



# RUNNYMEDE BOROUGH COUNCIL

## PLANNING COMMITTEE

12 MAY 2004

## APPENDICES

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Runnymede Borough CouncilAPPENDIX 'A'PLANNING COMMITTEE14 April 2004 at 7.30 p.m.

Members of the Committee present: Councillors G.B. Woodger (Chairman), Mrs. J. Norman (Vice Chairman), Mrs. F.J. Barden, J.B. Dean, J.M. Edwards, J.R. Furey, Mrs L.M. Gillham, Miss M.N.Heath, D.W. Parr, R. Pate, Mrs E.E. Price, N. Thewlis, A.P. Tollett and J. R. Whiteley

Members of the Committee absent: Councillor C. Knight

NOTIFICATION OF CHANGES TO COMMITTEE MEMBERSHIP

The Groups mentioned below had notified the Chief Executive Officer of their wish that the changes listed below be made to the membership of the Committee. The changes were for a fixed period ending on the day after the meeting and thereafter the Councillors removed would be reappointed.

Group requesting Change	Remove from Membership	Appoint Instead
Runnymede Independent	Councillor A. Alderson	Councillor Mrs E.E. Price
Conservative	Councillor H.W.V. Meares	Councillor Miss M.N. Heath

The Chief Executive Officer had given effect to these wishes in accordance with Section 16(2) of the Local Government and Housing Act 1989.

MINUTES

The Minutes of the meeting of the Committee held on 17 March 2004 were approved and signed as a correct record.

APOLOGIES FOR ABSENCE

Apologies were received from Councillor C. Knight.

DECLARATION OF INTEREST

Councillor Mrs J. Norman declared a personal and prejudicial interest under the Runnymede Code of Conduct for Members in planning application RU 04/0295 as the neighbour to the application site was a personal friend. Councillor Mrs Norman withdrew from the room while the application was determined.

PLANNING APPLICATIONS

The planning applications listed below were considered by the Committee. All representations received on the applications were reported and copies were made available for inspection by Members before the meeting. Members of the public and/or applicants/agents spoke on those applications identified below.

**RESOLVED that -**

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

<u>APP. NO.</u>	<u>LOCATION, PROPOSAL AND DECISION</u>
RU03/1292	<p>89b-95 High Street, Egham Part two storey/part three storey development at 89B to 95 High Street following demolition of existing buildings comprising 24 No 2 bed flats, (92-95 High Street), 2 No retail units and 2 No 2 bed flats, (90 &amp; 91 High Street), 1 No retail unit and 2 No 1 bed flats (89B High Street) all with rear parking and access off Denham Road (amended site area) (amended description 23/3/04).</p> <p><b>DECISION:</b> Subject to the prior completion of a legal agreement to ensure a financial contribution totalling £24,750 for Runnymede's Yellow Bus scheme, a 2 metre wide footpath along Denham Road frontage and an integrated comprehensive redevelopment by including RU03/1293, RU04/0349 and RU04/0350, the Director of Technical Services be authorised to GRANT permission following consultation where appropriate with the Chairman or in his absence the Vice-Chairman of the Committee, subject to conditions.</p>
RU03/1293	<p>89b-95 High Street, Egham Demolition of existing buildings at 89B-95 High Street for part two storey/part three storey development (comprising 24 No 2 bed flats (92-95 High Street), 2 No 2 retail units and 2 No 2 bed flats (90 &amp; 91 High Street) and 1 No retail unit and 2 No 1 bed flats (89B High Street) all with rear parking and access off Denham Road (amended site area) (amended description 23.3.04).</p> <p><b>DECISION:</b> Subject to the prior completion of a legal agreement to ensure an integrated comprehensive redevelopment by including RU03/1292, RU04/0349 and RU04/0350, the Director of Technical Services be authorised to GRANT permission following consultation where appropriate with the Chairman or in his absence the Vice-Chairman of the Committee, subject to conditions.</p>
RU04/0349	<p>89 and 89A High Street, Egham Refurbishment of existing building and three storey rear extension with undercroft parking and access off Denham Road, following part demolition to retain two retail units and provide a total of five flats.</p> <p><b>DECISION:</b> Subject to the prior completion of a legal agreement to ensure an integrated comprehensive redevelopment by including RU03/1292, RU03/1293 and RU04/0350, the Director of Technical Services be authorised to GRANT permission following consultation where appropriate with the Chairman or in his absence the Vice-Chairman of the Committee, subject to conditions.</p>

- RU04/0350**      **89 and 89A High Street, Egham**  
**Conservation Area Consent for part demolition of existing building for the erection of a 3 storey rear extension with undercroft parking.**
- DECISION:**    **Subject to the prior completion of a legal agreement to ensure an integrated comprehensive redevelopment by including RU03/1292, RU03/1293 and RU04/0349, the Director of Technical Services be authorised to GRANT permission following consultation where appropriate with the Chairman or in his absence the Vice-Chairman of the Committee, subject to conditions.**
- RU03/1308**      **Kings Oak, Old Road, Rowtown**  
**Erection of a detached store building and car park enclosure.**
- DECISION:**    **GRANT, subject to conditions.**
- RU04/0075**      **104 Guildford Street, Chertsey**  
**Change of use from A1 (retail) to A2 (financial and professional services).**
- DECISION:**    **GRANT, subject to conditions.**
- RU04/0161**      **Land at Bridge Wharf, Chertsey**  
**Demolition of existing buildings, construction of a new boat showroom, chandlery, offices, 3 flats and associated car parking.**
- DECISION:**    **GRANT, subject to conditions.**
- RU04/0210**      **Little Woodside, 9 Nuns Walk, Virginia Water**  
**Erection of a part two-storey, part single-storey rear extension incorporating a dormer window and insertion of rooflights.**
- DECISION:**    **GRANT, subject to conditions.**
- RU04/0221**      **54 St Jude's Road, Englefield Green**  
**Erection of attached garage to side of property.**
- DECISION:**    **GRANT, subject to conditions.**
- RU04/0230**      **16 Redwoods, Addlestone**  
**Partial conversion of existing garage to habitable accommodation.**
- DECISION:**    **REFUSE for the following reason:-**
- The garage conversion results in the loss of an on-site car parking space, which is likely to displace cars onto the highway, which in turn is likely to set a precedent and have a harmful effect on the residential amenities of the neighbouring properties contrary to Policy MT5 of the Surrey Structure Plan 1994, Policy DN3 of the Surrey Structure Plan Deposit Draft December 2002 and Policies HO9 and MV9 of the Runnymede Borough Local Plan Second Alteration Adopted April 2001.**

(A motion to grant permission was lost)

(Mr Olrog, an objector, addressed the Committee on the above application.)

(The Director of Technical Services advised the Committee that the application complied with adopted Local Plan Policy and the decision to refuse permission would be indefensible on appeal).

**RU04/0235**

**19 Ayebridges Avenue, Egham  
Erection of single storey rear extension, alterations to existing roof and insertion of rooflight.**

**DECISION: GRANT, subject to conditions.**

**RU04/0295**

**226-228 Brox Road, Ottershaw  
Erection of two pairs of semi-detached houses and one detached house following demolition of existing house (outline application).**

**DECISION: REFUSE for the following reason:**

**The proposed development is likely to result in a cramped, backland and piecemeal form of development which would be incompatible with and detrimental to the established residential pattern and character of the surrounding area and contrary to Policies PE1, PE2 and PE10 of the Surrey Structure Plan 1994, Policies LO4 and SE4 of the Surrey Structure Plan Deposit Draft December 2002, Policies GB1, BE2 and HO9 of the Runnymede Borough Local Plan Second Alteration April 2001, Planning Policy Guidance Note 3 : 'Housing' March 2000, Principle 7.3 of Supplementary Planning Guidance, 'Surrey Design' January 2002 and 'By Design'.**

(Mr McLeod, an objector, addressed the Committee on the above application.)

