dB above the background sound levels at nighttime

8. Electric vehicle charging

With reference to condition 16 (EVC charging points) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

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

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

With regards to the passive charging points, a ground level cap should be installed at each location to indicate the location of the cables. It is sometimes necessary to ensure that the passive charge points have their own separate distribution boards.

9. Flues and/or plant equipment

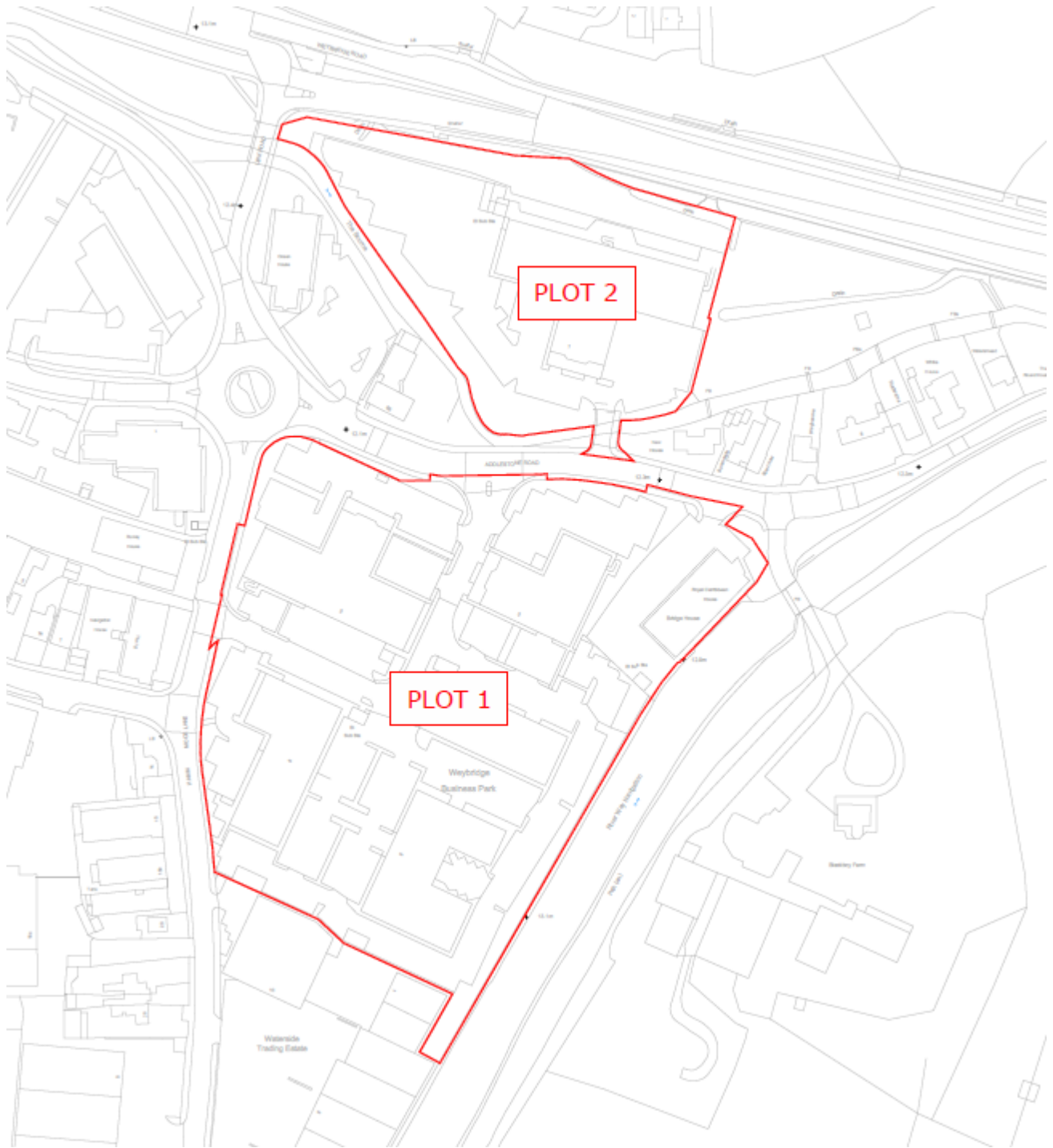
For the avoidance of doubt and for clarification external flues, plant equipment (such as air-conditioning units of otherwise) and/or ducting are operational development which will require separate full planning permission (unless they are considered "de-minimus").

Recommendation Part B:

The HoP be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the

decision notice that in the opinion of the HoP would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the HoP.

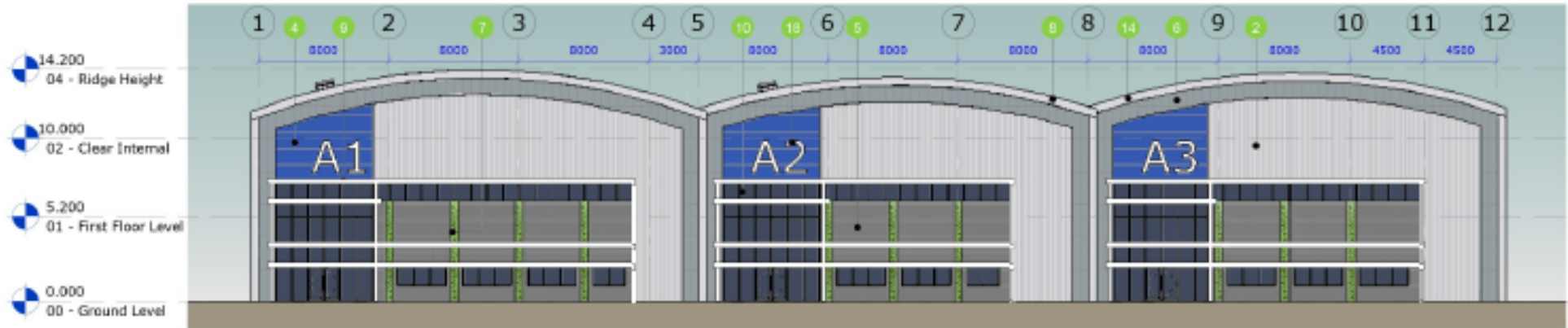
RU.23/1066- Weybridge Business Park: Site Location Plan



RU.23/1066- Weybridge Business Park: Proposed Site Plan (not to scale)



RU.23/1066- Weybridge Business Park: Proposed Elevations facing Hamm Moor Lane: Block A and B (not to scale)

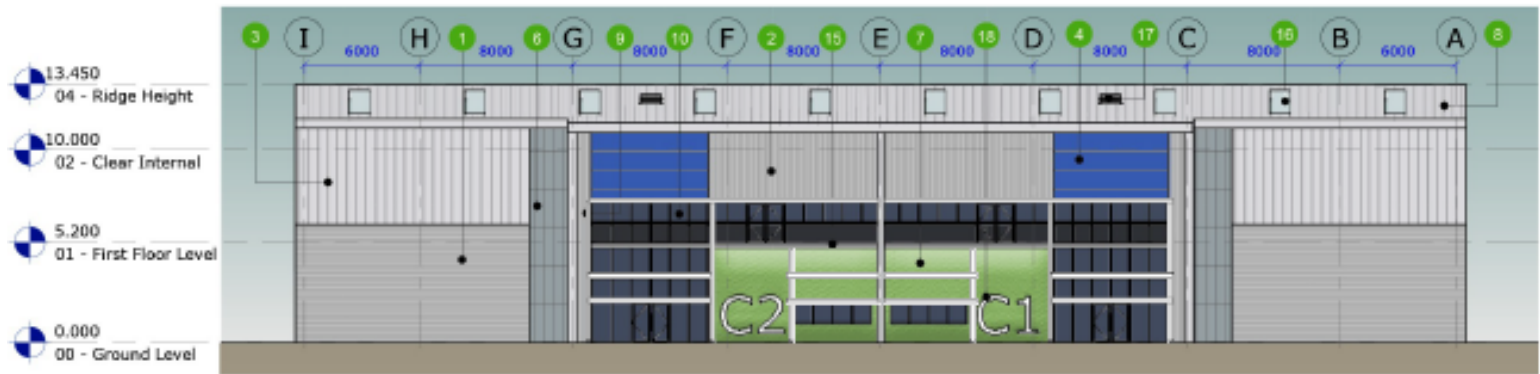


Proposed West Elevation
Scale 1 : 200



Proposed West Elevation
Scale 1 : 200

RU.23/1066- Weybridge Business Park: Proposed Elevations facing Wey Navigation: Block C and D (not to scale)

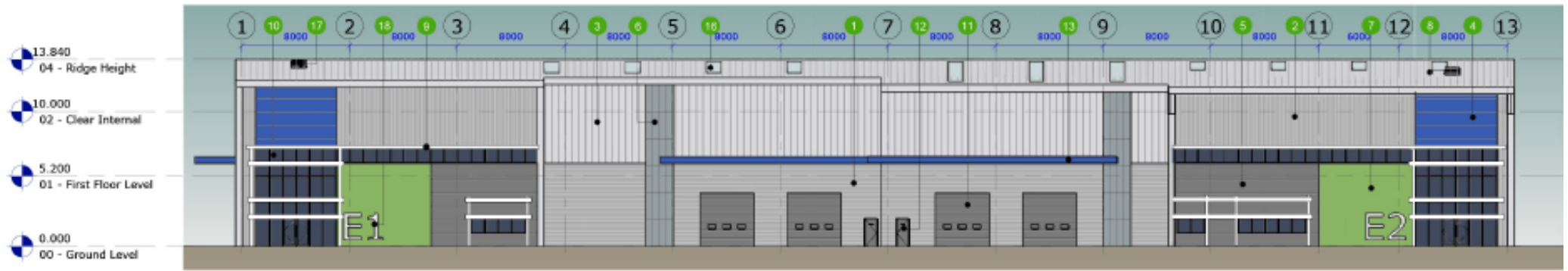


Proposed East Elevation
Scale 1 : 200



Proposed East Elevation
Scale 1 : 200

RU.23/1066- Weybridge Business Park: Proposed Front Elevations: Block E (not to scale)



Proposed South Elevation
Scale 1 : 200



FOR LOCATION PURPOSES ONLY

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH



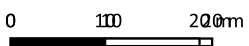
Date: 24/08/2023

2 and 2a Guildford Street



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Scale: 1:800



RU.23/0357



COMMITTEE AGENDA REFERENCE: 5B

APPLICATION REF:	RU.23/0357
LOCATION	2 & 2a Guildford Road Chertsey KT16 9BJ
PROPOSAL	Outline application for the erection of a 4 storey building comprising 47 one and 2 bed apartments following demolition of existing vacant office building and residential home (Matters reserved: Landscaping) (Revised Plans received 18/09/23 comprising removal of 1st and 2nd floor rear balconies to Building 1)
TYPE	Outline
EXPIRY DATE	29/09/23
WARD	Chertsey Riverside
CASE OFFICER	Katherine Appleby
REASON FOR COMMITTEE DETERMINATION	Major Development
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the HOP:	
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 HOP 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 HOP would warrant the refusal of planning permission.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The site is roughly rectangular in shape, measuring 0.23ha and consists of two vacant properties, 2 Guildford Road known as Byfleet House - a self-contained 2-storey office building with a large rear car park and 2a Guildford Road, a 2-storey former 12 bed care home with a deep rearward 2 storey projection and an enclosed rear garden. The site has an irregular shape, with residential properties to the northwest, which include the Cowley's Almshouses (Grade II Listed) as well as the 2-4 storey high sheltered residential scheme known as Floral House and to the south and west the 2-4 storey high residential scheme known as Highcross Place including new terraced houses whose rear elevations and gardens face towards the site.
- 2.2 Abutting the site to the south-west is Galleon House at 4-10 Guildford Road which comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats, the railway line running along the northeast boundary of the site and close to a level crossing and the Grade II Listed Chertsey railway station building further north. On the

opposite side of the railway line immediate development is predominantly commercial units leading towards the town centre. Entrance to the parking for both properties is gained via a small access road between the two buildings off Guildford Road.

- 2.3 The site is relatively flat with some mature trees and greenery along the boundaries and is in the urban area and lies in Flood Zone 1. The site also lies within 5km of the Thames Basin Heaths Special Protection Area (TBHSPA), is within an Area of High Archaeological Potential. It is also a site identified in the Councils Strategic Land Availability Assessment (SLAA-Feb 2022 -ID 417) with a total (net) site capacity of 48.

3. APPLICATION DETAILS

- 3.1 The proposed development seeks outline planning permission for the erection of a 4 storey high building comprising 47 apartments (made up of 28 one bed and 19 two bed apartments) following the demolition of the existing vacant office building and residential home. The principle of access to the highway, appearance, layout, and scale are the matters for the determination with landscaping the only matter being reserved for future determination. The application is effectively a revised proposal following the refusal of RU.21/1634.
- 3.2 The building would contain a maximum of 4 storeys with a flat roof top floor of a similar design to the floor below but set in 1 metre and cladded to contrast with the main walls of the building below. The building would comprise 2 main parts built either side of the existing reconfigured access road. The 2 parts would be linked by a connecting wing that would bridge over the access road allowing vehicular access to 6 car parking spaces to the rear. That part of the building closest to the railway (Building 2) would step down to the rear to 2 storey height in order to provide an improved relationship to existing residential properties in Highcross Place to the rear.
- 3.3 Other details would include full height windows for daylighting and a contemporary feel, inset and projecting balconies and ground floor private guarded terraces predominantly with glazed balustrades. The two-storey rear and side elevations and part of the three storey rear elevation on building 2 would also include contrasting brick detailing to add more visual interest. The heights of the two buildings would range between approximately 5.7metres – 11.8 metres. The main materials proposed would comprise zinc roofs, bricks, and reconstituted stone with brick predominating (to reflect the main local building material). These materials would be interchanged vertically, the recessed link element would be all brick and there would be some zinc cladding between some of the balconies to add additional visual interest.
- 3.4 The existing street access onto the site is to be reconfigured and a new access to be moved further away from the railway to reduce highway implications. The entrance has been located in the middle of the site, allowing for various green borders and vegetation to enhance the current entrance onto the site. A total of 6 car parking spaces are proposed adjacent to the access road to the rear comprising 1 for a car club, 2 for disabled users and 3 for visitors as well as electric vehicle charging points. Enclosed and covered cycle stores on the ground floor which would provide 60 spaces as well as internal bin stores with space for storage of separate waste and recycling containers has been proposed within each building both which would be located adjacent to the main entrance and lobby to the buildings which would be situated either side of the link bridge.
- 3.5 There are only a few significant trees on the site with a number of large trees within the land owned by the railway that will not affect the scheme due to the separation distance. Even though landscaping is reserved for future determination, an Arboricultural Report has been submitted which details the tree protection measures, with the main communal garden areas

located close to the rear of the two blocks. More open amenity space and landscaping is proposed than is currently on site as well as a small play area and no significant trees require removal.

- 3.6 The applicant has submitted several other documents and plans including a Design and Access Statement an Environmental Noise Assessment, Archaeological Desk-Based Assessment, Planning Statement, Energy Statement, Affordable Housing Statement, Flood Risk and Drainage Assessment, Transport Assessment, Travel Plan and a Preliminary Ecological Appraisal & Biodiversity Net Gain Assessment. As this is a revised scheme following the refusal of RU.21/1634, due to the negligible change to the site layout, and the overall reduction in floorspace and units, all previous supporting documents are re-submitted without change as there has been no material change in circumstances that warrants their amendment. However, the Design and Access Statement, Affordable Housing Statement, Transport Assessment and Planning Statement have been updated to reflect the changes and Various Views have also been submitted. The Bat Presence Survey Report has also been updated.
- 3.7 Following the refusal of the recent scheme (RU.21/1634), the design has been improved and the bulk, scale and mass of the development has been significantly reduced as well as window locations changed and the balconies closest to the neighbouring properties removed. Due to its town centre location the design compares favourably with the density of many of the developments of a similar scale within the vicinity of the site and in similar locations (e.g., apartments at Victory Park Road and at Addlestone One development). The applicant considers that the proposals will upgrade the area immediately facing the railway with a landmark development which is visible upon arrival into Chertsey. This application seeks to provide much needed accommodation in a sustainable location.
- 3.8 Apart from the reduction from 54 to 47 dwellings, the following are the key improvements when compared with recently refused application (RU.21/1634) :
- Removal of top floor from building 2 (4 floor levels from previous 5)
 - Redesign of top floor (level 4) including general 1m set-in and flat roof instead of previous mansard roof design
 - Removal of 2 floor levels from rear projection on building 2 and introduction of contrasting brick detailing to blank walls
 - Additional 0.5m set-back of building 1 from the site frontage
 - Minor changes to floor level 2 and revised layouts to the top floor.
 - Balconies have been removed from the first and second floor rear apartments B1-L1-03 and B1-L2-03 serving Building 1 and replaced with obscurely glazed windows to the rear with further windows to be added in the north-east elevation facing towards the internal courtyard which would result in additional internal floorspace.
 - Two rear windows serving third floor apartment B1-L2-03 would also be obscurely glazed.

4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details

RU.21/1634	Outline application for the erection of a 4 to 5 storey building comprising 54 one and 2 bed apartments following demolition of existing vacant office building and residential home (Matters reserved: Landscaping) (Amended Plans received 02/08/22). Refused 19 th October 2022 for the following reasons. 1. The proposed development by reason of its scale, mass, size and design would result in a proposal out of keeping with the character of the street scene and location, harmful to the established character and appearance of the surrounding area contrary to Policy EE1 of the Runnymede 2030 Local Plan, and guidance in the NPPF. 2. The building by virtue of its size, mass and proximity to the residential properties in Highcross Place, particularly the terrace nos. 53-57, would result in an overbearing form of development resulting in harm to existing residential amenities such that the development would fail to provide a high-quality design and good standards of amenity, contrary to Policy EE1 of the Runnymede 2030 Local Plan, the NPPG and NPPF.
RU.20/0046	Erection of a 3 to 6 storey high building comprising 70 apartments in a mixture of studios, 1 and 2 bed apartments following demolition of an existing office building and residential home with associated car parking, refuse, cycle stores and communal amenity area. Refused 14 th July 2020
RU.94/0522	Erection of a two storey (12 bed) registered care home and associated two storey office building. Granted 31/01/95
RU.92/0034	Erection of 3 storey building for Business Use (Class B1) with associated parking following demolition of existing public house (revised plans received 14.2.92) refused 07/01/92- appeal dismissed

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

- 5.1 National Planning Policy Framework and Guidance.
- 5.2 The Runnymede 2030 Local Plan was adopted on 16 July 2020 and the policies have to be read as a whole. Any specific key policies will be referred to in the planning considerations.
- 5.3 Runnymede Design SPD 2021
- 5.4 SPDs including but not limited to Thames Basin Heaths Special Protection Area 2008, Affordable Housing, S106 Contributions, Green and Blue Infrastructure (GBI).

6. CONSULTATIONS CARRIED OUT

Consultee	Comments
Environment Agency	No objection
RBC Arboricultural Officer	No objection subject to conditions

Natural England	No objection
RBC Contaminated Land Officer	No objection subject to conditions
SCC County Highway Authority	No objection subject to conditions
SCC Lead Local Flood Authority	No objection subject to conditions
SCC Archaeology	No objection subject to conditions
RBC Drainage Engineer	No objection subject to conditions
RBC Housing Manager	No objection
Surrey Wildlife Trust	No objection subject to conditions
RBC Planning Policy	No objection
Network Rail	No objection
RBC Environment Health Officer	No objection subject to conditions
RBC Conservation Officer	No objection
RBC Recycling Officer	No objection
Surrey Bat Group	No objection

6.1 Representations and comments from interested parties

6.2 156 Neighbouring properties were consulted in addition to being advertised on the Council's website and 8 letters of representation have been received from neighbouring properties expressing the following concerns:

- Not enough parking is proposed leading to on street parking nearby
- Not in keeping with the immediate area
- EV charging points should be provided
- Overlooking
- Loss of privacy
- The area sometimes floods due to the existing drains not being able to cope, the proposal will exacerbate this
- How will site traffic be managed?
- Public transport services in Chertsey (Rail and Bus) are not good enough to eliminate the need for cars
- Building of such a height could set a precedent in the area
- The roads are already highly congested and pollution in the area is on the increase
- Devaluation of property
- Overbearing and will cause overshadowing

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 also included in the SLAA (Feb 2022) which identifies that this site could accommodate 54 units (net 47 due to the loss of 12 care home units which would equate to 7 residential units). The application site is located within the urban area where the principle of such development is acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning considerations are the acceptability of development in this location, the acceptability of the access proposed, the impact of the development on the character and visual amenities of the area, including trees, the impact on residential amenity, including noise impacts, affordable housing and infrastructure contributions, issues of traffic, highway safety and parking, contamination, flood risk and drainage, archaeology, and ecology including species protection and biodiversity of the area.
- 7.2 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development which consists of three roles; An economic role, social role and environmental role and confirms that the planning system should do everything it can to support sustainable economic growth and that planning should operate to encourage and not act as a pediment to sustainable growth. The application site (no. 2 only) formed part of a wider ELR site (C7), which covered a number of buildings, however The Runnymede 2030 Local Plan has since been adopted and Policy IE3: Catering for modern business needs is relevant. However, it does not appear that the vacant office falls under any of the categories set out under the bullet points of this policy. Both buildings have been vacant for a number of years and the office building has been marketed without success.
- 7.3 The site is predominantly surrounded by residential uses and is located 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. Bus stops providing access to Chertsey Town centre as well as to the nearby larger towns of Staines-upon-Thames and Woking are located just a short distance away, and Chertsey Rail Station provides access to the rail network for longer distance trips with the M25 close by. As such the site is in a settlement location and has reasonable access to local facilities and is in a sustainable location. The site has been vacant and under used for some time and is close to local facilities. Also relevant is to help meet employment needs Policy IE1 of the Runnymede 2030 Local Plan proposes to allocate Byfleet Road for some 20,000 sqm net additional employment floorspace (a planning application for this site has been submitted under RU.21/0207-yet to be determined). In terms of acceptability of a residential use compared with a commercial or mixed use, Policy SD1 of the Local Plan advises that Chertsey including Chertsey South will require 2,212 net additional dwellings during the period of the Local Plan (2015-2030). Therefore, it is considered that the use of the site for residential use would be acceptable in principle.

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

- 7.4 A core principle of the NPPF is the provision of high-quality design and that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions. Local Plan Policy EE1 provides a range of requirements for new residential development and the supporting text refers to the careful planning required for such development to meet the objectives of the policy.

- 7.5 The proposed development is on a prominent site, close to the railway crossing and station and it is considered a development in this location could have a positive impact.

Approaching from the south on Guildford Road the predominant character of the immediate area is two storeys, max 2 ½ stories including some Victorian properties, however the former 2 storey high office building to the west has recently been converted to residential use which included an additional floor and a rear extension and opposite the site there is some 4-storey development however this is set back from the road frontage. To the rear of the development the modern development to the rear is predominantly two storeys with some three storey town houses.

Offices/warehouse are located to the east with the railway line in between. Approaching the site from the north along Guildford Road the scale of development is comparable to this proposal with four storey flats at Charles house and the similar sized Compass House. After reaching the railway line it feels that a transition to a lower scale commences particularly as one reaches the Victorian section of Guildford Street.

	Previous RU.20/0046	Previous RU.21/1634	Current RU.23/0357
Storeys	3-6	3-5	2-4
Height	9.5-18.9 metres	8.5 - 14.4 metres	5.7metres – 11.8 metres
No. of units	70	54	47
Back to back separation distances	12.3m (at three storeys) to 21.8m (at six storeys)	11.3m (at three storeys) to 20.9m (at five storeys)	11m (at two storeys) to 20.5m (at four storeys)
Communal amenity Space (approx.)	585sqm	900sqm and play space	900sqm and play space

The original application RU.20/0046 was refused on design and amenity grounds and comprised one building of 70 units, up to 6 storeys and 18.9 metres high. Subsequent RU.21/1634 comprised one building of 54 units up to five storeys and 14.4 metres high with 2 main parts (building 1 and 2) built either side of the existing reconfigured access road and linked by a connecting wing, with a mansard style roof with dormers and was refused on mass, size, design and amenity grounds.

- 7.6 The current proposals have been amended in order to overcome the previous reasons for refusal of RU.21/1634. The main changes are a further reduction in numbers of units from 54 to 47 for the current proposal, the removal of the top floor from building 2 (4 floor levels from previous 5) as well as the removal of 2 floor levels from the rear projection on building 2 and the introduction of contrasting brick detailing so that it would effectively drop down to the scale of a two storey high building in order reduce potential impact on properties in Highcross Place. Level 4 has also been redesigned across both buildings to include a general 1m set-in and flat roof instead of the previous mansard roof design and dormer style projecting windows. Building 1 has also been set an additional 0.5m back from the site frontage. Materials used would be interchanged vertically along the articulation and setbacks on the building's façade

to add visual interest with brick predominating as it is reflective of the main building material in the local area.

- 7.7 The proposals reflect the shape of the overall site with two buildings connected by a recessive pend forming a building linked in plan, but visually separated when viewed down Guildford Road. The proposed building element closest to the newly converted and extended 3 storeys of apartments at (Galleon House) 4-10 Guildford Road is proposed at 4 storeys (with the top floor set-in) which represents a 1 storey step-up which, in turn, reflects the 1 storey step-up from the 2 storey terraced houses adjacent to the west side of 4-10 Guildford Road. The larger proposed building element adjacent to the railway line (building 2) has now been reduced by 1 storey (4 storeys) together with a reduction from 4 to 2 storeys for the rear projection that is closes to the existing houses to the rear.
- 7.8 This design approach provides a high-density building at the entrance to the town centre and adjacent to the train station. This storey height is lower than the 5 storey modern apartments approximately 65m to the north of the site which includes the 4 storey Charles House, Guildford Street which provides a design precedent via its top floor set-in and flat roof design. The higher density has in part been achieved by reduced levels of parking provision to maximize site layout but also as a result of the deeper site. This approach to sustainable development is encouraged by paragraph 104 of the NPPF which seeks to ensure that opportunities from existing transport infrastructure are realised – in relation to the scale, location or density of development that can be accommodated. The railway line is a clear division between the commercial character of land to the north compared with the dominant residential use to the south. The high-quality design-led approach provides a gateway building at the level crossing which will achieve a sense of arrival at this entrance to the town centre and the adjacent station. By creating a single building and single land use at the site, the proposed development will better reflect the existing adjoining residential uses and enhance the character and quality of the site.
- 7.9 The building footprint steps purposefully back to help break down the overall mass and the flat roof recessed top storey reduces the overall impact of the building on the streetscape. The development would front directly onto Guildford Road with access into the building through the centre pend. Unlike the flatted developments and office buildings to the north, one positive aspect of the scheme would be that there would be scope for landscaping across the frontage and to the north of the building by the railway line with a meaningful three metre distance to the edge or the pavement. As landscaping is a reserved matter to be considered at a later time finer detail is not available however it is considered that suitable space has been made for landscaping. It is considered that the development would not adversely affect the appearance of the surrounding residential streets. As such, it is considered that the current proposals fit in with the scale and grain of the general pattern of development in the vicinity of the area. As such the layout and design would respect and enhance the townscape and would not be harmful to the established character and appearance of the surrounding area in accordance with Policy EE1.
- 7.10 Regarding the suitability of the living accommodation being provided for future occupants, 29 flats (62%) would have a ground floor terrace or balcony all exceeding the minimum standard set out in the Council's Adopted Design SPD. The design of the proposed scheme, with enclosed balconies would mean none would overlook each other or directly face onto neighbouring residential properties. The total amount of private external amenity area balconies and terraces is 187sqm while the total external communal amenity area is 900sqm.
- 7.11 The larger areas of communal amenity space are at the rear of the proposed buildings where there is more sunlight and less road noise. All of the homes would meet the required Nationally Described Space Standards and thus meet the minimum floor space requirements set out in Policy SL19. There is level access to all areas and 2 residents lifts are proposed. All dwellings

are designed to comply with Building Regulations Part M4(2) for future adaptation, whilst 5% are designed to Part M4(3) as fully accessible for wheelchair users in compliance with Policy SD7. The design complies with the principles of secured by design and allows for natural surveillance of all the communal areas and the single vehicular access. There will be controlled access doors into the buildings 1 and 2 which will aid security measures at the building.

- 712 The Runnymede 2030 Local Plan promotes creating attractive places which make a positive contribution to the Borough's townscape, paying regard to layout and landscape character. It is considered that the development displays evidence of exploring place and context and has some relation to the local character. Furthermore, the design has incorporated the various guidelines and principles set out in the recently adopted Design Guide SPD. As such, it is considered that the proposed development would make a positive contribution and the layout and design would respect and enhance the townscape and the established character and appearance of the surrounding area and would be appropriate for its setting given the local context and has overcome the previous reasons for refusal and complies with Policies EE1, EE9, and EE11 and the NPPF.

Heritage

- 7.13 Special regard has to be given to the protection of heritage assets, both above and below ground. The NPPF requires local planning authorities to assess the particular significance of any heritage asset that may be affected by a proposal and consider the balance between the potential harm to a heritage asset and the public benefits of the proposal. Policy EE3 Strategic Heritage Policy states that 'Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings'. As the proposed development is in proximity to a number of statutory listed buildings (Chertsey Railway Station and Cowley's Almshouses, 33-41 Guildford Road), the impact of the proposed development on these heritage assets needs to be carefully considered.
- 7.14 Policy EE4 (Listed Buildings) requires that proposals should not adversely affect the Listed Building or its setting by virtue of design, scale, materials, or proximity or impact on views or other relevant aspects of the historic building fabric. The proposal site lies within the setting of two listed buildings, however due to their siting being located obliquely and with other tall buildings located within the vicinity, it is considered that the proposed development would not cause harm to the setting of the identified designated heritage assets, or the ability to appreciate their significance. It is also important to note that the Council's Conservation Officer has raised no objections to the proposals. As such, it is considered that the proposal would therefore comply with Policies EE1 and EE4 and the NPPF.

Connectively and Highway Considerations

- 7.15 There would be additional traffic movements in and out of the site and letters of objection have raised concerns about impacts on parking in the area, and although the CHA notes the various objections to the proposals considers the site to be relatively sustainable in transport terms, and it is not considered a necessity for future occupiers to own their own vehicle. The provision of car club vehicles on site will have the effect of reducing the need for car ownership for future occupiers and the submitted Travel Plan will offer opportunities to encourage sustainable modes of transport. Therefore, the CHA considers that a "no car" development at this location is acceptable (as per Surrey County Council Car Parking Guidance Policy) in the context of the impact on highway safety and capacity.
- 7.16 The Developer cannot be required to "fix" existing issues, but there could be opportunities to introduce parking restrictions or Controlled Parking Zones, however this would be outside of the Planning System. The County Highway Authority have undertaken a site visit and an

assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and raises no objection and as such no objections are raised subject to securing the provision of two ultra-low emission car club vehicles, the provision of two year's free membership of the car club and £50 drive time for all new first-time occupiers of each dwelling and the provision of secure management arrangements for the maintenance of the car club vehicles, bays and electric vehicle charging facilities through the s106 agreement.

- 7.17 Conditions requiring the access to be provided with visibility zones as shown, the provision of electric vehicle charging points for each car parking space and within the proposed cycle storage areas facilities for the charging of e-bikes are also requested. It is therefore considered that no additional traffic or highway issues have arisen from this current proposal and the scheme satisfies Policy SD4.

Affordable Housing

- 7.18 Under Policy SL20 35% of the units should be secured as Affordable Housing. Under this application it is proposed to secure 35% of the units as affordable rent with rents set at 65% of market value. This mix would not technically follow the tenure mix set out in policy guidance as there would be no shared ownership or first homes secured. However, given that there is significantly more demand for affordable rented products and normally these are only secured at 80% of market rent, the benefits of being able to secure 35% at 65% of market rate is a material consideration which in this case outweighs the lack of shared ownership or first homes.

- 7.19 This application seeks approval for 28 one-bedroom and 19 two-bedroom flats. Policy SL19: Housing Mix and Size Requirements of The Runnymede 2030 Local Plan requires the mix of units to reflect the identified housing needs of the area. Recent figures provided by the Housing Department at Runnymede Borough Council show the breakdown of applications on the Housing Register by the number of bedrooms each household requires:

Bedrooms Required	Number of Applicants	Percentage of Total
One bedroom	673	56%
Two bedrooms	276	23%
Three bedrooms	189	16%
Four (+) bedrooms	56	5%
Total	1194	

- 7.20 Runnymede Council's Allocation Scheme prioritises transfers for tenants who are under occupying family size homes, however the difference in rent on new affordable housing at Affordable Rent (up to twice that of existing social rent tenancies) means that it is difficult to encourage tenants to move unless they are not able to manage in the larger home or are subjected to the Social Sector Size Criteria. Provision of good quality smaller properties at social rent should facilitate the availability of larger homes to people on the Housing Register. The proposed mix of one-bedroom and two-bedroom flats strikes a balance between the needs identified by these figures and a manageable and sustainable development.

Impact on Trees

- 7.21 An Arboricultural and Planning Integration Report has been submitted which surveyed 9 category C (various) and 1 category B (oak) trees which are predominantly located on the boundaries of the site and concludes that to implement the proposal it will be necessary to remove two groups of trees and one individual, all are category C trees.

- 7.22 All the vegetation to be removed is of low quality and its loss to public amenity is negligible due to its overall condition and lack of visual presence. All vegetation of high and moderate quality and mostly growing around the boundaries of the site will be retained and can be adequately protected throughout the development process.
- 7.23 As landscaping is a reserved matter it will be determined at a future date, however the indicative plans indicate the retention of the more mature trees on the site and the introduction of additional landscaping around the site including the main communal areas to the rear which will provide outdoor amenity space for residents. As the revised plans have resulted in the further set back of the building additional landscaping can also be provided along the frontage which is welcomed.
- 7.24 The retained trees can be adequately protected during construction activities to sustain their health and longevity. Elsewhere there are opportunities for tree, shrub and hedge planting across the site. Precautions to ensure that the trees are protected and preserved for the future are proposed which includes tree protection measures implemented in conjunction with the proposals. Consequently, there will be an acceptable impact upon the local trees, subject to adhering to normal tree protection and construction techniques.
- 7.25 The Councils Tree Officer does not object to the works but recommends a condition requiring the tree protection measures are carried out as set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. The proposal therefore complies with policies EE1, EE9 and EE11.

Ecology

- 7.26 Any development should not adversely affect the ecological interests of the site, indeed any future application could be an opportunity to improve the biodiversity of the area. A Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and an Updated Bat Presence/Likely Absence Report (TSA Ecology June 2023) have been submitted with the application which considers the ecology of the site and confirms that the proposed enhancements exceed the 10% Biodiversity Net Gain and benchmark. The submitted Bat report has been updated following a recent further bat survey being carried out, during which no bats were seen to emerge from Buildings 1 and 2 within the site which were assessed as having low potential to support roosting bats.
- 7.27 The new building works will include opportunities for nesting and roosting for bats. Surrey Wildlife Trust raises no objections subject to compliance with the submission of a Sensitive Lighting Management Plan, Landscape and Ecological Management Plan (LEMP) and biodiversity enhancement to include bat boxes. With the landscaping on the site being a future reserved matter for determination and in combination with successful implementation of the avoidance, mitigation and enhancement measures set out in the above-mentioned submission documents and subject to safeguarding conditions, it is considered that the proposed development can be carried out without any harmful impacts on protected species or habitats and the scheme complies with Policies EE9 and EE11.

Public Open Space

- 7.28 In terms of recreation, Local Plan Policy SL26 requires the provision of play spaces in new housing developments of 20 dwellings (net) or more. The scheme would provide a communal outside space which would amount to approx. 900sqm and a (toddler) play area located to the rear of the site and away from the boundary with the railway line. It is considered that the

provision can be secured via a condition or legal agreement as can its future maintenance. On this basis it is considered that the proposal would comply with Policy SL26 and that the quantum of development could be achieved whilst providing space for recreation. A management company will be set up to maintain all the communal areas within the site, including landscaping, open space and non-adopted roads.

Land Contamination

- 7.29 No objections have been raised by the Council's Contaminated Land Officer subject to conditions securing the installation of a ground gas or vapour protective membrane in compliance with Policy EE2 of the Runnymede 2030 Local Plan.

Noise and Air Quality Management

- 7.30 The noise environment at the site is influenced by railway noise which lies to the northeast of the site. A Noise Assessment has been undertaken to assess the baseline situation, the suitability of the site for residential development and identify any mitigation measures. The most likely units to be affected are those along the north-eastern flank of building 2 which includes balconies, although these would be predominantly enclosed. It is considered that providing an element of private amenity space weighs in favour of some inevitable noise impacts and it is considered that by specifying appropriate glazing and facade construction along with acoustically treated means of ventilation, it will be possible to ensure that an acceptable internal environment within the proposed buildings will be met.
- 7.31 Overall, it is concluded that, with the recommended measures in place, the occupants of the new properties can be provided with an acceptable acoustic environment. It is for these reasons and subject to conditions the proposed development is in accordance with Policy EE2 of the Local Plan and relevant policies in the NPPF in relation to noise.

