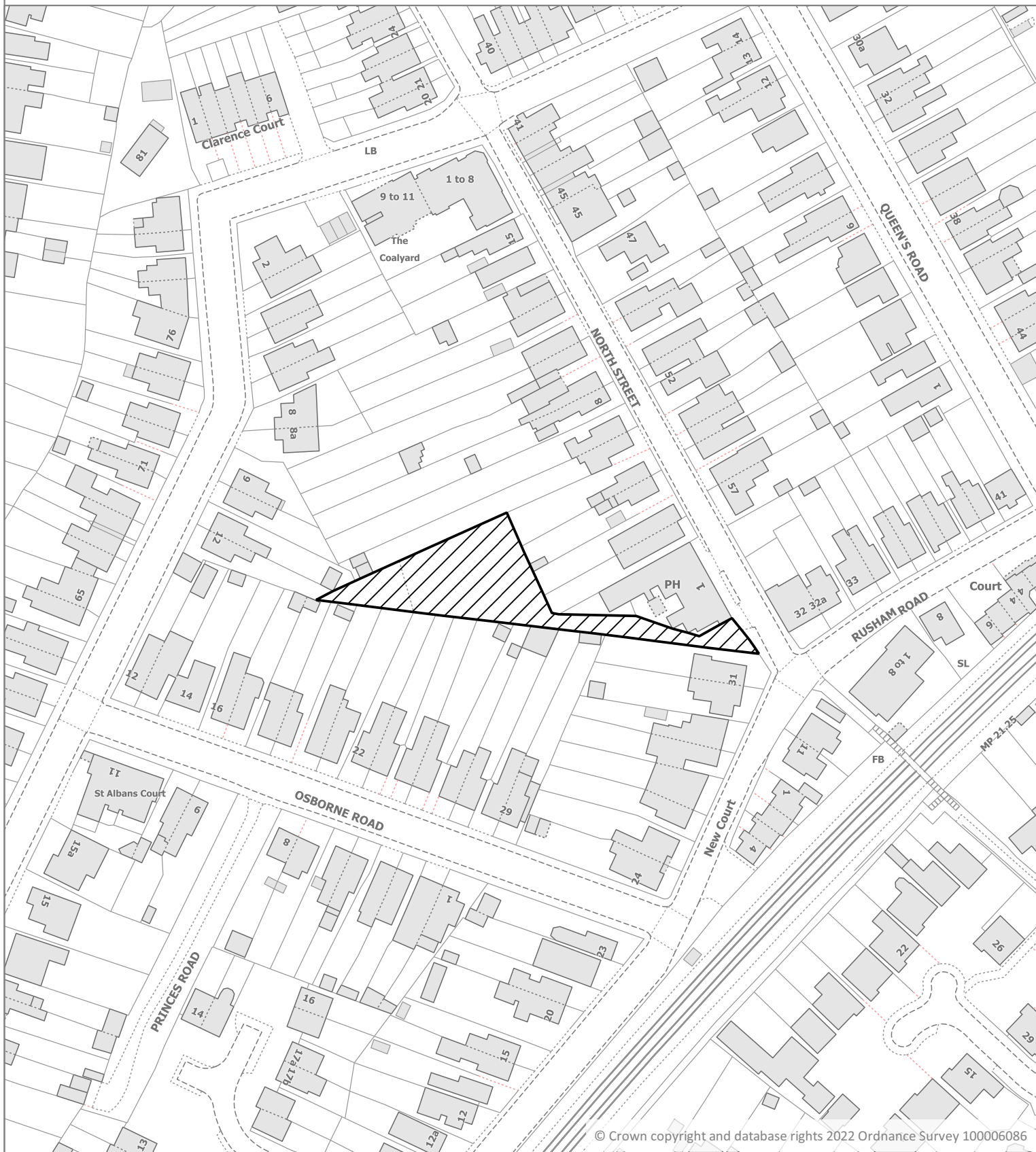




Date: 01/06/2022

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



Scale: 1:1,250

0 25 50 m

**RU.21/2186**



## COMMITTEE AGENDA REFERENCE: - 5C

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

### 1. SUMMARY OF RECOMMENDATION

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

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

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

### 3. APPLICATION DETAILS

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

3.2

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

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

#### 4. RELEVANT PLANNING HISTORY

4.1 The following history is considered relevant to this application:

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

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

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

Green and Blue Infrastructure SPD (2021)