**RU04/0314**

**Land adjacent 91 Chertsey Lane, Staines  
Use of land for the storage of five touring caravans for a temporary period of 6 months.**

**DECISION: REFUSE for the following reasons:**

- 1. The storage of caravans on this narrow site located between residential properties would be out of character with the residential nature of the immediate locality and detrimental to the visual amenities of the streetscene and the residential amenities of the neighbouring properties, contrary to Policies PE10 and DP9 of the Surrey Structure Plan 1994, Policy LO2 of the Deposit Draft Surrey Structure Plan December 2002 and the Policy LE1 of the Runnymede Borough Local Plan Second Alteration April 2001.**
- 2. The site is located within the River Thames floodplain and the storage of caravans would be at direct risk of flooding and may increase the risk of flooding elsewhere and without the submission of a flood risk assessment would be contrary to Policy**

**EN3 of the Surrey Structure Plan 1994, Policy SE3  
of the Deposit Draft Surrey Structure Plan  
December 2002, Policy SV2 of the Runnymede  
Borough Local Plan Second Alteration April 2001  
and Planning Policy Guidance Note 25 :  
'Development and Flood Risk'.**

20 SAYES COURT, ADDLESTONE – WITHDRAWAL OF ENFORCEMENT NOTICE

The Committee considered the authorisation of withdrawal of an Enforcement Notice regarding a rear conservatory at No 20 Sayes Court, Addlestone.

A retrospective planning application (RU.02/0426) for the rear conservatory had been refused by the Planning Committee in June 2002 in view of the detrimental impact on the residential amenities of No 19 Sayes Court, the other half of the semi-detached property. The Committee had also authorised enforcement action to demolish the rear conservatory. The applicant lodged two separate appeals against the planning refusal and enforcement notice.

The enforcement appeal did not address the planning considerations of the case as the applicant had not paid the appropriate fee. The enforcement appeal was therefore restricted to procedural matters. The enforcement appeal was subsequently dismissed with the enforcement notice varied but upheld in January 2003.

The subsequent planning appeal against the refusal of planning permission RU.02/0426 did consider the relevant planning considerations of the case. The Inspector in this appeal considered that there was no serious harm to the residential amenities of the neighbouring property and therefore allowed the appeal in May 2003.

The Committee was advised that in these circumstances the enforcement notice ceased to have effect so far as it was inconsistent with the permission granted on appeal. It was therefore considered appropriate that the enforcement notice should be formally withdrawn to resolve any uncertainty regarding the two appeal decisions.

**RESOLVED that -**

**the Enforcement Notice issued on 24 June 2002 requiring the demolition of the rear conservatory at 20 Sayes Court, Addlestone be withdrawn.**

LAND AT 4 OAK TREE CLOSE, VIRGINIA WATER - CONFIRMATION OF TREE PRESERVATION ORDER

The Committee considered an objection made in response to Tree Preservation Order No 361 relating to an Oak Tree on land at 4 Oak Tree Close, Virginia Water.

Planning permission (RU.03/1069) had been granted in October 2003 for the erection of a two-storey detached dwelling on land rear of Nos 4 and 5 Oak Tree Close and subsequently TPO 361 had been made in November 2003.

The letter of objection from the owners of 5 Oak Tree Close raised concerns that i) the tree needed to be pruned to allow for the new building, the scaffolding and for lorries to enter the site, keeping the road clear, ii) the tree was not on the property but on the highway, iii) the preservation of the tree would result in a long delay before they could take action to prevent an accident, and iv) they would be unable to trim minor branches if they died or caused problems.

The Committee was informed that the Order would not prevent future necessary works to the tree which would not harm the health and amenity value of the tree. Tree works (RU.03/1396) had recently been granted to clean the crown and the removal of individual limbs to the Oak tree to allow the approved development to proceed. The Planning Authority's prior consent was not required for carrying out work on trees which were dead or dying or had become dangerous.

With regards to land ownership, Surrey County Council had stated in writing that it was not considered to be a highway tree. Furthermore neither Surrey County Council nor Runnymede

Borough Council (as agency Highway Authority) had ever maintained the Oak Tree. The main trunk might extend into what was considered the limits of the highway but it had grown out of the original boundary line. It was therefore considered that the tree was within the ownership of 4 Oak Tree Close.

The Human Rights considerations associated with this case were noted.

**RESOLVED that -**

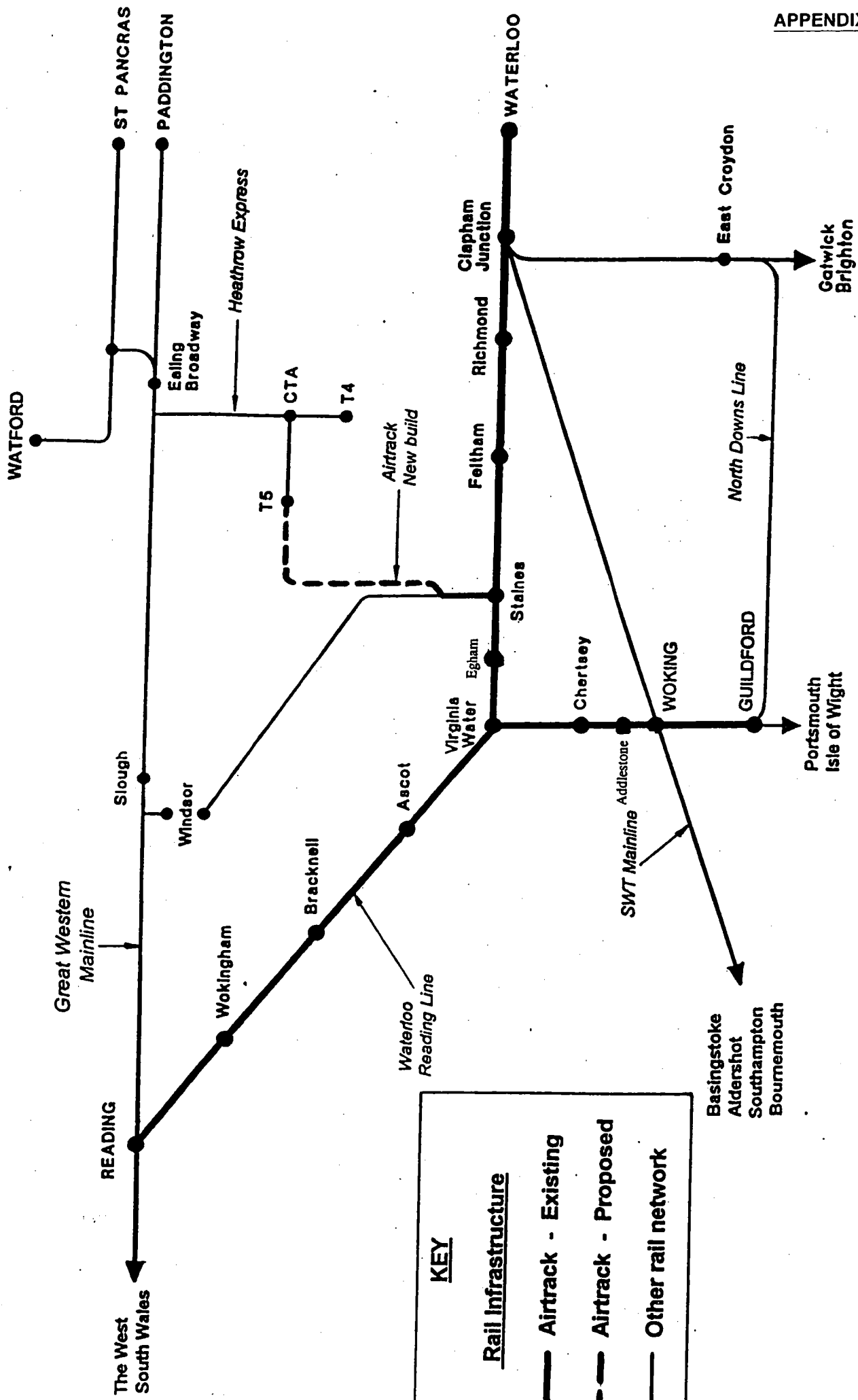
**Tree Preservation Order No. 361 be confirmed without modification.**

PLANNING APPLICATIONS DETERMINED BY DIRECTOR OF TECHNICAL SERVICES

A list of planning applications recently determined by the Director of Technical Services under his delegated powers was received and noted.