Flood Risk and Drainage

- 7.32 The site is within Flood Zone 1 and a Groundwater Source Protection Zone and there is a risk of surface water flooding which coincides with an overland flow route, however, proposed buildings are outside of the footprint of the route. A Flood Risk Assessment was submitted in accordance with the requirements of the NPPF including details of Sustainable Urban Drainage.
- 7.33 Surrey County Council as Lead Local Flood Authority (LLFA) is satisfied the proposals meet the requirements set out in the technical Standard and Planning Policy Guidance. It is therefore considered that the site can deal with surface water drainage for the development in a sustainable manner which complies with the NPPF. The details of the drainage scheme can be secured by conditions as recommended by the LLFA.

Impact on Neighbouring Amenity

- 7.34 Regarding the effect of the proposals on the living conditions of neighbouring properties, Galleon House (4-10 Guildford Road) to the west comprises a recent office to residential conversion with extensions to the roof providing a total of 12 flats. Building 1 would be located close to the side boundary with this property and would extend further to the rear, however the existing no. 2a extends significantly to the rear and has several first-floor side windows facing directly into the rear parking and garden area. Although the proposed development would be 1 storey higher, the building would be staggered, the 4th floor would be inset and the side windows would all be secondary and obscurely glazed with no balconies facing directly into the rear parking and garden area. The design of the proposed building has taken account of the 4 side facing windows in the converted building at 4-10 Guildford Road by setting the proposed building further from this side boundary than the existing building, retaining an outlook from the 2 windows closest to the front of the site, and by not placing side facing

windows close to them. It is noted that these side facing windows at 4-10 Guildford Road are secondary to the principal front/rear windows that provide light and outlook to the same rooms.

7.35 Nos, 53-57 Highcross Place to the rear of the site comprise a row of 2 storey high modern terraces with no.57 having a short rear garden. The overall height, mass and bulk of building 2 has been reduced by 1 storey (to 4 storeys) together with a reduction from 4 to 2 storeys for the rear projection that is closest to the existing residential properties in Highcross Place to the rear when comparing with refused RU.21/1634. The two storey rear and side elevations and part of the three storey rear elevation on building 2 would also include contrast brick detailing to add more visual interest.

7.36 For the purposes of overlooking/privacy only Runnymede's Borough Design Guide seeks to have a distance of approximately 22m between habitable windows to surrounding properties. Due to careful design and window placement no existing house is directly overlooked from a distance of less than the 22m guidance set out in the Council's Design SPD.

Two windows at the rear of building 2, at second and third floor levels, do have 1 window facing towards the rear of houses in Highcross Place, though at an oblique angle. Both windows are secondary windows to habitable rooms and could therefore be obscure glazed if required.

With regards overbearing, the proposed building complies with the standard 11m separation from an existing house. However as a taller building it is considered that it is appropriate that a greater separation be achieved. At 3 or 4 storey level the building is now at least 17m from the nearest property at Highcross Place and most of the building is 23m away when considering direct views from the rear of Highcross Place. The building has been designed with articulation and setbacks to maintain appropriate relationships to surrounding residential properties. This articulation and stepping back of the footprint on the upper floors responds positively to the existing properties, with increasing separation distances as the heights of the building increase.

7.37 The orientation of the site is such that there should be minimal loss of any direct sunlight to existing residential properties which adjoin the site as these are only sited along the south-east and south-west boundaries.

7.38 A significant improvement to the scheme with regard to the impact on neighbouring occupiers is that the balconies have been removed from the first and second floor rear apartments B1-L1-03 and B1-L2-03 serving Building 1 and replaced with additional internal floorspace at first and second floor level in order to limit impact on the neighbouring amenities to the rear and in particular on no.53 Highcross Place. The windows on this elevation above ground floor level are also now proposed to be obscure glazed with further windows to be added in the north-east elevation facing towards the internal courtyard to ensure the bedrooms are still provided with sufficient natural light. Two rear windows serving a third-floor apartment would also be obscurely glazed which would still maintain another window serving the same room on the southern elevation.

7.39 The current proposals by reason of the reduction in storeys and the removal of the mansard roof design has resulted in a significant reduction in the size, mass and bulk of the building when compared to both earlier refused schemes and it is considered that in combination with this, separation distances, the orientation and form of the proposed development, the position of windows and balconies would avoid harmful overlooking and would provide an acceptable relationship between the existing and proposed dwellings and would not have a significant impact upon the residential amenities of all these properties and as such the proposal has overcome the previous reasons for refusal and complies with Policy EE1.

Other Matters

- 7.40 As the site is within an Area of High Archaeological Potential, Policy EE7 of the Local Plan requires the applicant to carry out an archaeological review of the site. A desk study has been carried out which concludes that the site has potential to contain evidence of medieval and post medieval development and recommends that further work may be required to clarify the archaeological potential of the site. The County Archaeologist has reviewed the study and agrees with the recommendations of the assessment and considers that it would be reasonable and proportionate to secure the evaluation and any further works by condition in compliance with the requirements of Policy EE7.
- 7.41 The proposed development will have impacts on local infrastructure including education, health and Police which will all now be delivered through CIL in compliance with Policy SD7.
- 7.42 Policy EE10 states that additional residential development (including strategic allocations) beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects on the Special Protection Area. These must be delivered prior to occupation and in perpetuity and agreed with Natural England (NE). NE agrees with the position that the Council has taken in relation to the provision of strategic SANGS and securing SAMM payments. Following assessment by the Council as a competent authority, the Council is satisfied that subject to the completion of a legal agreement towards mitigation at these areas the risk of adverse effects on the integrity of the habitats site will be avoided. The applicant has submitted a draft S106 with the application and as competent authority the Council's appropriate assessment requires a contribution of £67,175.33 toward the provision of SANG and £30,548.18 towards the provision of SAMM in accordance with the Council's Adopted SPG. Subject to securing the SANG and the relevant SAMM contributions by way of a s106 agreement, it is considered that the proposal would address the impacts of the development the impact arising from the development on the Thames Basin Heath Special Protection Area in accordance with the Council's policies and the NPPF in compliance with Policy EE10.
- 7.43 Policy SD8 requires development of 1,000sqm or more to meet 10% of that development's energy requirements from renewable and/or low carbon technologies and new policy SD7 promotes sustainable design. As the proposal is for approx. 3,677sqm (GIA) of residential floorspace Policy SD8 requires development of this scale to consider whether connection to existing renewable/low carbon or decentralised networks is possible. The Energy Statement sets out that the proposed development will produce 11.60% less CO2 and use 12.14% less energy than the baseline scenario, which would surpass the on-site target reduction of 10%, as required by the policy which will be achieved through the provision of solar power (PV) generated electricity and an Air Source Heat Pump. However, no further details of measures have been provided and therefore conditions are recommended to secure this and in respect of water efficiency, and the proposal complies with the policies SD7 and SD8 and the NPPF.

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

- 8.1 In line with the Council's Charging Schedule the proposed development would be CIL Liable however exceptions may apply.

9. **EQUALITY AND HUMAN RIGHTS CONSIDERATIONS**

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

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

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

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

10. CONCLUSIONS

- 10.1 The site is in the urban area and is included the Council's SLAA (Feb 2022). The proposal would provide a net addition of 40 dwellings which will contribute to housing supply particularly for affordable homes in the borough in a sustainable location with good access to facilities and services. This has to be given significant weight in favour of the application. The application site is not a proposed Strategic Employment Area (SEA) and it is in the urban area so the presumption is in favour of development. The design and quantum of development proposed makes an efficient use of an appropriate site and is not considered to be harmful to the character of the area or on future occupiers. The traffic and highway safety aspects of the application have been reviewed by the County Highway Authority who raises no objections and conclude that the proposed access is safe, and no harmful impacts would arise in respect of the highway network in the area. 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 – SD1, SD2, SD3, SD4, SD5, SD7, SD8, SL19, SL20, SL26, EE1, EE2, EE3, EE4, EE7, EE9, EE10, EE11, EE12, EE13, IE2 and IE3 of the Runnymede 2030 Local Plan of the Runnymede Borough Local Plan Second Alteration April 2001, 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

Recommendation Part A:

The Hop be authorised to grant planning permission Subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to secure the following obligations:

- 1. SAMM (TBHSPA) financial contribution of £30,548.18**
- 2. SANG(TBHSPA) financial contribution of £67,175.33**
- 3. The provision and deliverability of 35% Affordable Housing details of which will be subject to approval of the Council's Housing Officers at 65% market rate.**

4. **Secure the provision of two ultra-low emission car club vehicles for a minimum of two years from the first occupation of any dwelling.**
5. **Secure the provision of two year's free membership of the car club and £50 drive time for all new first-time occupiers of each dwelling.**
6. **Secure management arrangements for the maintenance of the car club vehicles, bays and electric vehicle charging facilities.**
7. **Secure management arrangements for the maintenance of the open space.**

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 CHPEBE.

And the following conditions:

1 Time

(a) Application for approval of the reserved matters shall be made to the Planning Authority before the expiration of three years from the date of this permission.

(b) The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved, whichever is the later.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

2 Reserved Matters

Approval of the details of the landscaping of the site within (hereinafter called "the reserved matters") shall be obtained from the Planning Authority in writing before any development is commenced and shall be carried out as approved.

Reason: To comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

3 List of approved plans

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

- 183_L(10)-102-P1 Location Plan
- 183_L(10)-200-P2 Existing Site Plan
- 183_L(20)-200-P11 Proposed Site Plan
- 183_L(20)-300-P10 General Arrangement Proposed Ground Floor
- 183_L(20)-301-P11 General Arrangement Proposed First Floor
- 183_L(20)-302-P11 General Arrangement Proposed Second Floor
- 183_L(20)-400-P6 General Arrangement Proposed Site Sections
- 183_L(20)-500-P13 General Arrangement Elevations Building 1
- 183_L(20)-501-P10 General Arrangement Elevations Building 2
- 183_L(20)-502-P2 General Arrangement Contextual Elevation
- 183_L(20)-303-P14 General Arrangement Proposed Third Floor
- 183_L(20)-30R-P9 General Arrangement Proposed Roof Plan

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

4 External Materials

No development above slab level shall commence until details of the materials to be used on the external surfaces of the dwellings have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

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

5 Finishing Materials

No development above slab level shall commence until a specification of all the finishing materials to be used in any hard surfacing on the application site have been submitted to and approved in writing by the Local Planning Authority and thereafter undertaken in accordance with the approved scheme.

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

7 Tree Protection

The construction of the development shall take place fully in compliance with the measures set out in the Arboricultural and Planning Integration Report by GHA dated 06/09/2021 Ref GHA/DS/122360:21. Such measures and enhancements as provided shall be retained and maintained thereafter.

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 comply with Policies EE1, EE9, and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

8 Tree retention

No tree to be retained in accordance with the approved plans (hereafter known as retained trees and including offsite trees) shall be cut down, uprooted or destroyed and no works to the above or below ground parts of the trees in excess of that which is hereby approved shall be carried out without the written approval of the Local Planning Authority until the expiration of five years from the date of completion of the development. If, within this time, a retained tree is pruned not in accordance with BS3998, removed, uprooted, damaged in any way, destroyed or dies, replacement trees shall be planted at the same place, sufficient to replace the lost value of the tree as calculated using an amenity tree valuation system, unless otherwise agreed in writing by the Local Planning Authority. The number, size, species, location and timing of the replacement planting shall be as specified by the Local Planning Authority.

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

11 Surface Water Drainage

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

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 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.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- d) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and that the final drainage design does not increase flood risk on or off site and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

12 Verification Report SUDS

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

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to comply with Policies SD7, EE12 and EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

13 Electric Vehicle Charging Points

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

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

14 New Access

No part of the development shall be first occupied unless and until the proposed vehicular access to Guildford 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 should not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy SD4 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15 Parking and turning

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

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

16 Cycle Parking

The development hereby approved shall not be first occupied unless and until each of the proposed dwellings have been provided with bicycle parking in a robust, secure enclosure in accordance with the approved plan and thereafter retained and maintained to the satisfaction of the Local Planning Authority. Within the proposed cycle storage, facilities for the charging of e-bikes are to be provided, consisting of a standard three-point plug socket. All apartments are to be provided with parking for a minimum of 1 bicycle.

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

17 Ground gas or vapour protective membrane

Before the commencement of the above ground construction of the development hereby permitted, details of the ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways) which is to be laid under the floor of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. Details should include a detailed plan of where the membrane is to be installed, the name and model number of the membrane to be deployed and details as to how the membrane is to be installed and who by. Following approval of the plan, the membrane shall be laid in accordance with the approved plan. The membrane is to be retained for the life of the development.

Within two weeks of installation of the approved ground gas or vapour protective membrane (regarding ground gas or vapour migration pathways), details of how the

approved membrane was installed including proof of purchase and photographic evidence of installation shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the 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 Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF

18 Noise (Acoustic insulation and ventilation)

No above ground development shall commence until a noise mitigation scheme has been submitted to and approved in writing by the local planning authority. The submitted scheme shall demonstrate that noise levels within all dwellings will not exceed 35 dB(A) LAeq 0700 – 2300 within living rooms and within bedrooms will not exceed 30 dB(A) LAeq 2300 – 0700. Also, typical peak noise levels shall not exceed 45 dB(A) L_{Amax}, 2300 - 0700 in bedrooms. The mitigation scheme should include details of any mechanical ventilation scheme proposed, to facilitate reasonable levels of comfort cooling when windows are closed. Development shall be carried out in accordance with the approved details prior to occupation of any part of the development, or in accordance with an alternative timetable to be agreed in writing with the local planning authority.

Reason: To protect the amenities of occupiers of the development and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

19 Ecology

The construction of the development hereby approved in detail shall take place fully in compliance with the measures set out in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and The Bat Presence/Likely Absence Report (TSA Ecology June 2023) and the final development shall include the mitigation and enhancement measures as recommended in The Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and the Bat Presence/Likely Absence Report (TSA Ecology June 2023) including the provision of bat boxes. Such measures and enhancements as provided shall be retained and maintained thereafter.

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

20 Landscape and Ecological Management Plan (LEMP)

A Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the LPA prior to the commencement of development. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Preliminary Ecological Appraisal and Biodiversity Net Gain report (TSA Ecology April 2022) and should include, but not be limited to following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives

- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

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

21 Sensitive Lighting Scheme

Before any external lighting is installed at the site, 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.

22 Renewable Energy

Prior to the first occupation of the development hereby approved in detail, details of the chosen renewable energy/low carbon technology to be used, along with calculations demonstrating that a minimum of 10% of the predicted energy consumption would be met through renewable energy/low carbon technologies shall be submitted to and approved in writing by the Local Planning Authority (LPA). Development shall be carried out in accordance with the approved details and thereafter retained, maintained and operational unless otherwise agreed in writing by the LPA.

In the event of air or ground source heat pumps being the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation. Details shall include acoustic data to demonstrate that there will be no increase in the background noise level and that there will be no tonal noise emitted from the unit, as well as details of the location of the unit(s) and the distance to the closest dwelling.

In the event of PV's panels being part of the chosen renewable energy measure, details shall be submitted to and approved in writing by the LPA prior to installation.

Reason: To ensure that a minimum of 10% of the energy requirement of the development is produced by on-site renewable energy sources/low carbon technology and to protect the amenities of occupiers of nearby properties and to comply with Policy SD8 of the Runnymede 2030 Local Plan and guidance within the NPPF.

23 Archaeological Work

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

24 Provision of Play Areas

Prior to the commencement of above ground works of development hereby approved details of the siting, size and design of the children's equipped play area 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 and retained for the lifetime of the development. The details shall be in accordance with approved drawing 183_L (20)-200-P11 Proposed Site Plan.

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.

25 Water Efficiency

Prior to the first occupation of the development hereby permitted it shall be demonstrated that the optional requirement for water consumption (110 litres use per person per day) in Regulation 36(2)(b) of the Building Regulations has been complied with for that dwelling. Such details as shall be approved shall be fully implemented and retained for the lifetime of the development

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

26 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.

27 Affordable Housing

The proposed scheme shall provide 100% affordable housing.

Reason: To accord with the terms of the planning application.

28 Travel Plan

Three months prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" and in general accordance with the Framework Travel Plan dated August 2021 (Rev A). And then the approved Travel Plan shall be implemented on occupation and for each and every subsequent occupation of the

development, and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To encourage active and sustainable travel and to avoid harmful impacts on air quality and to comply with Policies SD3 and EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

- 29 The development hereby approved shall incorporate the sustainable construction and demolition techniques as set out in the Energy Statement dated 19/08/21.

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

30 Site Waste Management Plan

Prior to commencement of development, including demolition, a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place fully in accordance with the approved details.

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 Draft Local Plan and guidance within the NPPF.

Informatives:

1 Summary of Reasons to Grant Consent

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

2 New Vehicle Crossovers and Dropped Kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs .

3 Other Works to the Highway

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

under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice

- 4 The Applicant should be aware that it is likely they will need to enter into a S278 agreement in order to carry out the works required for the new access and the reinstatement of the existing access and footway.

- 5 Mud/debris on the highway

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

- 6 Accommodation works

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

- 7 Damage to the highway

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

- 8 Utility works liaison

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.

- 9 Electric vehicle charging

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

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

- 10 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 .

- 11 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).

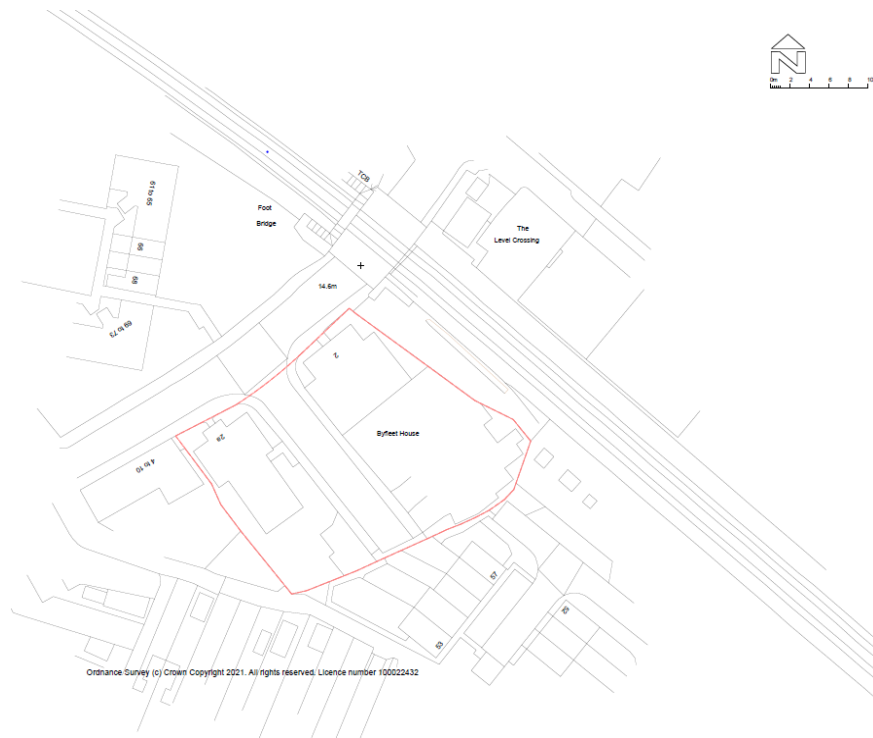
- 12 The applicant is advised to incorporate into the development the principles and practices of the 'Secured by Design' scheme in consultation with the Designing Out Crime Officer.
- 13 The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at 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.
- 14 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.
- 15 If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater.
- 16 If there are any further queries please contact the Flood Risk Asset, Planning, and Programming team via SUDS@surreycc.gov.uk . Please use our reference number in any future correspondence.
- 17 Should the presence of contamination or unfavourable infiltration rates make the proposed method of discharge unviable, an alternative method of discharge should be provided based on the discharge hierarchy in Defra Non-statutory technical standards for sustainable drainage systems.
- 18 As mentioned in the flood risk assessment, parts of the site are impacted by an existing medium/high risk surface water flow path. To not increase flood risk offsite, the proposed SuDS strategy must demonstrate that drainage elements have been sized appropriately to account for the potential impact of this surface water flow path.
- 19 The applicant / developer is advised to contact Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. 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/looking-after-the-railway/asset-protection-and-optimisation/>.

Recommendation Part B:

The CHPEBE be authorised to refuse planning permission should the S106 not progress to his satisfaction or if any significant material considerations arise prior to the issuing of the decision notice that in the opinion of the CHPEBE would warrant refusal of the application. Reasons for refusal relating to any such matter are delegated to the CHPEBE.

RU.23/0357

Location Plan



Proposed layout plan



Views 1-2



View 1



View 2



Context Elevation 1



Context Elevation 2



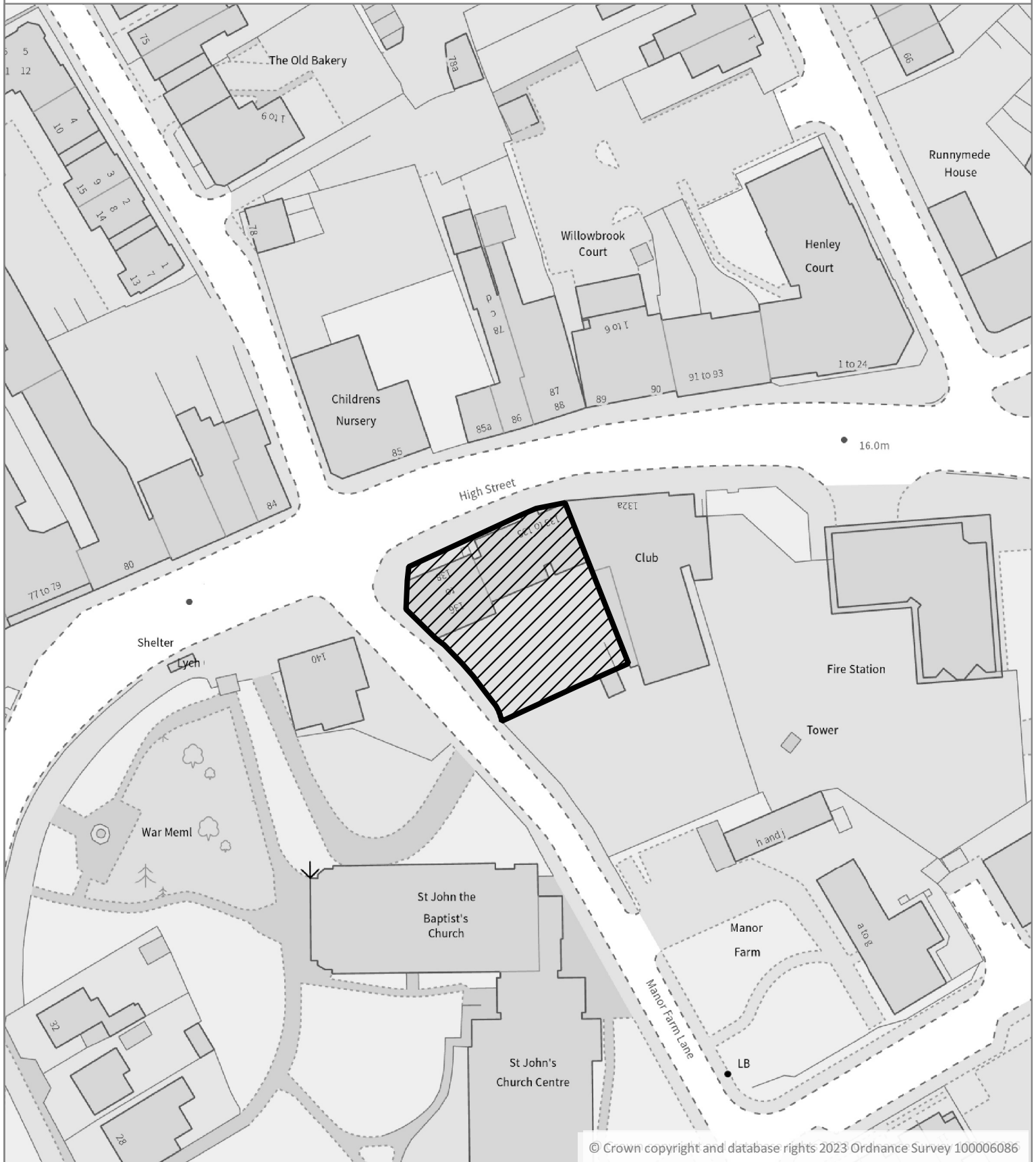


FOR LOCATION PURPOSES ONLY

Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

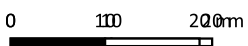
Date: 24/08/2023

Crown House



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Scale: 1:800



RU.23/0833



COMMITTEE AGENDA REFERENCE: 5C

APPLICATION REF:	RU.23/0833
LOCATION	Crown House, High Street, Egham, TW20 9HL
PROPOSAL	Conversion and extension of existing building to create a mixed - use development comprising of 9 apartments (4 x 1-bedroom apartments, and 5 x 2-bedroom apartments) and Class E(g)(i) office use, together with associated alterations, parking, landscaping, cycle storage and refuse storage.
TYPE	Full Planning Permission
EXPIRY DATE	03/08/2023
WARD	Englefield Green West
CASE OFFICER	Jennifer Cade
REASON FOR COMMITTEE DETERMINATION	Net increase of over 5 residential units
<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 HoP:	
1.	Grant Consent- subject to conditions

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site consists of a three storey block on the corner between the High Street and Manor Farm Lane. The existing block is in mixed use consisting of offices, retail and sui generis uses with some residential on upper floors (Church Court). To the rear of the site is a car park. The surrounding area is mixed with a car park to the south of the site, the Egham and District Social Club and residential flat to the east, retail with residential above and a children's nursery to the north and a retail unit and St John the Baptist Church to the west.
- 2.2 The application site is located within the Egham Conservation Area and Flood Zone 2. There are a number of listed buildings in the surrounding area including Grade II* Listed St John the Baptist Church, Grade II* Lychgate to the Church and Grade II Listed 80 High Street.

3. APPLICATION DETAILS

- 3.1 This application seeks permission for part conversion of the existing building and extension to provide a mixed-use development comprising of 9 flats (4x 1 bed and 5x 2 bed flats) and Class E(g)(i) Office Use. Amended plans have been submitted since the original application was received to reduce the height of the southern part of the building to two storeys.

The proposed L shaped extension would be part three storey part two storey with a maximum height of 10.3 metres (three storey) and 6.9 metres (two storey) with a flat/ mansard roof. The proposed L shaped extension would create an inner courtyard parking area which is

accessed from Manor Farm Lane through an archway with building over. 5 parking spaces will be retained within the inner courtyard which will serve the existing flats and the proposed office use. The proposed extension would extend approximately 15 metres along the western boundary and approximately 20 metres along the southern boundary creating a U shaped building. Cycle and bin stores are also provided for both residential and office uses. Office space is to be provided in the southern part of the extension split over two floors.

Flat	Type	Size
1	1 bed 2 person	53sqm
2	2 bed 3 person	65.3sqm
3	1 bed 2 person	51.8sqm
4	1 bed 2 person	63.7sqm
5	2 bed 4 person	72.4sqm
6	2 bed 4 person	75.2sqm
7	1 bed 2 person	53.9sqm
8	2 bed 4 person	72.4sqm
9	2 bed 3 person	67sqm

Office Space – 81sqm

3.2 The following supporting documents have been submitted to support the application:

- Cover Letter
- Design and Access Statement
- Planning and Heritage Statement
- Archaeological Desk Based Assessment
- Flood Risk Assessment Parts 1 and 2
- Sequential Test
- Noise Impact Assessment
- Transport Assessment
- Daylight and Sunlight Assessment

4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

Reference	Details
RU.22/1377	Conversion and extension of existing building to create a mixed - use development comprising of 9 apartments (4 x 1-bedroom apartments, and 5 x 2-bedroom apartments) and Class E(g)(i) office use, together with associated alterations, parking, landscaping, cycle storage and refuse storage. <i>Withdrawn prior to determination.</i>
RU.21/1402	136-139 High Street- Prior approval for Change of use from Commercial, Business and Service (Use Class E) to form 2 no. residential units (Use Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Schedule 2, Part 3, Class MA. Prior Approval Required and Approved September 2021

RU.21/1032	137-139 High Street- Change of use of existing second floor use from Sui Generis to residential to provide 2 no. 1 bedroom flats. Grant Consent- subject to conditions September 2021
RU.21/0826	137-139 High Street- Prior Approval application to convert a B1(a) unit at first floor level to C3 (residential use) to create 2no. self-contained 1 bed flats. Prior Approval Required and Approved July 2021
RU.21/0753	135 High Street- Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 2 ground floor residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O. Prior Approval Required and Approved July 2021
RU.21/0120	135 High Street- Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 2 residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O. Prior Approval Refused February 2021
RU.21/0070	136-139 High Street: Prior notification of proposed change of use from offices (Use Class B1a) to residential (Use Class C3) for 2 residential units, under the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended Schedule 2, Part 3, Class O. Refused February 2021
RU.16/0936	No. 133 High Street: Change of use of ground floor from sui generis use (tattoo shop) to Class A1 (retail). Nos 136-139: Change of use of second floor from B1a (office) use to a sui generis use (tattoo shop). Grant Consent- subject to conditions August 2016
RU.15/1193	Change of use of the ground floor accommodation from office to retail. Grant Consent- subject to conditions October 2015
RU.15/1191	Alterations to the fenestrations, new access doors in the front and rear elevation and construction of an access ramp at the front of the building. Grant Consent- subject to conditions October 2015
RU.10/0490	133 High Street- Change of use (Class A1) to tattoo studio (sui generis use). Grant Consent- subject to conditions August 2010
RU.90/0541	New entrance lobby to existing offices. Grant Consent- subject to conditions July 1990
RU.90/0540	Application under section 31A to permit the use of the premises as offices without complying with condition 5 of planning permission RU.79/0566. Grant Consent- subject to conditions July 1990
RU.83/0771	133-135 High Street- Relaxation of condition 1 of the planning permission issued under ref RU.82/0758 to allow occupation of larger ground floor office suite by Maran computers limited. Grant Consent- subject to conditions November 1983

RU.83/0631	Relaxation of condition one of the planning permission issued under RU.82/0758 to allow occupation of smaller ground floor office suite by datafile limited as a computer services and sales bureau. Grant Consent- subject to conditions October 1983
RU.82/0758	133-139 High Street. Variation of condition 4 of planning permission issued under RU.80/0096 to include accountants, architects, bank, building society, employment agency, estate agents/surveyors, insurance brokers and solicitors. Grant Consent- subject to conditions May 1983
RU.80/0096	133-139 High Street. Erection of a three-storey block containing offices in part with two ground floor units for building society or similar and four two-bedroom flats with car parking at rear. Grant Consent- subject to conditions March 1980
RU.79/0566	133-139 High Street. Erection of a three storey block containing offices in part and 3 x 1 bedroom flats and 4 x 2 bedroom flats in part with car parking at rear. Grant Consent- subject to conditions September 1979
Further planning history does exist for the site but is not considered relevant.	

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

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

Runnymede Design SPD (July 2021)
Runnymede Parking Guidance SPD (November 2022)
Green and Blue Infrastructure SPD (November 2021)

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
RBC Drainage Engineer	No objection subject to conditions relating to surface water drainage and flood voids
RBC Deputy Direct Services Manager	Concerns regarding no segregation of domestic and commercial bins and no clear and straightforward access
RBC Heritage Advisor	No objection subject to conditions relating to proposed materials and hard and soft landscaping

RBC Environmental Health	No objection subject to conditions relating to acoustic attenuation, details of external plant equipment and post completion testing
SCC Highways Authority	No objection subject to conditions relating to parking and turning areas and EV charging
SCC Archaeology	No objection subject to condition relating to a written scheme of investigation
Historic England	No comments received

Representations and comments from interested parties

6.2 37 Neighbouring properties were consulted in addition to being advertised on the Council's website and 4 letters of representation have been received in regard to the original scheme and no further letters were received following the receipt of amended plans and re-consultation. The letters received are summarised as follows:

- Concerns regarding loss of light and privacy to existing flats
- Concerns regarding loss of existing parking
- Concerns regarding lack of parking with more need
- Not given enough time to object to loss of parking spaces
- Would be no way to access parking or refuse area when building work is going on
- Works would be contrary to tenancy agreements
- Concerns regarding impact on parking in the churchyard and church drive
- Concerns regarding overdevelopment of the site
- No disabled parking space proposed
- Inadequate access for emergency vehicles
- Impeded access into existing building from bollards and parking spaces
- Concerns regarding noise and odour of bin store below existing flats
- Neighbours at Manor Farm Court and St Johns Church have not been consulted (*Officer note: St Johns Church has been consulted and Manor Farm Court are not an adjoining neighbour. Notwithstanding this, a site notice was put up at the site*)

7. PLANNING CONSIDERATIONS

7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the urban area where the principle of such development is considered to be acceptable subject to detailed consideration. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are:

- The principle of development
- Flooding considerations
- Design Considerations including character of the area and heritage assets
- Provision of suitable residential environment
- Impact on neighbouring amenity
- Blue and Green Infrastructure

- Highways
- Archaeology
- Other Matters

The principle of development

7.2 *Loss of Commercial units*

The site is within the designated Town Centre of Egham. It is acknowledged that the proposal would result in the loss of some of the existing commercial uses at the site, however the proposal would retain some existing commercial use within the site and the proposal includes new office space (net loss of approximately 148sqm Class E use plus the tattoo parlour sui generis use). The site is not designated for employment land. Providing additional housing in such areas supports local services and facilities and could help to maintain the vitality and viability of the local centre. The surrounding area is mixed use with both commercial and residential uses. It is also acknowledged that the site benefits from several prior approval consents for change of use to residential (totalling 8 units).

7.3 *Suitability of the site for the proposed use*

The site is located in the urban area in a sustainable location within Egham town centre. Given its proximity to the primary shopping area, other local centre services and public transport services the location of the site is considered suitable for residential use. It is recognised that Policy SD1 seeks to encourage new development within the larger settlements of Runnymede of which Egham is one, as such the proposal is consistent with Policy SD1. Therefore, the principle of the net loss of commercial space and partial redevelopment of the site for residential is considered acceptable. However, this is subject to other considerations as set out below.

Flooding Considerations

- 7.4 The application site is within Flood Zone 2 and a Sequential Test and Flood Risk Assessment have been submitted with the application. The proposal is a mixed use scheme but will introduce More Vulnerable (residential) development such that the development will need to pass the Sequential Test. It is noted that the site benefits from several prior approvals for conversion to residential totalling 8 residential units. The current application proposed 9 residential units along with office space. A Sequential Test has been submitted with the application which concludes that there are no other reasonably available sites in areas with lower probability of flooding that would be appropriate to the type of development proposed. Therefore, the Sequential Test is considered to be passed in line with guidance in the NPPF and the Runnymede SFRA. The proposal introduces More Vulnerable development into Flood Zone 2 and therefore the exceptions test is not required.
- 7.5 The Flood Risk Assessment provides details on safe access and egress. Paragraph 8.21 of the Runnymede SFRA states that it would be considered acceptable for the access and egress route to be wet in Runnymede so long as the flood hazard is no greater than 'Very Low' Hazard along the full length of the route which has been provided. A condition is recommended for a Flood Warning and Evacuation Plan to be submitted.
- 7.6 The proposed extension equates to an increased built footprint on the site however when compared to existing impermeable areas within the application site the proposal would result

in a reduction in impermeable area. Flood voids are proposed to be incorporated to reduce flood water displacement. The finished floor levels of the proposed dwellings will be set at 16.68m AOD which is 0.3m higher than a 1 in 100 year (+25% for climate change) flood level of 16.38m AOD.

- 7.7 The Councils Drainage Engineer has reviewed the application and comments that the proposed flood risk assessment has demonstrated safe access and egress and appropriate floodplain compensation in alignment with our SFRA. Therefore, no objections are raised subject to conditions requiring details of surface water drainage and in respect of flood voids. Subject to conditions the scheme is considered to comply with Policy EE13 and the Runnymede SFRA.

