

# Planning Committee

Wednesday 14 May 2008 7.30pm

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

## Members of the Committee

Councillors G B Woodger (Chairman), D W Parr (Vice-Chairman), Mrs F M Angell, J R Ashmore, Mrs F J Barden, J Broadhead, J M Edwards, J R Furey, Mrs E Gill, C Knight, M T Kusneraitis, Mrs Y P Lay, Mrs M Roberts, P B Tuley and one vacancy

## AGENDA

### Notes:

- 1) Any report on the Agenda involving confidential information (as defined by section 100A(3) of the Local Government Act 1972) must be discussed in private. Any report involving exempt information (as defined by section 100I of the Local Government Act 1972), whether it appears in Part 1 or Part 2 below, may be discussed in private but only if the Committee so resolves.
- 2) The relevant 'background papers' are listed after each report in Part 1. Enquiries about any of the Agenda reports and background papers should be directed in the first instance to **Mr B A Fleckney, Administration and Leisure Department, Committee Section, Runnymede Civic Centre, Station Road, Addlestone (Tel: Direct Line: 01932 425620). (Email: [bernard.fleckney@runnymede.gov.uk](mailto:bernard.fleckney@runnymede.gov.uk)).**
- 3) Agendas and Minutes are available on a subscription basis. For details, please ring Mr B A Fleckney on 01932 425620. Agendas and Minutes for all the Council's Committees may also be viewed on [www.runnymede.gov.uk](http://www.runnymede.gov.uk).
- 4) Public speaking on planning applications only is allowed at the Planning Committee. For details please contact the Administrative Section of the Technical Services Department. **(Tel Direct Line: 01932 425174)**
- 5) In the unlikely event of an alarm sounding, members of the public should leave the building immediately, either using the staircase leading from the public gallery or following other instructions as appropriate.

## **LIST OF MATTERS FOR CONSIDERATION**

### **PART I**

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

	<u>Page</u>
1. FIRE PRECAUTIONS	5
2. NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP	5
3. MINUTES	5
4. APOLOGIES FOR ABSENCE	5
5. DECLARATIONS OF INTEREST	5
6. PLANNING APPLICATIONS	5
7. LOCAL DEVELOPMENT FRAMEWORK - CONSULTATION FRAMEWORK	6
8. FINANCIAL CONTRIBUTIONS FROM PLANNING OBLIGATIONS	8
9. LOCAL DEVELOPMENT FRAMEWORK – TRANSPORT ISSUES AND OPTIONS PAPER	9
10. REFERENCE FROM REVIEW BOARD MEETING - 16 APRIL 2008 - POST OFFICE CLOSURES - LDF AND FORMER DERA SITE, LONGCROSS	17
11. APPEAL DECISIONS	18
12. PLANNING APPLICATIONS DETERMINED BY DIRECTOR OF TECHNICAL SERVICES	19
13. EXCLUSION OF PRESS AND PUBLIC	19

### **PART II**

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

- a) Exempt Information  
(No reports to be considered under this heading)
- b) Confidential Information  
(No reports to be considered under this heading)

## GLOSSARY OF TERMS AND ABBREVIATIONS

TERM	EXPLANATION
BCN	Breach of Condition Notice. Formal enforcement action to secure compliance with a valid condition
Brownfield land	'Previously Developed Land'. Land which is or was occupied by a permanent (non-agricultural) structure, including the curtilage of the development (therefore includes gardens)
BVPI's	Best Value Performance Indicators. Specified by central government to measure performance on a wide range of Council services
CHA	County Highways Authority. Responsible for offering advice on highways issues relating to planning applications as well as highways maintenance and improvement
CIR	Government Circular – document setting out policy which has legal connotations
CLEUD	Certificate of Lawful Existing Use or Development. Formal procedure to ascertain whether a development which does not have planning permission is immune from enforcement action
CLOPUD	Certificate of Lawful Proposed Use or Development. Formal procedure to ascertain whether a development requires planning permission
Conservation Area	An area of special architectural or historic interest designated due to factors such as the layout of buildings, boundaries, characteristic materials, vistas and open spaces
CPA	Comprehensive Performance Assessment. An external process to assess the quality of individual Council's Performance (set out in the Local Government White Paper 2001). It brings together evidence from a range of internal and external sources, in addition to an on site inspection, in order to arrive at an overall category
DC	Development Control – the area of planning service that processes planning applications, planning appeals and enforcement work
Design Statement	A design statement is submitted with a planning application and sets out the design principles that the applicant has adopted to make the proposal fit into its wider context
Development Plan	The combined policy documents of the Structure Plan, Local Plan, Minerals and Waste Plans. Will shortly be replaced by the South East Plan, the Local Development Framework and the Minerals and Waste Frameworks
DTS	Director of Technical Services
EA	Environment Agency. Lead government agency advising on flooding and pollution control
EIA	Environmental Impact Assessment – formal environmental assessment of specific categories of development proposals
ES	Environmental Assessment under the Environmental Impact Assessment Regulations
FRA	Flood Risk Assessment
GPDO	General Permitted Development Order. Document which sets out categories of permitted development (see 'PD')
GOSE	The Government Office for the South East. This is the local office of the Deputy Prime Minister for the South East region of England
HGV	Heavy Goods Vehicle
LBC	Listed Building Consent
LDD	Local Development Documents – component parts of the LDF
LDF	Local Development Framework. The policy document that will guide development in the Borough up to 2026
LDS	Local Development Scheme - sets out the programme and timetable for preparing LDDs