Chairman

(The meeting ended at 8.40pm)



**KEY**

**Rail Infrastructure**

- Airtrack - Existing
- - - Airtrack - Proposed
- Other rail network

**DIAGRAMMATIC LAYOUT OF AIRTRACK ROUTES**

## Executive Summary

This Outline Business Case (OBC) for AirTrack has been prepared for the AirTrack Forum with the intention of making a submission to the Strategic Rail Authority (SRA). It demonstrates that AirTrack performs strongly within each of the criteria used by the SRA to assess schemes:

- ◆ **Affordability**

The AirTrack financial performance is extremely strong with the possibility that no revenue support will be required from the SRA. Although, at this stage in the project's development, it is difficult to present firm conclusions about contributions from the private sector and other public sector bodies, a number of interesting potential sources of funding are available.

- ◆ **Value for Money**

AirTrack presents a strong overall economic case, with significant benefits for both users and non-users accruing from the scheme such that the appraisal highlights healthy performance in terms of the main measures – a Benefit Cost Ratio of 2.7 and a Net Present Value to SRA funding ratio of 5.3.

- ◆ **Delivery**

AirTrack has been developed by the AirTrack Forum, a group of local authorities and private organisations keen to promote the scheme as a means of enhancing access to Heathrow. The Forum has stimulated discussion and support for the scheme from a wide range of interested organisations, including the key stakeholders. Involvement with the stakeholders will be maintained as the scheme is developed further. AirTrack uses existing railway technology, well proven construction techniques and, because of its relatively self-contained scope, should have little operational impact on the national rail network during construction. These factors help to give confidence that AirTrack can be implemented in a predictable and economical way.

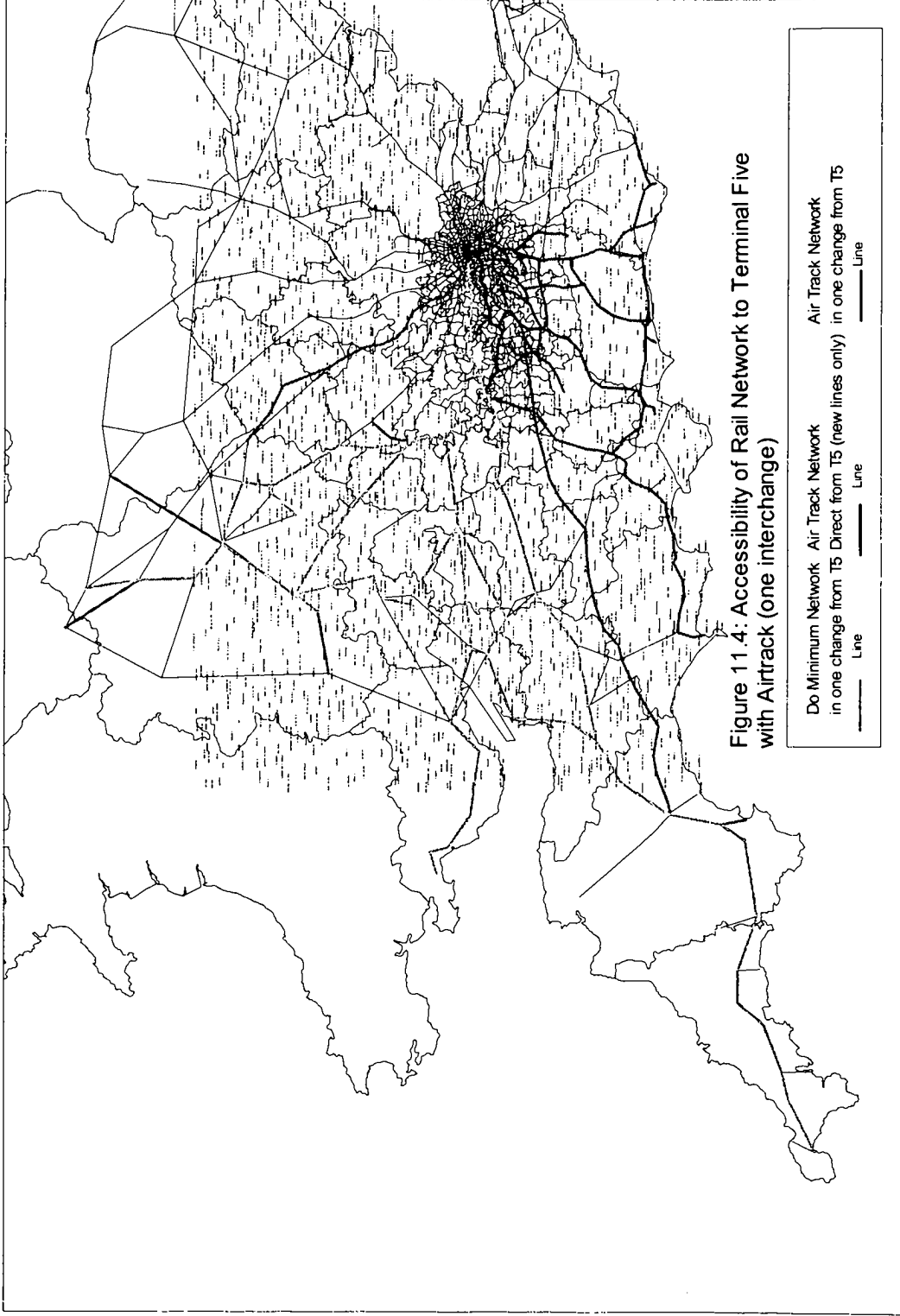
- ◆ **Value Added**

The introduction of AirTrack would represent a significant enhancement to rail services in the region and hence it is vital for the SRA to play a major role in its development and to contribute its particular expertise and resources to the project.

The preparation of the OBC has highlighted that the introduction of AirTrack would produce a number of significant economic advantages for businesses and passengers as well as considerable improvements for transport in the area:

- ◆ AirTrack would attract over 15 million passengers per annum, with about one-third travelling to or from Heathrow and the remainder visiting destinations within the region;
- ◆ the current orbital public transport system in the area is ineffective and, by substantially improving it, AirTrack would encourage people to switch from using their car on the heavily congested roads in the area, reducing the number of cars on the roads during each 3-hour morning peak period by 5000;
- ◆ AirTrack significantly enhances the accessibility to Heathrow, with an extensive area of southern England lying within one rail interchange from the airport, ranging from Dover to Exeter and extending through the cross-county network to the Midlands and North – this is highlighted by Figure 1;

**Figure 1 – Accessibility of Rail Network to Terminal Five with AirTrack (one interchange)**



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- ◆ AirTrack could be in operation within 10 years – it will require comparatively straightforward infrastructure, using upgraded existing track and rail facilities for much of its length and necessitating only short sections of new railway route; and
- ◆ the AirTrack Central Case which forms the basis for the OBCis estimated to produce a present value operating surplus of around £110 million over the 30 year appraisal period.

**Principal Objectives for the Scheme**

The AirTrack scheme has been developed to satisfy a number of key objectives:

- ◆ to meet national, regional and sub-regional policy objectives by improving public transport links to International Airports and to support longer term objectives by providing infrastructure that can help facilitate orbital rail services in the Thames Valley and west of London areas;
- ◆ to make better use of rail network capacity by improved integration with other services at key interchange hubs to enable a wide coverage of connections to Heathrow and other important destinations;
- ◆ to provide relief to the already congested local and regional road networks and therefore help to improve environmental conditions;
- ◆ to contribute significantly to the sustainable growth of the South East economy and, as a corollary, the national economy;
- ◆ to increase public transport's share of surface access journeys for all passengers to Heathrow (air passengers, visitors and staff) and hence contribute to BAA's target of 40% public transport mode share by 2007 and 50% in the longer term;
- ◆ to provide access to the developing regional transport hub at Heathrow and enable a large number of non-airport related journeys to be undertaken on public transport, and
- ◆ to introduce a network of new services that is sustainable.

**Outline of the Scheme**

The AirTrack scheme represents a major rail initiative designed to provide improved access to Heathrow Airport from the south, with new direct links from South London and important centres such as Guildford, Woking and Reading.

Current levels of traffic congestion for much of the day on the M25, M4, M3 and other major routes to Heathrow create significant journey times to the airport for air passengers, visitors and workers, with the unreliability of journeys creating a particular issue. Other potential public transport services, e.g. improved coach services, would experience the congestion along with other traffic.