Design Considerations including character of the area and heritage assets

- 7.8 The proposed development will be located to the rear of the existing building so will not be readily visible from the High Street, given the corner plot location it will be visible from Manor Farm Lane and to the south. The proposed development will match the style of the host property which is a brick built building with mansard and flat roof elements. The western element will match the ridge height of the existing building and the southern part of the proposal is stepped down to two storeys. The surrounding area is mixed with different materiality and roof forms present. Therefore, the design is not considered to be out of keeping with the existing building or surrounding area in accordance with Policy EE1.
- 7.9 The site is located within the Egham Conservation Area and is in close proximity to several listed buildings, including Grade II* St John the Baptist Church. The Councils Heritage Advisor has reviewed the scheme and has commented that the proposal is considered to preserve the character and appearance of Egham Town Centre Conservation Area. They raised no objections to the proposal but recommended conditions requiring details of materials and hard and soft landscaping. Therefore, subject to conditions, the proposal would preserve the character and appearance of the Conservation Area and would not harm the significance of any listed buildings due to the change in their settings in accordance with Policy EE4 and EE5

Provision of suitable residential environment

- 7.10 All proposals are expected to provide high quality homes. Policy EE1 states that development proposals should ensure no adverse impact on the amenities of occupiers of the development proposed. In addition, policy SL19 of the Local Plan sets out the minimum floor space standards expected for new development to accord with. The Council adopted SPD on Design provides further guidance of some of the more *qualitative* expectations, particularly contained in design standard 24. This includes ensuring new development provides suitable levels of natural daylight and sunlight to new (and existing) properties. The SPD is clear that for flatted developments, proposals should be seeking to deliver dual aspect units and, in all cases, avoiding single aspect north facing units. Development is also expected to provide suitable ventilation.
- 7.11 Policy SL19 sets out the minimum space standards for new developments which have been complied with. All the proposed flats would be dual aspect and would have good outlook. Flats 2, 3, 5, 6, 8 and 9 have private terraces/ balconies and flats 1, 4 and 7 will have no private external amenity area. It is noted that the site is within a town centre location but is within walking distance to Manorcroft Recreation Ground and Runnymede so future residents will have access to open green space.

- 7.12 Given the sites town centre location a Noise Assessment has been submitted with the application which concludes that with suitable mitigation measures the proposal would provide a suitable living environment for future occupiers. It is also noted that a car wash to the south of the site that is referred to in the noise assessment has ceased operating and was not operating at the time of the Officers site visit. The Councils Environmental Health Officer has reviewed the noise assessment and commented that with appropriate mitigation methods, suitable noise levels can be achieved in the proposed development. Therefore, subject to condition the proposal is considered to provide a suitable living environment for future occupiers in accordance with Policy EE2.
- 7.13 Bin and bike stores have been provided for both residential and commercial uses. The layout of the bin store has been amended since its original submission to address the comments from the Councils Recycling Officer such that there is separate access to the residential and commercial bin stores and the access is more straightforward. The bin store would be located at ground floor closest to proposed Flat 2 (ground floor) and existing Flat 1 and 2 (first floor). Whilst its location close to residential properties is a negative of the scheme, if the bin store is well managed it is not considered to have a detrimental impact on residential amenity of these flats.

Impact on neighbouring amenity

- 7.14 With regard to the impact on existing residential properties at the site, the proposed extension would impact the four existing flats at the site. The existing flats are located at first and second floor and are all dual aspect. A Daylight and Sunlight Assessment has been submitted with the application which concluded that 11 of the 16 windows tested would meet the BRE criteria for daylight VSC (Vertical Sky Component) as the daylight VSC value would not be reduced by more than 20% following the development of the proposed scheme. The 5 windows that that would have their VSC reduced by more than 20% following development would serve living rooms to the 2 existing first floor flats. Whilst the first floor rooms would have reduced daylight VSC to their windows, the results of the daylight NSL (No Sky Line) assessment demonstrates that all rooms tested would meet the BRE criteria for daylight NSL. However, it is noted that this assessed the daylight and sunlight against the original proposal which has been reduced in built form since its original submission and the assessment also does not appear to acknowledge that there R1 Living Rooms on the first and second floor have a window in the northern elevation. Therefore, given the amendment to the scheme to reduce the built form to the south and the dual aspect nature of the existing flats the scheme is not considered to result in harmful overshadowing to existing flats at the site.
- 7.15 The proposal would introduce three storey development along the western side of the site and two storey development on the southern part of the site. Whilst it is acknowledged that the scheme would have a degree of overbearing impact on existing flats (located at first and second floor), the proposal has been amended to reduce the southern element to two storeys such that it would be less overbearing. There would be no direct window to window overlooking with windows facing into the internal courtyard angled away from existing properties and privacy screens to balconies are proposed, details of which will be subject to condition. The minimum separation distance between the existing flats and the development to the south is 11.5 metres and given the dual aspect nature of these existing flats (particularly flats 2 and 4 located closest to the new build extension) the scheme is not considered to unduly harm the residential amenity of these existing residential properties in accordance with Policy EE1.
- 7.16 Neighbouring property No. 132a High Street is located to the east of the application site and from the planning history appears to be a first floor staff flat. The two storey office element of the scheme would be closest to this neighbouring property however there would be a minimum

separation distance of approximately 7.8 metres and would be located to the south west of this neighbouring property. Again, there would be no direct window to window overlooking or loss of privacy from the proposed development towards this neighbouring property. Therefore, the proposal is not considered to have a harmful impact on No. 132a High Street. There are no immediate neighbouring properties to the south or west of the application site. Therefore, the proposal is not considered to unduly harm the residential amenities of neighbouring residential properties in accordance with Policy EE1.

Blue and Green Infrastructure

- 7.17 With respect of Blue and Green infrastructure, the applicant has provided information within the Design and Access Statement. The document states that the existing site consists of an office building and car park which no environmental benefit. It is proposed to incorporate elements of soft landscaping as well as and permeable pavements and other SUDS improvements. The flat roof of the proposed extension is also proposed to be a green roof (which is shown on the proposed plans). These measures can be secured by way of condition. Therefore, the proposal is considered to accord with Policy EE9 and EE11 and guidance within the NPPF.

Highways

- 7.18 A Transport Assessment has been submitted with the application. The site is currently accessed via an existing vehicle access point off Manor Farm Lane to the west of the site which is to be retained. The proposed extension will be built over the existing access with an archway for vehicles to access the proposed internal courtyard. The existing site has approximately 18 parking spaces and 5 will be retained, 4 of which will be retained for the four existing flats and 1 will be for the office use. It is noted that 4 spaces for 13 flats (4 existing and 9 proposed) is below the guidance in the Runnymede parking SPD, however the site is in a sustainable town centre location in close walking distance public transport links including Egham Train Station and local services. Similarly with the commercial use, given the sites sustainable town centre location the lower parking numbers are considered to be acceptable. All parking spaces will have EV charging and cycle stores are provided for both residential and commercial uses. The County Highways Authority have assessed the application on safety, capacity and policy grounds and have not raised any objections and recommends conditions in relation to securing EV charging and vehicle turning. Therefore, subject to conditions the proposal is considered to comply with Policy SD4.
- 7.19 It is noted that concerns were raised in a letter of representation regarding the accessibility of the proposal including no provision of a disabled parking space. Whilst no disabled parking space is shown on the proposed plans, it is noted that there would be space within the site for a disabled parking space. The access arrangements for the existing flats remain unchanged, however it is noted that the proposed flats will have stepped access due to flood mitigation requirements. It is also noted that an ambulance would be able to access the inner courtyard (given height and width restrictions of access point).

Archaeology

- 7.20 The site lies within an area of High Archaeological Potential and an Archaeological Desk Based Assessment has been submitted with the application. Surrey Archaeology have reviewed the Desk Based assessment and have commented that the report has consulted with all appropriate available sources and has produced a comprehensive overview of the site and surrounding area. The current building was subject to limited archaeological investigation

in advance of its construction in the late 1970s and based on these results the report suggests that archaeological deposits dating from the prehistoric, medieval and post medieval period may survive within the rear car park where the new extension is located. A programme of archaeological investigation will be required to clarify whether significant remains are present. SCC Archaeology have commented that they agree with this conclusion and consider that the initial archaeological work should take the form of a trial trench evaluation in advance of redevelopment works. Once the results of the evaluation are available then appropriate mitigation works can be designed if required. Therefore, subject to conditions the proposal is considered to comply with Policy EE7.

Other matters

- 7.21 The Design and Access Statement states that the development will aim to achieve a water efficiency of 110L per person per day in line with the enhanced standard required by Building Regulations and Planning Policy. This will be secured by way of condition.
- 7.22 The existing site is a car park with no landscaping features. This scheme provides the opportunity to provide improved landscaping and biodiversity enhancements to the site. Further details of landscaping and biodiversity enhancements can be dealt with by condition to ensure compliance with relevant policies in the Local Plan.

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 £191.89 per sqm

9. EQUALITY AND HUMAN RIGHTS CONSIDERATIONS

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

Consideration has been given to s149 of the Equality Act 2010 (as amended), which 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 development has been assessed against the following Development Plan policies – EE1, EE2, EE4, EE5, EE7, EE9, EE11, EE13, SD1, SD4, SD7, SD8, SL19 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material

considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

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

1. Full application (standard time limit)

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

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

2. List of approved plans

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

1207-NLA-AA-XX-DR-A-20001 Rev D (Location and Block Plan), 1207-CYA-AA-ZZ-DR-A-20023 Rev F (Proposed Void Locations Plan) received 08/06/2023

1207-NLA-AA-00-DR-A-20008 Rev O (Proposed Ground Floor Plan), 1207-NLA-AA-01-DR-A-20009 Rev H (Proposed First Floor Plan), 1207-NLA-AA-02-DR-A-20010 Rev I (Proposed Second Floor Plan), 1207-NLA-AA-RF-DR-A-20011 Rev G (Proposed Roof Plan), 1207-NLA-AA-ZZ-DR-A-20012 Rev J (Proposed West and South Elevations), 1207-NLA-AA-ZZ-DR-A-20013 Rev K (Proposed East & North Elevations), 1207-NLA-AA-ZZ-DR-A-20029 Rev C (Proposed Sections CC & DD), 1207-NLA-AA-ZZ-DR-A-20014 Rev J (Proposed Sections AA & BB) received 15/09/2023

1207-NLA-AA-XX-DR-A-20018 Rev A (Proposed Site Plan) received 04/10/2023

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

3. External materials (details required)

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

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

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

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

- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- b. include a timetable for its implementation; and
- c. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

5. Programme of archaeological work

No works below current ground levels shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To allow archaeological information to be recorded and to comply with Policy EE7 of the Runnymede 2030 Local Plan and guidance within the NPPF.

6. Side screen to balcony

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

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

7. Flood risk management and evacuation plan

Prior to the commencement of the above ground construction of the development hereby permitted, a Flood Risk Management Plan (FRMP) shall be submitted to and approved in writing by the Local Planning Authority. The FRMP shall provide a householder pack which shall include details of how this pack will be made available to the first and subsequent

occupiers, and include details of a safe escape route and the place that people can be evacuated to.

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

8. Flood Voids

The proposed flood voids shall be constructed as per 1207-CYA-AA-ZZ-DR-A-20023 Rev F (Proposed Void Locations Plan) received 08/06/2023, 1207-NLA-AA-ZZ-DR-A-20029 Rev C (Proposed Sections CC & DD), 1207-NLA-AA-ZZ-DR-A-20014 Rev J (Proposed Sections AA & BB) received 15/09/2023. Once constructed the flood voids shall not be used to store any materials or belongings and shall be maintained as a freely floodable area for the lifetime of the development.

Reason: To prevent the increased risk of flooding due to impedance of flood waters and reduction of flood water storage capacity, taking into account the effects of climate change, and to comply with Policy EE13 of the Runnymede 2030 Local Plan and guidance within the NPPF.

9. Biodiversity

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

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

10. Landscaping

a. No above ground development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority (LPA) and these works shall be carried out as approved prior to the first occupation of the development. This scheme shall include indications of all changes to levels, hard surfaces, walls, fences, access features, minor structures, the existing trees and hedges to be retained, together with the new planting to be carried out, details of the green roof and details of the measures to be taken to protect existing features during the construction of the development.

b. All hard and soft landscaping works shall be carried out in accordance with the approved details. Arboricultural work to existing trees shall be carried out prior to the commencement of any other development; otherwise all remaining landscaping work and new planting shall be carried out prior to the occupation of any part of the development or in accordance to the timetable agreed with the LPA. Any trees or plants, which within a period of five years of the commencement of any works in pursuance of the development die, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of similar size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.

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

11. Noise

Prior to above ground construction of the development hereby approved, full details of acoustic attenuation provided by the building structure (both facade and windows) shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to first occupation and be retained as such thereafter.

The levels within tables 5.1, 5.2, 5.3 and 6.3 of the Noise Impact Assessment Report (24542.NIA.01 Rev A) received 08/06/2023 shall be used in regards to developing the working detail.

Reason: To protect the amenities of future occupiers and to comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

12. Plant and equipment

Prior to the first use/occupation of the development hereby approved, details, including acoustic specifications, of any fixed plant and equipment associated with air moving equipment, compressors, generators or mechanical ventilation and extraction and filtration plant or similar equipment to be installed in connection with the development, 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 comply with Policy EE2 of the Runnymede 2030 Local Plan and guidance within the NPPF.

13. Water efficiency

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

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

14. Electric vehicle charging points

An electric vehicle charging point shall be provided for each of the retained parking spaces (5 spaces). As a minimum, the charge point specification shall be 7kW Mode 3 with type 2 connector- 230v AC 32 Amp single phase dedicated supply. The charging points shall be retained for the lifetime of the development.

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

15. Parking and Turning

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

Informatives

1. Summary of Reasons to Grant Consent

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

2. Land Ownership

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

3. Permitted Development Rights - Flats

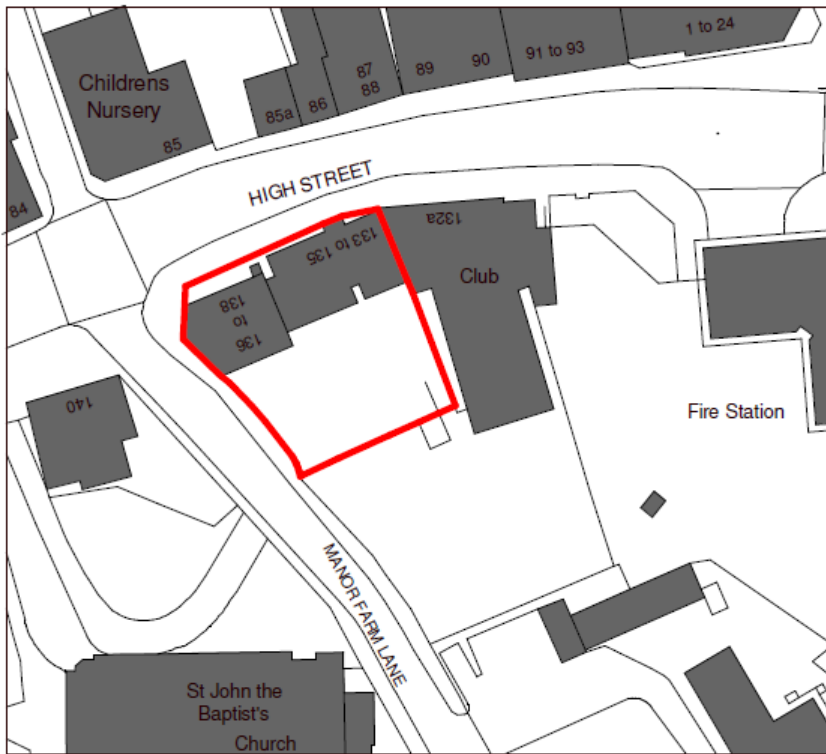
The applicant and potential occupiers are advised that the flats hereby approved do not have any permitted development rights.

4. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance, obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

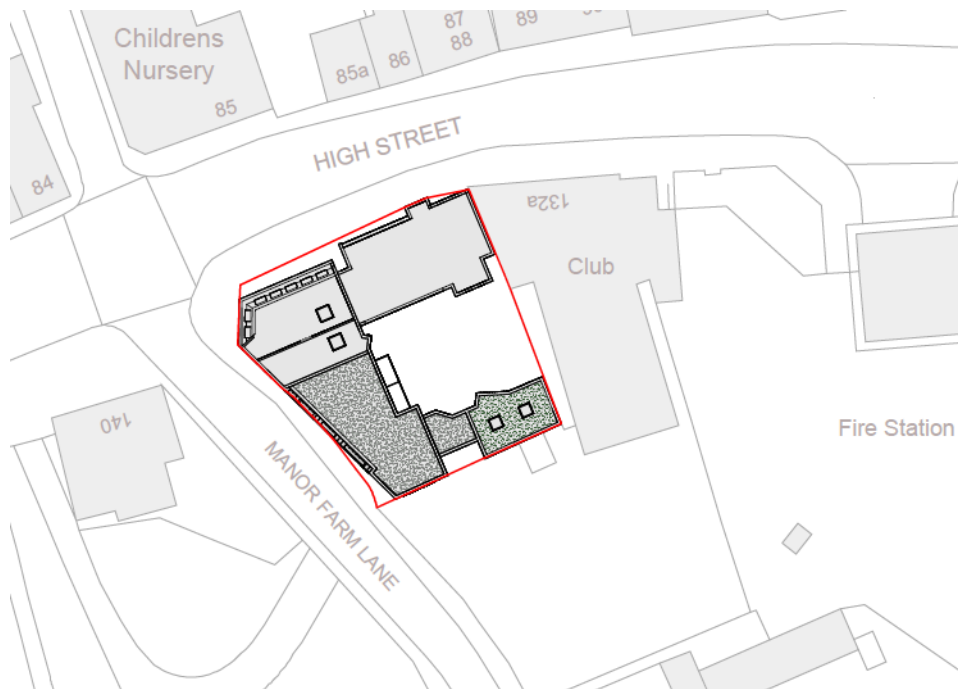
5. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

RU.23/0833 Crown House

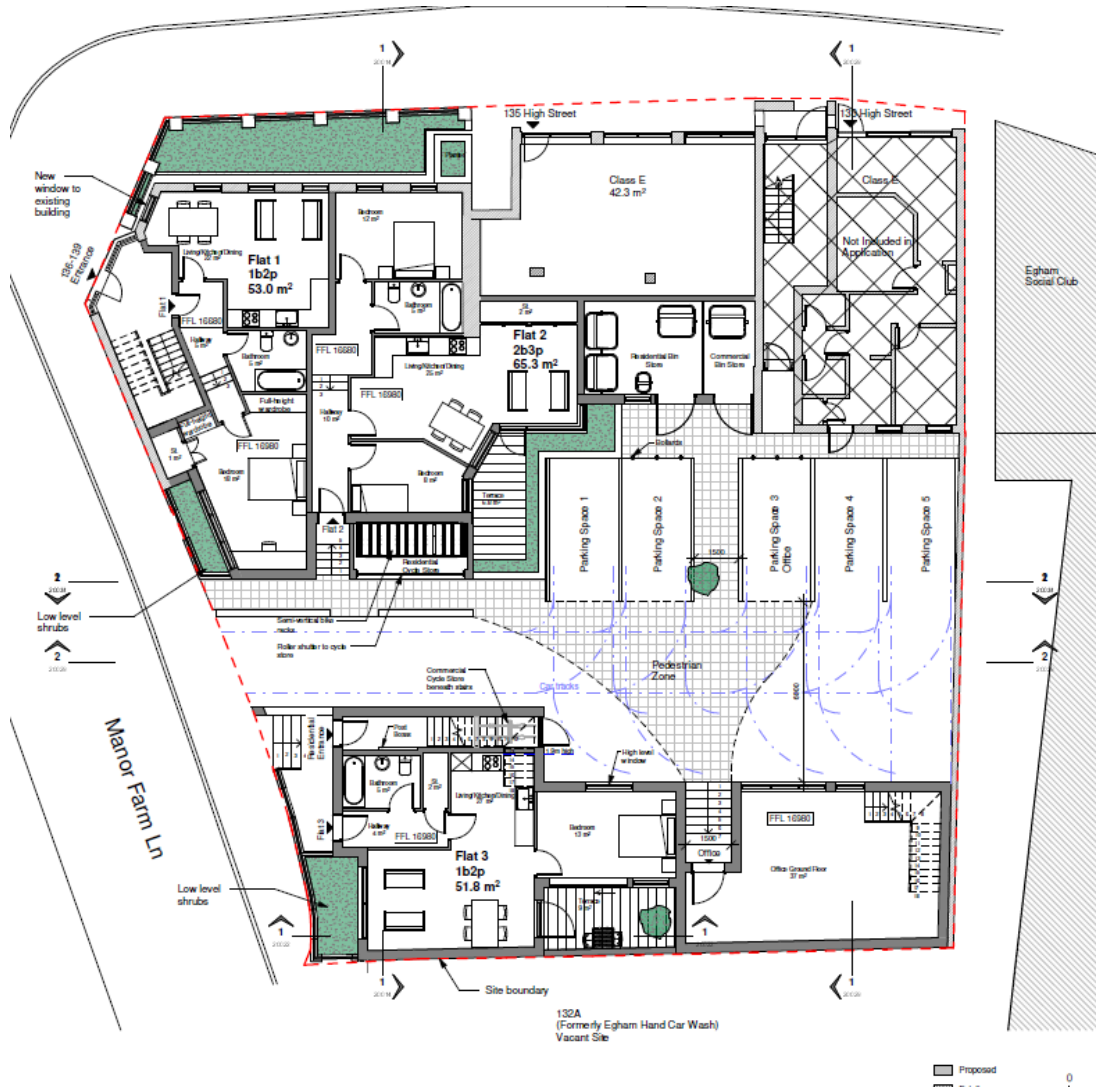
Location Plan



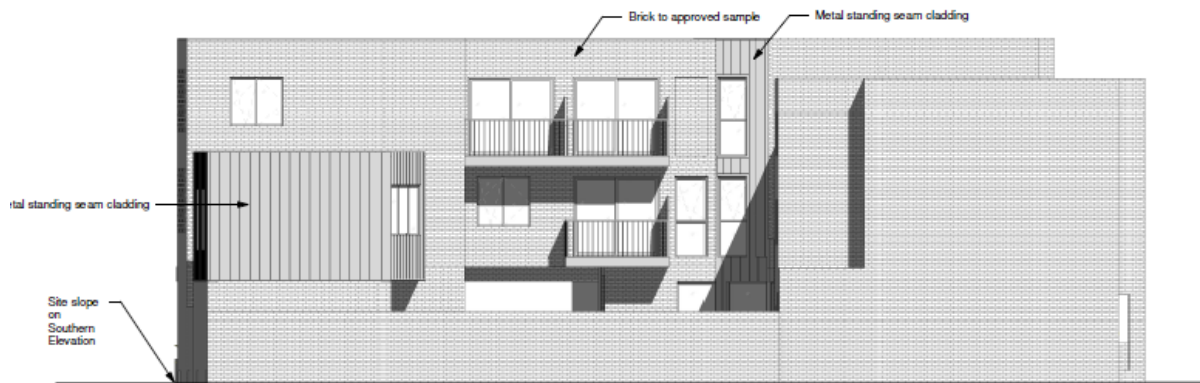
Proposed Site Plan



Proposed Ground Floor Plan



Proposed Elevations



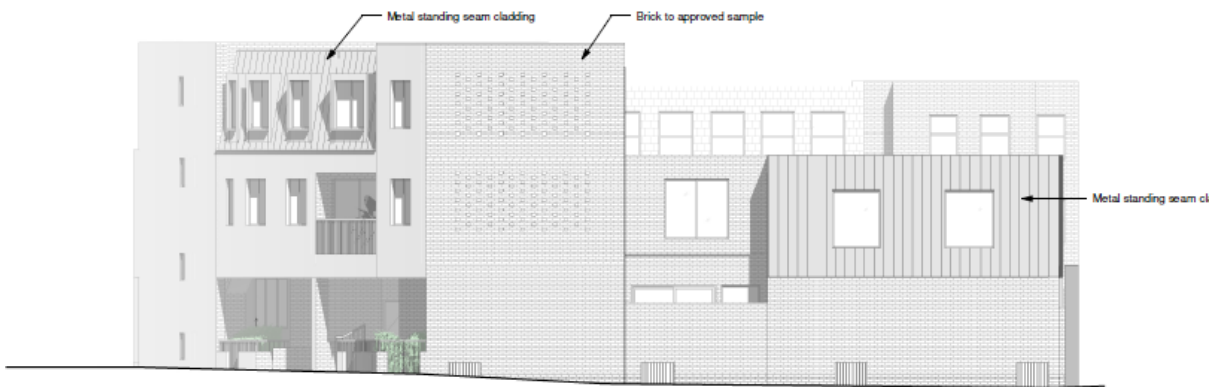
1 Proposed East Elevation
1:100



② Proposed North Elevation
1:100



① Proposed West Elevation
1:100



② Proposed South Elevation
1:100

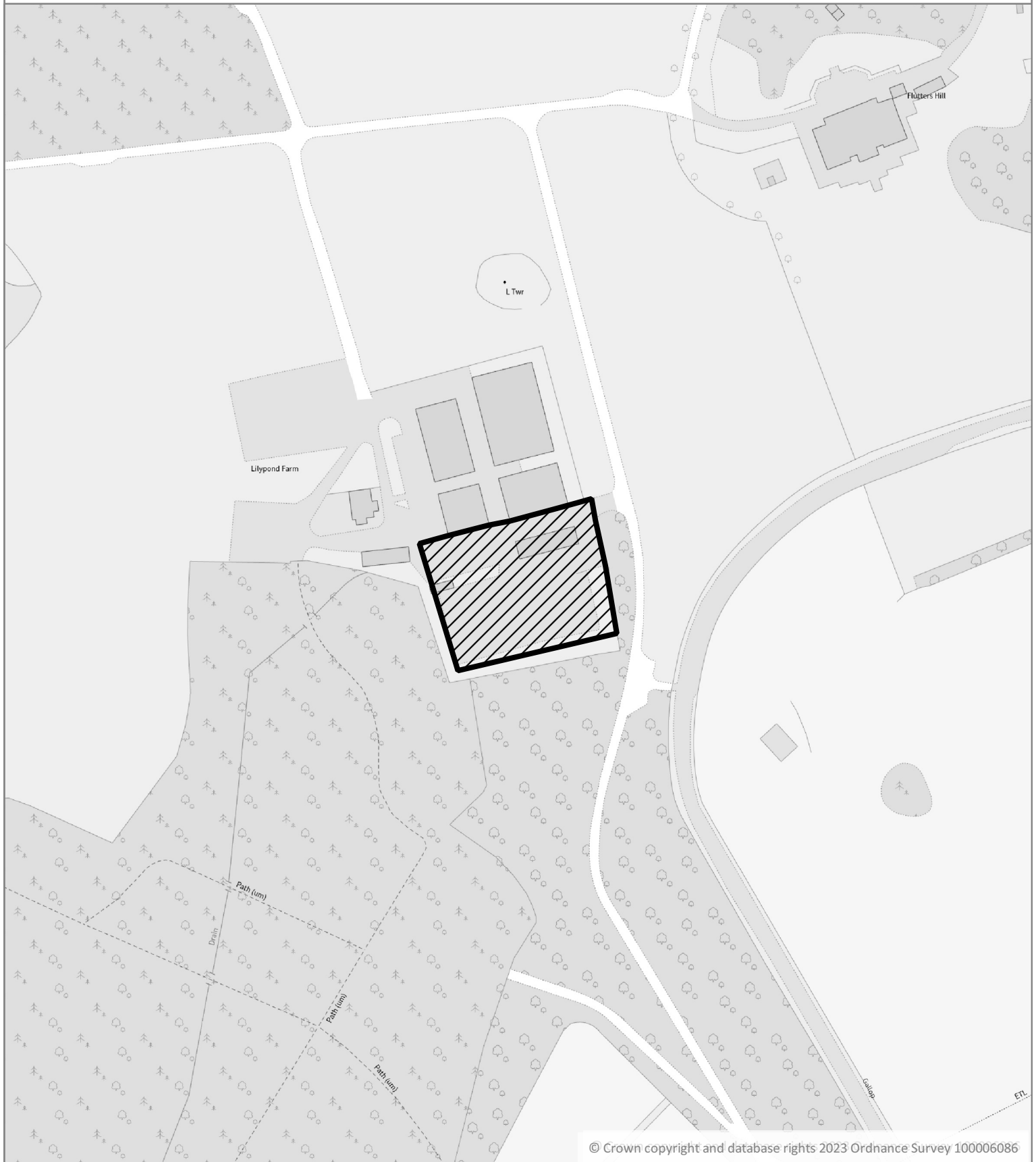


FOR LOCATION PURPOSES ONLY

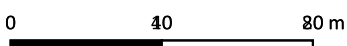
Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

Date: 24/08/2023

Lilypond Farm



Scale: 1:30000



RU.23/0568



COMMITTEE AGENDA REFERENCE: 5D

APPLICATION REF:	RU.23/0568
LOCATION	Lilypond Farm, Longcross Road, Chertsey, Surrey, KT16 0DT
PROPOSAL	Demolition of existing lawnmower storage building and erection of 2 no. single storey storage buildings (as permission RU.20/1465) but with basements added.
TYPE	Full Planning Permission
EXPIRY DATE	13/07/2023
WARD	Longcross, Lyne and Chertsey South
CASE OFFICER	Adam Jackson
REASON FOR COMMITTEE DETERMINATION	The application is a major by virtue of the proposed floor area. In addition, should the application be approved, the development is required to be referred to the Secretary of State and as such is required by the Council's constitution to be considered at committee.
<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 HoP:	
1.	Grant consent subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to ensure that the storage buildings approved under the 1992 permission cannot be constructed should this permission be implemented and vice versa, subject to no call in from the Secretary of State to whom the application needs to be referred under the Town and Country Planning (Consultation)(England) Direction 2021 and subject to the conditions set out in section 11 of this report.

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 Lilypond Farm is situated within the Longcross Estate to the south of Longcross Road. It forms part of the 96-hectare 236-acre Longcross Estate (including Longcross House) which is surrounded by Chobham Common to the south, with Longcross Road forming the northern boundary. The estate consists mainly of grassland. Lilypond Farm is situated at the centre of the estate and is responsible for the maintenance of the whole estate. The entire site is within the Green Belt.

3. APPLICATION DETAILS

- 3.1 The proposal is for the demolition of the existing lawnmower storage building and erection of 2 no. single storey storage buildings. The existing lawnmower building is 170sqm and 4.5m tall. The proposed buildings are approximately 895sqm each and 5.5m tall, the same as approved under RU.20/1465, which was approved in 2021 and is still extant. The main difference between the approved and proposed storage buildings is the addition of 2 x new basement levels beneath the two storage buildings. Each basement level is approximately 2000sqm and will be built to a depth of 7.8m. There are also changes to the position of the doors, however the buildings are otherwise unchanged. The buildings are to be constructed in steel and pointed blockwork to match the existing adjacent buildings. The buildings will be located on an area of existing hardstanding close to a group of existing buildings.

4. RELEVANT PLANNING HISTORY

- 4.1 In 1992 (ref. RU.92/0970) planning permission was granted for extensive and substantial works within the site comprising *“the demolition and replacement of main Longcross House and adj. guest accommodation, kitchen, gatehouse, barns and stores, new covered tennis court and swimming pool on site of existing parking, refurbishment of existing stud farm and erection of ancillary equestrian facilities at Pipers Green Farm, erection of three agricultural buildings and a comprehensive landscape strategy”* This permission, which was subject to a Section 106 agreement, has been substantially completed.
- 4.2 In 1998 the above permission was modified to allow for the erection of two single storey storage buildings instead of the three agricultural buildings approved under the 1992 consent. The S106 agreement was modified to ensure that the three agricultural buildings would not be erected should the 1998 permission be implemented.
- 4.3 In 2004 an application was made under RU.04/1100 to effectively renew planning permission RU.98/0354 and was agreed by Planning Committee on 30th March 2005, however the modification to the S106 agreement was not completed and the application was subsequently treated by the Council as withdrawn.
- 4.4 An application (RU.20/1465) was approved by the committee at the end of 2021 for 2 storage buildings which are the same as those proposed under the current application, minus the now proposed basement and the with some changes to the position of the doors. The previous proposal is still extant and does not expire until December 2024. This current application has been submitted to add the basements and make some changes to the positions of the doors, otherwise the application is unchanged from the extant permission.

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

- 5.1 The main strategies and policies relevant to the decision are:
- The Runnymede 2020 Local Plan – Specific policies will be referred to in the planning considerations below

- The National Planning Policy Framework and Guidance

6. CONSULTATIONS CARRIED OUT

6.1 No responses have been received from any of the neighbours consulted or in response to the site notice posted at the entrance to the site.

Consultees responses

Consultee	Comments
Lead Local Flood Authority (Surrey County Council)	Objects to the proposed development as the surface water drainage scheme does not meet the requirements sets out in the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems. However, acknowledges that an update drainage strategy could be secured via condition.
Surrey Wildlife Trust	<p>Recommends prior to determination:</p> <ul style="list-style-type: none"> • Assessment of the site for likelihood of the presence of roosting bats. • Clarification regarding the presence of woodland HPI within the site. • Natural England are consulted regarding possible impacts on nearby statutory sites of nature conservation importance. <p>Recommends prior to commencement:</p> <ul style="list-style-type: none"> • Tree protection plan. • Sensitive lighting management plan. • Protection measures for woodland HPI. • Ecological enhancement plan. • Construction environmental management plan. <p>Other recommendations:</p> <ul style="list-style-type: none"> • Demolition and vegetation clearance to take place outside of breeding bird season or following nesting bird checks. • Precautionary approach during construction to ensure that terrestrial mammals are protected. • Biodiversity enhancements to be provided in final design.
RBC Tree Officer	No objections subject to a condition securing an Arboricultural method statement and a tree protection plan.

7. PLANNING CONSIDERATIONS

7.1 In the determination of this application regard must be had to the Development Plan and National policy within the NPPF. The application site is located within the Green Belt where only certain forms of development are appropriate. This must be considered in light of the presumption in favour of sustainable development advocated by the NPPF. The key planning matters are:

- Whether the development is appropriate within the Green Belt
- The impact on the character and appearance of the area and residential amenity
- Intensification of the use and impact on traffic.
- Drainage impacts
- Whether there would be any adverse ecological impacts

Whether the development is appropriate within the Green Belt

7.2 Paragraph 149 of the National Planning Policy Framework (NPPF) sets out that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. Paragraph 147 sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 148 states that when considering any planning application, local planning authorities, should ensure that substantial weight is given to any harm to the Green Belt, and that 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 The proposed development would not fall within any of the exceptions set out in paragraphs 149 and 150 of the NPPF and as such the proposed development is inappropriate, and thereby harmful to the Green Belt by definition. In addition, the development would cause actual physical harm as a result of its impact on the openness of the Green Belt. The location of the development, away from any public vantage points and adjacent to a cluster of existing buildings, would reduce the visual impact of the development, however the development would have a significant spatial impact due to the increased floor area, height and volume when compared to the existing storage building. 2 new basement sub levels are now proposed which weren't proposed under the previous application (RU.20/1465), however these have no impact on the openness of the Green Belt. Whether there are any very special circumstances which outweigh the harm is considered in paragraph 7.11 below. No trees are proposed to be removed as part of the proposal and the proposed buildings will be on an area mostly existing hardstanding and are therefore unlikely to harm tree roots. Any minor incursions are unlikely to result in material harm to the trees, and the Council's Tree Officer has raised no concerns in this regard.

The impact on the character and appearance of the area and residential amenity

7.4 The proposed building would be located on an area of mostly existing hardstanding and adjacent to a cluster of 4 existing buildings which are used in association with the management of Longcross Estate, including storage buildings, garaging and the estate office. The proposed storage buildings are 895sqm each (above ground) and 5.5m tall, constructed using steel and pointed blockwork. The above ground portion of the buildings is the same as that approved under RU.20/1465 and the proposed buildings are considered to be of a scale and design which is considered appropriate for the use and in keeping with the existing buildings in this area. There are no nearby neighbouring buildings or properties which could be negatively impacted by the development. The proposed development is

therefore considered comply with policy EE1 of the Runnymede 2030 Local Plan.

Intensification of the use and impact on traffic

- 7.5 The proposed buildings are required for storage in association with the existing use of the Longcross Estate and other properties within the applicant's ownership. The Planning Statement with the application sets out that there are 220 permanent and 75 seasonal staff involved in the maintenance and management of the Longcross Estate and that the buildings are required to store equipment associated with this, including:
- Large mechanical equipment of an agricultural nature used for maintaining grassed area, internal roads, trees and hedges.
 - Materials used in connection with treatment of grassed area and borders.
 - Lighter machinery, used for maintenance around the estate, including space parts.
 - Garaging for the security departments vehicles.
 - Mechanical handlers for transporting goods, and items of furniture.
 - Storage of furniture on a permanent and temporary basis for estate properties during decoration/upgrading.
- 7.6 The Planning Statement sets out that at present, a large amount of machinery is stored in the open resulting in deterioration of the equipment. Since the previous application was submitted, the applicant has apparently purchased further substantial properties in the Surrey area thereby requiring the basements to provide additional storage. Notwithstanding the above, it is not considered that the storage buildings and the additional basements would materially change or increase the intensity of the existing use. The development would not therefore materially increase vehicle movements to and from the site.