<b>TERM</b>	<b>EXPLANATION</b>
Listed building	An individual building or group of buildings which require a level of protection due to its architectural interest, historical interest, historical associations or group value
LNR	Local Nature Reserve
Local Plan	The current planning policy document that will be replaced by the LDF
LPA	Local Planning Authority
LSP	Local Strategic Partnership – Leads on the Community Strategy
Material Considerations	Matters which are relevant in determining planning applications
Net Density	As defined in PPG3: Housing. The density of a housing development excluding major distributor roads, primary schools, open spaces serving a wider area and significant landscape buffer strips
PCN	Planning Contravention Notice. Formal notice which requires information to be provided in connection with an enforcement investigation. It does not in itself constitute enforcement action
PD	Permitted development – works which can be undertaken without the need to submit a planning application
PDG	Planning Delivery Grant. An annual grant from central government which reflects the previous year's performance in delivering planning services
P & I	Policy and Implementation – the area of planning service that produces the Local Development Framework, monitors development and supports the Runnymede Business Partnership and Travel Initiative
PINS	Planning Inspectorate
POS	Public Open Space
PPG	Planning Policy Guidance. This is guidance issued by the Secretary of State detailing National Planning Policy within existing legislation
PPS	Planning Policy Statements. The replacement title for PPG
Ramsar Site	A wetland of international importance
RIPA	Regulation of Investigatory Powers Act. Provides limitation on covert surveillance relating to enforcement investigation
SAC	Special Area of Conservation – an SSSI additionally designated as a Special Area of Conservation under the European Community's Habitats Directive 1992 in order to maintain or restore priority natural habitats and wild species
SCI	Statement of Community Involvement. The document and policies that indicate how the community will be engaged in the preparation of the LDF
SEA/SA	Strategic Environmental Assessment/Sustainability Appraisal – formal appraisal of the Local development Framework
SEEDA	South East England Development Agency
SEERA	South East England Regional Assembly – based in Guildford. Responsible for producing South East Plan
Sec. 106	A legal agreement for the provision of facilities and/or infrastructure either directly by a developer or through a financial contribution, to meet the needs arising out of a development. Can also prevent certain matters
SNCI	Site of Nature Conservation Importance. A non-statutory designated area of county or regional wildlife value
South East Plan	Regional Planning Document produced in draft form by SEERA. Will provide regional planning guidance and housing targets for individual Councils for the period up to 2026
SPA	Special Protection Area. An SSSI additionally designated a Special Protection Area under the European Community's Directive on the Conservation of Wild Birds 1979
SPD	Supplementary Planning Document – provides additional advice on policies in Local Development Framework (replaces SPG)
SSSI	Site of Special Scientific Interest
Structure Plan	Strategic guidance for the whole county produced by Surrey County Council. Will eventually be replaced by the South East Plan

TERM	EXPLANATION
SUDS	Sustainable Urban Drainage Systems. Providing urban drainage systems in a more environmentally sensitive way by systems designed to reduce the quantity of run-off, slow its velocity or provide for filtering, sedimentation and biological degradation of the water
Sustainable Development	Sustainable development is the core principle underpinning planning. It is defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs"
TA	Transport Assessment – assessment of the traffic and transportation implications of a development proposal
TPO	Tree Preservation Order – where a tree or trees are formally protected and prior consent is needed for pruning or felling
TRICS	Computerised database and trip rate analysis used to estimate traffic flows to and from a variety of land uses, to assess transportation implications of new development in southern England
Use Classes Order	Document which lists classes of use and permits certain changes between uses without the need for planning permission

1. FIRE PRECAUTIONS

The Chairman will read the Fire Precautions which set out the procedures to be followed in the event of fire or other emergency.

2. NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP

3. MINUTES

To confirm and sign the Minutes of the meeting of the Committee held on 2 April 2008 (Appendix 'A') as a correct record.

4. APOLOGIES FOR ABSENCE

5. DECLARATIONS OF INTEREST

If Members have an interest in an item please record the interest on the form circulated with this Agenda and hand it to the Legal Representative or Committee Administrator at the start of the meeting. A supply of the form will also be available from the Committee Administrator at meetings.

Members who have previously declared interests which are recorded in the Minutes to be considered at this meeting need not repeat the declaration when attending the meeting. Members need take no further action unless the item in which they have an interest becomes the subject of debate, in which event the Member must leave the room if the interest is personal and prejudicial.

6. PLANNING APPLICATIONS

A list of planning applications to be determined by the Committee is attached.

If Members have particular queries or interests in certain applications, the application files will be available for inspection and Officers present from 7.00 p.m. prior to the meeting in the ante room of the Council Chamber. This will be an informal opportunity for Members to see further details of applications and representations and to discuss and clarify issues. Copies of all letters of representation will also be placed on the table in the Chamber prior to the meeting and will be available for inspection by Members.

**OFFICERS' RECOMMENDATION that -**

**the said applications be determined as indicated and any permission granted be subject to the conditions authorised.**

**(TO RESOLVE)**

## Background Papers

A list of background papers is available from the Technical Services Department.