A rail based approach is therefore the only long term solution to the access problems to Heathrow, where the volume of demand is set to increase further following the completion of Terminal 5 with the potential for even greater growth following the recent Airports White Paper. The success experienced by Heathrow Express has demonstrated that, even with a sizeable fare premium, a dedicated rail service is able to make a significant impact on the mode share for journeys to the airport.

The potential for rail access to Heathrow from the south has been the subject of numerous studies, often in relation to different stages in the expansion of the airport. Through the earlier work, there has been a movement to the present proposal in terms of the two main features of the scheme: firstly, the route for gaining access to the Heathrow site and secondly, which locations should be linked directly to the airport. In the past, the main

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alternative route into the airport under consideration included a spur from the Windsor line at East Bedfont into Terminal Four although this would not provide links to the new main focus of Terminal Five, has significant construction costs and would require significant properties.

The definition of the scheme reflects a balance between serving directly a number of key destinations and the scale of the journey times. The version of AirTrack that has emerged probably represents the most effective way of providing a direct rail link to the widest catchment area for the expected capital outlay.

The scheme will not only benefit Heathrow users and workers, and those travelling on the road network; it will also have an impact on businesses in the region by acting as a catalyst for enhancements across the area, either from stimulating new developments or reducing problems such as labour immobility and shortages. The travel benefits would also be enjoyed by travellers outside the Heathrow area; by enhancing the capacity on the suburban rail network, particularly on the approaches to London Waterloo, the scheme would provide crowding relief for existing passengers.

**AirTrack Services**

The AirTrack scheme which forms the basis of this draft OBC (see Figure 2), comprises three sets of services operating to Terminal Five at Heathrow Airport from:

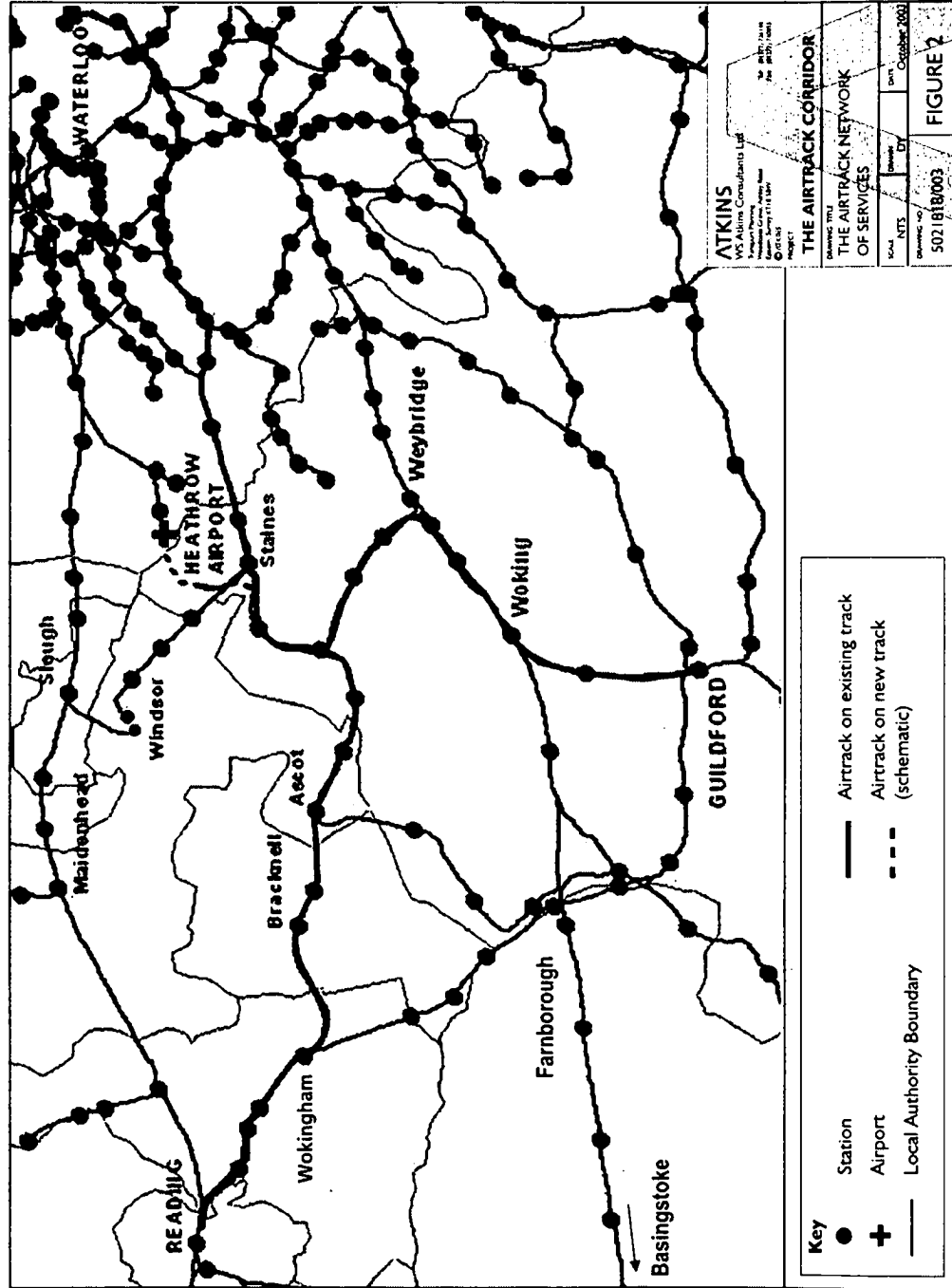
- ◆ London Waterloo, with stops at Clapham Junction, Richmond, Twickenham, Feltham and Staines;
- ◆ Guildford with stops at Woking, Chertsey and Staines; and
- ◆ Reading with stops at Wokingham, Bracknell and Staines.

Alternative stopping patterns have been examined but it is felt that this set of services represents the preferred balance between maximum coverage and minimum journey times; the inclusion of additional stops at Ascot and Egham may be appropriate at later stages in the project development. A range of sensitivity tests were undertaken to demonstrate the robustness of the AirTrack scheme including changes to the stopping pattern, removal of the premium fare, and the introduction of AirTrack as a replacement of existing services rather than a completely new service. In addition, the tests have explored how improvements to the operating environment would favour AirTrack, e.g. through the introduction area-wide congestion charging, a cross linking with HEx or the operation of the Waterloo line at the higher frequency of 4 tph. These tests help to provide confidence in the performance of the AirTrack appraisal. The AirTrack services would have the following main characteristics:

- ◆ the three services (from Terminal Five to London Waterloo, Reading and Guildford) would each operate on a 30 minute headway service throughout the week;
- ◆ weekday operating hours broadly between 0500 and 2400;
- ◆ for the purpose of the appraisal it has been assumed that the service would be operated using trains comprising eight cars each with a seating capacity of 50, although it would be possible to use four-car trains for the Reading and Guildford lines;
- ◆ rolling stock appropriate to operate within the underground sections to/from Terminal 5;
- ◆ for comparison purposes, a premium of £2 for journeys starting or ending at Terminal Five has been adopted; and
- ◆ running times from Heathrow to Waterloo and Guildford of 33 minutes and to Reading of 38 minutes.