Drainage impacts

- 7.7 The proposed development results in a net increase in built form across the site of 1,790sqm and as such the Lead Local Flood Authority are a statutory consultee. The applicant has submitted a surface water drainage modelling, a surface water drainage maintenance plan, and a drainage layout plan with the application. The applicant also submitted a letter in response to the LLFA's initial comments on the application. It is explained that the drainage strategy is to use an attenuation tank and to control discharge into the watercourse using a flow control device. This is similar to the existing drainage strategy which uses a series of pipes to drain surface water into the watercourse. However, whilst the LLFA state that the calculations appear acceptable, they do not relate to the proposed drainage plan which does not make clear the location of the flow control or the existing watercourse. Notwithstanding, it is considered that an acceptable drainage strategy can be secured and therefore it is recommended that, should the application be approved, a final drainage strategy is secure via condition.

Whether there would be any adverse ecological impacts

- 7.8 The application proposes the removal of an existing building on site. The Surrey Wildlife Trust (SWT), in their role as ecological advisors to the Council, have raised concerns in terms of potential impact on bats which could be roosting within the building, however having visited the site, it is clear that the building to be removed is a steel warehouse without any roof space/gaps that could be used by roosting bats. SWT have suggested that existing trees on site could be suitable for roosting bats, however the application has been supported

by an Arboricultural Survey which does not propose any tree removal, and as set out above it is not considered that the proposal will harm the retained trees. The trees to the west and southwest of the proposed buildings are also classed as deciduous woodland which is a priority habitat, and a site of nature conservation importance, however as set out above, the proposed development will not have a material impact on this. An Arboricultural Method Statement and Tree Protection Plan has been conditioned to ensure there would be no harm during construction. A sensitive lighting strategy condition has been added to ensure there would be no harm to commuting or foraging bats.

- 7.9 SWT have also suggested that Natural England should be consulted due to potential impacts on statutory designated sites due to falling within the impact zones of Chobham Common – SSSI, Thursley, Ash, Pirbright & Chobham – SAC, and Thames Basin Heaths – SPA, however Chobham Common is approximately 300m from the site and the proposal would not therefore have any direct impacts. As set out above, there would also be no material intensification in the use of the site and as such it is not considered that there would be any indirect impacts either. It is not therefore considered that the development has potential to impact upon any of these designated sites and therefore it is not necessary for Natural England to be consulted.
- 7.10 Other recommendations made by SWT such as precautionary approaches to working and details of biodiversity net gain can be secured via condition.

Planning Balance/Very Special Circumstances

- 7.11 The proposed development is considered to be harmful to the Green Belt, however a planning justification has been provided within the Cover Letter submitted with the application. This sets out that, at present, there are 220 permanent staff and some 75 seasonal staff involved in the maintenance and management of the Longcross Estate, a large portion of whom are based in the various buildings of the Setate, and that Lilypond Farm is responsible for the maintenance/management of the whole estate. There is a requirement for storage amongst other things for the following items:
- Large mechanical equipment of an agricultural nature.
 - Materials used in connection with the treatment of grass areas.
 - Lighter machinery, used for maintenance around the estate.
 - Mechanical handlers for transporting goods.
 - Furniture on a permanent and temporary basis for estate properties undergoing decoration and upgrading.

At present a large amount of machinery is stored in the open, and deterioration of the equipment is rapid under these conditions. The Letter also clarifies that the basements are now needed due to the purchasing of additional large properties since the previous application and the storage needs associated with this.

- 7.12 RU.98/0354 was granted consent on the basis that the floor area of the proposed buildings could be constructed at anytime as part of planning permission RU.92/0970 which had been implemented and substantially completed. This permission sought to modify the 1992 permission to not build the three buildings and construct only two buildings in a different location adjoining the existing complex of buildings serving the estate (the current application site). That 1998 permission was considered to have a lesser impact on the openness of the Green Belt than that approved in 1992, and permission was granted subject to a modification

order which ensured the three buildings approved under 1992 permission would not be implemented. The 1998 permission has not been implemented and as such three buildings approved under RU.92/0970 could still be constructed given the implementation of the 1992 consent.

7.13 A further application was reported to committee under ref RU.04/1100 with a recommendation of approval, however this was eventually withdrawn as the legal agreement was not completed. The development proposed under RU.04/1100 was identical to that approved at committee in 2021 under RU.20/1465, and it was considered under both applications that the development was acceptable due to having a similar floor area compared to the three buildings that can be constructed under the 1992 permission, and in fact lower including the existing storage building to be removed, and a lower height of 1.5m. The proposed buildings, which are near an existing cluster of buildings on site, would also consolidate the mass to one area. The below table sets out a full comparison between the different permissions/developments.

	Three buildings approved in paddock (RU.92/0970)	Two buildings at Lilypond Farm (RU.98/0354)	RU.04/1100 & RU.20/1465	Current application
Floor area (sqm)	36 x 22.2 = 799.2 36 x 10.8 = 388.8 30 x 18 = 540	30 x 24 = 720 24 x 23 = 552	895sqm 895sqm	895sqm (above ground) 895sqm (above ground)
Height to eaves	3.8m	3.6m & 4.2m	4.2m	4.5m
Height to ridge	7m	4.9m & 5.5m	5.5m	5.5m
Total floor area	1728sqm	1272sqm	1790sqm	1790sqm (above ground)
Area to be removed	N/A	N/A	200sqm	200sqm

7.14 In conclusion, it is considered that the proposal would have lesser impact on the openness of the Green Belt compared to the buildings which can be constructed under the 1992 permission, and a S106 is being drafted to ensure that the three buildings approved under the 1992 permission cannot be constructed should the proposed development be implemented and vice versa. Given that no other harm has been identified, it is considered that very special circumstances exist which outweigh the harm caused by the proposed development.

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

- 10.2 The development has been assessed against the following Development Plan policies – SD4, SD7, EE1, EE9, EE11, EE13 and EE17 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

The HOP be authorised to grant planning permission subject to the completion of a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to ensure that the storage buildings approved under the 1992 permission cannot be constructed should this permission be implemented and vice versa, subject to no call in from the Secretary of State to whom the application needs to be referred under the Town and Country Planning (Consultation)(England) Direction 2021 and subject to the following conditions:

1. Full application (standard time limit)

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

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

2. List of approved plans

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

- Location Plan (22/0258/100, Rev P1)

- Longcross Estate Plan (Unnumbered)
- The Estate Office, Lilypond Farm Plan (Unnumbered)
- Proposed Drainage (22/0258/103, Rev P2)
- Ground Floor Layout Sketch Proposals (22/0258/104, Rev P6)
- Basement Layout Sketch Proposals (22/0258/105, Rev P5)
- Proposed Elevations (22/0258/106, Rev P4)
- Lower Basement Layout Sketch Proposals (22/0258/108, Rev P2)
- Proposed Section (22/0258/109, Rev P1)
- Top Down Basement Construction Anticipated Sequence of Work (22/0258/110, Rev P1)

3. Materials

The development hereby permitted shall be constructed entirely of the materials as stated in the submitted valid planning application form.

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

4. Biodiversity

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

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

5. Construction Environmental Management Plan

Prior to commencement of development, including demolition, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place fully in accordance with the approved details.

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 Draft Local Plan and guidance within the NPPF.

6. Arboricultural Method Statement

Prior to the commencement of the development hereby approved, including bringing of equipment, machinery or materials on to the site, an Arboricultural Method Statement and Tree Protection Plan shall be submitted to any approved in writing by the Local Planning Authority.

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, enhance the appearance and biodiversity of the surrounding area and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF

7. Drainage Strategy

Notwithstanding the drainage details on the Proposed Drainage plan (22/0258/103, Rev P2) 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 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1l/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.). Additionally, details of the on-site watercourses should be submitted including condition, capacity and connectivity.
- 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 and to comply with policy EE13 of the Runnymede 2030 Local Plan.

8. Drainage verification

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.

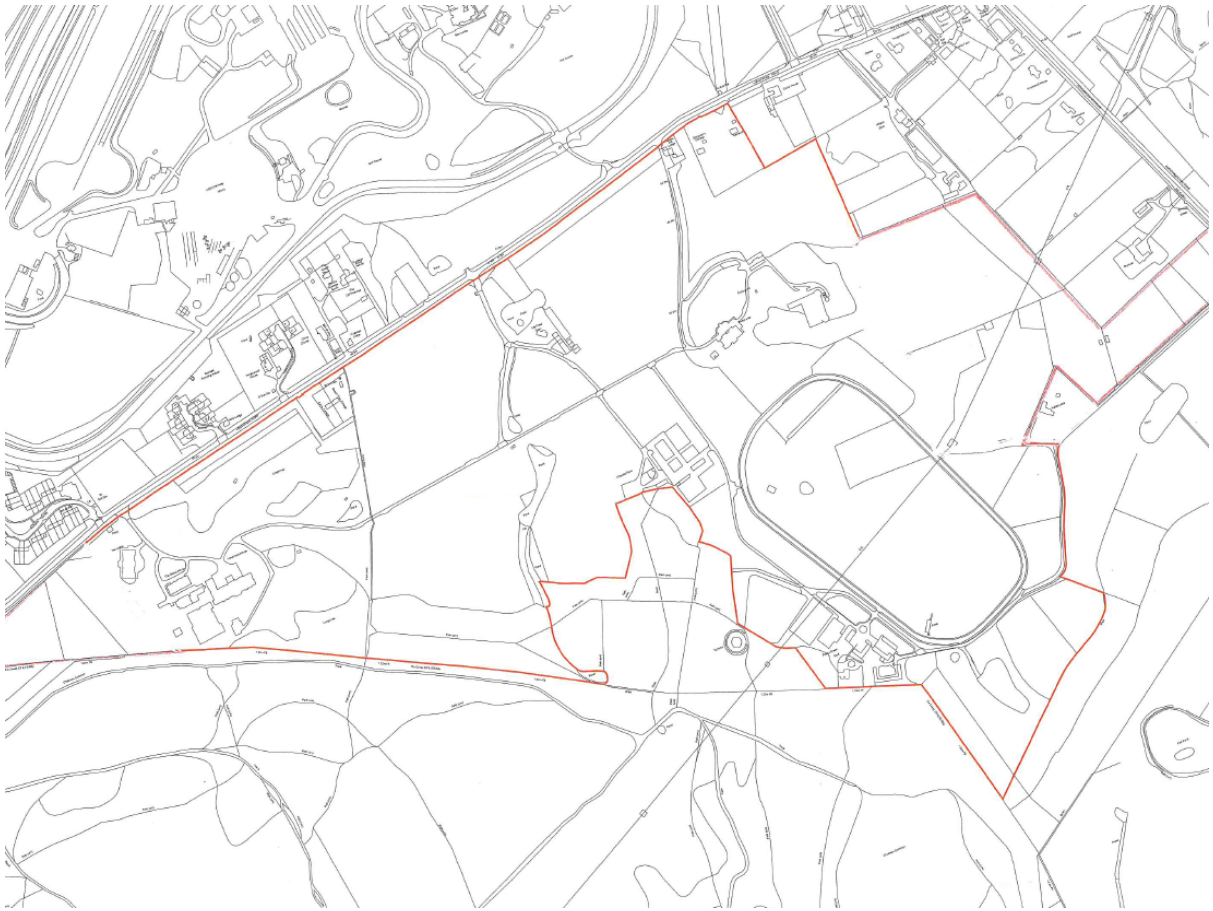
Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS and to comply with policy EE13 of the Runnymede 2030 Local Plan.

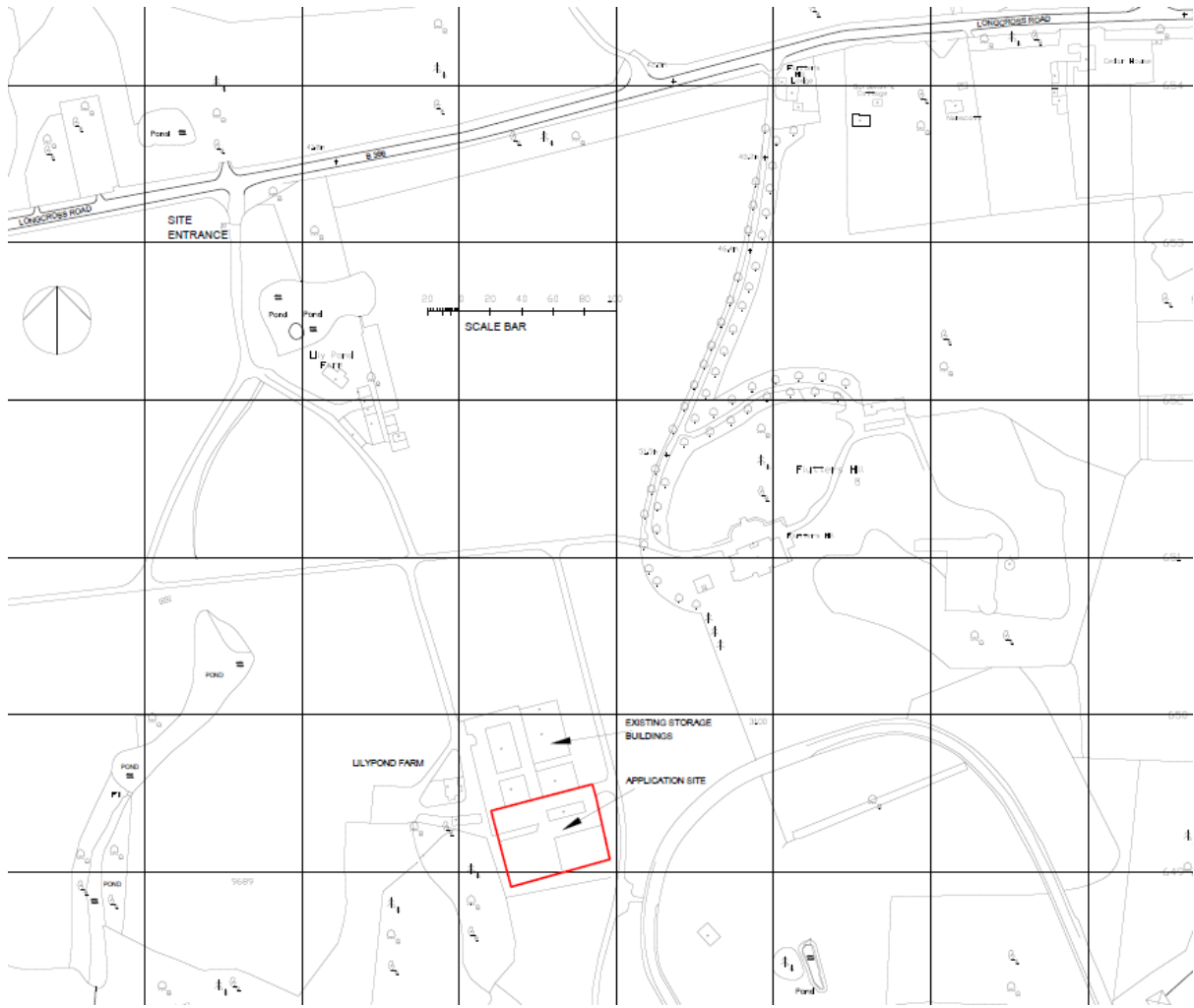
9. Sensitive Lighting Strategy

Prior to the occupation of the development hereby approved, a Sensitive Lighting Management Plan, which demonstrates that there would be no material increase of light at primary bat foraging and commuting routes, shall be submitted to and approved in writing by the Local Planning Authority.

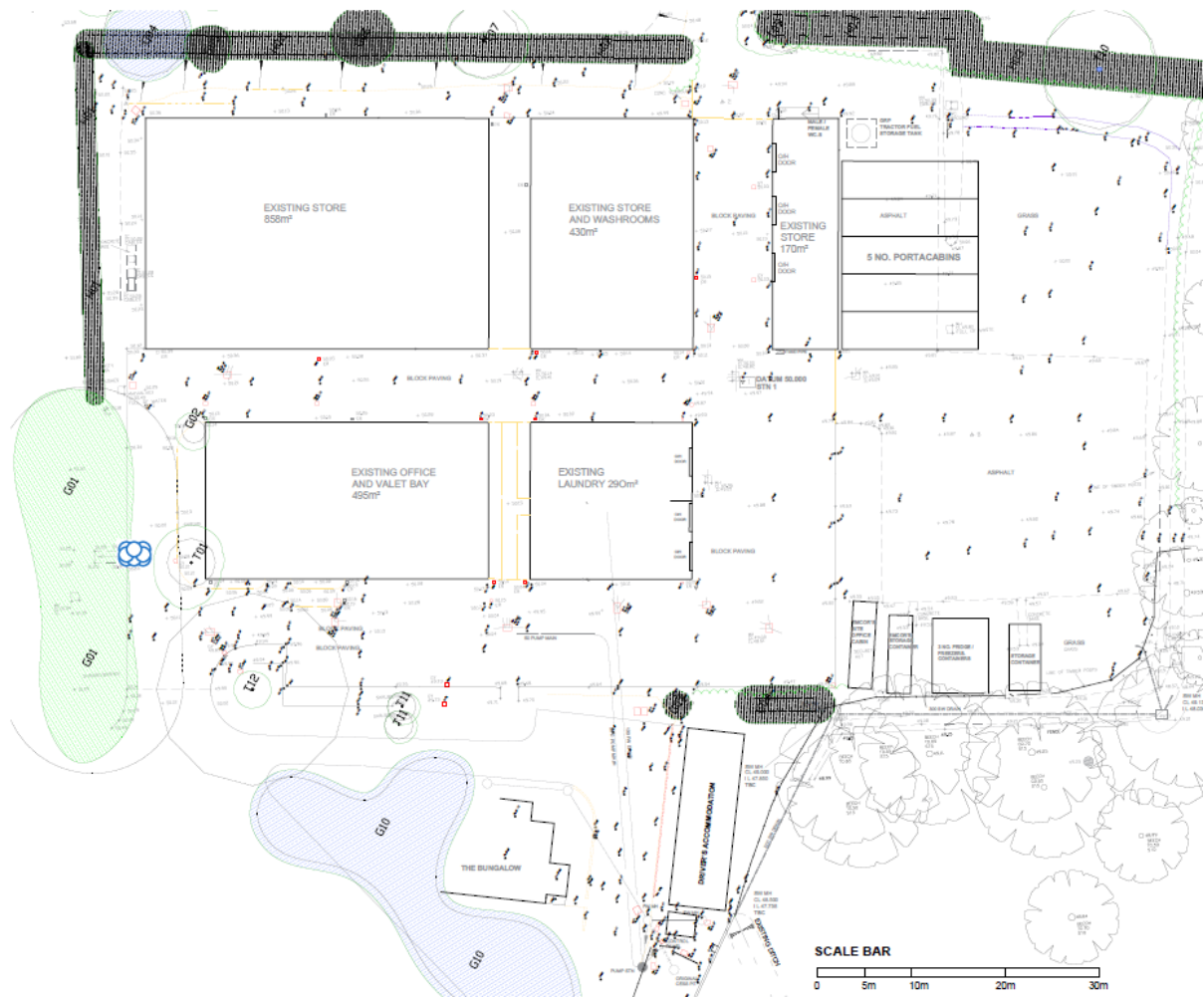
Reason: In order to protect the environment and ensure no loss of or harm of habitats and to comply with policies EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

Location Plan



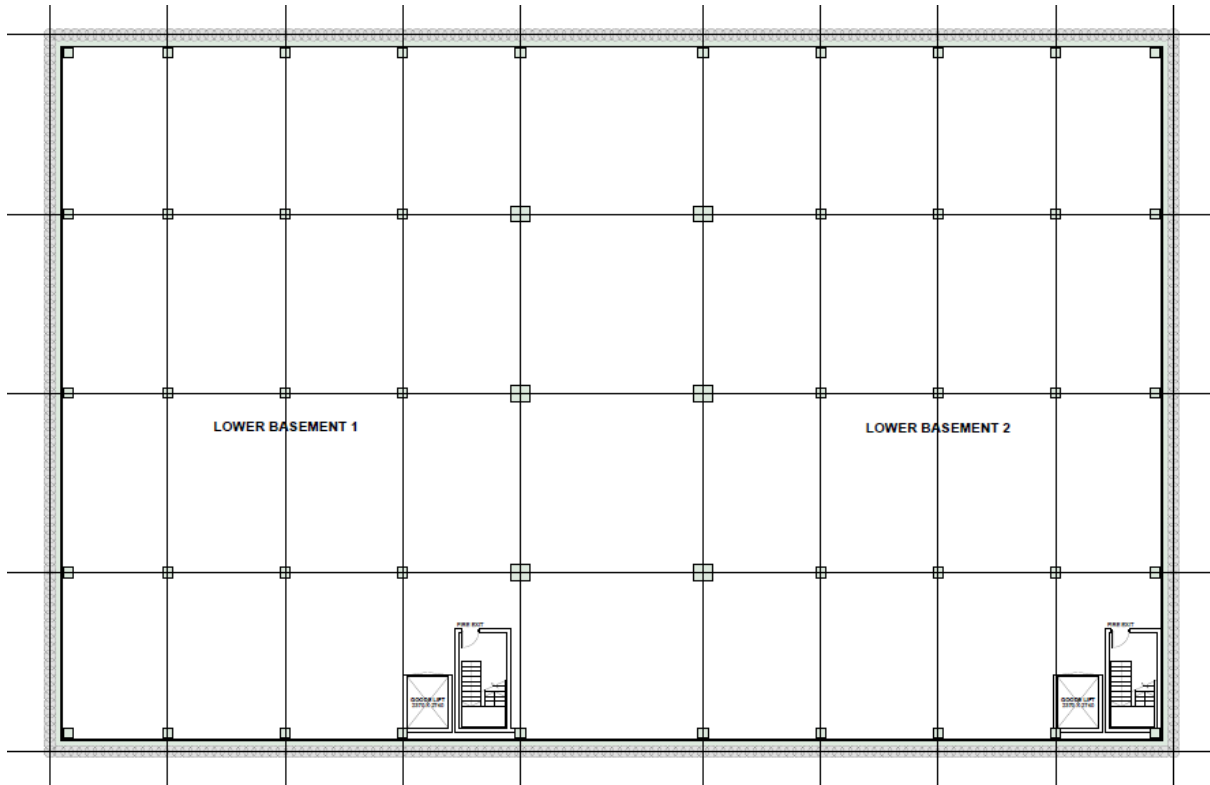


Existing Site Layout

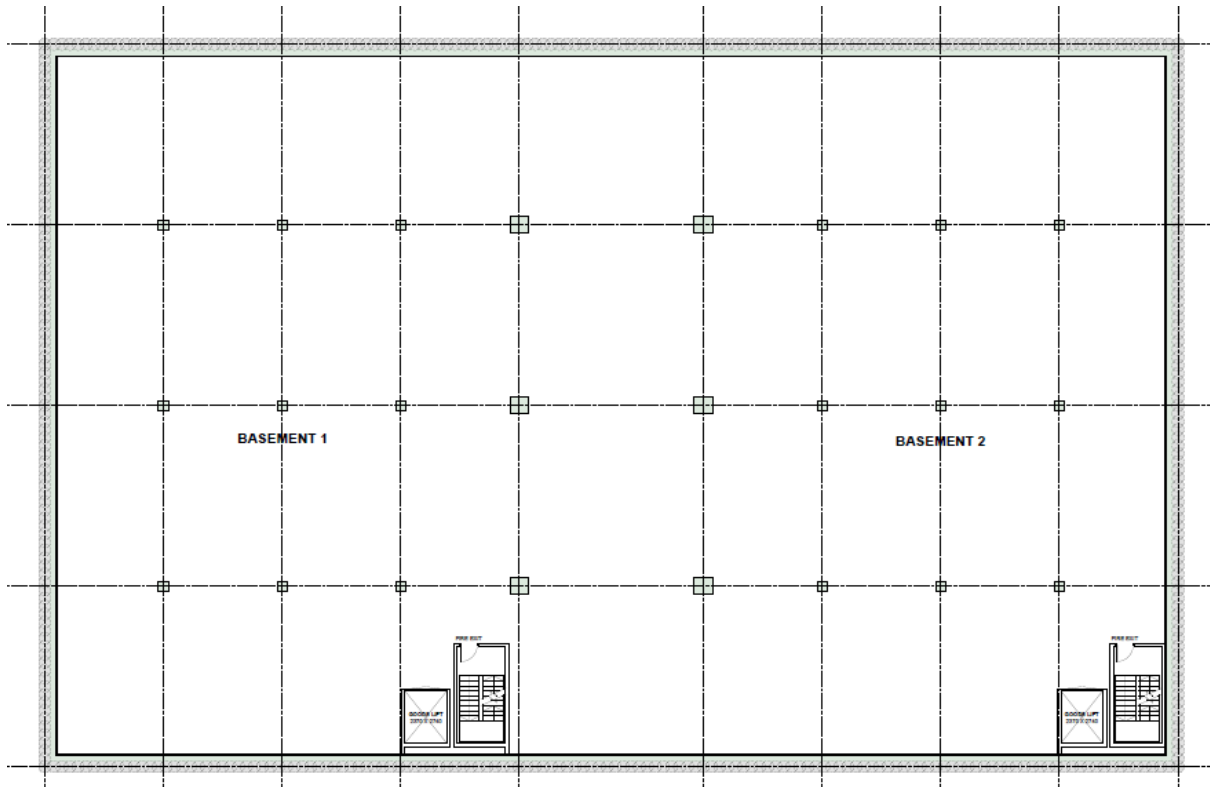


Proposed Floor Plan

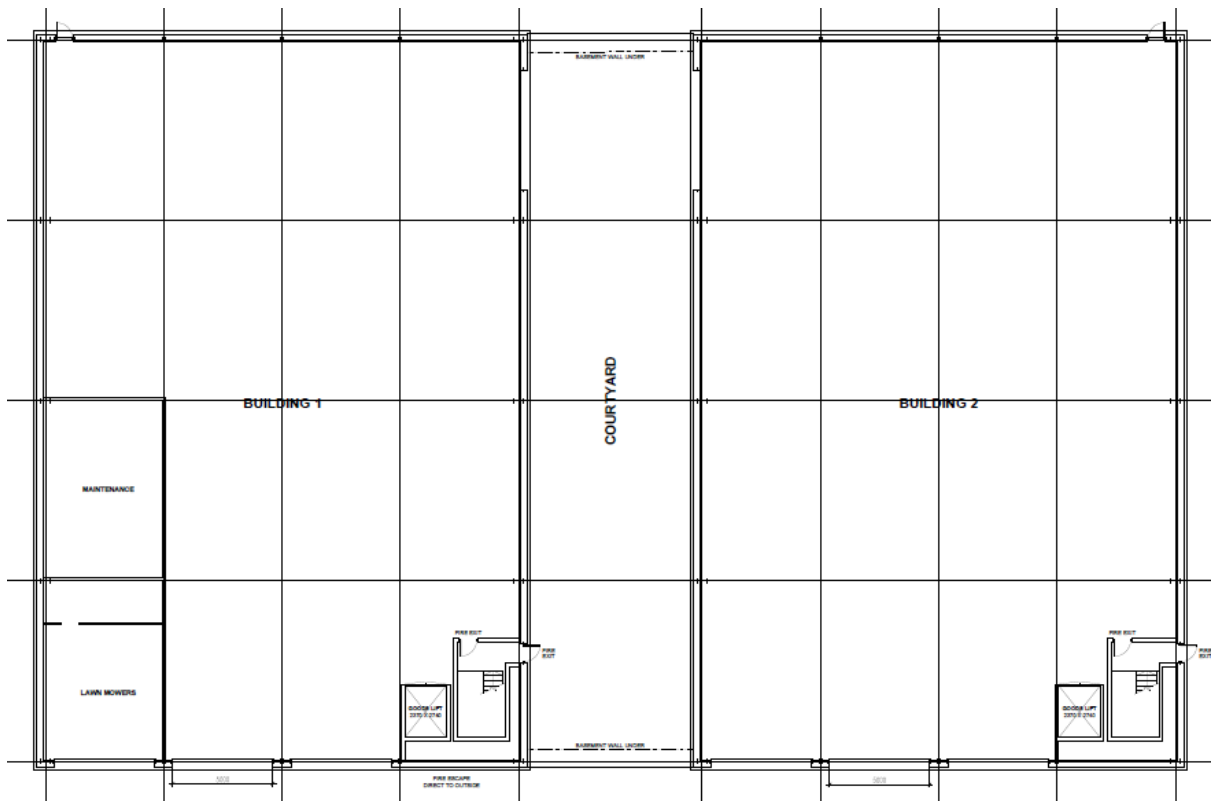
Lower Basement



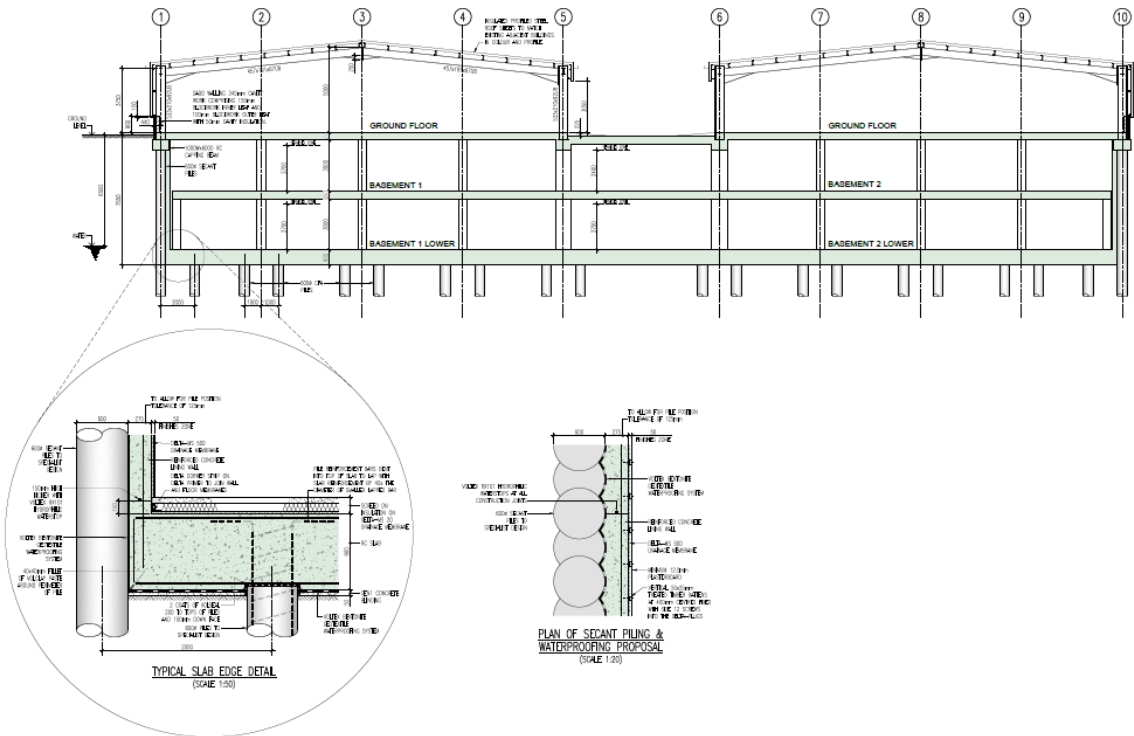
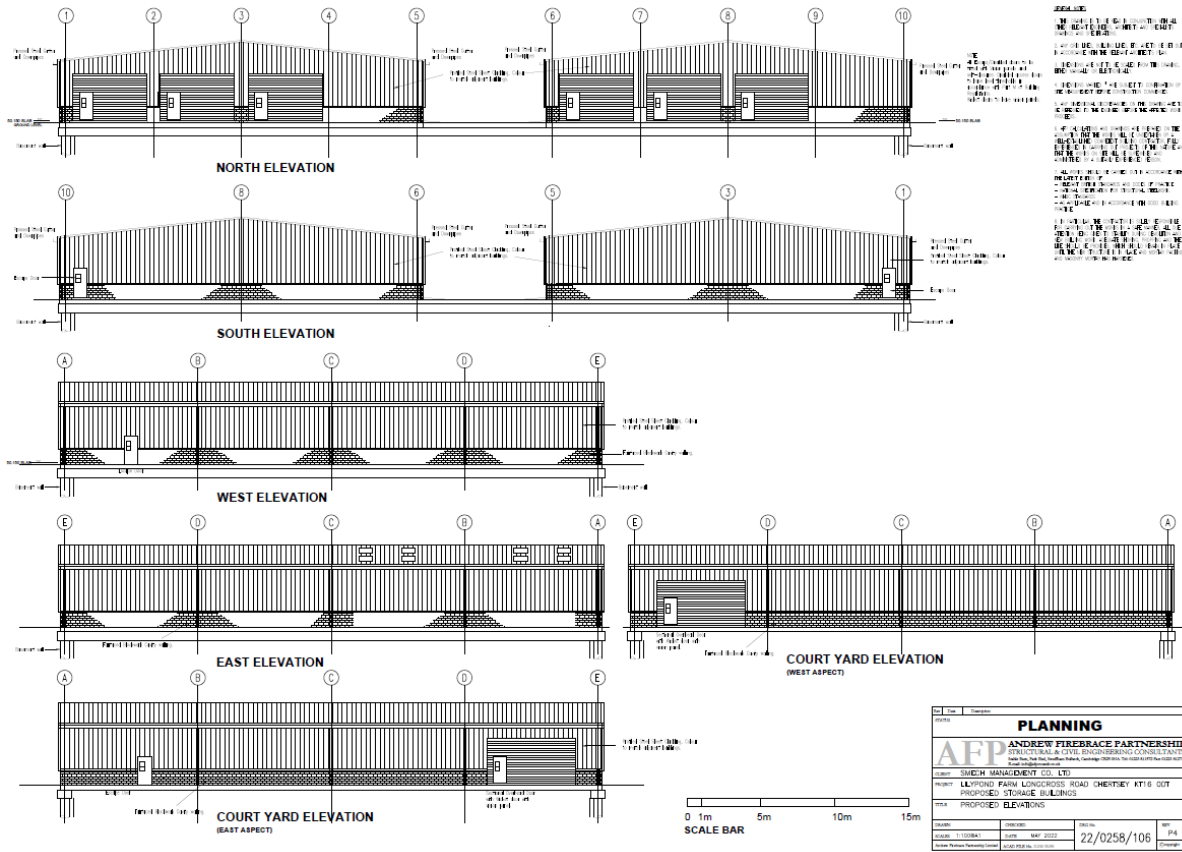
Basement



Ground Floor



Elevations



Report title	Local Plan Update Report
Report author	Judith Orr – Assistant Planning Policy Manager
Department	Planning
Exempt?	No

Purpose of report:
For information

Synopsis of report:

This report provides updated information on what has been happening with regards to the Government’s Planning Reforms since the options for the review of the Local Plan were last considered by this Committee in June 2023.

In addition, the report also sets out a high-level picture of the current and future planned work streams of the Planning Policy Team up until the new plan making system is expected to commence, at the end of 2024.

1. Context and background of report

- 1.1 Members will recall that at the Planning Committee meeting held on 28th June 2023, officers sought agreement on the direction of travel for the remainder of the review of the Runnymede 2030 Local Plan, to give some certainty on the way forward to all stakeholders involved in the plan making process in Runnymede.
- 1.2 The report set out three options for resuming work on the review of the Local Plan.
 - Option 1 – sought to undertake a full review of the Local Plan under the existing planning system.
 - Option 2 – sought to undertake a partial review of the Local Plan under the existing planning system which focused solely on strengthening the adopted Runnymede 2030 Local Plan policies which addressed Climate Change issues.
 - Option 3 – sought to pause work on the Local Plan and wait for the new plan making regime to be introduced (expected to be in late 2024) and to review the Local Plan under these new arrangements.
- 1.3 Option 3 was agreed by members to be the best way forward with proceeding with the Local Plan. Members requested that a further report be brought back to Planning Committee in October/November to provide an update on the national picture relating to the planning reforms. It was also agreed that more detail around the timetable for producing different parts of the evidence base in the run up to the new plan making system being introduced would be prepared so that the Council could ‘hit the ground running’ when the new system starts.