### 7. LOCAL DEVELOPMENT FRAMEWORK - CONSULTATION FRAMEWORK (DTS)

#### 1. Purpose of Report

1.1 **The purpose of this report is to advise the Committee on the proposed Local Development Framework - Issues and Options Consultation Framework.**

1.2 **This matter has been considered by the Local Development Framework Members' Working Group. The Minutes of the Group meeting on 14 April 2008 are attached as Appendix 'B'.**

#### 2. Background Information

2.1 The Committee has considered a suite of documents establishing the issues to be considered when developing the policy approaches for inclusion as part of the formal consultation on the Local Development Framework (LDF). The context for this work was set out in an earlier item to the Planning Committee on 25 February 2008. This item considers the framework for undertaking the consultation exercise.

#### 3. Policy and Technical Considerations

3.1 The Committee will recall that the Statement of Community Involvement (SCI), setting out the framework for consulting on the LDF, was formally adopted in December 2006. It is now necessary to reflect the guidance in the SCI and set out those areas of national and strategic policy guidance, and the evidence gathered to reflect local circumstances, that formed the basis for the key issues and policy options for consultation.

3.2 It is proposed that the consultation will formally take place over the period 12 June to 25 July 2008. It is recommended that the main means of consultation, reflecting the SCI, will be to:

- Include an article in 'The Voice' and circulated to every household in the Borough.
- Place on the website copies of the Issues and Options Papers together with comment sheets.
- Arrange unmanned exhibition at the local Libraries and Civic Centre.
- Produce a summary consultation leaflet based upon the article in 'The Voice'.
- Meet with key stakeholder groups as appropriate.
- Formally advise, by letter, all stakeholders of the consultation and where the material can be found on the website.

3.3 There are close links between the Local Development Framework and the Sustainable Community Strategy (SCS). The Government regards the LDF as the spatial expression of the SCS. To ensure these links are established your Officers attend the Local Strategic Partnership (LSP) and participate in the several SCS Task Groups. To reflect the need to review the SCS, that was first adopted in 2002, and to recognise the changes made to the SCS by the Government, the SCS will be subject to formal consultation in tandem with the LDF.

3.4 It is envisaged that the Residents' Panel will be invited to complete a questionnaire, in respect of the SCS, and then identify a series of themes that will be taken forward for consideration by the LSP. It is proposed that the themes will be considered at a formal consultation evening in mid-late June with key stakeholders. The links between the LDF and the SCS will be highlighted in the consultation material on the LDF and SCS.

- 3.5 It is not proposed that specific LDF consultation meetings will take place but rather your Officers will attend, as and if appropriate, meetings of stakeholder groups that would normally take place.
- 3.6 As part of the previous consultation on the LDF attempts were made to establish a group, comprising statutory stakeholders, to oversee the work on the LDF. However, this proved to be difficult to organise as such participants were receiving similar requests from every other Local Planning Authority. It was concluded that the approach be replaced by the more pragmatic solution of inviting such participants to comment on the material as it emerges.
- 3.7 Whilst the formal period of consultation will take place from 12 June to 25 July 2008, consultation has already commenced to inform the development of the LDF Issues and Options Paper. Over the period from November 2007 to March 2008, your Officers, as part of their involvement with the LSP and its Task Groups have been identifying issues and options that would feed into the LDF, but reflecting the SCS. These have included discussion with the following Task Groups:

- Transport
- Housing
- Environment
- Health
- Business
- Young People

This work has been fed into the development of the Issues and Options Paper.

- 3.8 In addition consultation commenced in March 2008 on the Strategic Housing Market Assessment by Consultants engaged as part of the wider Housing Needs Assessment and Stock Condition Survey. This has involved a sample survey of residents, the development industry and other key stakeholders. This is being fed into the overall consultation process.
- 3.9 Detailed discussions have also taken place with the Environment Agency on flood risk issues. Earlier engagement with other consultees, as part of the previous LDF work, has been incorporated into the development of the Issues and Options Paper.
- 3.10 Whilst work recommenced on the LDF in Summer 2007, following the recommendation of the Inspector appointed by the Secretary of State to withdraw the LDF - Core Strategy, it is important to note that the comments received during the earlier consultation have been recognised as part of the development of the Issues and Options Papers.

#### 4. Resource Issues

- 4.1 The work on the LDF consultation will be undertaken by your Officers and as agreed as part of the 2008/09 budget.

#### 5. Communication

- 5.1 The consultation on the LDF and SCS forms a key part of the Council's communication strategy as developed in detail in the SCS.

#### 6. Council Policy

- 6.1 Council policy will be guided by the outcome of the LDF, particularly in its relationship to the Sustainable Community Strategy.

#### 7. Legal Issues

- 7.1 The LDF Papers have been prepared within the context of Government advice.

8. Sustainability

8.1 The Issues and Options Paper that will be made available for consultation will be subject to a Sustainability Appraisal and a Strategic Environmental Assessment at the appropriate time.

9. Conclusion

9.1 The SCI has been prepared to provide the basis for consulting on the issues and options stage of the LDF. This Paper sets out the format and timetable for consultations.

