

COMMITTEE AGENDA REFERENCE: 5a

APPLICATION REF:	RU.22/0512
LOCATION	Longcross North, Chobham Lane, Surrey, KT16 0EE
PROPOSAL	Reserved Matters Application pursuant to application RU.20/1206 for Proposed sports provision, public open space including the creation of pedestrian routes and associated landscaping, access from Chieftain Road to Longcross Train Station, Station car parking and drop off provision, surface and foul water drainage and other associated engineering works.
TYPE	Reserved Matters
EXPIRY DATE	30/06/2022
WARD	Longcross, Lyne and Chertsey South
CASE OFFICER	Melissa Gale
REASON FOR COMMITTEE DETERMINATION	NUMBER OF LETTERS OF REPRESENTATION
<i>If you have questions about this report please contact Ashley Smith, Victoria Gibson or the case officer.</i>	

1. SUMMARY OF RECOMMENDATION

It is recommended the Planning Committee authorises the CHDMBC:	
1.	Grant subject to conditions and deed of variation

2. DETAILS OF THE SITE AND ITS SURROUNDINGS

- 2.1 The application site relates to an area of land within the wider Longcross North site located to the south and east of Longcross railway station. The wider Longcross North site (33.6ha) forms the northern part of the Longcross Garden Village allocated development site within the 2030 Local Plan. The western part of the site falls within the designated Enterprise Zone comprising part of the Enterprise M3 area. The site was previously a Defence Evaluation & Research Agency (DERA) facility which also extends south of the M3 motorway. It is accessed off the Chobham Lane roundabout. The western (7.7ha) extent of the northern former DERA site falls within Surrey Heath Borough Council jurisdiction, with Burma Road and Chobham Common beyond which is a designated Site of Special Scientific Interest, Special Protection Area and Special Site of Conservation. The site is approximately 6km to the west of Chertsey, 2.5km to the northeast of the village of Chobham, with access to Longcross Station to the north. Virginia Water and the Wentworth Estate settlements and golf club lie north of the railway line.

- 2.2 The 'Longcross North' site received hybrid planning permission in August 2014 for mixed use redevelopment pursuant to planning permission reference RU.13/0856 (as amended by RU.16/0584 and RU.20/0729). Phase 1 development, comprising 108 dwellings, is completed, and occupied, accessed directly off Chobham Lane. Phase 2 development comprising a mixed-use Discovery Building (1,265sqm of mixed class E, F1 and sui generis commercial uses) and 78 residential apartments has been completed and many of the apartments are now occupied. Whilst reserved matters approval has also been granted for Phase 2 office development of approximately 16,765sqm, this consent has now lapsed. The remainder of Longcross North has permission to deliver a 3rd phase of commercial development (up to 62,260sqm B1 employment, 36,000sqm data centre use and remaining ancillary uses not delivered in Phase 2). Works have commenced on the delivery of a data centre complex. Many former DERA buildings remain in active use as Longcross Film Studios, including buildings outside the application site within the Surrey Heath land. The film studios are currently occupied by Netflix who have recently constructed a new temporary stage building following planning permission for two stage buildings.
- 2.3 Access to Longcross station is currently via a pedestrian footpath that extends eastwards alongside the railway to link with the first phase residential development of Longcross North (as approved under RU.13/0856) as well as an unmade footpath from Burma Road. The site comprises an area of existing woodland protected by a TPO, which extends alongside the railway and existing footpath and woodland area to the east of existing film studio land. The site includes an existing electrical sub-station and pump station and existing cleared areas of land to the north and south of the sub-station (west of the mv stream which extends along the eastern boundary). This cleared area has been used for storage of materials in association with the construction of the phase 2 residential apartments and adjacent Discovery building which are now complete. The means of vehicular access to the site is from Chobham Lane via the main site entrance roundabout. The site also falls within a Biodiversity Opportunity Area.

3. APPLICATION DETAILS

- 3.1 This is a Reserved Matters Application pursuant to hybrid planning permission RU.20/1206. The hybrid permission secured full planning permission for a re-configured discovery building car parking (previous approved under RU.17/1191), the retention of the stage 2 film studio building and associated hardstanding and outline permission for the layout of a proposed securing fence. Details of the appearance of the fence has been secured through a separate reserved matters application (recently approved under RU.22/0449). The location of the fence defines the boundary between the land in use by Netflix as film studios and the remaining land yet to be delivered as part of the wider Longcross North redevelopment. Hybrid permission RU.20/1206 also secured outline permission (with all matters reserved) to establish the principle for the proposed sports provision, public open space including the creation of pedestrian routes and associated landscaping, vehicular access from Chieftain Road to Longcross Train Station, Station car parking and drop off provision, surface and foul water drainage and other associated engineering works within the application site area. This application seeks approval of the associated reserved matters of the appearance, layout, scale, access and landscaping for the station access and car parking, sports provision and public open space.
- 3.2 The application will provide vehicular access from Chieftain Road which is accessed from the roundabout junction on Chobham Lane to the Longcross Railway Station and is

consistent with what was agreed at Outline stage. The proposed access road to the station via Chieftain Road and Fox Road has been designed to accommodate the passage of buses and includes a bus stop and turning loop close to the station entrance. The application also includes the provision of a 3m wide dedicated footway/cycleway along the western side of Fox Road. Road traffic signage which includes directional signage is also proposed from Chobham Road and leading through the site to the railway station for all transport modes including vehicles, pedestrians and cyclists. An informal footpath link is also proposed which connects the existing public space and footpath surrounding the recently landscaped lake to the north of the Discovery Building extending northwards along the western boundary close to the film studio land, through woodland to the railway station.

- 3.3 The application secures a railway station forecourt area which includes space available for cycle parking provision and sustainable travel modes such as e-scooters and bikes, details of which are to be considered and secured through the separate Longcross Garden Village application for the redevelopment of the land south of the M3. Whilst the majority of cycle provision would be provided through the Longcross Garden Village southern application a proportionate provision is proposed under the current application.
- 3.4 The station car park is proposed to the east of the site and will provide 42 car parking spaces, including time restricted spaces for station drop off and pick up. The size and location of the car park is consistent with what was agreed in the indicative plans at outline stage.

Condition 13 of the of the hybrid planning application requires the submission of a Car Parking Management Strategy which includes details for the management, security and maintenance measures. Three car parking spaces for disabled users would be provided close to the turning loop and bus stop near to the station entrance. The hard and soft landscaping plan has been revised during the course of the application to respond to the comments of the LLFA including permeable surface construction to car bays and SuDS feature within central landscaped turning loop to the station. In addition, the new tree planting has been further reinforced to the east of the proposed car park.

The application has been submitted with the following supporting documents: Ecological Assessment, Drainage Statement, Transport Note and Statement of Community Involvement.