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Figure 2 – The AirTrack Network of Services



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**New Infrastructure Elements**

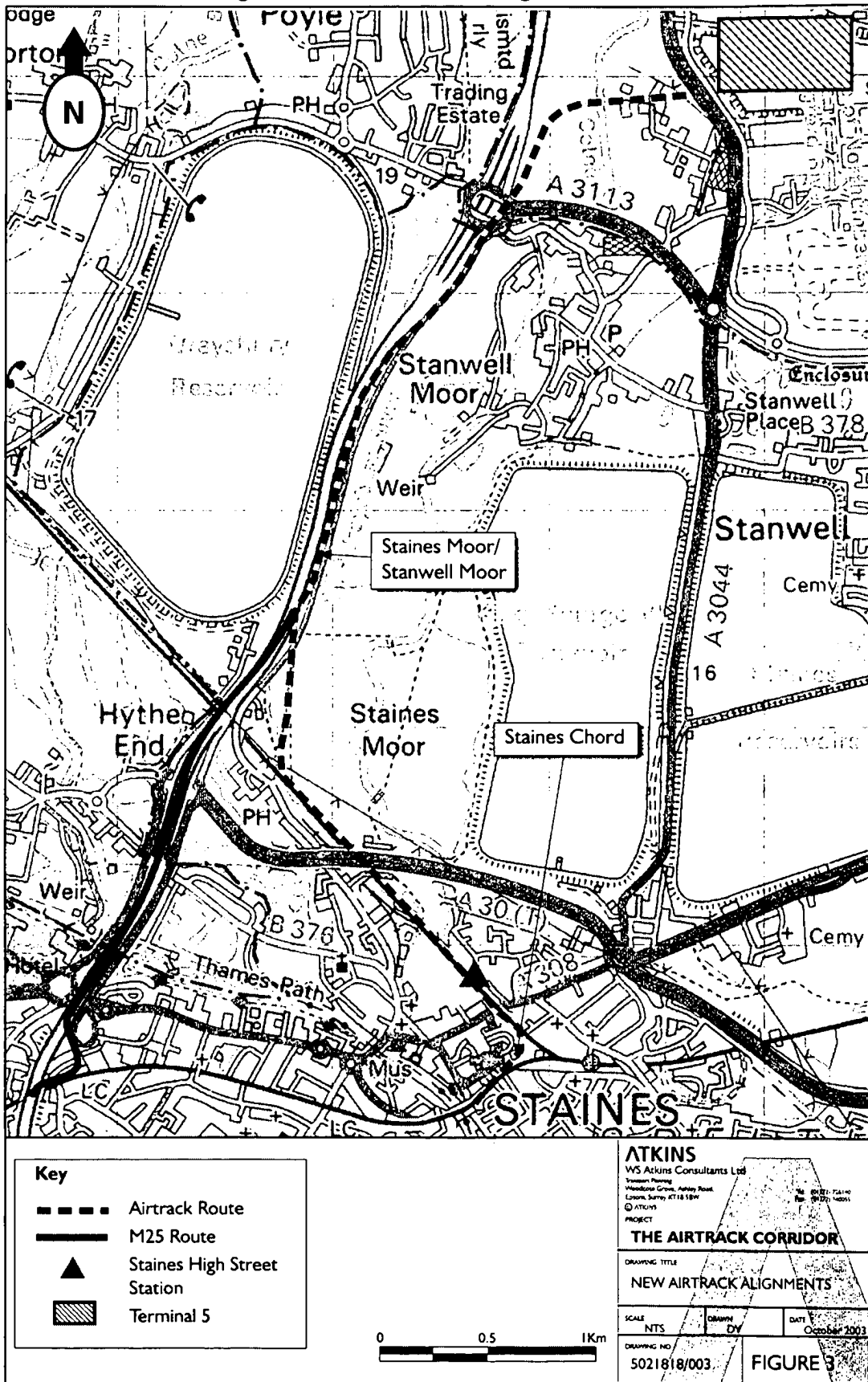
For the most part, AirTrack would operate on the existing rail network, using existing tracks, stations and other infrastructure in the area shown. However, there are four main elements of new infrastructure, shown in Figure 3, that form important components of AirTrack:

- ◆ The Staines Chord providing a direct link between the two existing lines (to Windsor and Virginia Water) in Staines town centre. The new double track chord line enables trains to run from the Airport directly through to Reading and Guildford via Virginia Water. An alternative approach, involving the reversing of Reading and Guildford trains at the existing Staines station, would avoid the need to construct the chord but would significantly increase passenger journey times and would create severe operating problems.
- ◆ New station at Staines High Street on the Staines to Windsor line. The new station is broadly at the location of the former Staines High Street station and contains a pair of flank platforms to the existing double track on the embankment to the west of Staines High Street underbridge, known locally as the Iron Bridge. The station provides much improved access to Staines town centre, adjacent to the recently developed High Street and Two Rivers area.
- ◆ New alignment across Staines Moor and Stanwell Moor linking the Windsor Line with Terminal Five at Heathrow Airport. The new alignment diverges from the existing Windsor line about 1 km north-west of Staines High Street station and then turns north, following the alignment of a former embankment towards the M25. It then runs alongside the Wraysbury River and M25, and passes under the A3113 Airport Way adjacent to M25 Junction 14. The double tracks then curve round to the east to reach Terminal Five station in tunnel. An alternative route, running parallel to the M25 from Heathrow south to Egham, was also considered but was rejected due to a combination of increased construction costs and lower demand.
- ◆ New station facilities at Terminal Five. The new station box at Terminal Five has been designed to accommodate four tracks/ platforms. Initially, the Heathrow Express trains from Paddington will use the two northern platforms (3 and 4). BAA is constructing the enlarged station and has safeguarded the route out of the airport to the west. The AirTrack project will provide the fit-out of the passenger and rail facilities to enable platforms 1 and 2 to be accessed from Staines. In view of the extensive infrastructure being constructed at T5, the scope for significant variations to the AirTrack scheme at the airport are limited and hence a single option has been considered at T5.

The overall design of the infrastructure and facilities within the AirTrack project will adopt current techniques and practices. At the same time, particular attention will be paid at ensuring that the design does not preclude possible additional future rail schemes, for example the Western Connection and a station at Heathrow Cross.

The outline specification of AirTrack described above and the detailed definition which forms the basis for the OBC represent the current views about the scheme. Further work will need to be undertaken to progress the scheme through to implementation. In such work, it is likely that details of the specification will change as the scheme evolves. This may be due to a number of factors, for example as a result of issues highlighted in the detailed design; changes to the current rail operations in the area; comments from stakeholders involved in the further development (e.g. Network Rail, SRA, BAA, train operating companies, the local planning authority, Spelthorne Borough Council, etc); or from the Transport and Works Act process. As the scheme is refined in this way, it will be important to maintain an understanding of how the changes impact on the overall assessment of the scheme.

**Figure 3 – New AirTrack Alignments**



**Relationship with SRA's Directives and Guidance**

The AirTrack scheme has been designed to fit closely with the Directions and Guidance (D&G) for the SRA issued by the DfT in 2002, which include:

- ◆ to promote the use of the railway network for the carriage of passengers and goods – the introduction of AirTrack would increase the use made of the existing and extended rail network;
- ◆ to secure the development of the rail network – AirTrack would represent a major contribution to the development of the network in the South East and would allow more varied services to be introduced at a later date; and
- ◆ to contribute to the development of an integrated system of transport for passengers and goods – AirTrack increases the level of integration within the rail system by not only providing links between key interchange points on the network (e.g. Reading, Woking, Guildford, London Waterloo, Clapham Junction and Richmond) but also expanding the links to Heathrow Airport which is increasingly taking on a role as a transport hub, with connections to Heathrow Express, the Piccadilly Line, national and regional coach services and local bus services.

In addition, AirTrack will assist the SRA in discharging its duties, specified in the D&G, to act the way best calculated:

- ◆ to protect the interest of users of railway services – by expanding links and improving services through AirTrack, such interests would be not only protected but enhanced;
- ◆ to contribute to the achievement of sustainable development – AirTrack contributes to this not only through the introduction of services that require no financial support for their operation and hence are sustainable but also, in the wider sense of sustainability, by encouraging the transfer from road to public transport for journeys to Heathrow;
- ◆ to promote measures designed to facilitate passenger journeys involving more than one operator – by accessing a number of key interchange hubs served by a variety of operators and modes, AirTrack satisfies this requirement.

**Rail Operations**

Current off-peak rail operations in the Staines area comprise six trains per hour in each direction, from Waterloo to Reading, Windsor and Weybridge. In the peak, the number of trains through Staines increases to 8 per hour to / from Waterloo. Freight services are sparse, running between the Southampton area and the North London Line via Staines, Hounslow and Kew involving some three or four services each way per day and so the introduction of AirTrack would not have a significant impact on freight operations in the area.

It is proposed that AirTrack would operate in addition to the existing services and not as a replacement for the current suburban services. In this way, we would avoid the potential disbenefits of a reduction in service for passengers affected adversely when AirTrack replaces a stopping service. The Winter 2003/04 timetable has included a reduction (to 2 tph) in the off peak level of service on the Waterloo – Reading line, with the objective of contributing to an overall improvement in reliability across the network. In developing the AirTrack scheme, we have assumed that, by the time that AirTrack begins operations in 2011, efficiency and reliability gains would have been achieved across the southern suburban rail network such that the former paths could be reinstated in some form. Furthermore, our initial analysis shows that up to three additional AirTrack services per hour could be timetabled in the peaks, with some re-timing of other services. Indeed, in two out of

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the three peak hours, four AirTrack services could just be accommodated if the timetable was recast slightly. Hence, it should be feasible to accommodate 2 tph on the approaches to Waterloo. The increased level of service created by AirTrack, particularly during the peak period, will increase the demand for terminal space at Waterloo. At this stage, following an initial review, we have assumed that additional platform capacity could become available at Waterloo perhaps in association with the recasting of other services.