1.4 In addition to the above, whilst option 3 was the clearly preferred and supported option, there was support from committee members with regards to the climate change objectives of option 2 and, as a result, it was agreed that the Committee would receive further information regarding:

- What would be achievable (under option 2) for a climate change review;
- Details of new/revised policy guidance that could be produced by officers in the interim period whilst the new plan making system is awaited (under option 3),

1.5 This report sets out progress with each of the above.

2. Report and, where applicable, options considered and recommended

Evolution of the Government thinking on the new plan making system

2.1 At the time of writing this report, the revised NPPF has not been published, although according to a recent update by Michael Gove MP, it is due to be published this autumn. Additionally, between 25th July and 18th October 2023, the government published a further consultation paper on the Levelling-up and Regeneration Bill and its plan making reforms. The consultation asked 43 questions about the introduction of the government's "proposals to implement the parts of the Levelling Up and Regeneration Bill which relate to plan making, to make plans simpler, faster to prepare and more accessible".

2.2 A key measure, which was proposed in the recent consultation paper, relates to creating a more streamlined and proportionate evidence base for Local Plans, to reduce the burden on planning authorities. The consultation paper set out that this is likely to include:

- Increased standardisation of key evidence and data;
- Freezing data or evidence at particular points of plan making;
- Streamlined, focused new style plans; and
- Support on evidence provided through gateway assessments.

2.3 This proposal has significant implications for Runnymede and the review of its Local Plan. As set out above (in para. 1.3), the Council's intention was to set out in this update report a more detailed analysis of the timetable for producing different parts of the evidence base in the run up to the new plan making system being introduced, so that the Council could 'hit the ground running' when the new system starts.

2.4 It is considered however that given the uncertainty introduced by this most recent consultation paper around the evidence needed to underpin a Local Plan, that it is not possible at the time of writing to produce the more detailed timetabling work requested by the Committee. Officers are of the view that more certainty is needed on the evidence base documents required, and further information on the proposals around 'standardisation of key evidence and data' needs to be provided. Without such information, there is risk in the Council proceeding to produce key parts of the evidence base, as money could be spent on producing evidence that would not meet the latest standardised government requirements. This could result in evidence needing to be partially or completely reproduced at an additional financial cost.

2.5 As a result of this uncertainty, officers consider that it is not possible at the current time to produce a definitive list of evidence that will be required to underpin the local plan review and the timetables for their completion. However, once there is more

certainty from the government on the evidence base documents that will be required and their likely contents, a further report will be brought back through the Planning Committee with the detailed timetabling work requested.

- 2.6 In terms of the government's proposed arrangements for introducing the new plan making system, the recent consultation paper sets out more detail. In the first instance, it is proposed that expert plan making support is provided to a first, small cohort of around ten 'front runner' authorities to prepare new-style local plans. The intention is for these 'front runners' to start planning from autumn 2024 and for them to provide learning and best practice for other authorities.
- 2.7 The remaining authorities are proposed to be ranked chronologically by the date that they have most recently adopted a plan, and each group (of 25 authorities) allocated a 6-month plan making commencement window, within which plan making should start. It is not clear from the consultation material however whether those authorities with the oldest local plans would be prioritised or those with the newest. The consultation paper sets out that the government is proposing to extend transitional protections for authorities who are included in a later phase of plan making, to offer them continued protection from speculative development. This additional protection is welcomed. However, officers are nevertheless concerned that without knowing how many authorities might be intending to prepare a Local Plan under the new plan making arrangements, or who will be prioritised under the proposed phasing arrangements, there is a risk that this roll-out could significantly delay plan making in some areas (including Runnymede potentially).
- 2.8 Due to this ambiguity, following discussion with the Chairman of the Planning Committee, it is intended to put the Council forward as a front runner authority to minimise any potential delays to plan preparation, although being selected as a front runner authority cannot be guaranteed as the number of front runner Authorities is limited to 10. In the recent consultation document, the Government has stated that in terms of applications to be a front runner authority, *'it is likely that priority will be given to authorities with the most up to date plans. We intend to take this approach to help incentivise those with a recent record of plan-making to come forward and drive successful plan delivery in the first cohort'*.
- 2.9 A further area, where the recent consultation paper provided more certainty was around the proposals for the introduction of a Project Initiation Document (PID). The consultation paper describes how the Levelling Up and Regeneration Bill (LURB) removes the requirement to prepare a Statement of Community Involvement (SCI).¹ Instead, the government proposes to use two key levers to drive improvements to the quality of engagement during the plan making process, and to allow authorities to better express their ambitions around engagement and consultation:
- Authorities will need to outline their overall ambitions and approach to engagement and consultation through their Project Initiation Document. This might include the approaches to be used (including the use of digital engagement tools), what early engagement is planned, and the resources and skills required to deliver this; and,
 - The Project Initiation Document should form the basis for discussion at the first gateway checkpoint (to recap, three mandatory gateway checks overseen by the Planning inspectorate or other approved bodies are to occur during plan

¹ A Statement of Community Involvement (SCI) is a document which sets out how and when the Council will consult with, and involve the community and other stakeholders, in the production of the Local Plan and other planning policy documents and in the planning application process.

making to check that a local authority's plan making activities remain on the right track). Through the first gateway assessment, the implementation of the approaches set out in the PID would be subject to independent oversight.

- 2.10 The government wants to encourage planning authorities to be ambitious when it comes to outlining their overall ambitions to approaching engagement and consultation. For example, the Project Initiation Document may include how a planning authority intends to connect with groups who have traditionally had low levels of engagement, and how the use of hybrid approaches to engagement might contribute to overcoming this.
- 2.11 To support planning authorities in scoping out ambitious approaches to engaging communities, tailored to their context, the government is proposing to launch a digital toolkit, which can be used by planning authorities to support engagement. In addition, the government intends to develop new guidance on community engagement, setting out best practice examples, and guiding principles for involving the community in the local plan process.
- 2.12 The government sets out that early participation with communities should occur prior to the 30-month plan making period commencing and the findings from this early engagement should inform the Project Initiation Document, providing an important opportunity for planning authorities to test how the community would wish to be engaged in the process. The outputs of such questions could feed into the ambitions and overall approaches to consultation during the 30-month plan making timeframe, which the planning authority would be expected to include.
- 2.13 Based on the guidance now provided around the role and likely contents of a Project Initiation Document, in January 2024, officers are proposing to:
 - Commence work analysing the different elements of the community, and other key stakeholders who would need to be engaged with during Plan preparation
 - Analyse previous consultation responses and other relevant data to identify hard to reach groups;
 - Commence discussions with the Community Planning Panel (which is well attended by Residents Associations across the Borough) and other organisations who represent hard to reach groups to explore how the community would wish to be engaged in the process.
- 2.14 The above research and engagement would help officers then sketch out early ideas for an up-to-date engagement plan for discussion with Members, which would feed into the Project Initiation Document (being mindful that any proposals may need to be sense checked once the government has published its guidance on community engagement).
- 2.15 In addition to the above, work continues on the following activities within the Planning Policy Team:
 - Working to produce a Design Code for the borough. This will include working collaboratively with Members, local communities and other stakeholders. At the time of writing, the tender documents are being prepared. Procurement is to commence by the end of October. The Design Code Project will be subject to detailed timetabling once a consultant has been appointed, but this project is expected to take approximately 1 year;

- Production of climate change guidance documents to support the policies in the Runnymede 2030 Local Plan and encourage developers to build to higher standards to help reach net zero targets. See paragraph 2.23 for more information on this point.
- Carrying out a Call for Sites (starting on 1st April 2024 and running for 1 month) and updating the Council's Strategic Land Availability Assessment, aiming for publication in September 2024;
- Updating the Strategic Flood Risk Assessment for the Borough. Amongst other things, this update will ensure that the functional floodplain in Runnymede is up to date with the latest Government definition. The target for the completion of this work is Spring 2024 but this is reliant to a degree on getting more certainty around the River Thames Scheme and modelling data from the Environment Agency;
- Supporting the Climate Change team where necessary and where capacity allows. Currently, an officer in the Planning Policy Team is leading on the production of an Electric Vehicle Strategy for the Borough. It is anticipated that this strategy will be adopted, subject to committee approval by the end of 2023. Another officer is leading on the production of a Climate Change Action Plan for the borough (due to be adopted, subject to committee approval, by the end of the financial year);
- Finalising existing Supplementary Planning Documents which will support the current Runnymede 2030 Local Plan (relating to Environmental Protection and Gypsies and Travellers). Aiming for completion by summer 2024.
- Finalising an update to the 2017 Open Space Study. Completion estimated by the end of 2023, subject to receiving the required mapping information from the GIS team.
- An updated piece of work to explore whether the removal of permitted development relating to the conversion of offices to residential accommodation in parts of the Strategic Employment Areas is justified using an Article 4 direction. Work is underway to produce a justification report for this work and the Article 4's would then need to be 'confirmed' and 'made', and then a year would need to pass before they came into effect.
- Infrastructure Baseline. A refresh will need to take place of this work and it is anticipated that this will be completed by the Autumn of 2024.

2.16 It is proposed that officers bring a further report back to the Planning Committee when the evidence requirements for the new plan making system are clear, as well as clarification being provided by the government in terms of when plan making can commence in Runnymede. At this stage, production of more detailed timetabling work for the review of the Local Plan would be possible.

What would be achievable (under option 2) for a climate change review of the Local Plan

2.17 In terms of climate change and what is achievable under option 2, (see bullet point one of para. 1.4 above), officers have undertaken further work to investigate the scope that a partial review could cover in more detail. This additional work has included:

1. A review of the policies in the adopted Runnymede 2030 Local Plan to consider whether there are potential opportunities to strengthen existing planning policies as part of a partial climate change review; and,
2. Consideration of what a climate change review is likely to mean in terms of introducing stricter build standards on developers for new build homes coming forward in the Borough.

- 2.18 This work, which would need to be supported by a comprehensive viability assessment to ensure that the costs of any additional measures/ standards introduced would not be prohibitively expensive and affect housing delivery, concluded that existing policies covering issues such as sustainable construction and design, renewable/ low carbon energy, sustainable transport and active travel, flood risk, and green infrastructure could be strengthened, and that in addition there is potential to introduce several new policies to strengthen the Plan's stance on Climate Change.
- 2.19 In terms of considering the impacts that any amended policies are likely to have, from previous discussions with Members, it is understood that it is hoped that such tightened standards would help ensure that any dwellings delivered over the remainder of the Plan period are required to be designed to net zero standards (or similar). However, SD1 of the adopted Local Plan sets out that over the plan period, 7,920 net additional units are expected to be delivered. This is approx. 5% higher than the boroughwide housing target of 7,507 (with both figures being expressed as minimums). 3,398 net additional dwellings have already been completed since the start of the Plan period in 2015. A further 2,159 net additional units have secured planning consent and remain extant. Some of these are under construction. In total, this accounts for 70% of the total housing delivery expected to occur over the plan period. On top of this, additional dwellings including at the Nexus site in Egham, the Field Nursery in Ottershaw and Barbara Clarke House in Englefield Green also benefit from resolutions to grant planning permission. There are also a number of live planning applications under consideration which propose housing at the time of writing. Most notably, this includes 1700 units at the Longcross Garden Village (700 of which are expected to be delivered during the plan period). Such applications are likely to be determined in advance of a partially reviewed local plan with strengthened climate change policies being adopted (during the course of 2026).
- 2.20 A remaining 965 potential units on the allocated sites have not got planning consent, a live planning application or a resolution to grant planning consent at the time of writing. It is difficult to predict how many of these units may be consented by 2026, but it is expected that this number would have reduced. A further 46 windfall units a year from small sites are expected to be approved over the last 4 years of the plan period (184 units in total). Overall therefore, even if a climate change review was carried out, by the time that an amended local plan was adopted, only approximately 4 years of the plan period is likely to remain, and the bulk of the housing expected to be delivered over the plan period is expected to have been consented by this point. As the vast majority of the housing would already have been approved, the impact of such a review is likely to be significantly limited.
- 2.21 Given the significant cost involved in producing a climate change review of the Local Plan, the anticipated difficulties in meeting the proposed milestones for submission (June 2025) and adoption (December 2026) proposed for the existing plan making system, the fact that from Autumn 2024 the Planning Policy team would also in all likelihood be resourcing the full review of the Local Plan which would put a significant strain on staffing, and due to the limited influence that the climate change review is likely to have before the fully reviewed Local Plan comes into force, it is considered that this is an option which should not be explored any further.

Details of new/revised policy guidance that could be produced by officers in the interim period whilst the new plan making system is awaited (under option 3)

2.22 As members may be aware, officers are currently in the process of finalising the evidence base on climate change that will underpin the next iteration of the Local Plan. Land Use Consultants (LUC) have led on the production of the Climate Change Study, with assistance from Aether and the Centre for Sustainable Energy (CSE). The various parts of the evidence base which are currently in the latter stages of development are listed as follows:

- **Task 1: Emission Pathways Report** – the report models two scenarios – a ‘business as usual’ emissions pathway to 2050 showing the likely impacts of already ‘locked-in’ decarbonisation actions; and an alternative ‘emissions reduction trajectory’ which illustrates the possible impacts of alternative, stronger actions, including societal changes. This trajectory demonstrates the scale of action/intervention required to reach net zero emissions in Runnymede and helps justify the introduction of stronger climate change planning policies.
- **Tasks 2 & 3: Low Carbon Development and Sustainable Design Principles** – the report identifies policy options to help ensure the revised Local Plan better supports the transition to a low carbon Runnymede (as per NPPF requirements). The report draws on best practice case studies from other local authorities and references the latest standards and metrics. It provides policy options covering low/zero carbon buildings, renewable/low carbon energy generation, embodied carbon, the performance gap, and sustainable travel. It also includes a section on what measures could be taken to strengthen implementation of existing Local Plan policy in the interim period until a revised Local Plan is adopted.
- **Task 4: Renewable Energy Assessment** – the NPPF states that Local Plans should consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development (para 155(c)). This report goes some way to achieve this, identifying the ‘technical’ potential of various technologies being deployed in the Borough, including wind, solar, heat pumps and heat networks. The report also considers factors such as grid connection which may affect the extent to which these technologies can be deployed.
- **Task 5: Climate Change Adaptation** – the report identifies the likely future climatic conditions that will be experienced in Runnymede and identifies ways the Local Plan policies can be strengthened (or new policies introduced) to better adapt the built environment to the changing climate. Policy options cover flood risk reduction, overheating, water resource management, supporting nature recovery and resilience, green infrastructure and carbon sequestration.

2.23 The above studies are due to be completed in a final draft form by the end of October. Following discussions with the Chairman of the Planning Committee and the Chairman of the Climate Change Working Party, it is proposed that the outputs of the Climate Change Study part 2 (which will form a significant portion of the climate change evidence base that will underpin the local plan) will be presented to members at the Climate Change Working Party on 22nd November. Members of the Planning Committee are encouraged to attend this meeting alongside the members of the Climate Change Working Party, alongside any other interested members. At this meeting, based on recommendations from the Climate Change Study, options for additional guidance that could be produced will be discussed, and officers will use steer from Members to start producing further guidance. This work is likely to take place between December 2023 and June 2024.

3. Policy framework implications

3.1 The Runnymede 2030 Local Plan (2015-2030) was adopted in July 2020. The Local Plan indicates at paragraph 5.19 that the Council will begin a review of the Plan immediately and complete it within 5 years. However, this undertaking is not a Plan

policy. Nor is it a policy for early review, as the NPPF requires all plans to be reviewed within 5 years. Not starting a review until the new planning system comes in will not render the plan out-of-date. On the contrary, under the new system, the Government is proposing that the Plan would be deemed to be up to date until at least 15th January 2028 i.e., the 5-year period from the date of adoption plus any period of delay and an additional 30 months taken from the commencement of plan making if the Council is held back from starting plan making by the government due to their proposed phasing arrangements.

4 Resource implications/Value for Money

- 4.1 The Planning Policy team has an annual budget to carry out planning policy work associated with both Local Plan preparation and the production of other planning policy documents. During the Local Plan Review process, spend will be closely monitored.

5. Legal implications

- 5.1 The main legislation that sets out the process for the preparation of Local Plans can be found in [Part 2 of the Planning and Compulsory Purchase Act 2004](#) as amended and the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#) as amended (see also para. 3.1 above).

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 characteristic and persons who do not share those characteristics;

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

- 6.2 An Equality Impact Assessment will be undertaken for the new Local Plan as a whole and equalities considerations associated with each Local Plan policy robustly assessed.

7. Environmental/Sustainability/Biodiversity implications

- 7.1 The review of the Local Plan will strengthen the policies relating to Climate Change set out in the adopted Local Plan, including creating a strong, well-considered network of green and blue corridors and spaces, supporting adaption and resilience to climate change, helping to halt the loss of, and improving biodiversity, and contributing to the health and wellbeing of our communities.
- 7.2 In addition, as part of the production of the review of the Local Plan, a Sustainability/ Strategic Environment Appraisal (SA/SEA) will be produced at each stage in the process. The SA/SEA document will ensure that environmental/ economic and social issues are taken into account throughout the production of the Plan Text.

8. Other implications (where applicable)

- 8.1 None

9. Timetable for Implementation

9.1 Not applicable.

10. Background papers

[DLUHC Consultation Paper: Levelling-up and Regeneration Bill: consultation on implementation of plan-making reforms, 25th July 2023.](#)

Report title	Englefield Green Conservation Area – proposed amendments and Conservation Area Appraisal and Management Plan
Report author	Michael Corbett, Principal Planning Policy Officer
Department	Planning Policy
Exempt?	No

Purpose of report:

To resolve

Synopsis of report:

To update the Planning Committee on the outcomes of the most recent public consultation on the proposed changes to the Englefield Green Conservation Area boundary and associated Englefield Green Conservation Area Appraisal and Management Plan (CAAMP).

It is the view of officers that the proposed revised boundary to the Englefield Green Conservation Area (shown on the map at Appendix 3) is worthy of designation as a Conservation Area, supported by the CAAMP. Officers are of the opinion that these proposed changes meet the legal requirements of the Town and County Planning (Listed Buildings and Conservation Areas) Act 1990, alongside the recommended adoption of the associated CAAMP. As such, the Planning Committee is asked to approve the revised boundaries of the Englefield Green Conservation Area and to adopt the associated CAAMP.

Recommendation(s): The Planning Committee is recommended to RESOLVE to:

1. APPROVE the revised Conservation Area boundary at Englefield Green (see Appendix 3) and adopt the Englefield Green Conservation Area Appraisal and Management Plan as technical planning guidance (see Appendix 1). This is subject to the Local Planning Authority giving notice to the Secretary of State, the Commission (Historic England) and publishing particulars of its effect in the London Gazette and in at least one newspaper circulating in the area of the local planning authority, as required by section 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

1. Context and background of report

1.1 Members will recall that at the Planning Committee meeting held on the 26th June 2023, they approved the draft Englefield Green Conservation Area Appraisal and Management Plan (CAAMP) for a second round of public consultation for a period of six weeks from 3rd July until the 18th August 2023.

1.2 This public consultation has taken place, and the representations received considered. Where necessary, changes have been made to the CAAMP (see Appendix 1 to this report).

2. Report and, where applicable, options considered and recommended

2.1 The Englefield Green Conservation Area has been under review for the last two years, with officers at the Council working jointly with an Historic Buildings Officer from Surrey County Council. The first round of formal consultation was held in April / May 2021, to obtain initial feedback about the area. Details of the responses received during the first formal round of consultation are set out in detail in the 28th June 2023 Planning Committee report. Further discussions / informal 'consultation' with the Resident's Association and Neighbourhood Forum took place in March / April 2023, following the completion of the first draft of the CAAMP. This yielded some minor amendments to the CAAMP.

2.2 Permission for a second round of formal public consultation on the revised Conservation Area boundary and CAAMP was sought (and granted) by the RBC Planning Committee at its meeting on 28th June 2023, with this second round of consultation taking place between 3rd July and 18th August 2023.

2.3 As part of this latest consultation, a public meeting was held at The Hub, Englefield Green, on the 10th July 2023, where there were two attendees. A number of minor points were raised, and these were incorporated into a revised draft of the CAAMP. These are noted as responses 4 and 5 in Appendix 2.

2.4 In total, nine responses were received during the second round of consultation and from these a number of minor amendments were made to the final draft of the CAAMP (described at Appendix 2). These included:

- The date of the horse trough has been added to the document.
- The document has been corrected to ensure all references refer to 'The Egham Museum', rather than just 'Egham Museum'.
- The proposed boundary has been revised to include the small temple next to the ornamental lake in the grounds of Castle Hill.
- The boundary has been amended to retain Crown Farm Cottages, owing to their historic association with Crown Farm.
- Northcroft Road was referred to as Northfield Road in the Draft CAAMP, so this has been corrected.
- The reference was changed from 'Poet Mary Robinson' to Actress Mary 'Perdita' Robinson to highlight the historic interest of that person.
- A new paragraph 2.1.5 refers to the Mineral Safeguarding Area. It has been made clear there are no current proposals for extraction and the fact that it is not a Preferred Area for extraction. This reference was included at the request of the County Minerals Authority.

2.5 Through the process of revising the boundaries, including considering the consultation responses received, it is the view of officers that the revised boundary for the Englefield Green Conservation Area (shown on the map at Appendix 3) is worthy of designation as a Conservation Area. Officers are of the opinion that the proposed revised boundaries for the Englefield Green Conservation Area meet the legal requirements of the Town and County Planning (Listed Buildings and Conservation Areas) Act 1990, alongside the recommended adoption of the

associated CAAMP. On that basis it is recommended that the proposed boundary changes, as set out in the Englefield Green Conservation Area Appraisal and Management Plan are adopted by Runnymede Borough Council.

3. Policy framework implications

- 3.1 The revisions to the Englefield Green Conservation Area and adoption of its associated CAAMP will support objective 8 of the adopted Runnymede 2030 Local Plan which is, 'To protect and enhance the Borough's heritage assets, both designated and non-designated...'. The proposal is also in line with Policy EE5: Conservation Areas of said Plan, which states that:

'As resources permit the Council will deliver a programme of review of the Borough's seven conservation areas in accordance with its statutory duty. These reviews will consider the designation of the Conservation Areas and their extent and make recommendations as necessary. They will culminate in a management plan for continued protection and enhancement of each conservation area.'

- 3.2 If the proposed changes are approved, EE5: Conservation Areas will be a key policy which will be relevant when determining planning applications in the revised Conservation Area boundary. The CAAMP will help to support and provide technical guidance to those seeking to make changes within the Conservation Area.

4 Resource implications/Value for Money

- 4.1 The cost of the contract agreed with Surrey County Council's Historic Environment Planning Team was £10,010, and this project has been funded through the existing Planning Policy budget. There will be some minor additional spending required to publish the statutory notices in the London Gazette and a local newspaper, as required by the Planning Act. Again, such activities will be covered by the existing Planning Policy budget.

5. Legal implications

- 5.1 The Planning Act sets out under Part 2, Regulation 69 that:

(1) Every local planning authority—

(a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and

(b) shall designate those areas as conservation areas.

(2) It shall be the duty of a local planning authority from time to time to review the past exercise of functions under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.

- 5.2 This report shows how the Council remains committed to satisfying this legislative requirement.
- 5.3 There is the potential for the designation of a Conservation Area to be challenged through the courts. However, officers have sought to ensure compliance with the legislative requirements for the designation process, as set out in the Planning Act, to minimise this risk.

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:

- Eliminate unlawful discrimination, harassment or victimisation;
 - Advance equality of opportunity between persons who share a Protected Characteristic and persons who do not share it;
 - Foster good relations between those who share a relevant characteristic and persons who do not share those characteristics.
- in relation to the 9 'Protected Characteristics' stated within the Act.

6.2 An EqlA screening associated with this project has been completed. No changes have been made to the EqlA screening based on the representations received. The EqlA screening has picked up potential negative impacts for those with the protected characteristics of age and disability, however, it is not considered that a full EqlA is required as the Government requires Local Authorities to designate Conservation Areas through primary legislation where they have been identified to have special architectural or historic interest, and the Council is following this process. Also, personal circumstances can be weighed in the planning balance when determining planning applications.

7. Environmental/Sustainability/Biodiversity implications

7.1 The Conservation Area amendments, if made, would help to preserve and enhance the Borough's heritage assets in line with objective 8 of the adopted Runnymede 2030 Local Plan.

8. Other implications (where applicable)

8.1 There are no known other implications because of the designation of the revised Conservation Area boundary for Englefield Green.

9. Timetable for Implementation

9.1 If Members approve the adoption of the revised Conservation Area boundaries and the CAAMP, the Council will need to undertake statutorily required notifications in the London Gazette and a local newspaper as part of the adoption process. Once this has been done then the revised Conservation Area boundary and CAAMP can come into effect. Officers would seek to have these come into effect as of the 1st December 2023 to allow for sufficient time for these processes to be complete.

10. Conclusions

10.1 The area shown in the map at Appendix 3 is considered to have special architectural and historic interest which warrants being retained / designated as a Conservation Area. Officers also recommend that the accompanying CAAMP is adopted by the Council.

11. Background papers

- Not applicable

12. Appendices

Appendix 1 – Englefield Green Conservation Area Appraisal and Management Plan;

Appendix 2 – Summary of the consultation responses received and responses to the proposed amendment to the Englefield Green Conservation Area boundary and in relation to the associated Conservation Area Appraisal and Management Plan from 2023;

Appendix 3 – Map of the proposed (revised) boundaries of the Englefield Green Conservation Area

Englefield Green Conservation Area Appraisal and Management Plan

Appendix 1



Adopted XX October 2023



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1. Introduction

1.1 Englefield Green Conservation Area

1.1.1 Englefield Green Conservation Area is in the north-west of Surrey and is managed by Runnymede Borough Council. It was first designated a Conservation Area in January 1970 and initially was centred on the open part of the Green. In September 1978 the Conservation Area was extended to include the wooded part to the north of the Green. There have been no changes to the Conservation Area boundary since its extension in 1978.

1.1.2 The Conservation Area primarily consists of an old village to the west of Egham, on the edge of Windsor Forest. In the eighteenth and nineteenth centuries areas around the edge of the village started to be developed by the gentry and it was only because of the Enclosure Act of 1814 that part of Englefield Green was preserved unenclosed “for the pleasure of the inhabitants, and ornament of their residences.”¹ The Green very much characterises the Conservation Area today and allows the semi-rural charm of the area to be appreciated.

1.1.3 Within the Conservation Area lies The Englefield Green itself. The Green was created by the Egham Enclosure Act 1814 and registered as a town and village green under the Commons Act 1965. It is managed by Runnymede Borough Council under a lease from the Crown dated 20th April 1954 and is protected by legal covenants from development. The Conservation Area designation (of which there are no proposed boundary changes that would affect The Green) would not impact the working / function of these legal agreements as they are separate from the planning system. Therefore, The Green retains its current levels of protection under the current and proposed

¹ Private Act, 54 George III c.153 (1814), An Act for Inclosing Lands in the Parish of Egham in the County of Surrey.

Conservation Area boundaries, Area Appraisal and Management Plan.

1.1.4 In addition to the designation of The Green, there is also the Englefield Green Committee, which consists of five Runnymede Borough Council Members and two residents’ representatives. Meetings take place four times a year to discuss the powers and duties relating to Englefield Green under the Crown Lease held by the Council. Again, as before, the Conservation Area designation would not affect the working of this Committee and the agreement with the Crown.

1.2 What is a Conservation Area?

1.2.1 Conservation Areas are defined as ‘*areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*’. This is a planning designation which ensures that local authorities must pay special attention ‘*to the desirability of preserving or enhancing the character or appearance of that area*’ when determining planning applications.

1.2.2 Conservation Area designation recognises the character and appearance of an area as a whole. Important elements of a Conservation Area can include buildings, open spaces, landscaping, paving or street furniture all of which may reveal the special architectural or historic interest of the area.

1.3 Purpose and Scope of Conservation Area Appraisal

1.3.1 This document has been commissioned by Runnymede Borough Council as part of a series of Appraisals and Management Plans produced for Conservation Areas across the Borough. The document responds to the statutory duty of local planning authorities to review the past designation of Conservation Areas and to formulate and publish proposals for their preservation and enhancement under the Planning (Listed Buildings and Conservation Areas) Act 1990.

1.3.2 Change is inevitable in the historic built environment and it is important to ensure that buildings, spaces and structures which make a positive contribution to the character and appearance of a Conservation Area are given special attention as part of the development process. This document has been designed to help residents, local authorities and developers understand what is special about Englefield Green Conservation Area and how this can be conserved and enhanced.

1.3.3 The Appraisal sets out the history of Englefield Green and identifies its characteristics. The document then considers how these elements are evident as part of a street-by-street assessment. This information can be used when either putting together or assessing development proposals. The Appraisal also includes an Audit of Heritage Assets which has been used to revise the boundaries of the Conservation Area.

1.3.4 The Management Plan responds to issues and opportunities for improvement within the Conservation Area and sets out a number of schemes of enhancement within Englefield Green. The plan also provides guidance on existing planning controls within the Conservation Area as well as advice on redevelopment.

1.3.5 As part of this document a Conservation Area boundary review has also been carried out in line with national legislation, guidance and policy. It is important to review Conservation Area boundaries as these were often drawn too tightly or loosely originally or are no longer accurate owing to new development. The proposed boundary changes are at the end of the Appraisal and Management Plan.

1.3.6 This document has been produced by Christopher Reynolds of the Historic Environment Planning Team at Surrey County Council. As part of this work, surveys of the Conservation Area were carried out by the Historic Environment Planning Team between January 2021 and October 2022 and archive documents held by The Egham

Museum, the Surrey History Centre and the Surrey Historic Environment Record were consulted during this process.

1.3.7. It is the intention that this document will assist Runnymede Borough Council in the implementation of local and national planning policy and legislation as part of the decision-making process. While every attempt has been made to ensure that the Appraisal is comprehensive, the omission of a feature or space does not imply it is of no interest. The Appraisal should be reviewed regularly to ensure it is up to date and takes into account any changes which have impacted upon the character or appearance of Englefield Green or research which reveals more about its historic or architectural interest.



Figure 1: Map showing the current Englefield Green Conservation Area boundary.

2. Policy Context

2.1 Planning Policy Guidance and Advice

2.1.1 Conservation Areas are designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. They are defined as ‘*areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*’. Section 71 of the Act states that it is a duty of the local planning authority to formulate and publish proposals for the preservation and enhancement of Conservation Areas. When carrying out planning functions, under section 72 of the Act a local authority must pay special attention ‘*to the desirability of preserving or enhancing the character or appearance of that area.*’

2.1.2 This Appraisal and Management Plan has been produced in line with *Historic England Advice Note 1 (Second Edition): Conservation Area Appraisal, Designation and Management*. This provides a firm basis for assessing development proposals which may impact the character and appearance of Englefield Green Conservation Area, including its setting.

2.1.3 The Appraisal recommends that the boundaries of Englefield Green Conservation Area be amended. This recommendation is in line with paragraph 191 of the National Planning Policy Framework (2021) which states that local planning authorities should ensure an area justifies designation because of its special architectural or historic interest.

2.1.4 This document should be read in conjunction with national legislation and policy, the adopted Runnymede 2030 Local Plan and other local policy framework. Guidance within the Management Plan has been designed to complement existing policies from the adopted Local Plan. At the time of writing, the Englefield Green Village Neighbourhood Plan is currently under development. A first draft of the Plan was consulted on between the 26th September and 6th

November 2022. The Draft Neighbourhood Plan sets out in its vision the importance of protecting the historical aspects of the area. This is also reflected in a number of policies within the Plan and its supporting evidence including the Design Code.

2.1.5 The western part of Englefield Green Conservation Area is within a Mineral Safeguarding Area as set out under Surrey Minerals Plan 2011 Core Strategy (Policy MC6). There are no proposals to extract minerals from the area nor is it a Preferred Area for mineral extraction.

2.1.6 If you would like advice on whether a proposal meets national and local planning policy, Runnymede Borough Council run a pre-application service. Details of the pre-application service can be found online at <https://www.runnymede.gov.uk/planning-permission/pre-application-advice-3>.

2.2 Consultation

2.2.1 Prior to drafting the Appraisal and Management Plan, an inception meeting was held with members of the local community in March 2021 to gain an understanding of issues and opportunities in the local area. A public consultation was held from April to May 2021 to gain the views of residents on the Conservation Area. This looked at what contributes positively to the Conservation Area, what factors detract from it, what opportunities there are for enhancement and whether the current boundaries are appropriate. Comments received during this consultation were reviewed and considered as part of the drafting of the Appraisal and Management Plan.

2.2.3 A further consultation was carried out in July and August 2023 and a public meeting was held on the 10th July 2023 in line with national legislation requirements. Comments received during this process were taken into account as part of the final drafting of the document.

3. Summary of Special Interest

3.1 Englefield Green Conservation Area is based around the Green, an area exempted from enclosure under the 1814 Enclosure Act. Many of the larger dwellings around the Conservation Area are statutorily listed by Historic England, reflecting the architectural and historic interest of the area. The special historical and architectural interest of the area can be summarised as the following:

- Englefield Green is the site of a historic village set around the Green which is believed to be an Anglo-Saxon forest clearing. The area historically consisted of farmsteads and small cottages.
- In the eighteenth century the village's proximity to Windsor led to members of the gentry constructing houses around the Green, further encouraged by improvements to the road network. This included The Old House, Englefield Green House, Clarence Lodge and Castle Hill. During this time the Barley Mow Inn became a popular coaching inn.
- As part of the 1814 Enclosure Act, the Green was exempt from enclosure and retained for the pleasure and ornament of surrounding houses. This prevented further development of the Green and ensured the semi-rural surroundings of the houses were retained. The eighteenth century gentry houses continued to be extended and rebuilt during this time.
- During the 1860s and 1870s, the site of Ankerwycke Purnish to the east of the Green was redeveloped as a large neo-Gothic house and subsequently converted into the Royal Indian Engineering College. As part of this educational development, villas were built for staff facing directly onto the Green in a range of neo-vernacular and Italianate styles.

- The architectural character of Englefield Green principally consists of polite buildings from the eighteenth and nineteenth centuries which are located around the Green. These buildings were designed by architects with the purpose of having an aesthetically pleasing appearance. Vernacular buildings of the eighteenth and nineteenth century also contribute to the character of the area, as do the villas along Coopers Hill Lane owing to their high-quality Victorian design. Street furniture including cast iron style lights, the swing sign and the horse trough also contribute to the architectural interest of the area.

3.3 This Appraisal identifies how the above architectural and historic interest of Englefield Green is evident in the character and appearance of the Conservation Area.



Figure 2: Paul Sandby's 'Tea at Englefield Green' showing how gentry villas around the Green would have appeared c1800.²

² Sandby, Paul, *Tea at Englefield Green*, (c1800), Egham: The Egham Museum. P367. Reproduced by permission of The Egham Museum.

4. Historic Interest

4.1 Pre-Medieval and Medieval Period

4.1.1 The name Englefield Green is believed to have derived from an Anglo-Saxon forest clearing known as 'Ingas open space'. The name has had multiple spellings over time including Hingefelda (967), Ingefeld (1291), Yngfelde (1576), Inglefeld (1586), Enfield Green (1695) and Enville Green (1800). There have been few archaeological finds in the area.

4.1.2 Englefield Green formed part of the manor of Egham which was owned by Chertsey Abbey until the Reformation. The settlement consisted of a small hamlet set around common land which would have been used for grazing animals such as cattle and sheep. Much of the evidence from this period in Englefield Green's history has now been lost due to redevelopment, with the sole exception of the Green.

4.2 Eighteenth Century

4.2.1 During the eighteenth century, Englefield Green saw a period of significant change owing to its proximity to Windsor. Prior to this, dwellings largely consisted of farmsteads and small cottages housing labourers for farming. These cottages were gradually replaced as members of the gentry built villas and small country houses taking advantage of Englefield Green's pleasant surroundings and easy reach of the Royal Court. These were built by professional architects in polite architectural styles and would have been very different to the vernacular buildings which had sat around the Green previously.

4.2.2 Dating many of these houses is difficult and relies on documentary, mapping and archaeological evidence. The earliest surviving dwelling is likely The Old House which consists of a pair of

seventeenth century cottages with a high-quality Queen Anne façade added in 1717.³



Figure 3: Photograph showing The Old House which has a Queen Anne façade and likely dates to 1717.⁴

³ Pevsner suggested a date of c.1715, but it is difficult to be any more precise. The Historic Building file held by the county suggests a c.1690 date. The 1717 date is taken from the Englefield Green Picture Book.

Purcell in the Runnymede Local List claim the building dates to c1710 and the same date appears in *Englefield Green in Pictures*, but neither give a source for this date. Map regression appears to show all of the buildings at Crown Farm were pulled down and rebuilt at some point between the 1814 Enclosure Map and 1841 tithe map and there is archival evidence of a fire in the 1860s. It is more likely a house was built on this site c1710 and was then later rebuilt.