4. RELEVANT PLANNING HISTORY

- 4.1 There is a long planning history relating to the site, the most relevant planning history to the determination of this application is set out below:

Reference	Details
RU.20/1206	Hybrid planning application: full planning application for a re-configured discovery building car park (to that approved under RU.17/1191); retention of the stage 2 building and associated hardstanding; Outline planning permission sought for proposed sports provision, public open space and associated landscaping; vehicular access, drop-off and car parking to the railway station; and associated engineering works (all matters reserved) and proposed security fence (all matters reserved except layout).(amended plans rec 2.11.2020) Granted

RU.22/0449	Reserved matters application for the studio security fencing following outline permission for 'layout' (siting) under RU.20/1206 (Hybrid planning permission for re-configured discovery building car park, retention of stage 2 building, sports provision, public open space, vehicular access and car parking for the railway station, and associated engineering works and security fence) – Under consideration
RU.21/1268	Details pursuant to Condition 4 (Phasing Scheme) of planning approval RU.20/1206.
RU.21/1556	Construction of two demountable stages and associated works for temporary period. Granted 22.12.2021 for a temporary period expiring on 15 June 2027.
RU.21/1267	Reserved matters application for the extension of The Boulevard access with associated planting and structural landscaping, pavements and footpaths, external lighting, drainage and associated infrastructure works. The application forms part of Longcross North planning permission RU.20/1206 (Hybrid planning permission for re-configured discovery building car park, retention of stage 2 building, sports provision, public open space, vehicular access and parking and associated engineering works) Granted - 25 th October 2021
RU.20/0729	Variation of condition 9 of hybrid planning permission RU.13/0856 (as amended by RU.16/0584) to extend the demolition time limit applicable to the upper western plateau buildings (mainly within Surrey Heath Borough Council land) from 3 years to 7 years. Granted - 2 nd July 2021
RU.17/1295	Phase 2 reserved matters application for the development of one part 4/part 5 storey residential building, one 5 storey residential building and one 4 storey residential building comprising 78 dwellings (comprising 18 x one bed apartments and 60 x two bed apartments); general amenity areas; vehicle parking; cycle parking; associated planting and structural landscaping; fencing and walling; pavements and footpaths; bin stores; external lighting; drainage and associated infrastructure works (including SUDS). The application forms part of phase 2 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works)(Amended Plans). Granted 15th February 2018.
RU.17/1191	Reserved Matters application for the development of a 3 storey building (Focal Building) totalling 1,265sqm (GEA), including up to 1,263sqm of A1-A5 uses, up to 1,263sqm of B1 employment uses (including marketing suite), up to 600sqm of D1 uses and up to 838sqm of D2 uses; general amenity areas; vehicle parking; cycle parking; associated planting and structural landscaping; works associated with the main pond; fencing and walling; pavements and footpaths; bin store; external lighting; drainage and associated infrastructure works (including SuDS). This application forms part of Phase 2 of planning permission RU.13/0856 (as revised under RU.16/0584) (Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works). Granted 8th December 2017.
RU.16/0584	Removal of condition 32 (requirement to improve junction at A30 London Road/Broomhall Lane/Chobham Road) of planning permission RU.13/0856

	(Hybrid planning permission for the demolition of existing buildings and redevelopment of the site including mixed uses, accesses, landscaping, infrastructure and utility works). Granted June 2016.
RU.13/0856	Hybrid planning application for the demolition of existing buildings and redevelopment of the site to provide; up to 79,025sqm (GEA) of Class B1 employment uses (including parking); up to 36,000sqm (GEA) of sui generis Data Centres use (including ancillary facilities and parking); up to 200 dwellings, including a detailed first phase comprising 108 dwellings (comprising 13 x two bed, 26 x three bed, 21 x four bed and 13 x five bed dwellings; 8 x one bed apartments and 23 x two bed apartments; and 2 x one bed FOGs and 2 x two bed FOGs); roadways driveways and pavements; fencing and walling; up to 6,300sqm (GEA) of ancillary uses, including Class A1 - A5 uses (i.e. retail uses, cafe/restaurants and a public house up to 1,550sqm GEA), Class D1 uses (i.e. childcare facilities up to 600sqm GEA); Class D2 uses (i.e. Health and Leisure (up to 1900sqm GEA); the creation of Publicly Accessible Open Space (PAOS), ecological habitats, general amenity areas (including informal and formal open spaces), equipped play areas and landscaped areas; new vehicular accesses from the existing public highway network; vehicle and cycle parking; bin stores; landscape compound; car parking (for railway station); electricity sub-stations; lighting; drainage and associated infrastructure works, including sustainable drainage systems (SUDS); a foul pumping station; an acoustic fence and associated engineering and service operations.
	Longcross South:
RU.22/0393	Outline planning application with all matters reserved (except for means of site access with Longcross Road and Kitsmead Lane), for a mixed use Garden Village development comprising: residential development (Use Classes C3), care home/extra care accommodation (Use Class C2), land reserved for up to 10 travelling showpeople plots (sui generis), retail, food and drink (Use Classes E and F.2), public house (sui generis), community facilities (Use Classes E, F1 and F2), employment use (Use Class E), a primary school including early years provision (Use Class F1), public open space including allotments, sports pitches and ancillary facilities (Use Class F2), Suitable Alternative Natural Greenspace (SANG) (Use Class F2), landscaping and associated infrastructure and works including enabling demolition and ground works (Environmental Statement submitted) – Under consideration

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. The following Local Plan policies apply to this application: SD1 (Spatial Development Strategy); SD2 (Site Allocations); SD3 (Active and Sustainable Travel); SD4 (Highway Design Considerations); SD5 (Infrastructure Provision and Timing); SD7 (Sustainable

Design); SD8 (Renewable and Low Carbon Energy); SD9 (Longcross Garden Village); SL1 (Health and Wellbeing); SL26 (New Open Space); SL28 (Playing Pitches); EE1 (Townscape and Landscape Quality); EE2 (Environmental Protection); EE9 (Biodiversity, Geodiversity and Nature Conservation); EE10 (Thames Basin Heaths Special Protection Area); EE11 (Green Infrastructure); EE12 (Blue Infrastructure); EE13 (Managing Flood Risk); IE2 (Strategic Employment Areas);

5.3 SPGs which might be a material consideration in determination:

Runnymede Design SPD (July 2021)

Green and Blue Infrastructure SPD (November 2021)