**Capital Cost Estimates**

The pre-feasibility estimate of the construction capital costs for the proposed infrastructure works from Staines to Heathrow Terminal 5 are summarised in Table 1, which includes total costs (in current 2003 prices) for the four main elements:

- ◆ Staines Chord Line (Staines South Junction to Staines High Street Junction);
- ◆ existing double track between new Staines West Junction and new Staines Moor Junction (including new Staines High Street Station);
- ◆ new double track from new Staines Moor Junction to Terminal 5; and
- ◆ Terminal 5 station.

**Table 1 – AirTrack Capital Costs**

<i>Scheme</i>	<i>Estimate Total</i>
	<b>£ million</b>
<b>Implementation Construction Costs including:</b>	
• System wide services (signalling, electrification, E&M & telecoms.)	19.20
• Permanent Way	15.00
• Civils (general, viaduct & landscaping etc.)	21.30
• Terminal 5 (station, tunnelling, etc)	106.50
• Stations, platforms & minor buildings	4.40
• Main Contractor's Preliminaries	<u>38.90</u>
	205.30
<b>Implementation On-Costs including:</b>	
<b>Project Management (including Network Rail costs), Design Fees, Land Purchase Costs, and Possession Costs.</b>	50.50
<b>Optimism Bias (66%)</b>	168.80
<b>Total Cost of Implementation</b>	<b>424.60</b>
<b>Exclusions:</b>	
<b>Escalation, VAT, TOC Compensation, Funding Costs, TW/Planning Costs, Third Party Costs, Track Access and Operating Costs, Capital Allowances.</b>	

Unit costs have been derived from a number of sources including Network Rail's 'MultiEst' Cost estimating system and other published rate sources. These have been corroborated, where possible, using historic project data adjusted and updated as appropriate. In line with recent guidance in HM Treasury Green Book, we have applied an optimism bias of 66% to all capital costs.

Construction is assumed to take place between 2008 and 2011, with AirTrack opening in late 2011. Allowance has been made for all above ground work being undertaken on the existing operational railway, to be undertaken outside normal operational hours, i.e. during night-time working or weekend possessions. At this stage, the costs exclude any associated costs in respect of compensation to train operating companies (Schedule 4 costs). It is assumed that resources for, in particular, signalling and permanent way works will be available. Allowance

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has, however, been made within the estimate for the likely level of premium that will be payable for labour at the time of construction.

No maintenance works to existing track other than at the interfaces with new trackwork have been allowed for. At the same time, the benefits of early replacement of life expired infrastructure are excluded together with the associated maintenance cost savings. At the end of the 30 year appraisal period (2011 – 2041), the infrastructure is assumed to have no residual value.

**Operating Cost Estimates**

The estimated annual operating costs, in 2003 prices, for AirTrack are summarised in Table 2. These are based on an assumed daily operation between 0500 and 2400 for 365 days per annum in line with the current Heathrow Express operations.

With the operation of two tph on each route, from Heathrow to Waterloo, Reading and Guildford, and based on the proposed running times, each of the three AirTrack services will require three trains. Assuming that AirTrack would be part of an existing franchise, a single spare train would be required, giving a total of ten trains to operate the service comprising DC voltage units only. Terminal 5 has been classified as being subject to Section 12 of sub-surface railway station regulations. As such, any train operating into or through Terminal 5 must satisfy these requirements and new trains would need to comply with Class 1b fire rating. Monthly leasing costs of £28,000 per four car unit are based on existing rates.

There will be a requirement for 24 drivers to operate each of the three routes. The current industry figure for a driver's salary in the South East is in the order of £32,000 per annum, with conductors' salaries at 72% of this level. To incorporate overhead costs, sickness, leave, training and other allowances, a further cost of 40% has been added to the basic salary.

The derivation of track access charges for AirTrack is complicated by its operation on a mixture of an existing, well-used, section of the network, completely new track/station constructed for the scheme and the new infrastructure outside the ownership of Network Rail (Terminal Five). Information of access charges has been sought from Network Rail and, until the results of the Network Rail assessment are received, interim figures based on the Rail Regulator's 2003 review have been applied, with 16.60 pence per vehicle-mile for the motor car and 7.29 pence per vehicle-mile for each trailer car.

The traction energy costs are based on journey distances 37, 45 and 34 kms for the Waterloo, Reading and Guildford routes, respectively and a cost of DC power for a Desiro class of EMU of 44p per km per four car unit.

Annual light maintenance and cleaning costs of 26 pence per vehicle-mile have been assumed. Taking into account that the introduction of AirTrack would increase the train movements monitored by signallers, additional signalling resources have been included within the systems operations costs.

In accordance with the recent guidance in the Treasury Green Book, an allowance for optimism bias varying between 20% and 40% has been applied to the elements of operating costs.

**Table 2 – AirTrack Annual Operating Costs (£ million per annum, 2003 prices)**

Area of Expenditure	Cost
Drivers and Conductors	£6.67
Track Access Charges	£2.17
Train Leasing Costs	£7.66
Traction Energy	£3.41
Train Maintenance	£5.03
System Operations	£0.21
<b>TOTAL per annum</b>	<b>£25.15</b>

### Demand and Revenue Forecasts

Demand forecasts for AirTrack were derived using a multi-modal model developed by Atkins for the Thames Valley Multi-Modal Study (TVMMS) in 2002, with enhancements to improve its functionality with respect to access to Heathrow. Future demand at Heathrow was obtained from SERAS with assumptions of 78 mppa in 2015 rising to 89 mppa by 2030 and then maintaining that level.

Table 3 gives total AirTrack boardings for the Central Case for the morning peak period (0700-1000) on an average weekday in 2011. The table highlights the level of non-Heathrow traffic that would use the service and hence how AirTrack would contribute to a reduction in crowding on parallel services.

There were a total of 5610 passengers using AirTrack to travel to or from Heathrow in the AM peak period, equivalent to an average of about 180 per train travelling towards Heathrow and 125 per train leaving Heathrow. The Heathrow trips account for over a third of the total AirTrack boardings, with the services also being used for commuting trips, particularly on the service into Waterloo and between Guildford and Woking.

On the approaches to London, some commuters switch to the AirTrack Heathrow - Waterloo service from overcrowded suburban services, joining the route at Staines and other intermediate points. This has an impact of the level of crowding on the AirTrack service itself.

**Table 3 – AirTrack Total Boardings (2011 am peak period)**

Route	Total AirTrack Boardings	Trips to/from Heathrow
Heathrow - Waterloo	3420	670
Waterloo - Heathrow	1590	780
Heathrow - Guildford	1940	820
Guildford - Heathrow	3320	1200
Heathrow - Reading	1950	830
Reading - Heathrow	2240	1300
<b>Total Boardings</b>	<b>14460</b>	<b>5610</b>

The passenger and revenue forecasts assume a build-up of demand to/from Heathrow, with 50% of the projected levels in Year 1 of operation, 75% in Year 2 and 100% thereafter. For

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the other sections of the route, the passenger levels would be linked to demand on existing services and hence 100% of the projected level is assumed from Year 1. On this basis, the net revenue for the scheme (after allowing for the abstraction of revenue from other rail services) rises from £20.8 million in Year 1, £25.0 in Year 2, £28.6 million in Year 3 and reaching £42.0 million in Year 30. These revenue figures compare with equivalent operating costs of £25.2 million.

This analysis of the demand implications of AirTrack also serves to highlight the sources of the principal benefits from the scheme; benefits experienced by future public transport passengers due to the faster direct services to Heathrow and the relief provided by AirTrack to passengers currently travelling in crowded conditions. The full appraisal of the AirTrack scheme, including these and other benefits is summarised in Table 4 (Appraisal Summary Table) and Table 5 (Transport Economic Efficiency Table). In preparing the environmental component of the AST, particular attention has been paid to the contents of the Planning Brief prepared by Spelthorne Borough Council.