**(FOR INFORMATION)**

Background Papers

None

8. FINANCIAL CONTRIBUTIONS FROM PLANNING OBLIGATIONS (DTS)

1. Purpose of Report

1.1 **To inform Members of the operation and implications of the tariff regime based on planning applications.**

2. Background Information

2.1 The Council approved for consultation in March 2006 a draft Supplementary Planning Document on Planning Obligations. It outlined the mechanism for setting a consistent approach with regard to the use of planning obligations, to support the social and physical infrastructure associated with new development.

2.2 The work developed as part of the Surrey Planning Collaboration Project, was to set a common framework of tariffs across the County. The approach was endorsed in the Panel Report on the South East Plan.

2.3 The Interim Advice Note was agreed following further consultation in November 2007 and approved by Council as Supplementary Planning Guidance in December 2007. It became operational from 1 April 2008.

3. Report

3.1 The tariff scheme applies to both housing and commercial development, but not to affordable housing. It applies to each new additional dwelling and to net increases in commercial floor area.

3.2 Tariffs are levied in respect of three County Council functions - education, highways and libraries. Relevant County Council Departments have been requested to provide a detailed breakdown of how funding would be spent. County Highways have provided a detailed list of improvement schemes across the Borough and the Libraries service has provided detail of proposed expenditure on new books and IT equipment at various Branches across the Borough. Details relating to these are shown at Appendix 'C'.

3.3 In accordance with the wishes of this Committee, the County Council Local Area Committee has been consulted on, and endorses these proposals.

3.4 There have been various discussions across the County (including the Local Area Committee) regarding the contribution towards education. The relevant staff point to the sensitivity of putting details of expansion or enhancement programmes to various schools in the public domain as this affects intake and parent demand. Nevertheless, developers are entitled to enquire where their funds will be spent, so there is a need to put in place a general framework indicating this. The County Council has given assurances that funds collected will be spent in the relevant Borough, but in Runnymede, until such time as a reasonable planned expenditure programme is in place for educational needs, funds will not be collected for this purpose.

- 3.5 For allocations to Borough functions, this is levied in respect of Yellow School Buses, recycling, crime and disorder and recreation. Where sites lie within the relevant distance of the Thames Basin Heaths Special Protection Area, then the contribution to SANGS will be payable in lieu of the recreational contribution.
- 3.6 In all cases, a 5% monitoring fee is added to the tariff. 4% will be retained by Runnymede and 1% passed to the County Council. Additional resources at both Borough and County level are being recruited for this purpose.
- 3.7 The tariff system is based on impact of development and therefore on occupancy rates of new development. The standard occupancy rate of various sized dwellings as well as the number of square metres per worker in a range of commercial uses have been calculated for this purpose.
- 3.8 The tariff is calculated in respect of housing by multiplying the number of units for each sized dwelling by the occupancy rate then by the standard tariff. For commercial development, the net additional floor area is divided by the relevant occupancy rate to calculate the number of workers, then this is multiplied by the relevant tariff. The standard charges sheets are attached as Appendix 'D' and worked examples of charges are set out at Appendix 'E'.
- 3.9 Whilst the tariff applies to all schemes it is intended to preclude a contribution from the smaller sites that hitherto have not contributed to new infrastructure. Accordingly on larger schemes the tariff mechanism is used as a basis for the calculation and some elements may be negotiated separately.

#### 4. Conclusions

- 4.1 There may be cases where developments bring other benefits or have particularly high costs, such as where a site has to be decontaminated. Where developers raise concerns that the tariffs make such schemes less than viable, if costs are shared on a confidential basis, and it is proven, then tariffs may be reduced by negotiation. Tariffs will not however be reduced where costs are considered to be excessive or developers have paid above market rates to acquire sites.
- 4.2 Some concerns have been raised as to the impact of these tariffs on the local housing market and whether this will slow the rate of local housebuilding. Similar concerns were raised when affordable housing was first introduced, and the market adapted quickly to this.
- 4.3 It will take some months for the income to come on-stream as firstly planning permission has to be granted and then development on the site needs to commence. It is only when development is commenced will income be received.
- 4.4 This has the potential to raise very considerable sums of money that can be put towards infrastructure enhancement that would otherwise not be funded. Regular reports will be brought forward on income received and its expenditure.

#### **(FOR INFORMATION)**

##### Background Papers

None

#### 9. LOCAL DEVELOPMENT FRAMEWORK – TRANSPORT ISSUES & OPTIONS PAPER (DTS)

##### 1. Purpose of Report

- 1.1 **The purpose of this report is to seek the views of the Committee on the Local Development Framework – Transport Issues and Options Paper (TIOP)**
- 1.2 **This paper was considered by the Local Development Framework Members' Working Group on 14 April 2008.**

## 2. Background Information

- 2.1 The TIOP is a key document that identifies the transport issues that need to be considered when developing policy options that the public should be consulted on during the process of preparing the Local Development Framework (LDF). Members of the Planning Committee received a report on the Issues and Options stage of preparing the LDF at its meeting on 26 February 2008.

## 3. Policy and Technical Considerations

- 3.1 The TIOP paper attached as Appendix 'F' contains evidence about Runnymede's transport Infrastructure, summarises national and strategic policy guidance and sets out the key movement issues in Runnymede and the policy options for consultation.