⁴ Yellan, D, County Planning Department, *Egham, Englefield Green, Middle Hill, The Old House (18C)*, (4th September 1975), Woking: Surrey History Centre. CC1101/3/56/120, Photographic Survey and Record of Surrey. Copyright of Surrey History Centre.

4.2.3 Further development took place during the mid to late eighteenth century as the Royal Court at Windsor grew in importance. Castle Hill was the most notable of the houses constructed during this period for Sir John Elwill MP.⁵ Built in a Gothick style by the architect Stiff Leadbetter between 1758 and 1763, the embattled mansion received much attention and appeared in paintings and engravings by Paul Sandby, Frederick Stockdale and John Hassell. The parkland for the house was later expanded in the nineteenth century following the demolition of a house belonging to a 'Miss Pocock' which faced directly on to the Green. Actress Mary 'Perdita' Robinson, who gained fame as one of George IV's mistresses, lived in Englefield Green during this time.



Figure 4: Paul Sandby's painting of Castle Hill House printed in 1775 showing it from the north-east.⁶

⁵ There are various spellings of Elwill including Elwell, Elvil and Elvill. Elwill is used here.

⁶ Sandby, Paul, *North East View of Sir John Elvil's House on Englefield Green near Egham in Surrey*, (1775), Woking: Surrey History Centre. 8969/843. Copyright of Surrey History Centre.



Figure 5: Stockdale's painting of Castle Hill showing the house set amongst parkland from the viewpoint of the ornamental pond.⁷

4.2.4 Other houses built in the mid to late eighteenth century included Clarence Lodge, Englefield Green House and Bulkeley House. Key features of these villas include sash window units, slate roofs and the use of render. In all cases they faced toward the Green with the most notable examples being located on St Jude's Road, Middle Hill and Coopers Hill Lane. The area would have been a highly desirable place to live and many of these houses were drawn by John Hassell in 1822 and later described by C C Wetton in 1839.

4.2.5 In most cases the villas and small country houses were later extended either with additional bays or storeys and in some cases entirely rebuilt. Service buildings were added to the most notable houses and still survive on some sites, such as the coach houses for The Old House and Bulkeley House. There were subservient to the main dwellings but were still built to a high architectural standard. In

⁷ Stockdale, F W L, *Elvills: The Seat of the Hon W Freemantle MP*, (1827). Woking: Surrey History Centre. PX/56/56. Copyright of Surrey History Centre.

all cases, villas and houses were set in relatively spacious grounds befitting of their grand character. The sole exception to this is Englewick on Barley Mow Road which sits tight against the highway owing to its narrow plot.



Figure 6: The Coach House to The Old House is a subservient building to the main house but is of a high architectural character.⁸

⁸ Yellan, D, County Planning Department, *Egham, Englefield Green, Middle Hill, The Old House, Stable Block (18C)*, (4th September 1975), Woking: Surrey History Centre. CC1101/3/56/122, Photographic Survey and Record of Surrey. Copyright of Surrey History Centre.



Figure 7: Drawing of Clarence Lodge by John Hassell in 1822. Clarence Lodge was one of villas built around the Green in the late eighteenth century.⁹

4.2.6 The growth of Englefield Green in the eighteenth century was almost certainly a factor in improvements to the road network. Most notable of all was a scheme agreed as part of the 1790 Quarter Sessions which saw the highway to Windsor diverted from Virginia Water to go instead via St Jude's Road and Priest Hill. As part of this proposal the road was improved and would have been quite different to the dirt tracks previously used by residents. A coach service is recorded as running through the village from the late eighteenth century.

⁹ Hassell, John, *Torrens*, (1822). Egham: Egham Museum. P2734. Reproduced by permission of Egham Museum. The name 'Torrens' derives from the Torin family who lived at Clarence Lodge at the time.



Figure 8: Map showing the diversion of the highway to Windsor from the previous route via Englefield Green.¹⁰

¹⁰ 'Plan of the Old Road from the Western Turnpike Road over Bishops Gate Heath (Marked A) by Crimp's Hill to Windsor and of the New Proposed Road from the said Western Turnpike to Priest Hill to Windsor (Marked B)', *Surrey Quarter Sessions Records*, (1790) QS2/6/1790/Eas/26/1-2. The map shows the revised route of the new highway. There was no indication that this was

4.2.7 Despite the large-scale construction of villas and houses, a small number of vernacular buildings survived or were constructed during this period. The most notable example of this being the Barley Mow Inn which dates to the eighteenth century and is identifiable from its weatherboarded exterior. Bulkeley Cottage is another prominent example of a vernacular building in the village and dates to the early nineteenth century. By contrast, other dwellings such as Byways consisted of cottages which were extended and modernised to give the appearance of a polite villa despite containing eighteenth century fabric internally.



Figure 9: Photograph from the 1930s showing cows using Englefield Green for grazing.¹¹

4.2.8 Farmsteads to the west of the village also survived this period of change and continued to develop into the nineteenth century. Crown Farm remained active until the 1960s when cows were still regularly grazing on the Green. Despite farming ceasing, both Crown Farm and Castle Hill Farm make a positive contribution to the Conservation Area owing to their appearance as former farmsteads, indicating the historic development of the village.

4.3 Enclosure and Nineteenth Century

4.3.1 In the early nineteenth century the open character of Englefield Green was threatened by enclosure. In response to this threat, it was decreed under the Egham Enclosure Act 1814 that the Green “shall remain open and unenclosed for the Pleasure of the Inhabitants and Ornament of their Residences on the said Green.”¹² This designation of the village Green prevented further development and the area retained much of its the open character. This is evident from the tithe map which shows the village largely as it was in 1814.

4.3.2 Following the 1814 Enclosure Act, new development was forced away from the Green. This included large houses and institutions set in extensive parkland which were very different in terms of scale and architecture to their predecessors. Other development in the local area during this time consisted of labourer’s cottages which were gradually erected around a set of sandpits on Harvest Road. The sandpits were allotted to the poor as part of the Enclosure Award and, as they were worked out, more houses were built in a piecemeal fashion. These cottages have an altogether different character than the gentry houses set around the Green and are not located within the Conservation Area.

ever turnpiked. Properties within Englefield Green are only shown in approximate locations. The previous road is at the top of the image in green and marked ‘A’. The improved road is shown in red and marked ‘B’.

¹¹ Unknown Author, *Cows on the Green*, (1930s). Egham: Egham Museum. P3213. Reproduced by permission of Egham Museum.

¹² Private Act, 54 George III c.153 (1814), *An Act for Inclosing Lands in the Parish of Egham in the County of Surrey*.



Figure 10: Extract from John Rocque's Map of Surrey surveyed c1762 showing the layout of Englefield Green.



Figure 11: Map used as part of the 1814 Enclosure Act for Egham.¹³

¹³ *Ibid.* The map consists of two different sheets which have been merged together to show how Englefield Green appeared c1814.



Figure 12: Egham tithe map from 1842 showing very little change around the Green following the Enclosure Act.

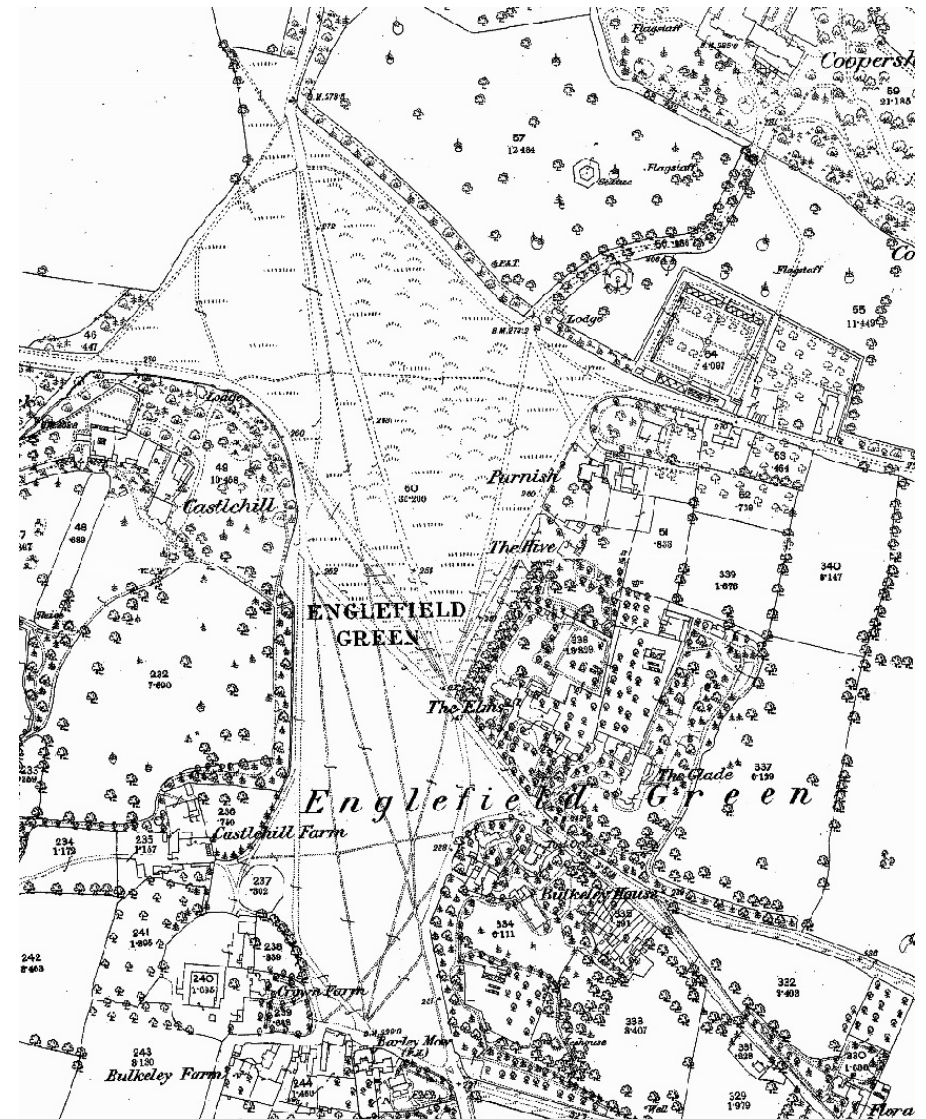


Figure 13: Ordnance Survey Map from 1869 showing the development of Englefield Green. Part of the Royal Indian Engineering College is shown constructed for the first time.

4.3.3 While most new development during this period was located away from the Green, the exception to this was the former Royal Indian Engineering College. Constructed on the site of Ankerwyke Purnish, the main college building was constructed as a mansion for 'Baron' Albert Grant c1865 in a neo-Gothic style. Following his bankruptcy c1870, it became the Royal Indian Engineering College and was extended by the architect Matthew Digby Wyatt.¹⁴ While the main building itself is some distance from the Conservation Area, a set of handsome neo-vernacular style villas were constructed along Coopers Hill Lane to house senior staff for the college. These are of good architectural quality, although they are quite different to the earlier eighteenth century dwellings in the Conservation Area.

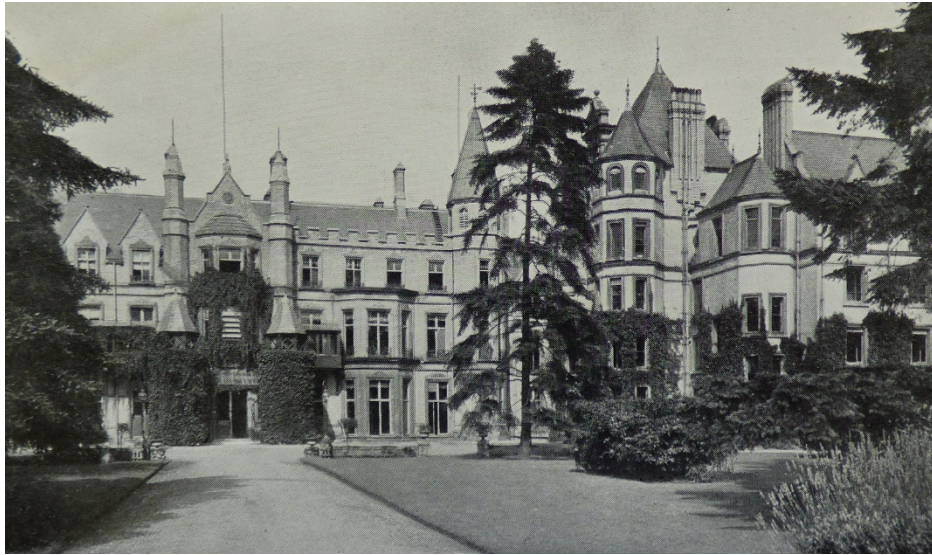


Figure 14: Postcard photograph showing the Royal Indian Engineering College constructed in a neo-Gothic style.¹⁵

¹⁴ Different sources ascribe dates between 1870-1873 for the purchase and opening of the Royal Indian Engineering College. The earliest date has been used here.

¹⁵ Surrey Education Committee, *Royal Engineering College, Coopers Hill*, (1905). PC/56/66/2. Woking: Surrey History Centre. Copyright of Surrey History Centre.

4.3.4 To the north of Englefield Green, the last duel in England took place on the 19th October 1852. Emanuel Barthelmey fatally shot Frederic Cournet who was brought to the Barley Mow Inn on a makeshift stretcher. This was a notable event in the history of Englefield Green although there is no physical evidence of this today.

4.3.5 There were a small number of public realm improvements in Englefield Green during the nineteenth and twentieth centuries. These include the installation of cast iron gas lights, a horse trough and a swing sign. The current horse trough is a 1931 replacement of an earlier fountain which was deemed to be too ornate and damaged shortly after it was erected.



Figure 15: Postcard showing Englefield Green in the early twentieth century when houses overlooked the Green. The lantern and horse trough can be seen in the background.¹⁶

¹⁶ Unknown Author, *Englefield Green*, (1911). Egham: Egham Museum. P717. Reproduced by permission of Egham Museum.

4.4 Twentieth Century and Recent History

4.4.1 During the first half of the twentieth century there was relatively little development around the Green. A pair of lodges for Ridgemean designed by the architect Robert Lutyens were constructed in 1938. To the south of the Green, The Old Vicarage was built in 1931 by the architect Arthur Campbell-Martin. Campbell-Martin was notable for designing small and medium sized country houses. The cricket pavilion on the Green was added in 1956.

4.4.2 More large scale development took place following the Second World War, predominantly in the grounds of the grand eighteenth century houses. In 1954 permission was granted to erect houses in the grounds of Clarence Lodge which today form Clarence Drive. Woodsleigh on St Jude's Road and Hollycombe on Coopers Hill Lane were also both demolished and subdivided into building plots in the late 1960s. It was only subsequently that Englefield Green was designated a Conservation Area in 1970. In 1975, permission was granted for the subdivision of the land at Bulkeley House. As part of this application significant care and attention was given to the retention of trees along St Jude's Road to prevent harm to the character and appearance of the Conservation Area.

4.4.3 The Barley Mow Garage was replaced with The Carriages around 2000. In more recent times, permission was granted for the redevelopment of the two late nineteenth/early twentieth century villas to the north-west of the Conservation Area to form the Cheval Manor site. To the north-east of the Conservation Area the Royal Indian Engineering College has been redeveloped into a mix of high-end apartments and affordable housing.

4.4.4 Despite all these changes, Englefield Green retains its character and appearance as a village with small country houses and large villas

built by members of the gentry in the eighteenth and nineteenth centuries.



Figure 16: Photograph of Barley Mow Road taken in July 1966 showing Byways, Barley Mow Garage, the Barley Mow Inn, Englewick and the Coach House.¹⁷

¹⁷ Yellan, D, County Planning Department, *Egham, Barley Mow Road, The Barley Mow Inn (18C), Englewick & Coach House (early 19C)*, (1st July 1966), Woking: Surrey History Centre. CC1101/3/56/77, Photographic Survey and Record of Surrey. Copyright of Surrey History Centre.

5. Character Assessment

5.1 Location, Topography and Geology

5.1.1 Englefield Green is a village in the north-west corner of Surrey, less than half a mile from the border with Berkshire. To its west is Windsor Great Park, a Royal Park which was historically the hunting ground for Windsor Castle. Access to the park from Englefield Green is via Bishopsgate Road where the entrance is marked by a set of gates. Much of the area to the west of the Conservation Area is open and undeveloped.

5.1.2 To the north of Englefield Green, Priest Hill runs through largely open areas which have a rural character. This same character is evident in Runnymede to the east which is famous for the sealing of the Magna Carta in 1215. A number of important historic sites including the Air Forces Memorial and John F Kennedy Memorial are located here. Runnymede is most easily accessed by car via Priest Hill to the north, although there are a number of footpaths providing access up the steep slope including via Coopers Hill Lane.

5.1.3 To the south-east of Englefield Green is Egham, approached via Tite Hill and Middle Hill. Historically, traffic would largely have avoided Englefield Green and travelled along the Egham and Bagshot turnpike, which is now the A30. This changed as a result of the 1790 Quarter Sessions which provided a much easier route through Englefield Green toward Windsor along Priest Hill.

5.1.4 Immediately to the south of the Green is the Victorian settlement of Englefield Green, which started life as a mid-nineteenth century development around Harvest Road, South Road, Victoria Street and Priest Hill, known on some maps as 'New Egham'. As a result of further housing, the settlement has merged with Egham to the south-east despite having its own distinctive development. Northcroft Road

to the south-west provided access to many of the rural farms in the area, some of which have now been developed for housing.

5.1.5 The boundaries of the Conservation Area are relatively well formed, consisting of properties around the edge of the Green. The north, east and west are mostly soft wooded boundaries. To the south there is a hard boundary created by modern housing which butts up against properties that face directly onto the Green.



Figure 17: Planting helps create soft boundaries for the Conservation Area, as is the case on Priest Hill where the surrounding rural character transitions into the village settlement.



Figure 17: Suburban housing creates a hard boundary for the Conservation Area where it suddenly stops and open character of the Conservation Area becomes evident.

5.1.6 The topography of the Conservation Area itself is largely flat, which made it ideal for farming and building houses. To the north and east this changes dramatically with a steep decline toward Egham and Runnymede. Beyond this the River Thames forms the county boundary line and the land becomes predominantly marshy.

5.1.7 Englefield Green is located on Bagshot Formation geology, which consists of sands and deposits of gravel. The formation contains very little useable stone, although there are occasional flints, chert pebbles, ironpan conglomerate and sarsen stone as part of the wider Bracklesham Group. Owing to the geology there are no stone buildings within the Conservation Area.

5.2 Street and Plot Pattern

5.2.1 The street pattern in the Conservation Area predominantly consists of the roads which run around the edge of the Green. These

include Castle Hill Road, Coopers Hill Lane, St Jude's Road, Barley Mow Road, The Green and Bishopsgate Road. Both Bishopsgate Road and St Jude's Road bisect the Green following historic track routes which have subsequently been improved.

5.2.2 The widths of these roads vary with the narrower lanes reflecting the smaller trackways which used to provide access around the village. By contrast St Jude's Road and Priest Hill is much wider due to improvements made in c1790 as part of a scheme agreed by the Quarter Sessions. The 1869 Ordnance Survey map shows the routes of historic trackways across the Green.



Figure 18: Most houses in Englefield Green are set back from the highway in spacious plots.

5.2.3 The majority of houses within the Conservation Area are set in spacious irregular plots which face directly toward the Green. The frontages of these house vary and demonstrate the piecemeal development of the Conservation Area. These houses tend to be set back from the Green with service buildings such as coach houses or

lodges located closer to the highway. The houses would originally have been set in wider landscaped gardens, some of which have been developed.

5.2.4 In contrast to most houses within the Conservation Area, the buildings along Barley Mow Road have a finer grain and are set in narrower plots. The Barley Mow Inn is one of the few non-residential buildings within the Conservation Area and its appearance, as well as its adjacent service building, are indicative of the former stagecoach service which operated from the village.



Figure 18: The buildings along Barley Mow Road are set hard against the pavement in contrast to many of the villas.

5.2.5 To the north-east, the villas on Coopers Hill Lane have a much more homogenous appearance and are set in regular plots, indicative of their construction for the former Royal Indian Engineering College. Crown Farm and Castle Hill Farm also differ from other houses in the Conservation Area as their frontages face inwards with dwellings set around former yards.

5.3 Public Realm and Open Spaces

5.3.1 The Green forms the principal open space within the Conservation Area and consists of two distinct areas. The southern part forms a wide open area of grass used for cricket and other sports as well as fairs. To the north is a wooded area used predominantly for walking. The Green is very much at the centre of public realm in the village. The soft edges to the Green and undeveloped character give the area a semi-rural appearance which contributes strongly to the Conservation Area.



Figure 18: Trees and planting in Englefield Green form an important part of the area's semi-rural character.

5.3.2 In addition to forming part of the wooded area of the Green, trees and shrubs make a positive contribution to the Conservation Area through boundary treatments. In many cases these hide later housing developments and reinforce the semi-rural character of the area. Trees feature prominently in views along Middle Hill, St Jude's Road,

The Green and Coopers Hill Lane where a variety of species are used including beech, birch, chestnut, hornbeam, oak and Scots pine.

5.3.3 Individual specimen trees also make a strong contribution to the character and appearance of the area. This includes the oak tree on the corner of St Jude's Road and Middle Hill, the trees at the intersection of Coopers Hill Lane and those to the south of the Green.



Figure 19: The oak tree at the corner of St Jude's Road and Middle Hill makes a strong contribution to the character and appearance of the Conservation Area.

5.3.4 In keeping with the semi-rural aesthetic of the area, there are few specific planting schemes within Englefield Green. The exceptions to this are the plants outside the Barley Mow Inn which is the only commercial building within the Conservation Area.

5.3.5 Paving in Englefield Green is relatively simplistic, which is reflective of the semi-rural appearance of the area. Paths are largely tarmac with either cement or granite kerbstones. In places, the edge of the Green does not have any kerbstones indicative of its origins as common land. Brick paviers and gravel are often used for driveways in keeping with materials used locally. The only historic paving in the Conservation Area are the sandstone setts outside The Barley Mow and Englewick which are typical of nineteenth century paving.



Figure 20: The sandstone paving setts outside Englewick are the only examples of historic paving in the Conservation Area.

5.3.6 Street furniture within the Conservation Area is largely designed to reflect the semi-rural appearance of the area. This includes benches, bins and bollards most of which are in timber and use simplistic forms. The locally listed horse trough also reflects this element of the character and appearance of the Conservation Area.

5.3.7 In contrast to the semi-rural street furniture, there are nineteenth century cast-iron style streetlights throughout the Conservation Area. The most notable example of these lights exists at the corner of Bishopsgate Road and St Jude's Road and may pre-date the others. While these are more typical of an urban settlement, in this instance the streetlights reflect the high status of Englefield Green in the nineteenth century and contribute to the character and appearance of the area.

5.4 Building Types and Uses

5.4.1 There are a high proportion of residential buildings in the Conservation Area as most commercial properties were built to the south. The exception to this is the Barley Mow Inn, which is the only public house in the Conservation Area. The cricket pavilion and associated children's playground to the west of the Conservation Area also have a leisure rather than residential use. The Barley Mow Inn and cricket pavilion are the centre of activity within the village.

5.5 Building Scale and Massing

5.5.1 Buildings in the Conservation Area range between one and three storeys. Most of the houses built by the gentry were initially constructed as two storey buildings with some, such as Englefield Green House and Clarence Lodge, later extended to a third storey. Only the grandest villas were built to this scale in the eighteenth century. In contrast, the nineteenth century villas on Coopers Hill Lane were built to three storeys, representing their later construction than the gentry houses.

5.5.2 By contrast to the larger villas, the farm buildings to the west of the Conservation Area are predominantly single storey in keeping with their agricultural usage. This makes a positive contribution to the Conservation Area. Most buildings within the Conservation Area are two storeys.

5.5.3 Almost all dwellings within the Conservation Area are detached and sit within spacious plots. Despite some of the eighteenth century villas being extensive, their bulk and massing tends to be broken up through bay windows, decorative detailing and setting back extensions to create more pleasing architecture. The villas on Coopers Hill Lane are linear in plan with narrow elevations facing the highway, in contrast to their earlier counterparts.



Figure 21: The villas on Coopers Hill Lane have a different massing and scale than their eighteenth century counterparts. The villas are constructed in a lighter buff coloured brick and the boundary walls in a light orange colour.

5.6 Building Materials

5.6.1 By far the most common material within the Conservation Area is brick. Where it is exposed, brick is most commonly red or orange coloured, particularly for outbuildings, farm buildings and boundary walls. The villas and The Mews buildings on Coopers Hill Lane are an exception to this which use a buff-coloured brick, similar to that on the stable block and bothy for Castle Hill.



Figure 22: Bulkeley House is one of the many rendered villas in the Conservation Area.

5.6.2 Typically, the eighteenth century gentry houses were decorated with render. The majority of these are now painted white but the buildings could benefit from further research through paint analysis to establish if there was an earlier scheme.¹⁸

¹⁸ The Georgian Group note that Georgian houses during this period would have been unlikely to be painted bright white. If trying to establish the original scheme, getting advice from a paint consultant is the best way forward where paint survives. Changing paint colour may require planning permission and listed building consent.

5.6.3 Vernacular buildings in the Conservation Area were traditionally constructed with timber framing. By the eighteenth century timber framing had become less fashionable as good quality timber became harder to source. Where timber framing was used in Englefield Green, buildings were weatherboarded as is the case with the Barley Mow Inn and Bulkeley Cottage.



Figure 23: Photograph of the Barley Mow Inn showing the range of vernacular materials used in the late nineteenth century including a thatched building on the left.¹⁹

5.6.4 Historic buildings in Surrey traditionally had clay tile roofs prior to the mid-eighteenth century, owing to the availability of clay for tile making. Such tiles were handmade and either orange or red. These roofs required relatively steep pitches for rainwater drainage. By the mid-eighteenth century shallower pitched roofs were more in vogue and as such slate became the predominant material in Englefield

¹⁹ Englefield Green Cricket Club, *The Barley Mow*, (c1880). Egham: Egham Museum. P3570. Reproduced by permission of Egham Museum.

Green. A greater interest in vernacular buildings led to clay tiles being used once again in the nineteenth century. As such, there is a mix of slate and clay tiles within the Conservation Area. Historic photographs show a set of thatched stables at the Barley Mow, although no thatched buildings survive in Englefield Green.

5.7 Architectural Details

Windows

5.7.1 Windows within the Conservation Area are predominantly timber sash window units. Sash windows first appeared in England in the late seventeenth century with glazing bars separating panes of crown or cylinder glass. After 1850, plate glass became more common and, owing to the greater weight of the glass, 'horns' were needed to provide strength to the meeting rail on the top sash. As such, earlier examples of sash windows can often be identified from the lack of horns and smaller panes of glass, notable examples being those on the Barley Mow Inn and Englewick. The earlier windows tend to be six over six units, whereas later windows have fewer glazing bars because of the increased size of glass panes.

5.7.2 Timber casement windows also feature within the Conservation Area. Historically, these were in less important rooms or buildings such as coach houses. During the nineteenth century, casement windows become more commonplace and feature on later buildings within the Conservation Area. Such windows should have even sightlines, in keeping with the traditional opening mechanism for casement windows, and no fanlights.



Figure 23: Examples of traditional six over six sash windows without horns in the Conservation Area.



Figure 24: Two sets of casement windows on a building within the Conservation Area. The one on the right has even sightlines.

5.7.3 There are few non-traditional windows throughout the Conservation Area. Where windows such as rooflights or uPVC units are visible from the highway they cause harm to the character and appearance of the area owing to their non-traditional appearance.

Doors

5.7.4 Doorways and porches vary significantly throughout the Conservation Area. The most notable are classically inspired with six panel doors on the front elevation where they form part of the design symmetry. Later houses use a variety of timber framed porches including those with a faux vernacular style such as the villas on Coopers Hill Lane.



Figure 25: An example of a classically inspired porch with a six panel door and eighteenth century style fanlight.

Roofs and Chimneys

5.7.5 The roof forms of buildings within the Conservation Area make a strong contribution to its character and appearance. In most cases they are pitched with their form revealing their historic and architectural interest. There is a wide range of roof pitches throughout the Conservation Area with many of the earlier buildings having a shallow pitch reflecting the architectural fashion of the time and later buildings having a steeper pitch. Clay tile roofs tend to be the exception to this as they require a much steeper pitch as evident from The Old House and the Barley Mow.

5.7.6 Owing to the double fronted appearance of many of the houses within the Conservation Area, there are few gables facing directly on to the Green. Where these appear, they are typically faux timber framed such as the houses on Northcroft Road. Byways is an exception which has ornate barge boards. Hipped roofs are the most common roof form.

5.7.7 In keeping with the eighteenth and early nineteenth century aesthetic of the Conservation Area, chimneys are largely plain and undistinguished. An exception to this is The Vicarage which has high chimney stacks set at an angle in keeping with the Arts and Crafts idiom. The chimney stacks on The Coach House on Coopers Hill Lane are also decorative with panels of render forming a linear pattern.



Figure 26: The Old Vicarage has an ornate chimney stack typical of the Arts and Crafts period.

Decorative Details

5.7.8 Decorative details within the Conservation Area are largely limited to classical porches on the gentry houses. The most notable exception to this is the brick corbel decoration to the eaves of the Coopers Hill Lane villas and Castle Hill Stable Block. The schemes are both highly ornate and representative of neo-Gothic and Italianate architecture in the mid to late nineteenth century. Both sets of buildings also feature carved brick panels to add extra interest to their elevations. Similar decoration can also be seen on the gateway to The Mews on Coopers Hill Lane.



Figure 27: Castle Hill Stables features highly ornate brick and terracotta decoration on its gable and as part of its string course.

5.8 Boundary Treatments

5.8.1 Hedges and trees form the majority of boundary treatments around the Conservation Area, where they reinforce the semi-rural character of the area. These are particularly prominent around the edge of the Green, where they obscure close boarded fences.

5.8.2. High close boarded fences should be avoided as they are more typical of suburban areas and do not reflect the semi-rural appearance of the area. The picket fence to The Old House makes a positive contribution to the character and appearance of the area.

5.8.3 Later development in the Conservation Area relied on brick walls to form boundaries. This includes the former Royal Indian Engineering College, which has a high brick wall with dog tooth decoration along Coopers Hill Lane. The brick wall boundary to Crown House is also notable and may indicate a later period of development.

5.8.4 There are few examples of railings within the Conservation Area owing to its semi-rural appearance. The exception to this is at Englewick, which is set hard against the highway. There are a small number of metal vehicular gates around the Conservation Area, but none are particularly historic. Other gates have a traditional five bar format, in keeping with the character and appearance of the Conservation Area.



Figure 28: Hedges and timber five bar gates form the boundaries of many sites and reflect the character and appearance of the area.



Figure 29: Exposed close boarded fencing can have a suburbanising impact on the Conservation Area.



Figure 30: Historic walls make an important contribution to the Conservation Area.

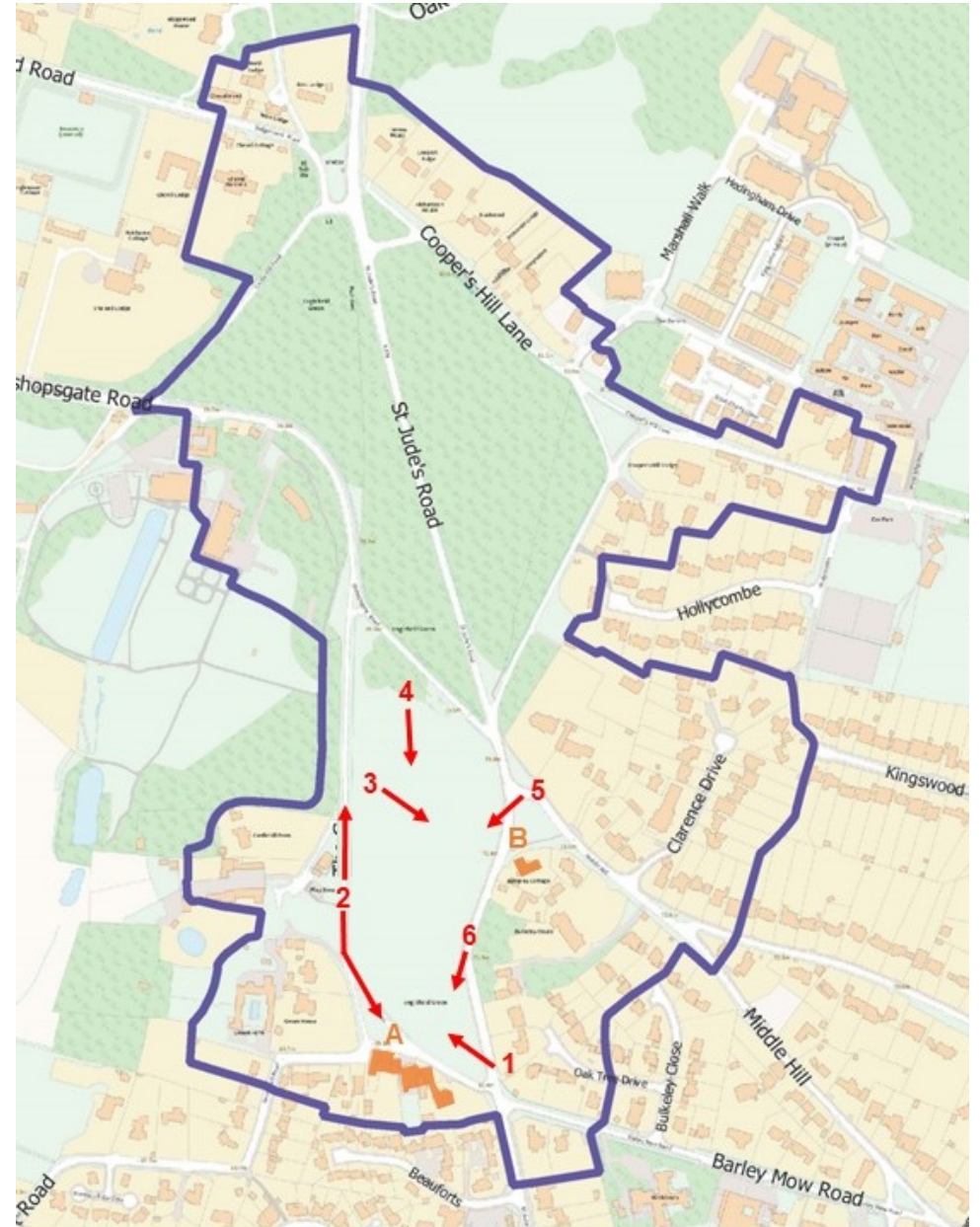
5.9 Important Views and Landmark Buildings

5.9.1 Particular views allow the character, appearance and wider setting of the Conservation Area to be appreciated. Figure 31 shows the key views within the Conservation Area (marked in red). This does not mean that other views within the Conservation Area are unimportant, only that those highlighted below are the most significant. Views are not necessarily static and can be kinetic, changing as one moves from one point to another.

5.9.2 As much of the Conservation Area is wooded, there are few important views within the Conservation Area. These are predominantly focused on the set of buildings facing the highway on Barley Mow Road. Other views focus on notable buildings across the Green which reveal the development of the Conservation Area.

5.9.3 Figure 31 also identifies landmark buildings within the Conservation Area. Landmark buildings are sites which clearly stand out as part of views within the Conservation Area but are not necessarily the most historically important. Only two sets of landmark buildings have been identified because most notable houses are now hidden within sets of trees.

Figure 31: Key views (numbered) and landmark buildings (lettered) within Englefield Green Conservation Area.



Important Views

5.9.4 View 1: The Green from St Jude's Road.

- Panoramic from St Jude's Road which looks across the Green, taking in the edge of the buildings on Barley Mow Road and the cricket pavilion. The view demonstrates the importance of the Green for the pleasure and ornament of the surrounding houses and its role as an open space.



Figure 32: View 1 looking across the Green toward the cricket pavilion from St Jude's Road.

5.9.5 View 2: Kinetic Views along The Green (South)

- Kinetic views moving toward and away from the landmark buildings on Barley Mow Road along The Green. Heading south, the view provides an appreciation of these buildings and their strong presence in the street scene.



Figure 33: View 2 looking along The Green toward Barley Mow Road.

View 2: Kinetic Views along The Green (North)

- Heading north the kinetic view provides an appreciation of the historic nature of the Green as former common land. The lack of any kerbstones reinforces the rural character of the area.



Figure 34: View 2 looking north along The Green.

5.9.6 View 3: Bulkeley Cottage from The Green.

- Panoramic view from The Green, which provides a good viewpoint of Bulkeley Cottage. The view demonstrates the historic development of Englefield Green, which at one point had a range of dwellings looking directly over the former common land, almost all of which are now hidden behind trees and hedges.