Draft Parking Guidance SPD

6. CONSULTATIONS CARRIED OUT

Consultees responses

Consultee	Comments
RBC Drainage	<p>The feasibility of infiltration SuDS shall be confirmed via ground investigation and shall be implemented in as much as can be practical for the site.</p> <p>Hydraulic calculations show that the flooding occurs in the network for the 1:100 year plus 40% climate change. Exceedance flow routes supported by proposed levels shall be submitted to confirm that flooding is contained within the curtilage of the site. This requirement can be secured by means of planning condition</p>
LLFA - Surrey County Council	<p>Following amendments and updated drainage details, are now satisfied that the proposed drainage scheme meets required standards and recommends conditions to ensure the SuDS scheme is properly implemented and maintained throughout the lifetime of the development.</p>
Surrey County Highways Authority	<p>Recommends a variation to the existing S106 to provide more clarity in respect of the maintenance of the station access road and its use by the public until the road is offered up for adoption. A number of conditions are also recommended.</p>
Natural England	<p>Considers that the proposed development will not have significant adverse impacts on designated sites (SSSI and European/International sites) and has no objection.</p> <p>The station car park is now located outside the Thames Basin Heaths 400m buffer zone and as a result is less likely to be used by people parking and visiting the SSSI/SAC/SPA and as a result remove the requirement for the car park to be secured at all times.</p>
Sport England	<p>Raises an objection until further clarity is provided on the design and specification of the sports pitches. Ideally expect to see robust ground conditions assessment, identifying any constraints including drainage which</p>

	affect its suitability for sport and recommended scheme of works for preparing the playing fields.
Thames Water	Thames Water had no objection to foul water discharge into the Thames Water network in October 2019. Thames Water and the developer agreed that surface water would not be discharged into the Thames Water network, also in October 2019. There is no proposals to change this in this application so Thames Water has no additional comments.
RBC Arboricultural Officer	No objection subject to conditions Application requires the removal of some low-quality trees some of which are subject to TPO. Principle of tree loss implied in the outline application and the loss can be mitigated by suitable tree planting. This is an opportunity to enhance the diversity of the tree stock of the site. Application is supported by a planting plan with suitable tree planting. Important to protect the retained trees from development operations by use of tree protection methods. Conditions recommended to secure implementation of planting scheme and Arboricultural Method Statement (AMS)
RBC Green Spaces Team	No comments received
Environment Agency	Have no comments to make
Network Rail	No comments received. However, no objections raised in response to hybrid application whilst flagging the requirement for the applicant to gain Network Rail's approval in respect of the Landlords Consent and Station Change processes.
South Western Railway	No comments received (noted views expressed via County Highway Authority)
Surrey Wildlife Trust	Has reviewed the submitted Ecological Report and Planning Statement and advises that the proposed Lighting appears in line with requirements of Condition 21 to have regard to impact on bats. The Ecological Assessment has regard for enhancements to be provided including for bats, which includes new tree planting, north-south green corridor and extensive wildflower meadow. Further clarification required regarding bat roosting enhancements and biodiversity.
West Surrey Badger Group	No comments received
Surrey Bat Group	No capacity to comment
Surrey Heath BC	No comments received
Scottish & Southern Electricity Networks	No comments received Consultation sent 27/05/22 – respond by 20 th June
Chobham Parish Council	No objection subject to stated criteria, including appropriate assessment and mitigation of potential impact on Chobham Common's protected species, regard to HGV weight limit in Chobham High Street with approved routes put in place, measures to prevent Burma Road, Chobham Common car parks and

	other roads in vicinity being used for demolition traffic parking and waiting, and Burma Road should not be used for demolition traffic.
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Representations and comments from interested parties

6.2 200 Neighbouring properties were consulted in addition to being advertised on the Council's website, within the local press and through site notices. 15 letters of representation have been received which includes representations from Wentworth Residents Association and also from Upper Longcross Residents Association, which can be summarised as follows:

- Station Access Road
 - Should be via Burma Road, this may help existing fly tipping and littering on Burma Road, avoid increase traffic flows on residential roads and pollution from traffic
 - Alternative logical route through current film studio has not been considered
 - Should be adopted by Council, concerns residents will be responsible for maintenance costs and bringing it to an adoptable standard
 - Residents should not be paying for a road they do not want nor will use
 - Layout and location unacceptable and dangerous/risk of collisions, safety risk, close to play area, tight road junctions/bend and underground entrance for apartment parking, Chieftain Road has a blind corner with regular near misses
 - Existing upper Longcross Roads should just be linked by pedestrian and cycle paths
 - Roads narrow and hard for 2 cars to pass each other
 - Speed limit should be reduced, 30mph too fast given road width and next to playing fields
 - Route to station through a residential area, with road unsuitable for heavy vehicles day and night
 - Environmental impacts of access route to station with significant braking, deceleration and acceleration at pinch points
- Location of car park
 - Should be closer to station
 - Will lead to parking in neighbouring roads, already an issue
 - Should be returned to nature as recreational space and trees
- Size of car park
 - Insufficient/inadequate number of spaces
 - Prevents the addition of further stories
 - Limited size and charging will lead to parking in non-designated spaces across upper Longcross, visitor spaces already limited
 - Increased parking demand will lead to increased littering and degradation of roadways
- Drop off point too far from station
 - Will limit effectiveness of rail use

- Parking management
 - Parking control strategy needed to prevent parking on residential roads
 - Lack of information on how car park will be managed
- Film Studio boundary fence should be considered alongside the reserve matters application
- Trees and planting
 - TPO trees next to station add little value and screening
 - No information on density of planting and gaps
 - Screening should be on all sides of current open space and waste facility
 - Request increased aesthetics in area of unsightly new stages
- Residential amenity
 - Car park and tennis courts will directly overlook residential dwellings
 - Noise pollution – from proximity of road and tennis courts to existing dwellings, no acoustic assessment of car park has been provided
 - Noise disturbance to existing apartments from sports pitches/village green
 - Increase light pollution with street lights and additional headlights along road
 - Car parking screening is poor – no information on density and should be on all sides
 - Request screening in area of recent studio buildings
 - Original plans for area was to be open landscaping and recreational area not large commercial car park
 - shared cycleway/footway would be directly outside windows of residents
 - Sub station should be screened – is an eyesore
- Play space/sports facilities
 - Fencing – should be appropriate safety standard
 - More tree planting screening for children’s safety needed
 - Village hall would be more use than outdoor tennis tables with UK weather
 - Where would people park to use the sports facilities?
 - Safety and security of car park next to play area
 - Standards to be considered including open space to ensure long lasting quality, upkeep and maintenance
 - Lack information on construction specification and maintenance
 - Drainage should ensure sports and recreation fields are free from pooling water and to BS3882 - Existing soil compaction leads to pooling of water in landscaped areas and gardens
- Statement of Community Involvement is misleading, does not reflect concerns raised.
- Lack of meaningful community engagement with no meaningful feedback.
- Concern village green, tennis courts and car park will be corporate assets owned and maintained by Longcross Studios and private car park company, and would encourage set of minimum agreed standards for development and maintenance
- Current communal public spaces are not maintained correctly, therefore need clear plan of maintenance and costs.

- 3 proposed developments in Longcross/ Kitsmead Lane area – putting big strain and concern for traffic, water, drainage, gas & electric supplies.
- Number of dwellings is not fitting/ out of character for the surrounding area.
- Current lack of GP provision – will be exacerbated
- Major departure and undermines initial masterplan with business park to west with traffic through the former film studio land.
- Existing high voltage sub station shown to remain should be in a commercial/industrial zone not residential area
- Lack evaluation of additional signage, lighting, noise impacts from change of purpose for the area and impact on wildlife, habitats and ecology including bats

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 and forms part of an allocated housing site where the principle of mixed use development as set out in policy SD9 is permitted 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 for consideration are:

- Compliance with the parameters of the outline permission
- Implications for original Longcross North planning permission (RU.13/0856 amended by RU.16/0584) and Upper Longcross community;
 - o Existing and Proposed Site Phasing and existing development parameters;
 - o Sports and Open Space Provision
 - o Station car park and access
 - o Transport, vehicular and pedestrian movement routes
 - o Residential amenities
 - o Trees and landscaping
 - o Biodiversity
 - o Existing conditions and s106 – on-going compliance considerations
- Implications for the Garden Village designation, Longcross South masterplanning and policy SD9 compliance.