### PPG13 Transport

- 3.2 The Government's key objectives for transport according to PPG13 (Transport) are to:
- i) promote more sustainable transport choices for both people and for moving freight;
  - ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
  - iii) reduce the need to travel, especially by car.

### The South East Plan

- 3.3 The draft South East Plan has eight transport policies covering the following matters:

Policy T1:	Manage And Invest
Policy T2:	Rural Transport
Policy T3:	Regional Spokes
Policy T4:	Communications Technology
Policy T5:	Mobility Management
Policy T6:	Charging
Policy T7:	Parking
Policy T8:	Travel Plans And Advice
Policy LF1:	Core Strategy
Policy LF8:	Sub-Regional Transport Hubs And Spokes

Responsibility for delivering these policies at the local level will rest with both the County Council as Highway Authority, and with the Borough Council as Planning Authority.

- 3.4 None of the town centres within Runnymede is a sub regional transport hub, but both railway lines eg London -Reading via Egham and Virginia Water; and principal roads through the Borough e.g. A320 Guildford – Staines are the 'spokes' used to access transport hubs such as Woking and Staines. Similarly, the M25 and the M3 intersect at the centre of the Borough and there are a number of motorway junctions with the local road network that enable residents, visitors and through traffic to access the motorway network within Runnymede.

### The SCC Local Transport Plan (LTP)

- 3.5 The Second LTP 2006/7 has five priorities:

- i) Tackling congestion to limit delays
- ii) Increasing accessibility to key services and facilities
- iii) Improving road safety and security
- iv) Enhancing the environment and quality of life
- v) Improving management and maintenance of our transport network.

- 3.6 The LTP is backed up by a Delivery Plan which is mostly delivered by SCC, while Runnymede has an ongoing role to ensure that development control decisions and planning proposals: achieve sustainable transport and development objectives; comply with Structure

Plan car parking standards; improve highway safety and enable safe access and egress from development.

#### The Surrey Structure Plan 2004 (SSP)

- 3.7 The 2004 SSP has a number of transport and development policies that are consistent with the LTP and with the S E Plan. These include:

Policy LO1	The Location of Development
Policy LO3	Town Centres
Policy SE4	Design and Quality of Development
Policy DN1	Infrastructure Provision
Policy DN2	Movement Implications of Development
Policy DN3	Parking Provision
Policy DN4	Public transport
Policy DN5	Cycle and Pedestrian Routes
Policy DN6	The Motorway and Primary Route Network
Policy DN7	Freight Transport
Policy DN8	Airport development
Policy DN9	General Aviation

#### Strategic Transport Assessment

- 3.8 The Council has undertaken a partial Transport Assessment (TA) of the likely impact of future development and related traffic growth on the strategic transport infrastructure. It considers that the growth in passenger and freight volumes at Heathrow will place considerable demands on the strategic motorway and trunk road network in and around Runnymede. The provision of surface access (by road via the M25 and by rail via the proposed Airtrack) to the newly opened Terminal 5 is already lagging behind growth in air traffic volumes.
- 3.9 As there is already current overloading of the motorway network on the M3 and M25 within Runnymede and projected all day congestion; a key issue for Runnymede is how soon widening of the motorways and construction of Airtrack will take place. Until this infrastructure is provided there will be increasing instances when the motorway network will be completely congested with consequent knock on effects on the local road network in Runnymede, on journey delays, on the economy, on people's lives and on the environment.
- 3.10 The potential development of a Third Runway at Heathrow would result in a massive increase in air related surface travel demand that it is highly likely that currently planned infrastructure improvements would be unable to satisfy.
- 3.11 The potential development of the DERA Longcross site with 2,500 houses and 65,000 sqm of business floor space as proposed by the SE Plan EiP Panel will also place considerable demands on the strategic (M3) and local road networks. Other housing developments in the Borough will be more evenly spread around the main towns and will add incrementally to traffic generation on local roads.

#### Peak Travel Time Movements

- 3.12 The attached TIOP identifies that there is a significant number of peak travel time journey to work movements to, from and within Runnymede and that these cause traffic congestion on local roads and add to congestion on the motorway and trunk road network. It is therefore important that future development in the Borough takes place in locations where people can access jobs and services easily, and preferably by non car modes of transport. The Surrey Structure Plan has policies which seek to improve accessibility by public transport and discourage developments in locations where travel would have to be exclusively by car. It therefore suggests that housing should be located close to town centres and employment locations and that employers should be encouraged to minimize on site car parking and provide measures in Company travel plans that encourage use of buses, trains, cycling and walking.

## Environmental and Health Considerations

- 3.13 The attached TIOP identifies that there are both adverse impacts on human health and on the environment that result from vehicle emissions causing poor air quality and CO2 generated global warming and climate change. A likely consequence of development of a third runway at Heathrow would be to bring unacceptable aircraft noise into the Egham part of the Borough, due to changes in the noise contours. Increasing flights from Heathrow from the opening of Terminal 5 and increasing vehicle movements to the airport through Runnymede will add to both CO2 and particulate emissions.