Runnymede Car Parking SPD (2001)

Parking Strategy: Surrey Transport Plan (2020)

## 6. CONSULTATIONS CARRIED OUT

### 6.1 Consultees responses

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

### Representations and comments from interested parties

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

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

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

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

## **7. PLANNING CONSIDERATIONS**

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

development advocated by the NPPF. The key planning matters are the principle of the development of the site for 6 flats, the impact on the character and visual amenities of the street scene, impact on residential amenities of future and adjoining occupiers, highways safety and parking. The impact on the neighbouring public house is also a consideration.

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

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

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

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

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

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

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

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

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

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

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

## **10. CONCLUSIONS**

- 10.1 The development is considered acceptable in terms of appearance and character of the area and with no harmful impacts on residential amenities and highways safety. The development has been assessed against the following Development Plan policies - EE1, EE10, EE13, SL19, SD4, SD7 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

## **11. FORMAL OFFICER RECOMMENDATION**

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

- 1 Full application (standard time limit)



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

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

## 2 List of approved plans

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

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

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

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

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

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

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

## 3 External materials (details required)

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

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

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

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

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

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

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

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

#### 5 Side screen to balcony

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

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

#### 6 Bin store provision

Prior to the occupation of the development hereby permitted, details of the siting, size and design of the refuse and recycling bin storage area shall be submitted to and approved in writing by the Local Planning Authority. The refuse and recycling bin stores and facilities shall then be provided in accordance with the approved details prior to the first occupation of the development and retained thereafter.

Reason: In the interests of amenity, to provide adequate refuse and recycling facilities and provide satisfactory form of development and to comply with Policy EE1 of the Runnymede 2030 Local Plan and guidance within the NPPF.