7.2 Principle

The residential use permitted under the mixed-use development for Longcross North, (originally pursuant to RU.13/0856) has been built out, however, there remains a number of key areas of infrastructure that has yet to be delivered to support this residential use and the wider Longcross north site. This includes vehicular access to the railway station including pick-up/drop off facilities, bus stop and station car park, together with sports pitches, open space and which is proposed for delivery under the current reserve matters application. Currently there is no public vehicular access available to Longcross Station.

7.3 Outline planning permission has been granted for proposed sports provision, public open space and associated landscaping, vehicular access, drop-off and car parking to the railway station, together with associated engineering work; will all matters reserved. The current reserved matters application considers the full details of access, appearance, landscaping and scale. The approved application has therefore established the principle of the re-configuration of land use and infrastructure layouts within the identified red line area. This principally supported the longer-term retention of the Longcross Film Studios land and

buildings at the site, notably the 'Stage 2' building complex on the east side of Lower Road south of Longcross Station. This originally was envisaged as forming part of the public open space when hybrid planning permission was first granted for part full, part outline consent for the redevelopment of Longcross North site in 2014 under RU.13/1856.

- 7.4 The approved hybrid permission RU.20/1206, has established the principle of the delivery of sports pitch facilities including tennis court and table tennis tables, public open space, associated landscaping, access road and footways/cycleways, station car park and drop off area and associated engineering works within the red line of the application site area. The 'hybrid' permission also granted permission for the siting of a security enclosure to the film studios which established the position for the studio boundary fence line. The reserved matters details of the appearance of this fence has recently been granted securing a 2.5 and 3m high timber fence along the boundary with the film studios.
- 7.5 Whilst siting did not form part of the earlier consideration, the principle of each of these items being provided within the red line area was established. The application was supported by landscape and masterplans to illustrate how these uses could be accommodated within the site area having regard to the site opportunities and constraints, including existing TPO trees. This illustrated a bus turning loop and space for cycle/e-scooter parking (or other alternative sustainable transport infrastructure) outside the station and the station car park was illustrated to the east, just north of the electric sub station, retaining the TPO trees outside the station entrance. Whilst the outline did not confirm the the exact number of parking spaces that would be delivered, the approved documents and illustrative plans approved at outline stage indicated that the station car park would deliver in the region of 30 – 40 spaces.
- 7.6 The current reserve matters application considers the full details of access, appearance, landscaping and scale. The siting and layout is consistent with the framework masterplan and land use plan submitted to support the outline approval granted at Planning committee in 2020.
- 7.5 A phasing plan has been agreed pursuant to Condition 4 (under reference RU.21/1268) to secure an appropriate timescale for delivery of the works having regard to current restricted station access, parking and deficiencies in open space and sports provision to support the existing residential development of Longcross North which is now completed and close to full occupancy. Condition 26 of the hybrid permission (RU.20/1206) requires completion of the station access, bus stop, turning facilities etc, car park, sports provision and open space in full within 24 months of the grant of the reserve matters application.

This was to secure delivery given these facilities are now overdue for delivery. It was also the subject of a S106 legal agreement, which secures public access of the open spaces (which includes areas of trees and woodland, sports pitches and tennis courts, station forecourt, access road and turning loop and station car park) and requirements for the approval of a Landscape Plan and Management Scheme. This ensures that public open spaces remain accessible to the public in perpetuity. It also secures improvements to the visual appearance of the retained stage buildings, and sustainable transport measures which will be developed further through the separate planning application for Longcross South.

7.6 Playing pitches and equipped play

It was acknowledged in granting the hybrid permission that an appropriate level of open space and sports provision can still be delivered on the site within the red line site area, to meet the current shortfall of provision for the existing residents of the Longcross North site. The application secures opportunities for recreation and sport as promoted by Policy SL1

7.7 The siting of the informal playing pitches to the north-east of the Phase 2 residential apartments to provide 2 mini soccer football playing pitches is consistent with that shown on the framework plan submitted with the hybrid planning application. Part of this area is already laid to grass, and the remaining area to the north is open land and therefore the proposed provision would improve the visual appearance of this area of the site and avoids tree loss. It was acknowledged under the hybrid permission that the siting of the sports pitches remain of sufficient distance from residential dwellings to avoid any undue disturbance. Its siting is readily accessible to existing residents of Longcross north and closely links with the existing playspace/ LEAP to the south and landscaped open space around the lake and creates an informal village green at the heart of the Longcross North site.

7.8 Sport England however, have raised an initial objection to the application as they are seeking further clarity on the design and specification of the sports pitches. This essentially reflects Sport England desire that these are constructed as formal sports pitches. The application however, proposes that the pitches would be informally marked providing a more flexible use of the open space. This enables the pitches and green to be available for use by existing residents and occupiers of the adjacent film studio's addressing the shortfall in existing provision, without forming a provision that could attract a wider catchment of users and is therefore considered appropriate for this part of the site. More formal sports pitches are intended to be delivered as part of the wider Longcross Garden Village development south of the M3 which is currently under consideration (RU.22/0393). It is noted that no objections were raised by Sport England to the related hybrid application subject to a number of recommended conditions to secure good quality sports facilities/playing field provision and community access. Condition 10 of the hybrid permission secures the use of the pitches for outdoor sport and play. Furthermore, public/ community access has been secured through existing S106 clauses which includes requirements for a management scheme to secure arrangements for the management and maintenance of the open spaces and arrangements for any regulated access to the Tennis Courts.

7.9 The application also proposes the provision of a tennis court and 3 outdoor table tennis, located to the north of the station car park within an existing cleared area of land and alongside the existing footpath linking the station. The quantum of provision for outdoor sport and play space provided would be consistent with that set out within the hybrid application and no objections have been raised by Sport England to the quantum proposed. This established an acceptance for the quantum of playing pitches and sport provision proposed. In respect of equipped play space, a LEAP is already in place opposite Firefly Road which was delivered as part of the first phase of development. An extension to the existing LEAP and a green gym/trim trail would help reduce the short fall of outdoor sports facilities and equipped play space and can be secured through condition. The overall quantum of informal play space would exceed the Fields in Trust standard and is considered consistent with Policy SL26 to secure the provision of open space and sports facilities to support residential development. The northern site also has direct access to informal open space which includes the woodland area comprising SANG, to the east of Phase 1 residential.