## 4 Draft Regional Sustainability Objectives at the Local Level

- 4.1 The Objectives that underpin the LDF, drawn from the Draft Regional Sustainability Framework, are key to developing the local approach to transport. The Core Strategy Objectives of particular relevance to transport are:

### **Sub-Objective 1a:**

To ensure that social change and economic growth are supported by sustainable social and physical infrastructure

### **Sub-Objective 1b:**

To ensure high and stable levels of local employment so that the benefits of economic growth are available to residents and those who work in the Borough.

### **Sub-Objective 1d:**

To ensure that there is good accessibility by sustainable transport to services in towns and local centres

### **Sub-Objective 1h:**

To sustain and enhance community identity by recognising current and future needs and the contribution that is made by all who live or work in the Borough or visit it.

### **Sub-Objective 1i:**

To provide, promote and ensure good access to recreation, leisure and cultural facilities.

### **Sub-Objective 2h:**

To locate, buildings in accessible locations that minimise vehicle use; and incorporate low energy technologies and optimal building insulation and orientation

### **Sub-Objective 2i:**

To reduce air, noise and light pollution and improve air quality.

### **Sub-Objective 2k:**

To locate development where it is accessible to business, community, educational and health services by sustainable forms of transport

### **Sub-Objective 2l:**

To promote sustainable forms of transport, encourage modal shift and reduce dependence on car use in the Borough.

5. Key Transport Issues

5.1 The key issues below are taken from section 10 of the attached TIOP:

- a) How can we ensure that growth in air traffic at Heathrow will not result in increased congestion on the motorway network or have an adverse impact on travel into, out of and through Runnymede.
- b) How can we ensure that growth in air and surface traffic generated by Heathrow including the proposal to build a Third Runway will not have adverse impacts on the health of residents and on the environment, including noise, air quality, climate change and biodiversity impacts.
- c) Levels of increasingly unsustainable commuting and travel by car into, out of and through Runnymede are high. How can levels of commuting, congestion and delay be reduced and greater self containment of the local economy be achieved?
- d) What investment or changes to transport infrastructure or public transport service improvements are needed to support the local economy and to enable local residents to gain access to jobs and services more easily?
- e) There are a number of major developed sites in the Green Belt in Runnymede including: the former DERA site, St Peters Hospital, Royal Holloway, the Brunel Campus, Rusham Park, Hillswood Business Park, Thorpe Park and the Chertsey Sewage Treatment Works. All these sites are employment locations that generate large numbers of vehicle movements. Consideration needs to be given to their future development and use, including how accessibility to them by non car modes of travel can be improved.
- f) The future development of the former DERA site has yet to be determined. How can a self contained community including sustainable transport be developed on this site (assuming that the Panel's proposals for housing and commercial development come forward in the South East Plan).
- g) How can accessibility by public transport and by cycling and walking to places of work, education, shops and services be improved so that less reliance is placed on the use of cars and so that human health is improved. (through better air quality and more exercise)
- h) How can road safety and the risks to human health from poor air quality and emissions be reduced?

6. Policy Options for Consultation

6.1 **Re: a) The transport impacts on Runnymede resulting from the growth in air traffic at Heathrow**

- i) Press for early construction and opening of AirTrack including a frequent stopping service at Chertsey, Staines and Woking provided that delays at Pooley Green and Egham level crossings can be improved and
- ii) Press for early construction of a fourth lane on the M25 between junctions 11 and 13 and the provision of traffic management measures to control ramp access to the motorway, and variable speed control and driver information measures to ease flow at peak travel times; or
- iii) Oppose construction of a fourth lane on the M25 if it would result in a larger number of overall traffic movements through Runnymede seeking access to the motorway network that causes local congestion and if extra traffic on the motorway or on feeder routes would have unacceptable noise or air quality impacts on Runnymede residents.

- 6.2 **Re: b) The adverse effects on human health, climate change and biodiversity that will result from a Third runway and further expansion of airport capacity at Heathrow.**
- i) Oppose development of a Third runway at Heathrow due to the adverse effects it would have on the noise environment in the north of the Borough and the adverse effects it would have in generating additional vehicle trips through the Borough which will add to congestion and overloading of the motorway and local road networks; or
  - ii) Accept development of a Third runway provided that:
    - A. In addition to the promised investment in surface access improvements required by the opening of Terminal 5 (see Airtrack and M25 fourth lane proposals above); provide further investment in surface access public transport infrastructure by road and rail and ensure that access from the primary road network to a new terminal 6 will be adequate.
    - B. Changes in flight paths do not expose Runnymede residents to unacceptable and persistent noise from aircraft movements.
- 6.3 **Re: c) Reducing unsustainable car commuting and journeys and the impact of congestion on the economy and on delay during peak travel periods**
- i) Let market forces and personal choice determine where people live and work and where businesses locate, and the amount of community that takes place; and allow congestion to act as the factor that determines when, how, and how far they travel and how much time and resources they and their employers are prepared to spend on travel or
  - ii) Increase the amount of local housing and hence the size of the local workforce, but do not create additional employment floor space in the Borough if this would lead to additional demand for labour; or
  - iii) Provide more intensive economic development at public transport nodes and on public transport routes and improve walking and cycling accessibility at places of work and wherever services are provided; and
  - iv) Extend the Yellow Bus service to more schools subject to raising the necessary funding and consider how this service could be extended to or used by the business community; and
  - v) Encourage more home based working and electronic working so that more business is carried out by phone and over the internet reducing the need for commuting; and
  - vi) Encourage the intensification of higher value land uses (such as offices) and increases in employment floor space in town centres and in major employment locations – such as business parks; and
  - vii) Allow business premises in out of town and peripheral locations to be redeveloped for housing; and
  - viii) Ensure that all new housing development is built within existing urban areas and accessible by walking, cycling or public transport to places of work, education, shops and services; and
  - ix) Ensure that all new commercial developments have limited on site car parking provision and that major developments over 1000 sq.m provide measures within a company transport plan to support travel to work by non car modes; and
  - x) Encourage the residential redevelopment of non conforming commercial sites that are in unsustainable locations or where they cause conflict between commercial and residential traffic movements or impact adversely on the residential amenity of neighbours.