#### 7 Construction transport management plan

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

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

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

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

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

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

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

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

#### 9 Cycle storage

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

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

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

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

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

#### 11 Renewable energy (as approved)

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

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

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

## 12 Landscaping

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

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

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

## 13 Biodiversity

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

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

## 14 Water efficiency

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

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

## **Informatives:**

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

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

### **2 Land Ownership**

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

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

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

### **4 Accommodation works**

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

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

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

### **6 Statutory utility works**

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

### **7 Electric vehicle charging**

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

## 8 Numbering and Naming

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

## 9 Hours of Construction Works

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

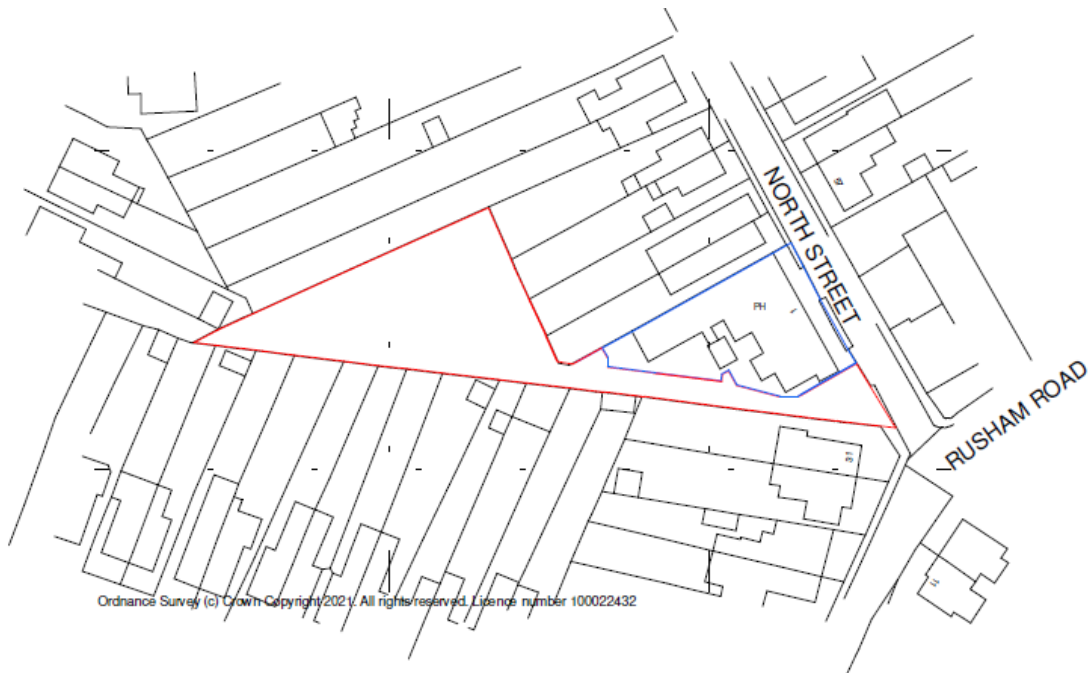
8am to 6pm Monday to Friday; and  
8am to 1pm on Saturday.

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

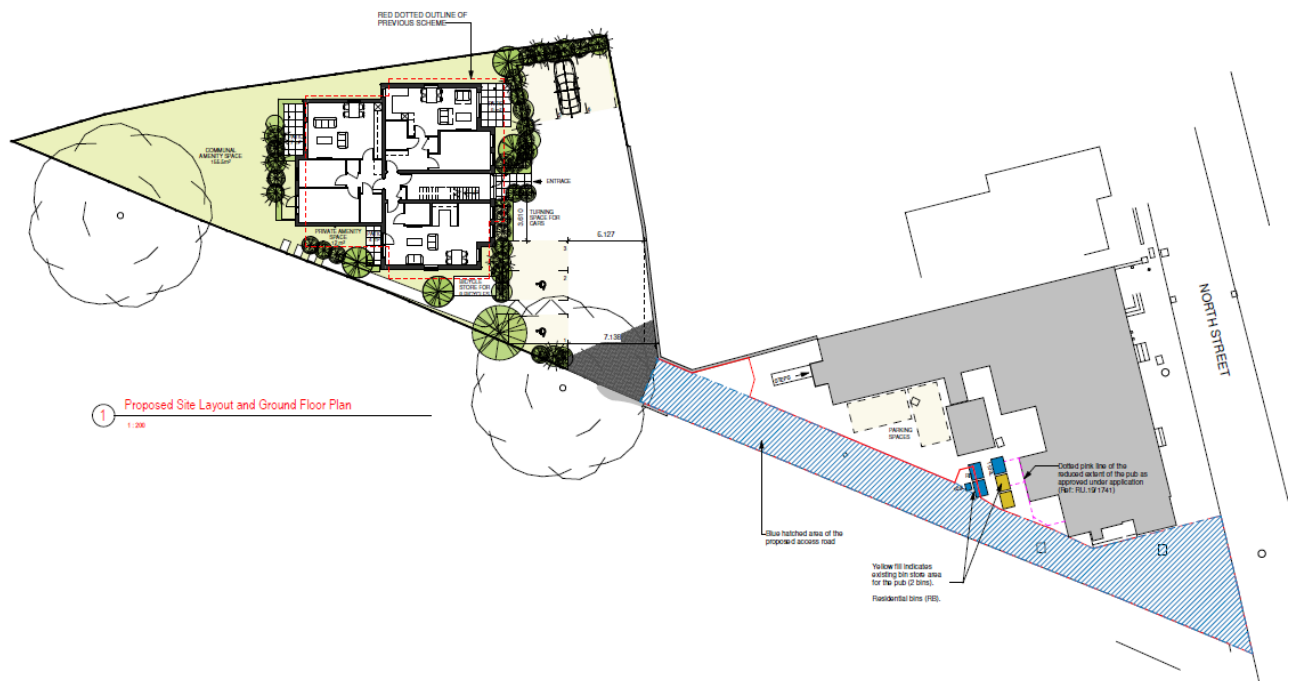
Further information is available from the Council's Environmental Health Department.