The appraisal work undertaken so far indicates that the scheme generates good benefits, with a healthy Benefit Cost Ratio of 2.7. The revenue generated by AirTrack is predicted to exceed operating costs, such that the SRA indicator of Net Present Value in relation to SRA funding (NPV/K) is 5.3. In many areas of the appraisal, a cautious or conservative approach has been adopted such that the overall performance of the scheme is considered to be robust.

**Potential Funding of the Scheme**

A number of alternative approaches for procuring the scheme have been examined, including the construction and operation of the infrastructure, the rolling stock and the services (which could be procured either as discrete elements or as a package of two or even all three), and the potential sources of funding available. It has not been possible to be specific about which procurement route would be most suitable for AirTrack, as the project is still at an early stage, but we were able to conclude which seemed the most suitable structure and the most likely investors.

We concluded that the provision of services and procurement of rolling stock is likely to be through the existing, mature TOC and ROSCO frameworks. Using the incumbent TOC as service provider and lessee of rolling stock would minimise inefficiency and avoid introducing another structure into an already complex rail market. The introduction of AirTrack services could be bid as an option at franchise renewal or negotiated as a variation to the franchise.

It is unlikely that significant public sector grant funding for capital works (including Network Rail funding) would be available for AirTrack, due to affordability constraints and the desire to transfer risk to the private sector. However, it is likely that funding will be required from the SRA for project development and, depending on the detailed specification of the operations (and associated costs), for revenue support. Third party contributions may be available for both design and operating phases, either from BAA (as principal private sector beneficiary) or from hypothecation of taxes or congestion charges. There is also the potential for some Section 106 contributions, although these may be modest in volume. The amounts available, if at all, would depend on further development of the business case.

The most likely procurement route for the capital works would seem to be an SPV, which is likely to be DBFT or DBFM. Both would leverage private skills and finance. DBFT would maintain the integrity of the rail network but may not achieve as much risk transfer. Making DBFM work would require solving the safety concern over Network Rail not controlling maintenance. Other procurement routes such as BAA development should not be ruled out. Developing the optimum procurement structure will require significant financial and

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commercial issues to be resolved, including defining the contractual commitments, minimising the interfaces and optimising the risks that are transferred.

Once further work into the detailed operational testing of the AirTrack proposition has been complete, the next procurement step would be comparing a number of different routes and selecting the preferred procurement option. Funding sources would also be explored in more depth, including the negotiation of commitments for contributions from third parties.

**The Next Steps**

As highlighted above, the OBC demonstrates AirTrack to be a realistic and financially viable business proposition which brings a wide range of benefits to both its users and the wider community. With the support of the SRA, additional work is necessary to develop the scheme further, including the detailed design of the infrastructure components, a review of the operational issues, consideration of the full environmental impacts, consultation with stakeholders and other organisations, and the exploration of the financing options. This additional work will contribute to the preparation of the Transport and Works Act submission and subsequent inquiry.

When the necessary development tasks have been completed, it is estimated that construction could occur between 2008 and 2011, with operation of the first AirTrack services to Heathrow at the end of 2011.

Table 4 – Appraisal Summary Table for Central Case

Problems: Weak public transport access to Heathrow from south and west		QUALITATIVE IMPACTS	QUANTITATIVE MEASURE
OBJECTIVE	SUB-OBJECTIVE		
Environment	Noise	In general, with rail services already operating along route, no noticeable change in noise. Some reduction in road traffic noise through diversion from car but levels likely to be imperceptible. In Staines town centre, negligible change against existing background noise from aircraft and road traffic. Some localised increase in noise at proposed Staines High Street station – mitigation measures required to minimise impact. Across southern part of Staines Moor, some increase in noise where scheme runs on embankment and mitigation measures/screening required. Over northern Staines Moor/ Stanwell Moor, line is adjacent to M25 and hence no perceptible change.	Less than 0.5% of the length of the modelled roads would experience roadside noise level changes of 1dB (A) or more.
	Local Air Quality	No local emissions from scheme – additional emissions confined to source of electricity generation. Reductions in road traffic levels through modal shift will create negligible although positive benefits spread over wide area. AQMA has been declared for whole of Spelthorne borough and proposals are unlikely to affect the designation.	In the first year of operation: PM <sub>10</sub> - 1.6 tonnes pa (-0.2%) NO <sub>x</sub> - 33 tonnes pa (0.2%)
	Greenhouse Gases	Some additional CO <sub>2</sub> emissions through electricity generation balanced by reduced emissions from fewer car journeys.	In the first year of operation: CO <sub>2</sub> - 18620 tonnes pa (-0.3%)
	Landscape	Along new sections across Staines Moor, will be necessary to introduce mitigation measures with new planting to minimise impact of scheme on landscape. Will be particularly important to replant along current embankment to maintain existing screening effect. Along northern section of Staines Moor and Stanwell Moor, open nature will require additional trackside planting to create screen for rail line and M25 and hence improve existing landscape.	Not applicable
	Townscape	For majority of route there will be no impact on townscape. In Staines town centre, use of viaduct rather than embankment for Staines chord will reduce visual impact by creating more open appearance. Mature planting necessary to minimise impact of the chord. In construction of Staines High Street station, will be minor adverse visual impact for local residents and high quality architectural design necessary to minimise visual impact, enhance streetscape and integrate it into town centre.	Not applicable
	Heritage of Historic Resources	No listed buildings across corridor will be affected. In Staines town centre, the chord and station lie in area with high archaeological potential although no specific known sites are affected. Staines Moor includes Neolithic site which will require more detailed examination. Other areas of Staines and Stanwell Moor have already been disturbed by M25 construction and extensive mineral extraction.	Not applicable
	Biodiversity	Construction of route will have a negative impact on biodiversity caused by loss and segregation of habitats and disturbance to wildlife during construction and operation. Within Staines town centre, there impact on biodiversity is small. Across Staines Moor, the scheme could have a serious adverse impact on biodiversity caused by its impact on internationally and nationally designated sites. Hence, particular attention will need to be paid to the design of the scheme in this area and the identification of mitigation measures.	Not applicable
	Water Environment	Construction of the scheme across the Staines Moor flood plain is unfavourable although it may offer opportunities for the physical enhancement of the water environment. Particular attention needs to be paid to an old land fill site to avoid release of polluting substances into water courses. Will be a need to relocate the channel of the Wraybury River in the vicinity of the M25. The overall reduction in traffic will benefit water quality to some extent by reducing runoff.	Not applicable
	Physical Fitness	The scheme has a negligible impact.	Not applicable
	Journey Ambience	Through its route across Staines Moor, the scheme will improve the overall journey ambience, especially for existing car drivers who switch to public transport and the net impact is expected to be beneficial.	Not applicable