7.10 Therefore, despite the initial concerns raised by Sport England, the overall quantum and

form of sports provision and open space proposed will address the current shortfall in provision for existing residents of Longcross North consistent with Policy SL23, SL1 and SD9 of the Local Plan. The development will also have the benefit of improving the visual appearance of this part of the Longcross North site and securing vehicular access and improved pedestrian access and connectivity to Longcross railway station.

7.11 Access

Vehicular access is via the existing roundabout junction from Chobham Lane and extends along Chieftain road past the recently completed Discovery building and residential apartments constructed as part of Phase 2 development of the Longcross north site. There is no vehicular access to the station from the phase 1 residential along Chieftain Road and this is further restricted by Condition 5 of the hybrid permission which restricts access from the Chobham Lane site access roundabout only. The current application includes details of proposed directional signage to support the access route and assist navigation.

- 7.12 Currently there is no vehicular access or car park serving Longcross railway station and the majority of the application site area is currently not publicly accessible having formerly been used for construction access and storage in connection with the phase 2 development (now complete). The current application will enable public access over the site improving the accessibility of the station. The current application will extend the access road northwards following the route of the existing internal construction access road to provide vehicular access to the proposed station car park and extending toward the station with a turning loop together with bus stop and 3 disabled parking bays and creation of a railway station forecourt area at the station entrance. The new access to the station will also include a 3m wide shared footway and cycleway together with pedestrian crossing points.
- 7.13 The station access concourse or forecourt area provides space for both short term and longer term cycle parking facilities which would provide space for up to 160 short term spaces on two tier cycle racks and 9 vertical cycle storage lockers for longer term parking. Whilst the application demonstrates that appropriate space is available to accommodate cycle parking together with electric scooter or bike provision this will largely be delivered through the Longcross Garden Village, southern application (RU.22/0393) having regard to the quantum of dwellings proposed under the southern application, which is currently under consideration. However, in order to support the existing development of 182 dwellings, a proportionate cycle parking provision will be secured under the current application. This provision supports Policy SD3 which seeks to improve the capacity of cycle parking at the Borough's railway stations and SD9 (Longcross Garden Village) which supports sustainable travel choices.
- 7.14 The proposed layout and works ensures that sustainable travel modes are prioritised. This is consistent with Policy SL1 which promotes opportunities for walking and cycling, and Policy SD3 which supports proposals which enhance accessibility and connectivity between people and places by active and sustainable travel forms. The existing footpath that runs parallel to the railway providing pedestrian access from the existing Phase 1 residential development of Upper Longcross to the east would be widened to provide accommodate a footpath and cycle way. A dedicated footpath and cycleway is also proposed alongside the new access road, together with a more informal footpath through the public open space and existing woodland, both providing a more direct access from the south of the site from the Phase 2 Residential apartments and commercial Discovery Building and will form the main access route through to the station from the Longcross Garden Village to the south of the M3 (the subject of a current outline planning application RU.22/0393).

7.15 Letters received have raised concerns regarding the route of access and highway safety implications. Surrey County Highways Authority have reviewed the application and have raised no objection to the application but have recommended a number of conditions in addition to those already secured under the hybrid permission. Additional supporting information has been provided during the course of the application in response to comments from South Western Railway, expressed through consultation with County Highways Authority, in order to satisfy requirements for access and turning including use by Surrey buses and rail replacement coaches. Whilst the existing S106 secures public access of the open space and associated access road and footpaths, Surrey County Highways Authority have requested a Deed of Variation in order to strengthen existing clauses and provide more clarity of the station access road and its use by the public until the road is offered up for adoption.

7.15 Parking

The siting of the car park has been carefully chosen. It is to be located on an existing cleared area of the site just a short distance from the station entrance. Some of the representations received express the desire for the station car park to be located on land immediately adjacent to the station. This would result in the loss of an area of existing TPO protected woodland. This woodland area creates an important visual amenity that reflects the character of the Longcross Garden Village at this key arrival space, as well as providing ecological habitat and forms part of a wider bat foraging corridor. The proposed car park location is sited within an existing cleared part of the site which avoids the loss of the existing protected trees and has limited biodiversity value. The site is It is sited approximately 230m from the railway station which is a very short walk away (a little over 2 minute walk). This is considered to be readily accessible and well sited to serve the railway station. This also ensures the arrival space creates an appropriate environment for visitors arriving at this key entrance to Longcross Garden Village and prioritises sustainable travel modes creating access for buses and space available for cycle parking and docking stations for e-bikes and scooters, and securing pedestrian and cycle links. Surrey CC raise no objection to the siting of the car park or its size.

Whilst residents have expressed concerns regarding the impact of commuter parking on neighbouring residential roads, it is noted that there are no alternative parking options closer to the station (other than the proposed disabled car parking bays), than the proposed car park and would therefore the siting of the car park itself is not considered to generate increased parking pressure on neighbouring residential roads. The issue of commuter parking on neighbouring residential roads is not uncommon surrounding railway stations. Whilst the management of the car park including proposed fee charging can assist, details of which have been secured through condition, this cannot be designed out in its entirety and would rely on traffic control measures.

It is also a consideration that Natural England has previously raised concerns regarding the importance of the management of car parking spaces to avoid use by those accessing the neighbouring Chobham Common SPA. This is reflected within the requirements of Condition 21 to secure a Car Park Management Plan. The proposed siting of the car park would be outside the Thames Basin Heaths 400m buffer zone and therefore less likely to be used by people parking and visiting the SSSI/SAC/SPA (the site by the station is within 400m of the receptor). As a result, Natural England has removed their requirement for the car park to be secured at all times and have confirmed that they do not consider the proposed development will have significant adverse impacts on designated sites (SSSI and European/International sites).

7.16 Concerns have been raised by some residents regarding the quantum of spaces proposed. The current railway station is only accessible by foot and up until the recent footpath link to the Longcross north residential development was only accessible via a dirt track linking from Burma Road. Whilst the proposed car park would increase the accessibility of the station, it is not required to support either the existing residential and commercial development of Longcross North, or the wider Longcross Garden Village which will be supported by a range of sustainable travel options to access the station. The improvements proposed to the station access, including provision of a bus stop and drop off facilities together with a 42 space vehicular car park and 3 disabled spaces, would improve the accessibility and character and visual amenities of Longcross Station, consistent with Policy SD9, to create a high quality inclusive and accessible design reflective of the characteristically wooded Surrey setting. The quantum of spaces proposed is supported by Surrey County Highways Authority and is appropriate to serve both existing Longcross North development and to support the delivery of the wider Garden Village without generating significant vehicular movements to the but to support the existing and new community of Longcross many of which will be able to access the station using alternative sustainable modes of transport. It is also a consideration that neither South Western Railway nor Network Rail have raised any objections to the location or capacity of the proposed station car park. It will be an important consideration with regards the South Longcross application about how to secure a range of sustainable travel options from this development to the station.

7.17 Concerns have been raised by residents in respect of noise and disturbance, and potential for harm to residential amenity resulting from the siting of the proposed car park, tennis court and access road.