Figure 35: View 3 looking across the Green toward Bulkeley Cottage showing the prominence of the building.

5.9.7 View 4: The Green toward Landmark Buildings A and B

- Panoramic view from the northern part of the Green looking south toward Landmark Buildings A and B. Similar to View 3, the view provides an indication of the historic development of the Conservation Area which once had dwellings looking over the Green.



Figure 36: View 4 looks across the Green toward Landmark Buildings A and B.

5.9.8 View 5: The Green from Middle Hill.

- Panoramic view from the junction of Middle Hill and St Jude's Road across the Green, taking in the landmark buildings on Barley Mow Road and the cricket pavilion. As per View 1, it demonstrates the importance of the Green for the pleasure and ornament of the surrounding houses and its role as an open space. The view represents the first seen of the Green when approaching from Middle Hill.



Figure 37: View 5 looking across the Green from Middle Hill showing Landmark Building A in the distance.

5.9.9 View 6: Barley Mow Road from St Jude's Road

- Static view from the bend in the road on St Jude's Road, which provides a strong view of the landmark buildings on Barley Mow Road. This demonstrates the historic importance of these buildings for Englefield Green and their prominence in views across the Green.



Figure 38: View 6 looking across the Green from St Jude's Road toward Landmark Buildings A.

Landmark Buildings

5.9.10 Landmark Buildings A: Barley Mow Road

- The small cluster of buildings on Barley Mow Road have a strong impact on views within the Conservation Area, owing to their prominence, and form a landmark group. From east to west this group includes Byways, The Carriages, Barley Mow Inn, Englewick and The Coach House. The importance of the group is most evident in the Barley Mow Inn which is of high historic interest to the Conservation Area as a former stagecoach stop and the commercial centre of the village.



Figure 39: Landmark Buildings A viewed from the Green.

5.9.11 Landmark Building B: Bulkeley Cottage

- Bulkeley Cottage is the only other prominent building within the Conservation Area. Views of the building provide an appreciation for the historic development of the area, where large houses and their outbuildings had direct views across the Green. The building also provides evidence of the earlier history of the area when vernacular buildings would have been set around the Green.



Figure 40: Landmark Building B viewed from the Green.

5.10 Setting

5.10.1 The setting to the north, east and west of the Conservation Area largely consists of woodland and open fields, which makes a positive contribution to understanding the historic and architectural interest of

the area. Other areas, such as Ridgemean Road, consist of residential development but their suburban appearance is largely screened by trees and hedges. The playing fields on Coopers Hill Lane are sympathetic to the semi-rural character of the area.

5.10.2 The suburban housing to the south causes harm to the setting Conservation Area by making it difficult to understand the separate development of the area from Egham. The use of trees and hedging limits this harm by creating a softer boundary between the two areas.

5.10.3 Modern development to the east of the Conservation Area causes harm to its setting by detracting from the semi-rural character of the area. This is particularly harmful by The Mews, where modern blocks tower over the quaint Victorian buildings. Opportunities to obscure these buildings better should be sought.



Figure 41: View of The Mews from Coopers Hill Lane showing development causing harm to the setting of the Conservation Area.

6. Audit of Heritage Assets

6.1 Introduction

6.1.1 Englefield Green contains a range of buildings and structures which contribute to the character and appearance of the Conservation Area. Some of these heritage assets are recognised as being significant in their own right through nationally or locally listed status. However, not all buildings and structures meet this high threshold. As a result, it is important to ensure that any heritage assets which make a positive contribution to the area are recognised, and efforts are made to preserve or enhance them as part of the development management process.

6.1.2 As part of the Audit of Heritage Assets an assessment has been carried out to identify the contribution made by buildings to the Conservation Area. This is set out in the following four categories:

6.2 Listed Buildings

6.2.1 Listed buildings are buildings which have been identified as being of special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) Act 1990. Buildings or structures are assessed by Historic England for listing and designated at either Grade I (the highest), Grade II* or Grade II (the lowest). Such designation not only includes the principal building, but also buildings within its curtilage built before July 1948. Works to all listed buildings (including their interior) may require Listed Building Consent.

6.2.2 The only Grade II* listed house within the Conservation Area is Englefield Green House, which is one of the notable villas surrounding the Green. The building is said to date from the late eighteenth century but may be a remodelling of an earlier building.



Figure 42: Photograph of Englefield Green House, the only Grade II listed building in the Conservation Area.²⁰*

6.2.3 The Grade II listed villas around the Green include The Old House, Castle Hill, Englewick, Bulkeley House and Clarence Lodge. Various outbuildings and structures, which formerly belonged to these buildings, are also listed as is the Barley Mow Inn and Bulkeley Cottage. Castle Hill Farm Dairy is the only farm building to be listed within the Conservation Area. The full list of nationally listed buildings

²⁰ Yellan, D, County Planning Department, *Egham, Englefield Green, Middle Hill, Englefield Green House (Mid-Late 18C) - Exterior View of Front*, (1st July 1966), Woking: Surrey History Centre. CC1101/3/56/83, Photographic Survey and Record of Surrey. Copyright of Surrey History Centre.

can be found in Appendix 2. These are identified in purple on the Audit of Heritage Assets map.

6.3 Locally Listed Buildings

6.3.1 Locally listed buildings are ‘undesigned heritage assets’ recognised as part of Runnymede Borough Council’s Local List adopted in 2019. In the event of a planning application, the impact on a locally listed building must be assessed under the NPPF and local plan policy. Locally listed buildings do not require listed building consent for alterations.

6.3.2 The only locally listed buildings within the Conservation Area are Crown House, The Old Vicarage, the Ornate Lamp Post and Horse Trough. These are identified in blue on the Audit of Heritage Assets map. At the time of writing, the first draft of the Englefield Green Neighbourhood Plan has been through public consultation with the Neighbourhood Forum seeking to submit the Plan (under Regulation 16) to Runnymede Borough Council in 2023. Through the development of the Neighbourhood Plan further buildings may be added to this designation

6.4 Positive Buildings

6.4.1 Positive buildings and structures are those which demonstrate many of the features which contribute to the character and appearance of the Conservation Area. This may include their scale, form, use of materials, decorative details, spatial relationship, or features associated with the historical interest of the area or a notable architect or building contractor. Some of these buildings may be worthy of inclusion on the Local List when the document is next reviewed.

6.4.2 As part of this assessment, those buildings which contain fabric that may pre-date the 1814 Enclosure have been identified as positive. These include Byways, Coopers Hill Lodge, Chelsea Lodge and

Stables Cottage. This is solely based on map regression and it is possible that some of these may have been demolished and rebuilt on the same footprint. Aesthetically, they all make a positive contribution to the Conservation Area. These are identified in green on the Audit of Heritage Assets map.



Figure 43: The cast iron lamppost in Englefield Green is one of the four locally listed heritage assets in the Conservation Area.



Figure 44: The horse trough on Englefield Green is also locally listed.

6.5 Neutral Buildings

6.5.1 Neutral buildings are those which have some design features which reflect the character and appearance of the Conservation Area but have other features which do not. For example, a building may have a traditional roof form and be constructed of appropriate brick but have poor detailing, a flat roof garage or not be of any historic interest. These are identified in yellow on the Audit of Heritage Assts map.

6.5.2 No negative buildings have been identified as part of the Conservation Area appraisal.

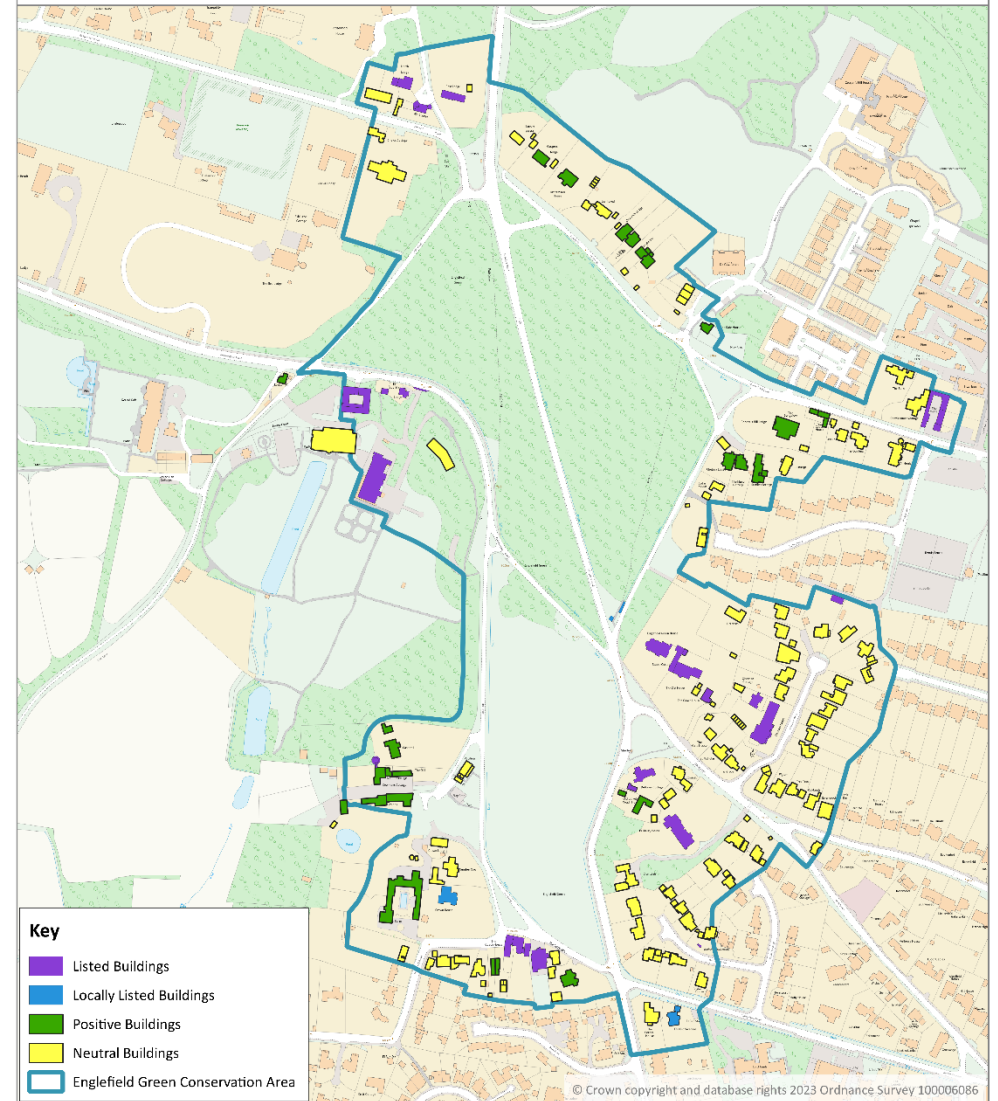


Figure 45: Map showing Audit of Heritage Assets.

7. Street by Street Assessment

7.1 Barley Mow Road and Northcroft Road

7.1.1 Barley Mow Road runs from Egham toward the village, crossing St Jude's Road within the Conservation Area. It makes a sudden turn to become Northcroft Road, which follows the boundary to Crown Farm. The approach to the Green along Barley Mow Road consists of suburban housing, as does Northcroft Road. Both would historically have been open fields.

7.1.2. Most of the buildings on Barley Mow Road abut one another and are tight up against the pavement in contrast to the remainder of the Conservation Area. Englewick, The Coach House and the Barley Mow Inn are the only listed buildings on the roads. The Old Vicarage is locally listed. Byways and Englewick are the only villas on this road, reflective of the plot constraints on this side of the Green

7.1.3 The buildings on these roads form an eclectic mix of vernacular and classical styles with a range of materials including red brick, weatherboarding and render. Roofs are slate or clay tiled. Numbers 1, 1a and 3 Northcroft Road are visible from the Green and have a neo-vernacular style which slightly contrasts with the group, but nonetheless form a pleasant backdrop owing to their good quality design. Buildings are two storeys and those which face the Green are mostly double fronted.

7.1.4 Boundary treatments vary quite significantly along Barley Mow Road and Northcroft Road. To the south-east, boundaries are predominantly soft with a range of good quality trees and hedges. Brick walls feature at Byways and on Northcroft Road and there are a good set of railings outside Englewick. The staircase and satellite dish on the side of The Carriages are rather unwelcome features and do not reflect the faux-traditional appearance of the building.



Figure 46: The buildings on Barley Mow Road form an eclectic mix of styles.



Figure 47: The neo-vernacular houses on Northcroft Road make a pleasant contribution to views from the Green.



Figure 48: The trees along the edge of the Green make a pleasant contribution to the character of the area.



Figure 49: The staircase and satellite dish on the side of The Carriages are unwelcome features within the Conservation Area.

7.1.5 Owing to the narrowness of the road, the south edge of the Green is much more accessible than elsewhere, allowing its inter-relationship with the buildings to be well appreciated. The trees along the southern boundary form an important group while the lampposts and swing sign make a good contribution to the public realm.

7.2 The Green and Bishopsgate Road

7.2.1 The Green runs along the west side of the Conservation Area from Barley Mow Road. The buildings predominantly consist of farmsteads and farmhouses and as such are set back from the Green in more spacious plots. Crown House is the most notable of these, evident in its historic brick boundary wall and protruding Jacobean style gable visible from Barley Mow Road. The cricket pavilion and play area form an area of leisure activity.



Figure 50: The Green is the site of former farmhouses and farmsteads evident in their use of materials and traditional boundaries.

7.2.2 At its northern end, The Green joins Bishopsgate Road which is a historic route from Egham towards Windsor Forest. This has a rural appearance taking in sections of woodland and the Castle Hill Estate. The grounds of Castle Hill form a welcome backdrop to the Green and a transition toward the more wooded parts of the Conservation Area. At the northern end of the estate the stables, bothy and lodge all sit close to the road forming the historic entrance to the site. The lodge building to Round Oak is a further example of a lodge constructed for one of the gentry villas around the edge of the Green. Castle Hill and its associated stables, bothy and entrance gate are the only listed buildings in this area.



Figure 51: The Lodge to Round Oak is typical of lodge buildings around the Conservation Area.

7.2.3 Buildings range from one to two storeys in scale, with Castle Hill having an extra storey representing its grand status. The main materials used in the area consist of red brick and clay tiles, but some of the grander houses such as Castle Hill and Crown House use render and slate. Both dwellings take on classical or other features more in keeping with small eighteenth century country houses. The stables and bothy have an unusual pale yellow brick and terracotta decoration, which reflects their mid to late nineteenth century construction date.



Figure 52: The brick wall to Crown House makes an important contribution to the Conservation Area.

7.2.4 Boundaries are semi-rural consisting of trees and hedges, which make a positive contribution to the Conservation Area. The brick wall to Crown House is an important historic feature. The grandest houses have metal gates, denoting their significance. The farmhouses and their associated buildings have timber gates, reflecting their agricultural history.

7.2.5 As with Barley Mow Road, The Green has a particularly strong relationship with the Green, evident by the lack of kerb stones along the road, which reinforce the semi-rural character of the area. The planters at the entrance to Castle Hill are a nice addition which soften the gatehouse.

7.2.6 Should Round Oak Lodge be added to the Conservation Area, it would be beneficial to encourage the uPVC windows to be replaced with timber units. It would also enhance the Conservation Area if the satellite dish on Castle Hill Lodge could be relocated to a less prominent location where it is not visible from the highway.

7.4. Castle Hill Road and Ridgemean Road

7.4.1 Castle Hill Road and Ridgemean Road form the northern part of the Conservation Area. Castle Hill Road runs between a wooded area and the Cheval Manor site. The road largely has a rural appearance, except for the close boarded fence on its western side.

7.4.2 Ridgemean Road dates to the late nineteenth century when a series of neo-vernacular houses were constructed in relatively spacious plots. A number of these have now been rebuilt as part of the Cheval Manor site, and the only remaining historic structures are the listed lodges, which form the entrance to Ridgemean House. These feature white painted brick, clay pantile roofs and ashlar dressings. All the buildings are two storeys and of a reasonable scale giving the impression of lodges. Boundaries consist of hedges which prevent the area from having too suburban a character.



Figure 53: The close boarded fence along Castle Hill Road has a suburban appearance.



Figure 54: The listed lodge buildings on Ridgemean Road form the entrance to Ridgemean House.

7.5. Coopers Hill Lane

7.5.1 Coopers Hill Lane stretches along the eastern side of the Conservation Area following the boundary of the former Royal Indian Engineering College. The route historically led to Kingswood Lodge, before navigating its way down the hill toward Egham. This still retains a semi-rural character with limited vehicle traffic.



Figure 55: Coopers Hill Lane is narrow and retains some of its semi-rural character.

7.5.2 The street consists of a mix of neo-vernacular and neo-Gothic style buildings constructed in buff brick and some faux-timber framing. In contrast to much of the Conservation Area, the villas to the north are semi-detached. The only listed building is the terraced Mews building at the eastern end of the Conservation Area, which forms a strong boundary before modern university development becomes predominant. The buildings are of a slightly greater scale than the rest of the Conservation Area, going up to three storeys in some places.

A good quality boundary wall follows the length of this road and has been incorporated into the Magna Carta development.

7.5.3 The houses along this road are largely set back from the highway in spacious plots, which reinforce the character of the area. The exceptions to this are the new dwellings at Great Charta Close, which are quite prominent owing to the high density of the development. Consideration should be given to encouraging tree planting along the southern boundary to the site to reinforce the semi-rural character of the area.



Figure 56: The high density of development of Great Charta Close urbanises the setting of the Conservation Area.

7.5.4 An offshoot of Coopers Hill Lane runs to the south-west along the wooded part of the Green. The junction of Coopers Hill Road includes a small area of open space planted with trees that makes a pleasant contribution to the character of the Conservation Area. A further wooded section formerly associated with elm trees is at the southern end of the lane.

7.5.5 The boundaries along this road include exposed close boarded fences which give the area a suburban feeling and detract from the Conservation Area. In other places large driveways further contribute to this suburban character and cause harm to the area. Planting hedges along part of this road should be encouraged to help enhance the semi-rural character of this road.

7.5.6 The houses along this part of Coopers Hill Lane are a mix of former villas and later dwellings, some of which are accessed via Hollycombe from the east. In terms of materials, slate and render are the most common, but other materials such as brick and tile also appear.



Figure 57: Double-width driveways and exposed close boarded fencing contribute to the urbanisation of the Conservation Area.

7.6. Middle Hill and Clarence Drive

7.6.1 Middle Hill features the most listed villas within Englefield Green including Englefield Green House, The Old House, Clarence Lodge and Bulkeley House. Both Clarence Cottage and The Coach House are also on this road, taking the total number of listed buildings to six. The largest of these buildings are three storeys, but the majority are only two. As with other villas in the area they are mostly set in spacious grounds, although in some cases this has been subdivided into housing.



Figure 58: The picket fence to The Old House makes a pleasant contribution to the character and appearance of the area.

7.6.2 Materials within Middle Hill range from exposed brick and clay tile roofs to slate and render. There are a small number of examples of faux-timber framed buildings and one weatherboarded building.

7.6.3 Boundaries are predominantly hedging and planting with boundary fencing obscured behind. A white picket fence follows the boundary along The Old House and makes a quaint contribution to the character and appearance of the area. On other sites planting has recently been removed which has had the unfortunate effect of creating a suburban appearance and detracting from the semi-rural aesthetic of the Conservation Area. Modern brick boundary walls have been permitted for other sites, again detracting from the area.



Figure 59: The boundary to Clarence Lodge consists of trees and hedges in keeping with the semi-rural character of the area.



Figure 60: The removal of planting has had a suburbanising impact on some parts of the Conservation Area. In time the new planting will obscure the fence.

7.6.4 Clarence Drive is accessed off Middle Hill and is the site of the former gardens to Clarence Lodge. The houses on this road are in a much higher density than the rest of the Conservation Area and have a consistent building line, creating a suburban appearance. The style of dwellings varies significantly and does not reflect the character and appearance of the Conservation Area. A number of trees survive from the Clarence Lodge site and it is recommended these are considered for Tree Preservation Order status.

7.7 St Jude's Road, Oak Tree Drive and Bulkeley Close

7.7.1. St Jude's Road runs through the centre of the Conservation Area and was improved in the late eighteenth century to provide improved access to Windsor. At its northern end it meets Priest Hill. To the south it forms an important boundary for the Green. It is often busy with relatively fast-moving traffic which is a detriment to the

setting of this important open space. The oak tree at the junction of St Jude's Road and Middle Hill makes an important contribution to the character of the area.

7.7.2 Only two buildings are visible from St Jude's Road which are Bulkeley Cottage and the Coach House, both of which formerly belonged to Bulkeley House. Bulkeley Cottage, the only listed building on this road, is particularly prominent and forms a focal point within the area. Materials include brick, weatherboarding and clay tiles. In terms of scale both buildings are two storeys and are set in slightly less spacious grounds than their villa counterparts reflecting their more subservient history.

7.7.3 Behind St Jude's Road is Oak Tree Drive and Bulkeley Close. These roads date from the 1970s as part of a housing estate constructed in the grounds of Bulkeley House. While there is consistency in materials between these properties, as with Clarence Drive, they have a rather uniform building line and high density reflective of their suburban character. There is a listed icehouse in the grounds of 4 Oaktree Drive, which would have historically been used for storing ice for Bulkeley House. It is now entirely obscured by planting.

7.7.4 The most significant contribution made by these properties to the Conservation Area is through reinforcing the semi-rural character of the Conservation Area through tree and hedging boundary along St Jude's Road. These boundaries continue along to the Coach House and Bulkeley Cottage where timber and small ironwork gates demonstrate the humble character of the dwellings in comparison to the larger gentry villas.



Figure 61: The houses in Oak Tree Drive and Bulkeley Close do not reflect the character and appearance of the Conservation Area.

8. Issues and Opportunities

8.1. Introduction

8.1.1 This section looks at issues and opportunities which could be addressed to preserve and enhance the character and appearance of the Conservation Area. Overall, Englefield Green Conservation Area is in a very good condition and as such the recommendations are fairly limited. The proposals identified here respond to issues noted as part of the appraisal, or points raised during the initial consultation.

8.2. Setting

8.2.1 One of the greatest challenges to the character and appearance of the Conservation Area is to its setting. While there are some aspects which are beyond the control of the planning authority and local community, such as aircraft noise, there are other aspects which can be managed. New development around the edge of the Conservation Area should not detract from the semi-rural appearance of the area and be carefully designed to respect what is important to the character and appearance of Englefield Green. This may include reducing the scale and massing of new buildings, setting them back from the highway and requesting sufficient tree provision. Ensuring appropriate materials are used is also important but should not be used as a substitute for poor design.

8.3. Boundary Treatments

8.3.1 Boundaries should continue to reflect the semi-rural character and appearance of the Conservation Area. Predominantly these should be of trees or hedges with close boarded fencing behind where necessary. Exposed close boarded fencing should be avoided to prevent the area from having a suburban feeling. New brick walls should, in most cases, not be supported to prevent urbanisation. Historic brick boundary walls should continue to be maintained. Picket

fences may be considered appropriate. Railings should only be acceptable where there is a precedent.

8.3.2 Driveways should ideally be gravel dressed or laid with brick paviours. Vehicular gates should be timber with brick piers, where they are considered necessary. Metal vehicular gates should generally be avoided. Efforts should be made to obscure parking behind hedging and prevent leaving open gaps in boundaries, which can harm the semi-rural character of the area.

8.4 Windows and Doors

8.4.1 Owing to the high number of listed properties around the Conservation Area, there are few inappropriate alterations to buildings around the Green. In general windows and doors should be timber and should be correctly proportioned, such as having even sightlines and no fanlights. Aluminium or uPVC units should be avoided if they are proposed as part of the development management process.

8.5. Traffic and Parking

8.5.1 Opportunities to manage traffic through the village could enhance the character of the area. Consideration should be given to lowering the speed limit to 20mph on Barley Mow Road, The Green, Coopers Hill Lane and the southern part of St Jude's Road. This may be worth discussing with the local highway authority, particularly considering there is no path along Coopers Hill Lane.

8.5.2 Parking was noted as an issue during the initial consultation, but problems were not observed during site visits for the Appraisal. Should this continue to be an issue, it should be discussed with the Local Highway Authority who carry out parking reviews across Surrey every twelve to eighteen months.

8.6 Signage

8.6.1 A sign indicating the beginning of the Conservation Area, particularly at the junction of St Jude's Road and Barley Mow Road,

would be a welcome addition, and help identify the historic character of the area. There should be greater consistency over street signs and new road signage, and these should not contribute to visual clutter within the Conservation Area.

8.6.2 A new information board about the history of the area located in a public place on the edge of the Green would be welcome to provide greater awareness of the Conservation Area and its historic development. Historic drawings and photographs should be used in the production of the signage and could be developed as part of a project with The Egham Museum and the Residents Association. This should build on the existing signage at the Barley Mow Inn.

8.7 Public Realm and Planting

8.7.1 The public realm in Englefield Green is largely in a very good condition with consistency in terms of features. Comments received as part of the initial consultation requested more bins, benches and lighting, particularly on the west side of the Green.

8.7.2 Opportunities to plant more wildflowers around the edge of the Green were raised as part of the consultation. This may be considered appropriate, provided it does not interfere with the use of the Green for cricket.

8.7.3. It is strongly recommended that a review of Tree Preservation Orders is carried out on any areas proposed for removal from the Conservation Area.

8.7.4 Clearer footpaths through the wooded areas of the Green linking up with wider paths would help improve the area. This should not be to the detriment of important habitats for wildlife.

9. Management Plan

9.1 Existing Controls Measures

9.1.1 When assessing applications for Planning Permission or Listed Building Consent, Runnymede Borough Council must pay special attention to ensuring changes preserve or enhance the character and appearance of the Conservation Area. This may include asking applicants to revise schemes so they are less harmful to the Conservation Area or do not lead to cumulative harm. The purpose of these control measures is to protect the Conservation Area for the benefit of everyone.

9.1.2. Conservation Area designation means that some permitted development rights are removed for properties in Englefield Green. These rights are mostly set out by the Government under The Town and Country Planning (General Permitted Development) (England) Order 2015. The Order identifies that the following permitted development rights in a Conservation Area are removed and require Planning Permission:

- The cladding of any part of the exterior of a house.
- Extensions to the side of a house and any extension of more than one storey.
- An extension beyond the rear wall of the original dwelling house by more than four metres in the case of a detached dwelling house, or three metres in the case of any other dwelling house.
- The enlargement of a dwelling house consisting of an addition or alteration to its roof, including adding new dormer windows.
- The construction of an outbuilding situated between the side elevation of a dwelling house and its property boundary.
- The installation or replacement of a chimney, flue or soil and vent pipe on a dwelling house which either fronts the highway

or forms part of the principal or side elevation of a dwelling house.

- The installation or replacement of a microwave antenna on a dwelling house which is on a chimney, wall or roof slope which faces onto, and is visible from, a highway.
- Total or substantial demolition of an unlisted building or structure within a Conservation Area, including boundary walls on the highway over one metre and buildings with a volume over 115 cubic metres.
- The installation of surface mounted solar panels on a wall which fronts a highway.
- Putting up advertisements or commercial signage.
- Works to trees which have a diameter greater than 75mm at 1.5m from soil level.

9.1.3 It is a requirement that Runnymede Borough Council takes account of these removed permitted development rights when determining whether works require Planning Permission. The above is not an exhaustive list of all permitted development rights removed as these are reviewed periodically by the Government and further Orders issued.

9.1.4 If there is any doubt as to whether work requires Planning Permission or Listed Building Consent further guidance can be found on the Government's Planning Portal or sought from Runnymede Borough Council. The Council may recommend that applicants apply for a Certificate of Lawful Development to ascertain whether a scheme requires Planning Permission.

9.2 Potential Article 4 Directions

9.2.1 The existing control measures in the Conservation Area ensure that much development which has the potential to cause harm can be prevented through the planning system. However, Runnymede Borough Council can take additional steps to remove permitted

development rights through an Article 4 Direction of The Town and Country Planning (General Permitted Development) (England) Order 2015. These do not necessarily have to be placed on the whole of a Conservation Area and can focus on a geographical area, such as a street.

9.2.2 Article 4 Directions can only be served by a local planning authority where it is necessary to protect the local amenity or wellbeing of an area. This requires sufficient justification, such as evidence of harm to a Conservation Area. This is a resource heavy process which is expensive and time consuming and may ultimately be overturned by the Secretary of State.

9.2.3. Consideration could be given to removing the following permitted development rights in specific character areas owing to the vulnerability of character features:

- The alteration, installation or replacement of doors, porches or windows.
- The erection, construction, improvement or alteration (including demolition) of a fence, gate, wall or means of enclosure such as historic boundary walls.

9.2.4. Should Runnymede Borough Council decide not to serve an Article 4 Direction, it is recommended that this should be kept under review periodically and be reconsidered if circumstances change either locally or nationally.

9.3 Policy Guidance on Conservation and Repair

9.3.1 Carrying out regular maintenance to historic buildings preserves important historic fabric and prevents the need to carry out extensive repairs or replacements. Regular maintenance may include cleaning gutters, removing vegetation, repainting timber windows and doors,

replacing slipped tiles, checking rainwater goods and ensuring air bricks are kept free of any obstructions.

9.3.2 Historic buildings are designed to enable moisture as a water vapour to pass through materials. It is imperative that they remain breathable. Chemical products which prevent heat or water from either entering or leaving a building should be approached with caution as they can often cause long term damage trapping moisture behind historic fabric. Effectively managing water and ventilation is a much more appropriate way of caring for older buildings. If in doubt, advice can be sought from Runnymede Borough Council and the Society for the Protection of Ancient Buildings (<https://www.spab.org.uk/>). There is also guidance on the Historic England website at <https://historicengland.org.uk/advice/technical-advice>.

9.3.3 Where historic fabric does need to be repaired or replaced this should be done on a minimum intervention basis. For example, this may include replacing a rail on a traditional window rather than the whole unit. This will ensure that as much fabric as possible is retained.

9.3.4. When replacing historic fabric or elements of a building, this should be done on a like for like basis. This is not only to ensure the compatibility of materials, but also to prevent harm to the architectural interest of the Conservation Area. Modern materials such as uPVC and aluminium should not be used to replace traditional materials just because they claim to be maintenance free. These will often weather poorly or not have appropriate detailing. Common issues to consider include checking window designs match the original (and do not have protruding trickle vents), ensuring repointing matches the original in terms of materiality and finish (including profile of the mortar) and making sure replacement bricks or tiles are a close match to the original scheme, including any moulded bricks.

9.3.5 Repairs should in principle be reversible and honest so it should be clear what has been done. This is so the original historic fabric of the building can be interpreted.

9.3.6 When trying to reinstate a missing element on a building, this should be based on clear and sound evidence, such as drawings, photographs or plans. Any alterations should have a clear and convincing justification and should not cause harm to the significance of the building.

9.4 Policy Guidance on Design and New Development

9.4.1 As part of the evidence to support the draft Englefield Green Neighbourhood Plan, the Englefield Green Village Neighbourhood Area Design Code (December 2022) has been produced. The Neighbourhood Forum is seeking to submit the Neighbourhood Plan to Runnymede Borough Council in early 2023 under Regulation 16. The Design Code sets out a series of five design principles for the area, which have each then been given identification codes (ID codes) and aligned with the Local Plan Objectives. The ID codes under the principle Character (CH) include a number of areas of relevance for this appraisal including - CH.03 (Heritage), CH.04 (Listed Buildings), CH.05 (Conservation Areas) and CH.08 (Locally Listed and Other Non-Designated Heritage Assets).

9.4.2 The Design Code identifies two distinct character sub-areas within the Conservation Area: The North Edge Character Area (which forms part of the Built-up Area zone) and the Rural Area (which forms part of the Rural Area zone). Within the document there are a set of General Design Codes which apply to both areas. There is also a set of Additional Design Codes for the Rural Area. To comply with the Local Plan and the Neighbourhood Plan, new development in these areas should follow the guidance set out in these documents as well as the Runnymede Design SPD, adopted in July 2021. Further guidance is provided below in line with the Design Code.

9.4.3 Extensions should be of a high design quality and should be subordinate to the principal structure in terms of scale and massing. Setting extensions back, breaking up sections of roof and using alternative materials can all assist in making structures more subordinate and reducing massing. Traditional materials, such as weatherboarding, are highly encouraged. Modern materials should only be used when these are sympathetic. Care and attention should be given to all elements of a building including doors, porches and windows to make sure they are of a high design quality.

9.4.4 The layout of a site should be given careful consideration to ensure it reflects the character and appearance of the surrounding area. In some areas this consists of buildings set back within their own plot, while in others they are tighter against the pavement. Landscaping should sit at the heart of any scheme and careful thought should be given to boundaries to ensure they retain the semi-rural character of the Conservation Area and not lead to the urbanisation of Englefield Green. Excessively wide driveways, close boarded fencing or brick walls should not be supported where they will detract from the appearance of the Conservation Area.

9.4.5 The scale of new buildings should respect the gradual change in height from one site to another. Excessively tall buildings proposed within the Conservation Area, or within its setting, should not be considered acceptable.

9.4.6 Roofs on new buildings and extensions should reflect the traditional forms, pitches and details within the Conservation Area. Dormer windows, where appropriate, should be of a reasonable scale to allow the roof pitch to be appreciated. Roof coverings should reflect their immediate context and be of a high specification. Clay tiles on historic buildings should be handmade and be orange or red in colour. Machine made roof tiles of a dark colour should not be considered acceptable on historic buildings. Flat roofs should be avoided and

should not be supported where planning permission is required. Any proposed change in roof covering should have clear and convincing justification.

9.4.7 The architectural style of new buildings or extensions should draw inspiration from their surroundings and the historic development of individual sites. Schemes should not be permitted if their design cannot be shown to draw clearly on their immediate context. Just because one material or design is used in one part of the Conservation Area, it does not mean it should automatically be allowed in another area. Contemporary designs must clearly demonstrate that they are of a high design quality and must show they are sympathetic to the character and appearance of the Conservation Area.

9.4.8 Buildings and heritage assets which make a positive contribution to the Conservation Area should be retained and protected from inappropriate alteration. Proposals to replace buildings which are considered to have a neutral impact on the Conservation Area should not automatically be considered acceptable.

9.4.9 Solar panels and small wind turbines should be designed so they do not face onto public highways and cause harm to the character and appearance of the Conservation Area.

9.4.10 Key views identified within the Appraisal should be protected as part of any development proposals. The prominence, setting and special interest of landmark buildings and frontages should also be protected. Development which harms either of these should not be considered acceptable.

9.4.11 Development on sites adjoining or close to the Conservation Area should be designed to prevent any adverse impact on its setting. In particular, development to the east of the Conservation Area should be carefully monitored to prevent further harm. Excessively tall structures visible from Coopers Hill Lane (within the Conservation

Area) should be resisted unless appropriate screening can be put in place. To the south of the Conservation Area, the loss of planting and construction of houses hard against the highway should be resisted to prevent urban sprawl.

9.4.12 Outbuildings should be designed not to detract from the dominance of the principal building on a site or result in overdevelopment. Design influence should be drawn from references on the site and high-quality materials should be used to maintain the character and appearance of the Conservation Area.

9.4.13 Development should be mindful of the importance of trees within the Conservation Area and the statutory protection afforded to them. When trees will be lost along the boundary of St Jude's Road, efforts should be made to replace these to prevent harm to the semi-rural appearance of the Conservation Area.

9.4.14 New features such as bins, benches and signage should be integrated into proposals for the Conservation Area and be unobtrusive and well designed. All public realm features should follow Design Standard 25 set out within the Runnymede Design SPD.

9.5 Future Review of Appraisal

9.5.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states it is a duty of the local planning authority to review the designation of the Conservation Area from time to time. This should consider whether the boundaries of the Conservation Area are still appropriate. It is recommended that reviews take place every 5-10 years. This also provides a useful opportunity to review the Appraisal and Management Plan to ensure these are still relevant. Unless there is a recommendation to alter radically the Conservation Area boundary, this should not require a new Conservation Area Appraisal and can be done at officer level by Runnymede Borough Council.

9.6 Summary Recommendations

9.6.1 The following recommendations are proposed to respond to issues identified within the Appraisal and Management Plan. It is the intention that these should be given material consideration against any proposals submitted as part of the development management process:

- Buildings which make a positive contribution to the Conservation Area should be retained and protected from harmful change.
- Key views and landmark buildings and frontages within the Conservation Area should be protected from harmful change.
- The design and construction of new developments or extensions should be of the highest design quality and should be sympathetic to the character and appearance of the Conservation Area.
- Boundary treatments should preserve and enhance the semi-rural character and appearance of the Conservation Area.
- Alterations to buildings within the Conservation Area should be carried out on a like for like basis reflecting original features in terms of form, design and materials.
- Development within the setting of the Conservation Area should preserve the semi-rural character of the area and should not result in cumulative harm.