- 6.4 **Re: d) Invest in local transport infrastructure and public transport services and systems to improve accessibility to jobs and services and increase the use and viability of public transport services.**
- i) Early investment in Airtrack to improve the rail accessibility of jobs at Heathrow for local residents and to reduce the number of vehicle trips made through the Borough by those visiting the airport from elsewhere in Surrey; and
  - ii) To relieve the knock on effects on the local road network in Runnymede of congestion on the M25, invest in information systems that enables drivers to assess road conditions on routes that are affected by motorway traffic; and
  - iii) Invest in real time bus and train information systems and shelters at railway stations and bus stops so that the travellers are supported in their use of public transport; and
  - iv) Improve railway stations in the Borough and the frequency of stopping train services; and
  - v) Improve the frequency of bus services and route penetration within suburban areas so that more people are encouraged to use public transport; and
  - vi) Increase the coverage of Quality Bus Partnerships to ensure co-ordination and sharing of ticketing and timetables among competing operators; and
  - vii) Introduce transponder systems at traffic signalled junctions and bus priority lanes to reduce delays to bus services; and
  - viii) Provide adequate car parking and bus interchange facilities at railway stations; and
  - ix) Provide bus services between town centres, suburbs and major employment locations or seek support from employers for new services to improve public transport accessibility and use.
- 6.5 **Re: e) Improving access by non car modes of transport to Major Developed Sites in the Green Belt**
- i) Ensure that all MDS include company or site travel plans as part of their future development and use; and
  - ii) Minimise on site car parking at MDS; and
  - iii) Consider how MDS can provide company buses or subsidise public bus services to meet the travel needs of site employees and visitors.
- 6.6 **Re: f) Sustainable Transport and redevelopment of the Former DERA site**
- i) Ensure that the development of housing, employment and services at the DERA site is carefully planned to provide a self contained sustainable community that has optimum accessibility within and to the site by non car modes of transport; and
  - ii) Provide electric vehicles for subsidized ownership or rental to all residents of the new DERA site community; and
  - iii) Provide recharging stations for electric vehicle hook up at all places of work, shops and services and in homes and provide free parking for electric vehicles throughout the new development; and
  - iv) Limit the number of spaces and charge petrol driven vehicle users for parking within the new community; and
  - v) Provide a free or subsidized park and ride service within the DERA community for visitors and residents; and

- vi) Operate a maximum 20 mph speed control on all roads within the DERA community; and
- vii) Provide cycle paths and walking routes within the new community to enable easy access between homes and work, schools, shops and services; and
- viii) Ensure that a new station is built at Longcross that is capable of accommodating longer trains and is served by a frequent stopping service; or
- ix) Develop a (less sustainable) housing estate and business park development incorporating as many of the above measures as possible into its layout, design and operation; or
- x) Develop a 100,000 square metre business park that relies mostly for its labour supply on relatively unsustainable long distance commuting movements from a wide area, but including as many of the above measures as possible into its layout, design and operation.

**6.7 Re: g) Improving accessibility by walking and cycling**

- i) Press Surrey County Council to provide more cycle routes within Runnymede that provide safe links between homes and town centres; and
- ii) Consider how the future development of town centres in Runnymede can incorporate traffic free pedestrian zones thereby improving their attractiveness to local users; and
- iii) Consider how housing developments on larger sites can make better provision within them for walking and cycling and controlling the speed of motor vehicles using measures such as speed humps, road narrowing, planting schemes etc; and
- iv) Provide secure cycling storage inside or outside dwellings and business premises and covered cycle stands at work places, schools, shops, services and leisure destinations; and
- v) Improve existing cycling and walking facilities including routes, safety, publicity and cycle parking; and
- vi) Develop a community cycle facility e.g. bike rental scheme; and
- vii) Limit car parking spaces in residential and commercial developments; and
- viii) Apply parking restrictions to non residents; and
- ix) Develop a car club; and
- x) Develop and publicise car sharing; and
- xi) Consider how the Yellow Bus scheme can be expanded and funded so that it serves more schools and pupils and can be used by the business community for work related trips.

**6.8 Re: h) Improving road safety and air quality and minimising noise levels**

- i) Ensure that any change in the noise contours at Heathrow that might result from mixed mode operation (2015) and a development of a third runway (2030) does not adversely impact on Runnymede residents.
- ii) Ensure that any increase in capacity on the motorway network does not have adverse air quality or noise impacts on Runnymede residents.
- iii) Ensure that adequate investment is made in cycle routes and the walking environment to enhance road safety for these users.