There is a very good separation distance of approximately 50m to the nearest residential property to the east of the proposed car park, with the existing MVEE stream and adjacent woodland/trees providing a natural buffer between. An updated planting plan and section has been provided during the course of the application which details proposals for a hedge along the eastern and northern boundary of the car park together with additional tree planting including pine trees to further enhance existing tree planting and secure a robust visual screen along the eastern boundary of the site whilst enhancing ecological habitats and biodiversity value. It is important that the tennis court is not fully enclosed and is afforded a degree of natural surveillance. The separation distance to residential properties from these facilities is significant in planning terms and much greater than at many other locations in the Borough, given the separation distances involved and screening proposed it is considered that and no material harm to residential amenity is likely to occur as a result.

7.18 Condition 16 of the hybrid consent requires 20% of the station car park to be fitted with fast charge electric vehicle charging points and for the remaining 80% to be provided with passive infrastructure to allow for the future socket connection. Further details including management and maintenance requirements, security measures for the car park, will be secured through the Station Access and Car Park Management Strategy required by Condition 13 of the hybrid permission (RU.20/1206).

7.19 Ecology

The application is accompanied by an updated Ecological Survey as required with Condition 21. No evidence of protected species has been encountered at the site or identified as directly impacted by the proposed development. No evidence of badger activity within the site has been recorded which is consistent with previous surveys. Surveys identified bats foraging along the woodland belt forming the northern boundary and along the eastern boundary.

The development has been designed to utilise existing cleared and open areas of the site whilst looking to maximise tree retention and protect ecological habitat in particular bat foraging habitat. Those trees identified to be removed have been identified as no or negligible potential for bat roost. Plans illustrate siting of street lights to the station car park and alongside the access route which demonstrates that they have been designed to limited light spill with the inclusion of back guards fitted to direct lighting and reduce the risk of light spill to bat habitats. Surrey Wildlife Trust have reviewed the submitted assessment and are satisfied that the proposed lighting has appropriate regard to bats. Further clarity is sought regarding bat roosting enhancements and biodiversity which can be secured through condition.

- 7.20 The Ecological Assessment has regard for enhancements to be provided including for bats, which includes new areas of tree planting, north-south green corridor and wildflower meadow. The pond to the north of the discovery building whilst just outside of the application site area, has been recently re-instated including a surrounding enhanced wetland area and landscaped grounds. Further enhancements with new tree planting and wildflower planting is proposed to the north of the pond and adjacent to the film studio land which will enhance the visual appearance and character of this area whilst also contributing to biodiversity enhancements.

7.21 Trees

As set out above, the scheme has been designed to minimise tree loss. Whilst there would be some tree loss to facilitate the proposed development. Those trees to be lost are largely low-quality trees and whilst it is recognised that there will be a loss of some category 'B' trees, the siting and layout has been carefully designed to utilise existing open and cleared areas of the site, formerly used for construction purposes including the access road and thus minimises tree loss, retaining existing habitats and bat foraging corridors.

The important woodland tree belt subject of the TPO would be maintained. The quantum of new trees to be planted would exceed those to be removed and the planting plan demonstrates enhanced tree coverage, re-enforcing the green corridor from north to south of site, and assists in supporting existing bat foraging routes along the western boundary of the site and pond, and provides the opportunity to enhance and diversify the tree stock of the site. New tree planting is also proposed around the existing sub station providing a natural screen and landscape buffer. Conditions are recommended to secure suitable tree protection and new planting.

7.22 Drainage

An updated drainage drawing and technical note have been provided during the course of the application to respond to the comments of the LLFA. The application proposes permeable surfacing to the station car park parking bays using a Ecogrid system which allows for some grass fill between the grids. This has the added benefit of improved visual appearance as well as increasing biodiversity. A raingarden has also been added to the central area of the loop. The LLFA have reviewed the revised surface water drainage strategy and are satisfied it meets the requirements of the NPPF, PPG and the non-technical standards for sustainable drainage systems however further details are required which is secured through an existing Condition 8 of the hybrid permission and condition 9 requiring a verification report following completion. The conditions ensure the scheme is properly implemented and maintained.

7.23 Environmental Impact Assessment and Appropriate Assessment

The local planning authority is the 'competent authority' for the purposes of giving permission for a plan or project as defined in the Conservation of Habitats and Species Regulations 2010 (amended 2017) and is therefore required to consider the implications of a plan or project upon designated European sites, in this instance the Thames Basin Heaths Special Protection Area (SPA) and Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) which are roughly 280m at closest point. Having regard to the proximity of the application site to the SPA and SAC, it is necessary to consider the likelihood of significant effects upon the integrity of the conservation objectives of the designated sites, as a consequence of the development, and whether or not an Appropriate Assessment should be undertaken prior to any grant of permission of the project concerned. This was considered as part of the outline/hybrid permission RU.21/1206 and is documented at 6.2 – 6.6 of the associated officer report. The current application is consistent with the outline permission in respect of land uses and development proposed and therefore the conclusions reached are also considered relevant to the consideration of this reserve matters application.

- 7.24 On the basis of the plans submitted which places the station car park outside of the 400m SPA buffer zone, Natural England have advised that they consider that the station car park proposed outside the 400m SPA buffer zone, Natural England considers that the proposed development will not have likely significant effects on the Thursley, Ash, Pirbright & Chobham Special Area of Conservation part of Thames Basin Heaths Special Protection Area and therefore a likely significant effect can be ruled out.
- 7.25 With regard to Environmental Impact Assessment, this was also considered at the outline/hybrid application stage where the application was formally screened for EIA upon receipt. It was concluded that, whilst the application just exceeds the indicative threshold of 5.0ha, as listed under Sch,2, Column 1, 10(b) of the Town and Country Planning (EIA) Regulations 2017, the application proposals would not give rise to impacts warranting EIA, having regard to the further assessment criterion set out under Schedule 3 of the Regulations, in particular considering the characteristics of the development, type and scale of impact in this location. Whilst it is recognised that the wider Longcross North development was the subject of EIA, the current application is a separate hybrid application considered on its own merits in the context of the Regulations. The current RMA is consistent with the hybrid application and therefore the conclusions previously reached remain applicable.