# RU.21/2186 Rear of 1 North Street

## Location Plan



## Proposed Site Plan



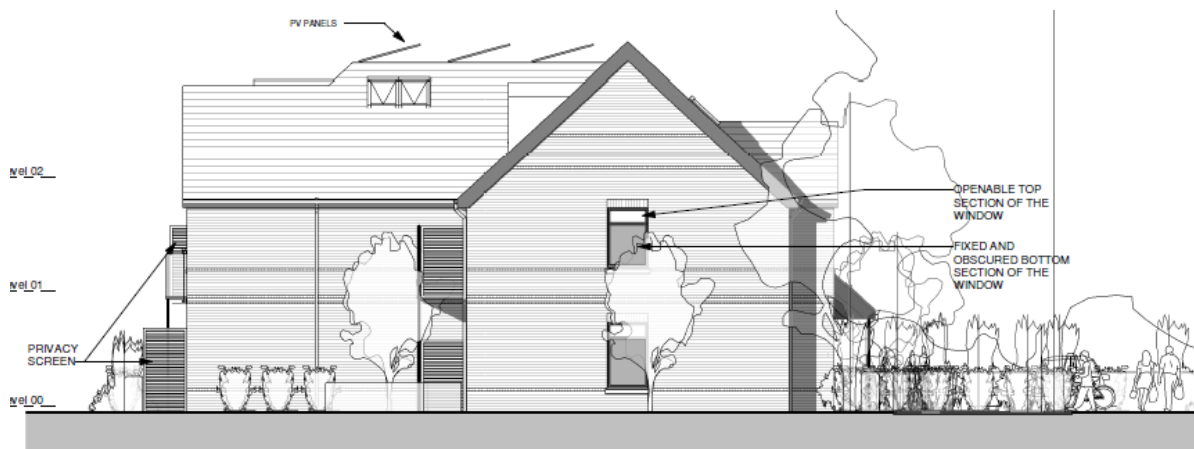
## Proposed Elevations



1 Proposed Front Elevation  
1:100



2 Proposed Rear Elevation  
1:100