7. Council Policy

7.1 Council policy on transport and development will be guided by the policies that are developed in the LDF Core Strategy, and will also be reflected in the Sustainable Community Strategy.

8. Legal Issues

8.1 This LDF Issues and Options paper has been prepared in accordance with government guidance on the LDF process (especially PPS12 – 'Local Development Frameworks') and PPG 13 'Transport'.

9. Sustainability

9.1 The options that are selected following this consultation on Issues and Options will be subject to a Sustainability Appraisal and a Strategic Environmental Assessment.

10. Conclusion

10.1 The TIOP has been prepared to provide the evidence base for the Issues and Options stage of the LDF. It sets out the main transport issues that need to be addressed in the LDF and the policy options that the Council should consult on.

**OFFICERS' RECOMMENDATION that -**

- i) the Transport Issues and Options paper be approved for consultation; and**
- ii) any technical changes be agreed by the Chairman and Vice Chairman in consultation with the Director of Technical Services.**

**(TO RESOLVE)**

Background Papers

None

10. REFERENCE FROM REVIEW BOARD MEETING – 16 APRIL 2008

POST OFFICE CLOSURES – LDF AND FORMER DERA SITE, LONGCROSS

At its meeting on 16 April 2008, in the course of discussing an item on Post Office closures in the borough, the Board considered a series of possibilities for action put forward by Officers. Two of these related to the new planning regime and the former DERA site at Longcross.

The Board noted that under the new planning regime, spatial planning allowed a far wider view to be taken than the previously land use based policies. Social, economic and health aspects were now legitimate concerns that could be addressed through policies in the emerging Local Development Framework (LDF). Previously, it was generally held that the planning system could not protect existing uses where a new use proposed was in itself acceptable. However, policies protecting existing facilities, particularly in rural areas, had been supported on appeal. One aim of the planning system was to maintain and improve infrastructure and this was being actively promoted through Planning Obligations being introduced across Surrey, which levied a tariff from residential and commercial development specifically aimed at improving infrastructure. The LDF Member Working Group had already discussed this issue and the Board agreed to request this Committee to include policies aimed at retaining local post offices and other important local facilities as part of the public consultation on the LDF.

The Inspector's report on the South East Plan proposed use of the former DERA site at Longcross for 2,500 dwellings and 65,000 square metres of office development. Whilst this had yet to be confirmed by the Secretary of State, if this proposal remained, it would be the intention to make this development as sustainable and self-contained as possible. This would include a review of Post Office provision, either to support the present branch in Trumps Green Road, Virginia Water, or a

new on-site provision. The Board agreed to request this Committee to give consideration to the need for Post Office facilities as part of any large residential development of this site.

Comment

At the last meeting of the Committee on 23 April, the Retail Issues and Options Paper and Retail Impact Assessment were approved for consultation. Part of the approved Topic Paper on Retail Issues identified the role of Post Offices as a point on which public comment was to be specifically invited.

**REVIEW BOARD'S RECOMMENDATION that –**

- i) the Committee consults on policies aimed at retaining local Post Offices and other important local facilities as part of the public consultation on the LDF; and**
- ii) gives consideration to the need for Post Office facilities as part of any large residential development of the former DERA site at Longcross.**

**(TO RESOLVE)**

Background Papers

None

11. APPEAL DECISIONS

The Planning Inspectorate has recently determined the appeals mentioned below. Appeal decisions (a) and (b) are attached at Appendices 'G' and 'H'. The other decisions are available for inspection in the Members' Room.

	<u>Site/Development</u>	<u>Decision</u>
a)	17 Furnival Close, Virginia Water - planning appeal regarding a two-storey rear extension. (RU 07/0674)	ALLOWED
b)	The Round House, Addlestone Road, Addlestone - planning appeal regarding change of use from Council owned land to residential use (garden) and enclose it with a 1.8m wooden fence. (RU 07/0616)	ALLOWED
c)	2 Hillside, Virginia Water - planning appeal regarding erection of a chalet style two-storey side extension and part roof conversion with new dormers. (RU 07/0684)	DISMISSED
c)	Englemede, Tite Hill, Englefield Green - planning appeals regarding demolition of existing properties and erection of one detached block comprising ten x 2 bed flats and three x 4 bed detached houses with amenity space, landscaping, access and parking (RU 07/0240) and demolition of existing properties and erection of two detached blocks of five two bed apartments and two four bed houses with amenity space,	DISMISSED

landscaping, access and parking (RU 07/0811)	
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**(FOR INFORMATION)**

Background Papers

Appeal decisions.

12. PLANNING APPLICATIONS DETERMINED BY DIRECTOR OF TECHNICAL SERVICES (DTS)

A list of planning applications recently determined by the Director of Technical Services under his delegated powers is attached at Appendix 'I'. If Members have any particular matters they wish to raise, prior notice to the Chairman would be of assistance.

**(FOR INFORMATION)**

Background Papers

None

13. EXCLUSION OF PRESS AND PUBLIC

If Members are minded to consider any of the foregoing reports in private it is the

**OFFICERS' RECOMMENDATION that -**

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

**(TO RESOLVE)**

**PART II**

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

a) Exempt Information

(No reports to be considered under this heading)

b) Confidential Information

(No reports to be considered under this heading)