8. PLANNING OBLIGATIONS/COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.1 The proposal is not CIL liable.

9. EQUALITY AND HUMAN RIGHTS CONSIDERATIONS

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

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

- (a) Eliminate discrimination, harassment, victimisation and any other conduct prohibited

by the Act

- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

10. CONCLUSIONS

- 10.1 The application will secure the delivery of key outstanding infrastructure provision to support the existing residential and commercial development comprising the wider Longcross North site. A number of these matters are overdue for delivery and as such will resolve the harm caused by the existing breaches of planning control. It will address existing deficiencies in open space, play and sports provision and will secure access to Longcross station by buses (public transport) and cars as well as securing improved accessibility and connectivity by pedestrians and cyclists. The entrance and environment surrounding the station will be improved which will help support a modal shift and increased use of the rail transport. The application secures public access to this area of the site with enhanced tree planting and landscaping which will improve the visual appearance of this area and enhanced biodiversity. County Highways Authority are satisfied with the access and layout as proposed, and it has been demonstrated that there would be no undue impact on neighbouring amenity as a result.
- 10.2 The development has been assessed against the following Development Plan policies – SD3, SD4, SD5, SD7, SD8, SD9, SL1, SL26, EE1, EE2, EE9, EE10, EE11, EE12, EE13 and IE2 of the Runnymede 2030 Local Plan, the policies of the NPPF, guidance in the PPG, and other material considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The decision has been taken in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

11. FORMAL OFFICER RECOMMENDATION

The CHDMBC be authorised to grant planning permission subject to the completion of a Deed of Variation to the Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended) to Amend Clause 18 of the S106 agreement which requires the owner of the land to allow public access to and use of the station access road including the turning loop and associated footways for the purpose of access to and egress from the Railway Station, the Station Car Park, and the Open Space, in order to secure the following obligations:

- (a) when public access will be allowed (i.e. at all times – 24 hours a day / 7 days a week);***
- (b) how the route will be maintained; and***
- (c) who will be responsible for maintaining it.***

And the subject to the following planning conditions:

Conditions:

1 Reserved matters application (standard time limit)

The reserved matters for which permission is hereby granted must commence not later than 6 months from the date of this permission, or not later than 18 months from the date of the outline approval, RU.12/1206, whichever is the later.

Reason: To comply with the requirements of Condition 2 of RU.20/1206 and 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:

- Site Location Plan, prepared by Patrick Parsons (Ref. A20036-FR-001 P5)
- Planning Application Boundary, prepared by Patrick Parsons (Ref. A20036-FR-002 P1)
- Hard Landscape Plan prepared by Murdoch Wickham (Ref. 1564-101 P3)
- Fencing Plan prepared by Murdoch Wickham (Ref. 1564-102 P3)
- Station Car Park Boundary Cross Section prepared by Murdoch Wickham (Ref. 1564-003 Rev D)
- Planting Plan, prepared by Murdoch Wickham (Ref. 1564-202 P5)
- Tree Removal and Protection Plan, prepared by Keen Consultants (Ref. 1707-KC-XX-YTREE-TPP01RevE)
- Lighting Plan, prepared by Patrick Parsons (Ref. A20036-FR-700 P3)
- Swept Path Plan, prepared by Patrick Parsons (Ref. A20036-FR-003 P2)
- Swept Path Plan (Bus/Coach turning area), prepared by Patrick Parsons (Ref. A20036-FR-006 P1)
- Overview Plan Sheet 1, prepared by Patrick Parsons (Ref. A20036-FR-111 P3)
- Overview Plan Sheet 2, prepared by Patrick Parsons (Ref. A20036-FR-112 P3)•Overview Plan Sheet 3, prepared by Patrick Parsons (Ref. A20036-FR-113 P3)
- Drainage Layout Sheet 1, prepared by Patrick Parsons (Ref. A20036-FR-200 P6)
- Drainage Layout Sheet 2, prepared by Patrick Parsons (Ref. A20036-FR-201 P6)
- Drainage Layout Sheet 3, prepared by Patrick Parsons (Ref. A20036-FR-202 P6)
- Drainage Layout Sheet 4, prepared by Patrick Parsons (Ref. A20036-FR-202 P2)
- Proposed Levels Overview Sheet 1, prepared by Patrick Parsons (Ref. A20036-FR-301 P2)
- Proposed Levels Overview Sheet 2, prepared by Patrick Parsons (Ref. A20036-FR-302 P2)
- Proposed Levels Overview Sheet 3, prepared by Patrick Parsons (Ref. A20036-FR-303 P2)

- Signing and Road Marking Layout Sheet 1, prepared by Patrick Parsons (Ref. A20036-FR-701 P2)
- Signing and Road Marking Layout Sheet 2, prepared by Patrick Parsons (Ref. A20036-FR-702 P2)
- Signing and Road Marking Layout Sheet 3, prepared by Patrick Parsons (Ref. A20036-FR-703 P2)
- Signing and Road Marking Layout Sheet 4, prepared by Patrick Parsons (Ref. A20036-FR-704 P2)

Reason: To ensure high quality design and to comply with Policy SD3, SD4, SD5, SD7, SD8, SD9, SL1, SL26, EE1, EE2, EE9, EE10, EE11, EE12, EE13 and IE2 of the Runnymede 2030 Local Plan and guidance in the NPPF

3 The proposed alterations to and extension of Fox Road from Chieftain Road to Longcross Rail Station, including the upgrading of the Chieftain Road / Fox Road junction to accommodate the movement of buses, shall be constructed in general accordance with the approved plans.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

4 The following pedestrian facilities shall be provided between the Longcross North Phase 2 section on Chieftain Road and Longcross Rail Station in general accordance with the approved plans, prior to the first use of the new access road by the public:

- a) A continuous 3.0m wide shared surface footway/cycleway along the western and then southern side of Fox Road;
- b) A pedestrian/cyclist crossing point on Fox Road comprising dropped kerbs and tactile paving;
- c) A 2.0m wide footway on the eastern and then northern side of Fox Road between the station car park and the pedestrian/cyclist crossing point, to allow car park users to walk to the station;
- d) The widening of the existing East-West footpath along the northern edge of Fox Road between the pedestrian/cyclist crossing point and Longcross Rail Station to 3.0m, to accommodate cyclists;
- e) A secondary North-South footpath link from the Discovery Building to Fox Road to the north with the provision of additional steps to connect to Fox Road to the south and thereafter the said approved pedestrian facilities shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

5 The station car park shall not be brought into use unless and until the proposed vehicular access and egress from and to Fox Road have been constructed, and the egress has been provided with 2.4m by 43m visibility zones, in general accordance with the approved plans. Thereafter, the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

6 The station car park shall not be brought into use unless and until space has been laid out within the site in general accordance with the approved plans for 42 vehicles to be parked, for vehicles to drop off and pick up, and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / drop off and pick up/ 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 in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

7 Prior to first use of the station car park, space shall be laid out within 50m of the station access for the provision of a minimum of 3 disabled parking spaces, to be connected to the station access via a new 2.0 wide footway, in general accordance with approved plans. Thereafter the disabled parking area shall be retained and maintained for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

8 Prior to first use of the station car park, secure cycle parking facilities for a minimum of 10 cycles shall be provided within the station concourse area in accordance with details to be submitted to and approved in writing by the Local Planning Authority. In addition, space shall be secured for further cycle spaces and the docking of e-bikes and e-scooters in accordance with the approved plans. The approved cycle facilities shall be delivered in accordance with the details as approved and shall thereafter be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable

Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

9 The proposed bus turning facility and concourse area adjacent to the Longcross Rail Station access shall be laid out and constructed in general accordance with the approved plans.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