3 Proposed Side Elev  
1:100

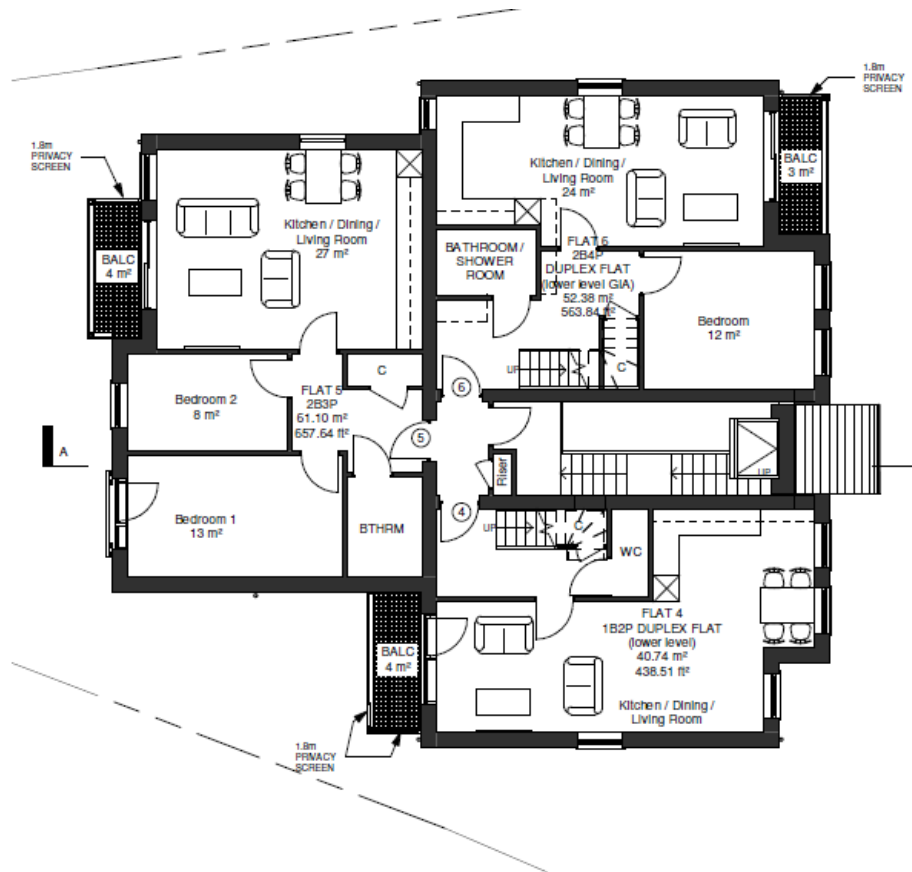




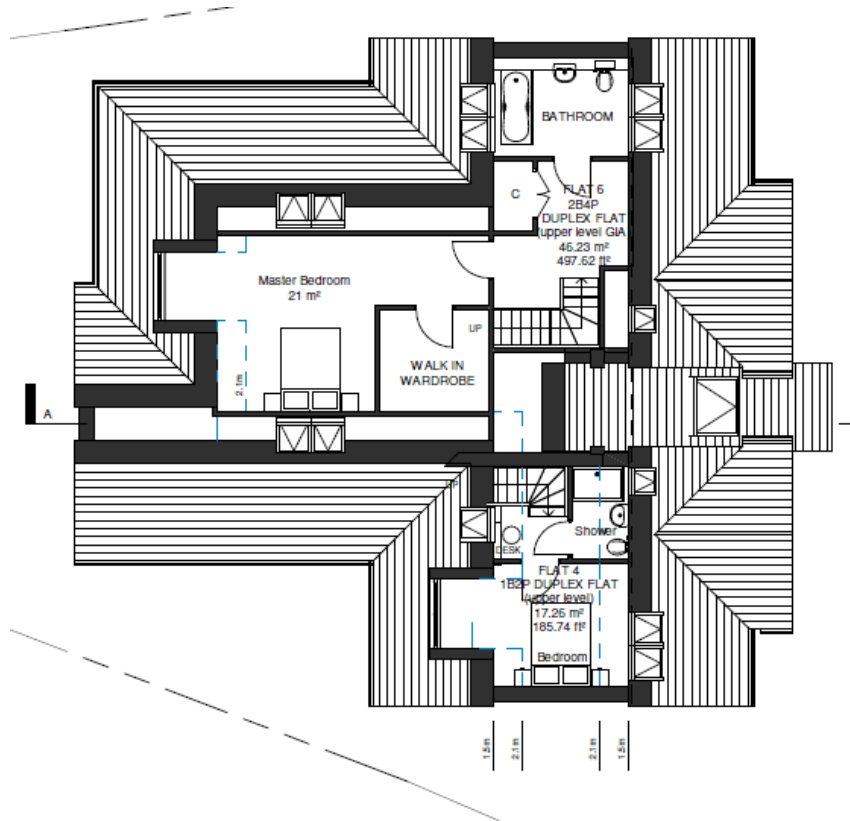
4 Proposed Side Elevation  
1:100

Proposed Floor Plans





2 First Floor Plan  
1:100



3 Second Floor Plan  
1:100