9.6.2 The following recommendations are proposed to respond to additional matters raised within the Appraisal and Management Plan and do not fall under the remit of the development management process. Each of the following schemes have their own resource implications and it is up to Runnymede Borough Council and

community groups to discuss how best to take these schemes forward.

- The possibility of a sign welcoming visitors to the Conservation Area should be investigated.
- Opportunities for new information boards produced in partnership between community groups, The Egham Museum and Runnymede Borough Council should be investigated.
- Opportunities for further bins, benches and lighting, particularly on the west side of the Green, should be investigated.
- Opportunities for planting wildflowers around the Green should be investigated.
- Discussions should be held with Surrey County Council to review the speed limit on St Jude's Road and Coopers Hill Lane to assess whether this is appropriate.
- A review of Tree Preservation Orders in areas proposed for removal from the Conservation Area should be carried out prior to boundary changes being agreed.
- Consideration should be given by Runnymede Borough Council to serving an Article 4 Direction as outlined under section 9.2.3. This may be considered alongside other recommendations for Article 4 Directions outlined in other Conservation Area Appraisals and Management Plans.
- This document should be reviewed again in 5-10 years' time by Runnymede Borough Council to ensure both it and the boundary are still relevant.

10. Boundary Review

10.1. Englefield Green Conservation Area was last reviewed in 1978. It is a statutory duty for a local planning authority from time to time to review the past designation of Conservation Areas and consider whether the boundaries are still relevant. As part of a review consideration should be given as to whether:

- The original boundary was drawn too tightly.
- The original boundary was drawn too loosely.
- Areas still have a character and appearance which is worthy of preservation and enhancement.
- Boundaries run around a space or plot to ensure a unified approach to management.

10.2. As part of the Appraisal, a review has been carried out of all the existing boundaries in Englefield Green Conservation Area based on the above criteria. For each proposed change a justification has been provided based on one of the above criteria. This section of the Consultation Draft Conservation Area Appraisal will become the Designation Report for any boundary revisions. Additions or removals from the Conservation Area boundary will be adopted at the same time as the final Conservation Area Appraisal.

10.3. The following areas are proposed for **removal** from the Conservation Area:

1. 5-7 Northcroft Road

Justification: Except for the brick wall boundary to Crown House (proposed for retention) this area has a suburban character which does not reflect the character and appearance of the Conservation Area. Alterations and extensions to the houses have led to some of them having a distinctly modern appearance with loss to their quaint character. In this case, the area no longer has a character and

appearance worthy of preservation and enhancement. Crown Cottages have been retained owing to their historic association with Crown Farm.

2. Engleston House, Barley Mow Road; 1, 2, 4, 6, 8, 10 Oak Tree Drive; and 9, 11, 12, 14 Bulkeley Close

Justification: Most of these houses were constructed in the grounds of Bulkeley House, following the original designation of the Conservation Area. While they are pleasant houses, the garden setting of the listed building has been lost and they do not reveal anything about the special architectural or historic interest of the Conservation Area. In this case, the area no longer has a character and appearance which contributes to the Conservation Area.²¹

3. Courtways Cottage

Justification: The boundary runs through the centre of a plot to encompass a former outbuilding which has now been converted into a house. In this case the boundary has been drawn too loosely.

4. 8-22 Clarence Drive, Belle House, Tree Tops, Oaklands and Brierwood

Justification: The properties were all constructed in the grounds of Clarence Lodge, which was developed in the 1950s. They were included in the initial designation to protect an orangery in the grounds of 12 Clarence Drive which now has its own protection through Grade II listing. The houses are in a vast range of architectural styles including neo-vernacular, neo-Georgian and contemporary which fail to present a coherent scheme that reveals the character and

²¹ Number 4 Oak Tree Drive contains a Grade II listed icehouse. While this is of interest, it is hidden from view and makes no contribution to the character and appearance of the Conservation Area.

It is proposed to retain 3, 5 and 7 Oak Tree Drive within the Conservation Area as trees within the properties provide important screening around the edge of the Green.

appearance of the Conservation Area. In this instance the boundary has been drawn too loosely.

5. 32-35 Great Charta Close

Justification: This area was formerly part of the Brunel Campus and has been redeveloped entirely into modern housing. It no longer has a character and appearance which reflects the Conservation Area designation.

6. 1-3 The Barons

Justification: This area was formerly part of the Brunel Campus and has been redeveloped entirely into modern housing. Except for the boundary wall and The Gatehouse, it no longer has a character and appearance which reflects the Conservation Area designation.

10.4. The following areas are proposed for **addition** to the Conservation Area:

a. Round Oak Lodge

Justification: Round Oak Lodge is a good quality Victorian lodge building which appears prominently on Bishopgate Road. It reflects the grand architectural character of the larger houses which had their own lodge buildings, including Ridgemean, Castle Hill and Ankerwycke Purnish (former Royal Indian Engineering College). In this instance the boundary has been drawn too tightly.²²

b. Grounds of Castle Hill

Justification: Castle Hill was one of the most notable country houses built on the edge of Englefield Green and features in various paintings,

²² Consideration was given to including Round Oak but owing to its distance from the Green and the limited impact of the house from the highway it was decided not to add it to the Conservation Area.

drawings and written descriptions. The current boundary line through the site appears arbitrary and only includes the house and not any of the garden features belonging to the property. It has been proposed to amend the boundary to include the eighteenth century ornamental pond which is an important feature of the site as well as an associated temple. In this case the boundary has been drawn too tightly.

c. Grounds of Castle Hill Farm and Crown Farm

Justification: The current boundary for Castle Hill Farm does not run around the plot or space of these two sites. In line with Historic England guidance, it is proposed to amend the boundary to include the garden and yards of these two sites.

10.5 During the initial consultation a range of other sites were also proposed for addition to the Conservation Area. Many of these were some distance from the Green and do not relate to the special interest of the Conservation Area. Others have their own protection through listing or Green Belt status. A small number of sites were proposed multiple times as part of the consultation. These **have not been proposed for addition** and the justification is provided below:

- Sites along Coopers Hill Lane, including the Air Force Memorial and Kingswood Lodge.

Justification: While there are a number of buildings of interest along Coopers Hill Lane, none are villas built by the gentry on the edge of the Green, which is the primary reason for designating the Conservation Area. Some of these are protected in their own right through national and local listing.

- Victorian houses and shops between St Jude's Road and Harvest Road

Justification: The buildings on these streets relate to the development of workers houses in Englefield Green during the mid-nineteenth century. They are not gentry houses set around Englefield Green and do not relate to the reason the Conservation Area was designated in the first place. To include them would weaken the protection afforded to the properties within the Conservation Area.

- England's Last Duel

Justification: The site of England's last duel (believed to be to the north of the village) is of historic interest. However, there is no physical historic evidence on the site of the duel which reveals the character and appearance of the area. It is also the case that it does not relate to the main reason why the Conservation Area was designated, which is the construction of villas around the edge of the Green.

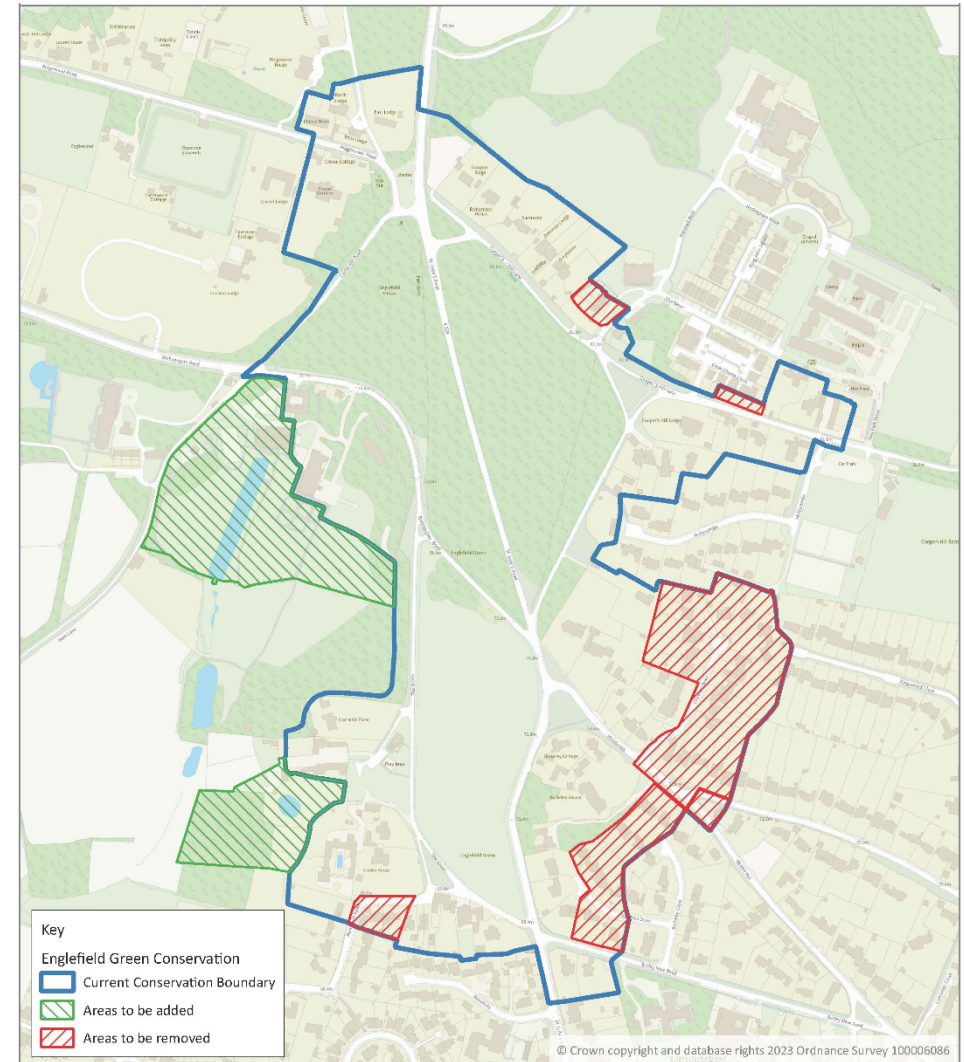


Figure 62: Map showing proposed boundary changes.

11. Appendix 1: Historic Environment Record Data

11.1 The below information is data provided from the Surrey Historic Environment Record regarding heritage assets within Englefield Green Conservation Area. As part of the Appraisal and Management Plan, the Surrey County Council Historic Environment Record Team enhanced all available data on Englefield Green with assistance from the Englefield Green Village Residents Association.

11.2 The first map shows listed buildings within and around the Conservation Area. A full list of listed buildings can be found in Appendix 2. The numbers relate to the list entry number for each building.

11.3 The second map shows archaeological 'events' which have occurred in Englefield Green. These are either desk-based assessments for sites which have archaeological potential or reports on work which may have revealed archaeological information about an area, such as an excavation.

11.4 The final map shows Monument data in Englefield Green. Monument data is information about heritage features which either still exist or at one point existed within Englefield Green. This includes buildings, structures or archaeology.

11.5 Further details on the above can be made available as part of research from the Surrey Historic Environment Record. The record can be contacted at her@surreycc.gov.uk.

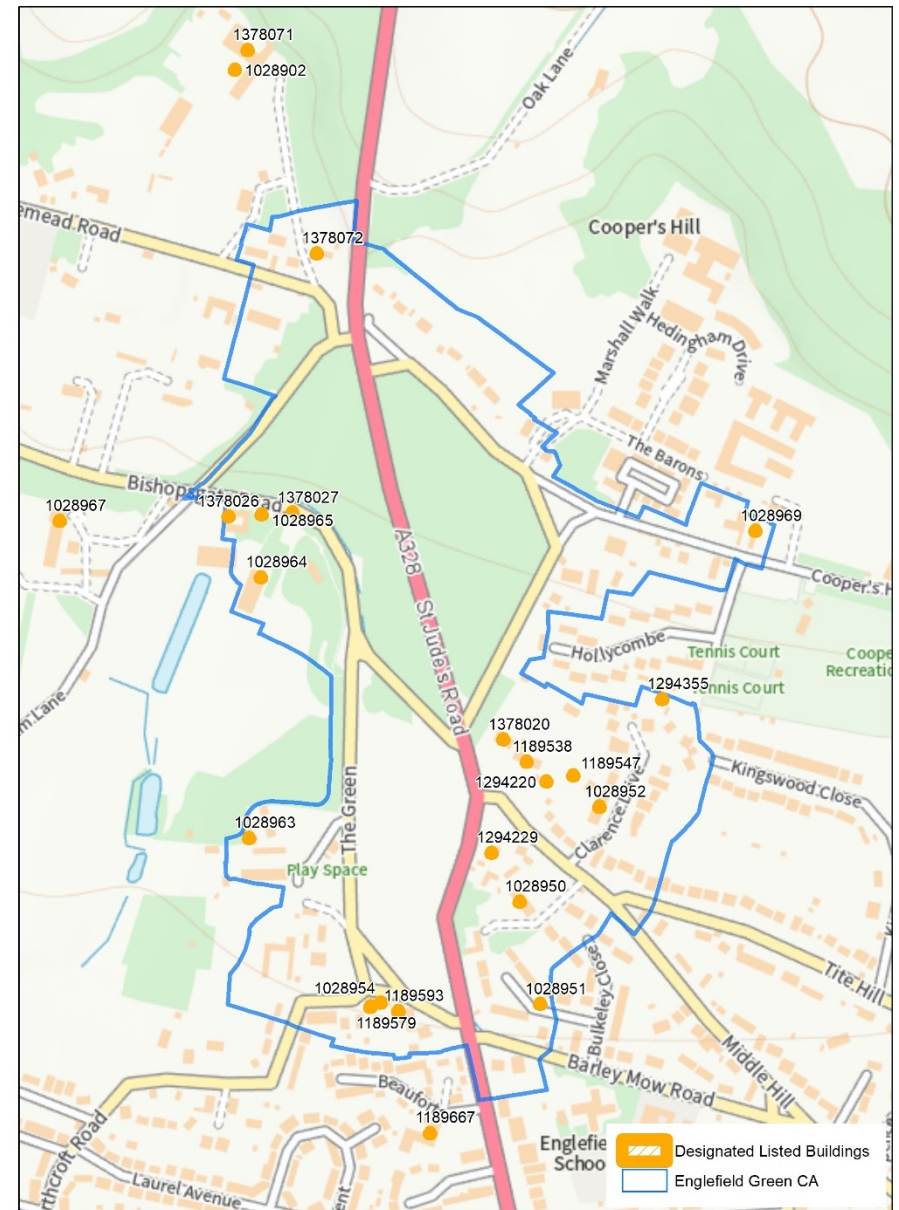


Figure 63: Map showing listed buildings in and around Englefield Green Conservation Area.

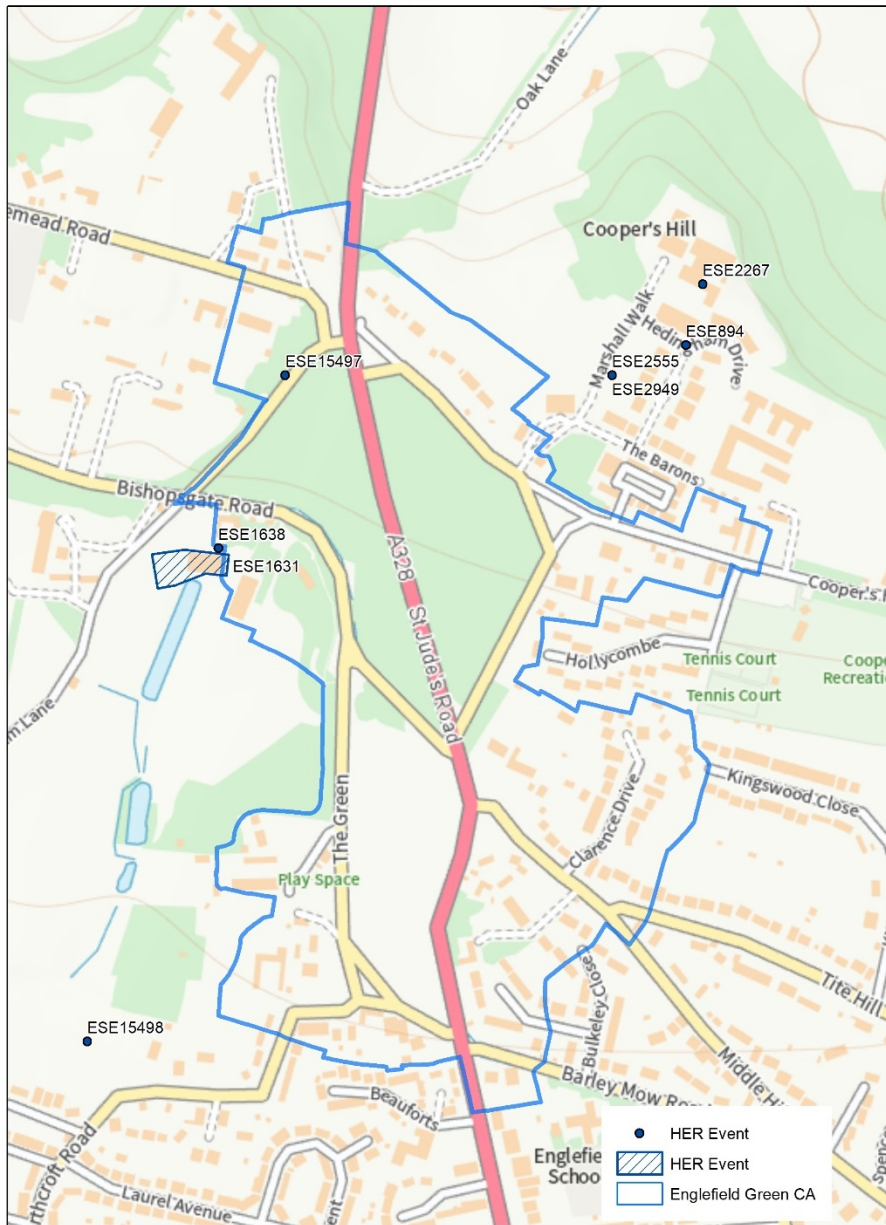


Figure 64: Map showing archaeological 'events' which have occurred in and around Englefield Green.

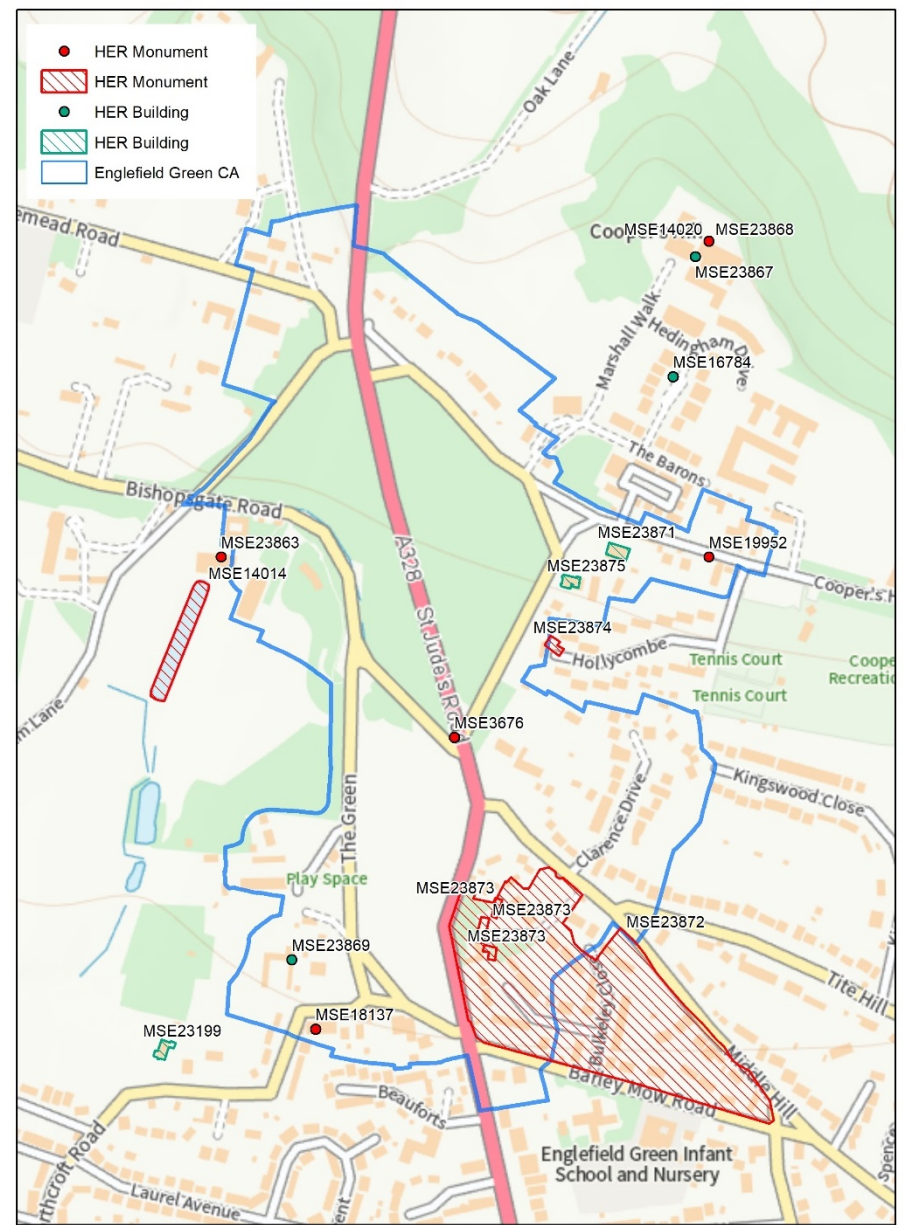


Figure 65: Map showing monument data held on the Surrey Historic Environment Record in and around Englefield Green.

12. Appendix 2: Listed, Locally Listed and Positive Buildings

12.1 The below list identifies those buildings which are listed or locally listed, based on information held by Historic England and Runnymede Borough Council. It also includes buildings identified as making a positive contribution to the Conservation Area as part of the appraisal.

12.2 Owing to the complexities of the listing process and historic nature of many records, the omission of a building from this list does not mean a building is not designated. The building names used are those on the National Heritage List for England. Should you be unsure whether a building is listed or locally listed, please contact Runnymede Borough Council for advice.

12.3 Conducting research on buildings identified as making a positive contribution may reveal more information and could justify additions to the local list as part of a future review. Further details about local listing can be found in the Runnymede Local List (June 2019).

Building Name and Location	Grade/Status	List Entry No.
Englefield Green House, Middle Hill	Grade II*	1378020
The Barley Mow Public House, Barley Mow Road	Grade II	1189593
Englewick, Barley Mow Road	Grade II	1028954
The Coach House, Barley Mow Road	Grade II	1189579
Castle Hill Farm Dairy	Grade II	1028963
Bulkeley House Ice House Now in the Grounds of 4 Oaktree Drive, Oaktree Drive ²³	Grade II	1028951
Bulkeley House, Middle Hill	Grade II	1028950
Bulkeley Cottage, Middle Hill	Grade II	1294229
Clarence Lodge, Middle Hill	Grade II	1028952
Clarence Cottage, Middle Hill	Grade II	1189547
Orangery in Garden of No 12 Malmsey ²⁴	Grade II	1294355
Coach House Including Gate Piers and Wall Round Courtyard, Middle Hill	Grade II	1294220
The Old House, Middle Hill	Grade II	1189538
The Mews, Coopers Hills Lane	Grade II	1028969
Castle Hill, Bishopsgate Road	Grade II	1028964
Castle Hill, Stable Block, Bishopsgate Road	Grade II	1378026
Castle Hill, Bothy, Bishopsgate Road	Grade II	1028965
Castle Hill, Entrance Gates, Bishopsgate Road	Grade II	1378027

²³ This structure is proposed for removal from the Conservation Area.

²⁴ This structure is proposed for removal from the Conservation Area.

North Lodge, West Lodge, East Lodge and Attached Walls (Within the Grounds of Ridgemean), Ridgemean Road	Grade II	1378072
Ornate Lamp Post, Bishopsgate Road	Local	N/A
Crown House, The Green	Local	N/A
Horse Trough, St Jude's Road at Junction with Bishopsgate Road	Local	N/A
The Old Vicarage, Barley Mow Road	Local	N/A
1 and 1A, Northcroft Road	Positive	N/A
Byways, Barley Mow Road	Positive	N/A
Crown Farm, The Green	Positive	N/A
Webbs, The Green	Positive	N/A
Cowmans Cottage, The Green	Positive	N/A
Middle Cottage, The Green	Positive	N/A
The Old Cowsheds, The Green	Positive	N/A
Coopers Ridge, Coopers Hill Lane	Positive	N/A
Red Gables, Coopers Hill Lane	Positive	N/A
Richardson House, Coopers Hill Lane	Positive	N/A
Ormonde Lodge, Coopers Hill Lane	Positive	N/A
Little Ormonde, Coopers Hill Lane	Positive	N/A
Greyholme, Coopers Hill Lane	Positive	N/A
Cosgrove, Coopers Hill Lane	Positive	N/A
The Gatehouse, Coopers Hill Lane	Positive	N/A
The Coach House, Coopers Hill Lane	Positive	N/A
Coopers Hill Lodge, Coopers Hill Lane	Positive	N/A
Chelsea Lodge, Coopers Hill Lane	Positive	N/A
The Manor Cottage, Coopers Hill Lane	Positive	N/A
Stables Cottage, Coopers Hill Lane	Positive	N/A
Old Bulkeley Coach House, St Jude's Road	Positive	N/A

13. Appendix 3: Bibliography

13.1 Archive Sources

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D Yellan, County Planning Department, *Egham, Englefield Green, Crown House - Exterior View*, (1st July 1966), Woking: Surrey History Centre. CC1101/3/56/57. Reproduced by permission of the Surrey History Centre.

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M A Rooker, *North East View for Sir John Elvil's House on Englefield Green near Egham in Surry*, (1775), Woking: Surrey History Centre, 8969/643. Copyright of Surrey History Centre. Reproduced by permission of Surrey History Centre.

Paul Sandby, *Tea at Englefield Green*, (c1800), P367. Copyright of The Egham Museum. Reproduced by permission of The Egham Museum.

Paul Sandby, *North East View of Sir John Elvil's House on Englefield Green near Egham in Surry*, (1775), Woking: Surrey History Centre. 8969/843. Reproduced by permission of Surrey History Centre.

'Plan of the Old Road from the Western Turnpike Road over Bishops Gate Heath (Marked A) by Crimps Hill to Windsor and of the New Proposed Road from the said Western Turnpike to Priest Hill to Windsor (Marked B)', *Surrey Quarter Sessions Records*, (1790) QS2/6/1790/Eas/26/1-2. Copyright of Surrey History Centre. Reproduced by permission of Surrey History Centre.

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14. Further Information

14.1 National Planning Policy and Guidance

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Policy Framework, (updated July 2021)

Planning Practice Guidance (updated June 2021),
<https://www.gov.uk/government/collections/planning-practice-guidance>

Planning Portal, www.planningportal.co.uk/

14.2 Local Planning Policy and Guidance

Runnymede 2030 Local Plan (adopted July 2020),
www.runnymede.gov.uk/planning-policy/runnymede-2030-local-plan

Englefield Green Village Neighbourhood Plan. At the time of writing this document was not adopted but is included here for reference
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Runnymede Local List (2019),
<https://www.runnymede.gov.uk/planning-policy/conservation-areas-listed-buildings/3>

14.3 Historic England Guidance

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Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1 (2nd edition 2019),
<https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/>

The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (2nd edition 2017),
<https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

The Historic England website has a range of advice on different topics. The above list is only the documents which are most relevant to the Conservation Area Appraisal. Further advice can be found at <https://historicengland.org.uk/advice>.

14.4 Contact Details

Runnymede Borough Council Planning and Building Control
Runnymede Civic Centre
Station Road
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Surrey
KT15 2AH
Email: planning@runnymede.gov.uk
Telephone: 01932 838383
Website: www.runnymede.gov.uk/planning-development

The author would like to thank Runnymede Borough Council, The Egham Museum, the Surrey Historic Environment Record, the Surrey History Centre and the Englefield Green Village Residents Association for their assistance in producing this document.

Appendix 2 - Summary of the responses to the second public consultation on the Englefield Green Conservation Area Appraisal and Management Plan (3rd July – 18th August 2023)

Response number	Name / type	Summary of response / main points raised	Response from SCC
1	Transport for London	I can confirm that we have no comments to make on the draft Englefield Green Conservation Area Appraisal and Management Plan.	No response required.
2	Private individual	<p>As a resident of Clarence Drive, I am sorry to hear that the cul-de-sac may be removed from the Conservation Area.</p> <p>I feel that although there are a number of trees with TPOs in this road there are still many others which may be worthy of one. Being in a Conservation Area protects these trees as planning consent must be sought before work is done on them.</p> <p>Not sure why Clarence Drive is no longer considered worthy of being in a Conservation Area. Most of the houses are over 65 years old, not qualifying for listing of course but not, in my opinion, suburban.</p>	Consideration was given in the document to the criteria for adding or removing areas from the Conservation Area. The cul-de-sac in question does not reveal the historic or architectural interest of the area which is why it is proposed for removal. The justification for removal is set out within section 10.3 of the Conservation Area Appraisal and Management Plan.
3	Private individual	The CAAMP is excellent. My single comment is to consider including the Cricket Pavilion as a Locally Listed Building (6.3). The Conservation Area is certainly enhanced by the Pavilion, not only by the building's architecture and position on the Green, but also by the feeling of community and culture that the building represents.	The importance of the cricket pavilion for views and leisure usage in the Conservation Area is noted. The purpose of the document is not to put forward buildings for local listing so this point has not been considered any further. The respondent could submit the building as part of a future review of the Runnymede Local List and has been provided with details about how to do this.

Response number	Name / type	Summary of response / main points raised	Response from SCC
4	Private individual	<p>The date for the horse trough could be double checked and referenced if the CAAMP?</p> <p>Egham Museum should be referred to as 'The Egham Museum' in the document.</p> <p>Does the revised boundary next to the ornamental lake include the Temple in the grounds of Castle Hill? If not, it should be included.</p> <p>The amendment marked as number one on the existing and proposed boundaries map around Crown Farm Cottages should be retained as it formed part of the wider collection of Crown Farm buildings so should remain in the Conservation Area.</p> <p>Could the previous pond that used to be on The Green be re-instated as part of an enhancement of the Conservation Area?</p>	<p>The date of the horse trough has now been included in the document at paragraph 4.3.5.</p> <p>The document has been corrected to ensure all references refer to 'The Egham Museum', rather than just 'Egham Museum'.</p> <p>The proposed boundary has been revised to include the small temple next to the ornamental lake in the grounds of Castle Hill.</p> <p>The boundary has been amended to retain Crown Farm Cottages owing to their historic association with Crown Farm.</p> <p>Consideration was given to reinstating the pond as part of the management plan. It was decided not to put this forward because of the impact this may have on leisure uses which are deemed to make an important contribution to the character of the Conservation Area.</p>
5	Private individual	<p>Northcroft Road was referred to as Northfield Road in the CAAMP and this should be corrected.</p> <p>The reference should be changed from 'Poet Mary Robinson' to Actress Mary 'Perdita' Robinson to highlight the historic interest of that person.</p>	<p>The document has been reviewed and these errors have been corrected (paragraphs 5.7.6, 7.1 and 7.1.4).</p>

Response number	Name / type	Summary of response / main points raised	Response from SCC
6	Natural England	Natural England does not have any specific comments on this Conservation Area Appraisal and Management Plan.	No response required.
7	Surrey Gardens Trust	The proposed changes to the existing Conservation Area boundary do not have a direct effect on the nearby surrounding Registered Parks and Gardens of Windsor Great Park and Runnymede. The principle of proposed inclusion of gardens and yards where the existing Englefield Green Conservation Area boundary had been drawn too tightly is supported.	No response required.
8	National Highways	Based on the information available currently, we do not anticipate significant impacts on our SRN's operation.	No response required.
9	Surrey County Council Minerals and Waste Authority	<p>The proposed amendments to the boundary of the Englefield Green Conservation Area A, B, and C extend to within a Mineral Safeguarding Area (MSA) for concreting aggregate.</p> <p>There are no proposals to extract minerals from the relevant MSA and the same does not include any Preferred Areas for mineral extraction. However, it may be helpful for the Draft Conservation Area Appraisal and Management Plan, either in Section 2.1 'Policy Context' or Section 8 'Issues and Options', to acknowledge the presence of the safeguarding designation in the context of the NPPF and the SMP.</p>	Note has been made within new paragraph 2.1.5 of the Mineral Safeguarding Area. It has been made clear there are no current proposals for extraction and the fact it is not a Preferred Area for extraction.

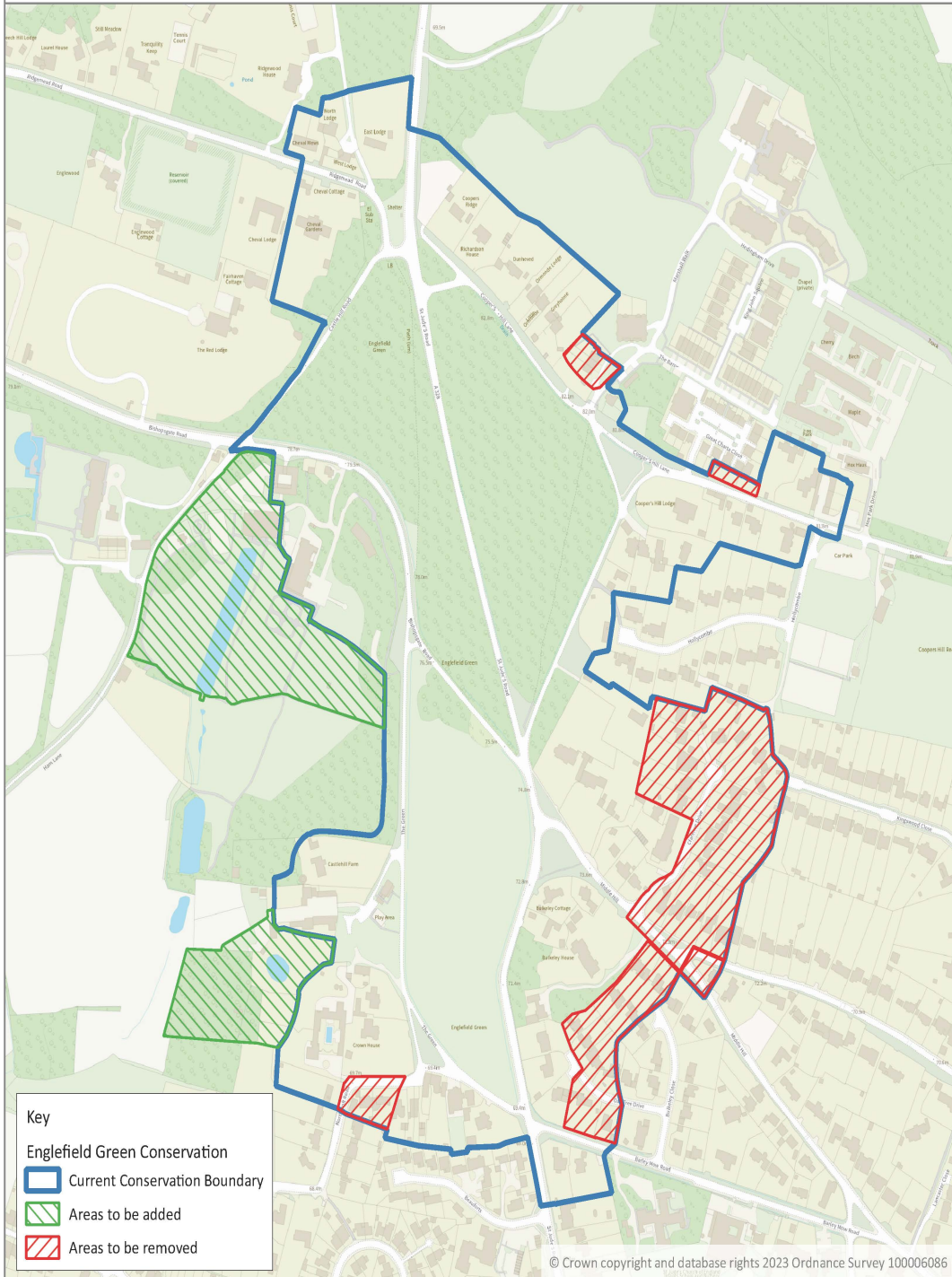


Englefield Green Conservation Area Appraisal



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

Date: 31/08/2023



Key

- Englefield Green Conservation
- Current Conservation Boundary
- Areas to be added
- Areas to be removed