10 The proposed bus stop shall be sited on the south side of the bus turning facility and connected to the station access via a new 2.0m footway, in general accordance with the approved plans. The following facilities shall then be provided at the bus stop in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- a) Raised kerbing to a height of 140mm over a 9.0m length to ensure level access onto and off the buses
- b) A clearway with a 17m bus cage to protect the bus stop
- c) A bus shelter with seating and lighting.
- d) A RTPI display board
- e) A bus stop flag and pole

The approved facilities shall be delivered in accordance with the timeframes set out in the delivery timetable, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

11 Prior to first use of the access road to Longcross Rail Station, measures to restrict access by private vehicles beyond the Station Car Park (with the exception of buses and disabled drivers), to include some or all the following:

- a) Suitable signage, lining, and surfacing to restrict private vehicle access along Fox Road beyond the station car park access;
- b) Double yellow line waiting restrictions around the bus turning circle to ensure that access for buses is maintained at all times;
- c) Introduction of traffic enforcement cameras on Fox Road and/or within the station concourse area;
- d) Any other alternative enforcement measures shall be designed and implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and to comply with Policies SD3, SD4, SD5 and SD7 of the Runnymede Local Plan (2030) policies and objectives of the National Planning Policy Framework.

12 Details of the design, appearance and external materials of the proposed bus shelter shall be submitted for the prior approval in writing of the Local Planning Authority and shall thereafter be provided in accordance with the approved details prior to the first use of the bus turning facility.

Reason: In the interests of visual amenity and to secure a high quality design and appearance which is in keeping with the Garden Village and to comply with Policy EE1 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

13 No additional external lighting (including any floodlighting) shall be installed within the site area except in accordance with the details set out on drawing no. A20036-FR-701 Rev P3 (Longcross North-Eastern Fox Road Extension Lighting Overview) and section 5 of the submitted Ecological Assessment, without the prior permission in writing of the Local Planning Authority.

Reason: To protect the ecological value of the site including bat habitat, and to protect the amenities of neighbouring residential properties, and to comply with Policies EE1 and EE9 of the 2030 Local Plan.

14 The development shall be completed with new planting as detailed on drawing no. 1564/202 Rev P5 (NEC Planting Plan) which shall be implemented in accordance with an agreed timescale which shall be submitted to and agreed in writing by the local planning authority together with details for the management and maintenance, within 6 months of the date of this decision or prior to the first use of the station access road and turning head hereby approved.

Once planted, photographic evidence of the new trees shall be submitted to the LPA for approval.

Any new trees or hedging plant, or any replacement trees and plants planted as a requirement of the conditions herein, which before the expiration of five years from the date of completion of the development, are removed, or become seriously damaged or defective, shall be replaced as soon as practicable with others of suitable size and species, following consultation with the LPA, unless the LPA gives written consent to any variation.

Reason: To mitigate the loss of tree cover, to protect and enhance the appearance and biodiversity of the surrounding area, to ensure that replacement trees, shrubs and plants are provided and to comply with Policies EE1, EE9 and EE11 of the Runnymede 2030 Local Plan and guidance within the NPPF.

15 Any scrub, hedgerow and tree clearance must be undertaken outside the bird breeding season (March to July inclusive) unless the applicant has first carried out a survey

of such vegetation which shows that there are no nesting species within relevant parts of the application site and any such survey results have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent birds being injured or killed during site clearance works and to comply with policies EE9 and EE11 of the Runnymede 2030 Local Plan and guidance in the NPPF.

16 Notwithstanding the details shown on the approved plans, details shall be submitted for the prior approval in writing of the Local Planning Authority of a scheme for the screening of the existing electricity sub station, together with a timescale for implementation, and the management and maintenance of the screening. The details shall be implemented in accordance with approved scheme.

Reason: In the interests of visual amenity and to secure a high quality design and appearance which is in keeping with the Garden Village and to comply with Policy EE1 and SD9 of the Runnymede 2030 Local Plan and guidance in the NPPF.

17. Prior to any works within 10m of the MVEE stream, details shall be submitted to and agreed in writing by the Local Planning Authority demonstrating how a 5m buffer zone around the MVEE stream will be protected both during development and following completion of the works including details of proposed boundary treatment to the west of the MVEE stream alongside the proposed playing pitches. Thereafter the development shall be carried out in accordance with the approved scheme.

Reason: In order to protect the existing watercourse and adjacent land to avoid harm to biodiversity and wildlife habitat, and to comply with Policies EE1, EE2 and EE9 of the 2030 Local Plan and 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 The applicant is advised that this permission must also be implemented in accordance with the conditions and details approved under hybrid application RU.20/1206 and associated Section 106 Agreement.

3 The applicant is advised that in connection with condition 12 above, it is expected that the Bus shelter shall be of a traditional timber design compatible with the character of the Garden Village and adjacent woodland setting.

4 It is understood that it is the applicant's intention to offer the roadworks included in the application for adoption as maintainable highways. This cannot be adopted unless and until this connects to the public highway. Permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. If it remains the

intention to offer these works for adoption the developer is encouraged to contact Transportation Development Planning at Surrey County Council prior to commencement of works on site. Prior to adoption as public highway the relevant TRO's will need to be applied for.

5 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.

6 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

7 The applicant is advised that details of the design of a surface water drainage scheme for the development hereby approved is required to be submitted pursuant to Condition 8 of RU.20/1206. The drainage scheme should follow the principles set out in the submitted drainage strategy and the associated discharge rates and storage volumes shall be provided using a maximum total discharge rate of 13.2 l/s (including existing flows) as reflected within the LLFA response letter dated 18/07/2022.

8 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 their website.

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.

9 The applicants attention is drawn to the requirements of condition 12 of RU.20/1206 requiring the submission and approval of tree protective measures and method statement. Details submitted pursuant to this condition shall have regard to the submitted arboricultural method statement by Keen Consultants dated May 22 and Tree Protection Plan – 1707-KC-XX-YTREE-TPP01 Rev E.

10 The applicants attention is drawn to the requirements of condition 13 of planning permission RU.22/1206, requiring the submission and approval of a Station Access and Car Park Management Strategy

11 The applicants attention is drawn to the requirements of condition 14 of planning permission RU.22/1206, requiring the submission and approval of a Construction Environmental Management Plan (CEMP) to include Environmental Management and Construction Traffic Management Measures.

12 The applicants attention is drawn to the requirements of condition 18 and 21 of planning permission RU.22/1206, requiring the submission and approval of measures for enhanced bat roosting opportunities and bat sensitive external lighting controls.

13 The applicants attention is drawn to the requirements of condition 19 of planning permission RU.22/1206, requiring the submission and approval of a remediation strategy to deal with risks associated with contamination of the site.

14 The applicants attention is drawn to the timescales set out under condition 26 of planning permission RU.22/1206, in respect of the completion of development.

15 The applicants attention is drawn to the requirements of Schedule 1 of the S106 dated 6 July 2021, requiring the submission for approval the Landscape Plan and the Management Scheme as defined within the agreement for the open space, prior to the commencement of development.

16 The applicant is advised of the requirements to seek Network Rail's approval in respect of the Landlords Consent and Station Change processes.