Problems: Weak public transport access to Heathrow from south and west		QUALITATIVE IMPACTS	QUANTITATIVE MEASURE
OBJECTIVE	SUB-OBJECTIVE		
Safety	Accidents	The scheme results in an improvement in road safety, through the diversion of existing car traffic to public transport. Small increase in rail accidents through extension of rail network.	Net impact of annual reduction in casualties of 49 with value of £48 million over 30 years (discounted)
	Security	Design of scheme will pay particular attention to safety issues and will comply with requirements of Secure Station Award Scheme.	Not applicable
Economy	Economic Efficiency	The scheme provides a substantial return on the investment in 30 year appraisal from assumed opening in 2011. It produces significant benefits in the form of travel time savings to rail passengers and for road traffic remaining on the highway network. For current rail passengers, there are also significant benefits from relief of crowding, particularly on approaches to London. Calculation of revenue makes allowance for abstraction of passengers and revenue from other train operating companies. Additional revenue exceeds increased operating costs.	PV Capital Costs = £344 million PV Operating Costs = £356 million PV TOC Profit = £25 million PV Revenue (net) = £492 million PV Unpriced Benefits = £1453 million NPV = £1220 million Benefit Cost Ratio = 2.7 NPV/K = 5.3
	Reliability	Significant improvement in journey time reliability for existing car drivers who switch to rail. Negligible impact on remaining car drivers.	Not applicable
Accessibility	Wider Impacts	Benefits to sustainable development of the local economy through significantly improved access to Heathrow, and wider range of options for journey to work, education and social activities, through rail enhancements.	Not applicable
	Access to Transport	Scheme provides a significant increase in the accessibility to Heathrow Airport by public transport. Particularly from south and west of the airport, there are significant reductions in the public transport journey times, bringing large areas (especially parts of Surrey, Hampshire, Berkshire and south west London) within reasonable journey times from Heathrow. Also, there is a large increase in the extent of the rail network with direct access to Heathrow or access with just one interchange, particularly from the South and South West. Within Staines, new station at Staines High Street provides improved accessibility to employment retail and leisure facilities in the town centre.	Not applicable
Integration	Accessibility for the Disabled	Design of stations and operation of trains will provide specific benefits to the disabled in access to Heathrow.	Not applicable
	Severance	Small localised increases in severance through construction of chord in Staines town centre and through new link across Staines Moor, although scheme design will include measures to minimise the impact.	Not applicable
	Option Values	The new station and rail services provide another transport option for residents with catchment areas of the scheme.	Not applicable
	Interchange	The scheme will improve interchange between modes. The scheme is designed to link with key interchange hubs across the rail network, including Heathrow, Woking, Guildford, Reading, Richmond, Clapham and London Waterloo, with local, regional and national connections through these points.	Not applicable
	Land Use Policy	The scheme is consistent with land-use policies of the local authorities within the catchment area.	Not applicable
	Other Policies	The scheme is consistent with regional and national policies with the aim of improving general public transport links and usage and increasing the public transport links to Heathrow Airport in particular.	Not applicable

**Table 5 - AirTrack Central Case TEE Table**

Scenario: AirTrack Central Case				
Impact		NPV		
		£000, 2003 prices		
<b>Financial impacts</b>				
Capital costs	(i)	-£344,200		
Operating costs	(ii)	-£247,300		
Rolling stock lease costs	(iii)	-£108,300		
Additional revenue	(iv)	£492,500		
Impact on TOC/LUL profit	(v)	-£24,900		
Operating profit	= (ii) + (iii) + (iv) + (v)	£111,900		
<b>Net financial effect</b>	<b>A = (i) + (ii) + (iii) + (iv) + (v)</b>	<b>-£232,300</b>		
<b>Unpriced benefits</b>				
<b>General</b>				
Disruption costs		£0		
Residual value		£0		
<b>Total</b>	<b>B = sum above</b>	<b>£0</b>		
<b>Passenger</b>				
Travel time savings		£1,185,100	=	Road £402,500 + Rail £782,600
Crowding relief benefits		£129,500	=	N/A + £129,500
Reliability and punctuality		£0	=	£0 + £0
Safety benefits		£47,700	=	£52,800 + -£5,100
Station quality		£0	=	N/A + £0
Rolling stock quality		£0	=	N/A + £0
Vehicle operating cost savings		£90,400	=	£90,400 + N/A
Environmental impacts		£0	=	£0 + £0
<b>Total unpriced passenger benefits</b>	<b>C = sum above</b>	<b>£1,452,700</b>	=	<b>£545,700 + £907,000</b>
<b>NPV net benefits</b>	<b>D = A + B + C</b>	<b>£1,220,000</b>		
<b>SRA funding</b>				
Capital grant		£344,200		
Revenue support		-£111,900		
<b>Total (K)</b>	<b>E = sum above</b>	<b>£232,300</b>		
<b>Other funding</b>				
Developer contributions		£0		
Other government				
Grant/subsidy payments		£0		
Indirect tax revenues		-£128,600		
<b>Total</b>	<b>= sum above</b>	<b>-£128,600</b>		
<b>Benefit/Cost ratio</b>		<b>2.7</b>		
<b>NPV/K</b>		<b>5.3</b>		
<b>Appraisal parameters</b>				
Discount rate(s)		3.5% (first 30 years)		
		3.0% Thereafter		
Appraisal period		2011-2041		
<b>Optimism bias</b>				
Capex (%)		66%		
Opex (%)		20-40%		
Risk and contingency included		No		
Level of costing		1-2		

**DRAFT PLANNING POLICY STATEMENT (PPS) 1:  
CREATING SUSTAINABLE COMMUNITIES**

**Comments on specific sections and paragraphs:**

1.0 Creating Sustainable Communities

- 1.1 Paragraph 1.8 of the draft PPS states that "The development industry, business generally, local communities and individuals have a right to a high quality service that is fast, fair, open, transparent and efficient and respects the cost, effort and commitment that has gone into preparing and submitting applications."

**Comment**

***There is great emphasis on the role of Local Planning Authorities in speeding up the planning process, but no mention is made of the role the development industry could make in improving the quality of their planning application submissions, or the response rate of statutory consultees and the planning inspectorate for instance, which would help to speed up the planning system. Improving efficiency and the responsiveness of the process should be regarded as a shared responsibility.***

- 1.2 Paragraph 1.10 emphasises the need for early engagement of stakeholders in the process of not only plan making, but also in bringing forward development proposals, which presents a significant change in consultation objectives.

**Comment**

***The encouragement of pre-application discussions is welcomed, a practice which Runnymede BC already carries out, in relation to planning applications of all types, scale and significance. This assists greatly in terms of determining applications once submitted, helping to speed up the process.***

2.0 Sustainable Development

- 2.1 Paragraph 1.12 states that at the heart of sustainable development is the idea of "ensuring a better quality of life for everyone, now and for future generations."

**Comment**

***While the idealism is to be applauded, it is rather ethereal in terms of its practical application, especially given that the final bullet-point of paragraph 1.25 acknowledges proposals may adversely affect people who do not benefit directly, and that Annex B, paragraph 29, more correctly defines the limits of what planning can do with regard to protecting individuals' private interests.***

2.2 Sustainable Economic Development

- 2.3 Paragraphs 1.15 and 1.16 outline the role of the planning system in enacting the Government's objectives of promoting a strong, stable, productive and competitive economy that ensures prosperity for all.

**Comment**

***These paragraphs place much emphasis on encouraging development and growth, stating that constraining economic growth should be avoided. There appears to be***

*an imbalance towards development and the needs of business, which may create tension between the aims of sustainability and economic growth. There is also some inconsistency here with the aims of draft PPS6 – Planning for Town Centres, which allows for policies of restraint or the managed decline of certain centres where appropriate.*

2.4 Social Inclusion

- 2.5 Paragraph 1.18 states that the Government is committed to developing “strong, vibrant and sustainable communities”, and subsequent paragraphs (1.34 – 1.36) suggest communities should have a real say in shaping their future.

**Comment**

*This may create tensions in raising local expectations, especially if local objectives differ from Government aims. It is not clear if the resources available for involving the community in planning will really enable communities to have a say in shaping their future.*

- 2.6 Paragraph 1.19 indicates that planning policies should promote development that builds socially inclusive communities, including suitable mixes of housing, and that planning policies should address accessibility for all to jobs, health, housing, education, shops, leisure and community facilities.

**Comment**

*This section should refer more specifically to the requirements of the Disability Discrimination Act 1995, and the need to achieve inclusive, accessible buildings, both in terms of new development, and the alteration, extension and change of use of existing buildings wherever required.*

2.8 Prudent Use of Resources

- 2.9 Paragraph 1.21 states that planning policies should reflect a preference for minimising the need to consume new resources over the lifetime of the development, by making more efficient use or reuse of existing resources rather than making new demands on the environment.

**Comment**

*There is very little detailed guidance or expertise in planning on how to assess these issues, particularly “over the lifetime of the development”, which would be difficult to monitor.*

*It is considered that the last sentence that begins “consideration should be given to encouraging energy efficient buildings...” should be strengthened if local planning authorities are to positively encourage such proposals. However, it is unclear whether this is consistent with paragraph 1.29 in that planning policies should not replicate or cut across matters, which are the scope of other legislative requirements (such as Building Regulations).*

2.10 Delivering Sustainable Development

- 2.11 Paragraph 1.22 outlines that planning policies should seek to achieve a number of specific objectives for sustainable development and sustainable communities, as follows:

- Promoting urban and rural regeneration;
- Promoting regional, sub-regional and local economies;
- Promoting communities which are inclusive, healthy, safe and crime free;

- Bringing forward sufficient land of a suitable quality in the right locations;
- Giving high priority to ensuring access for all to jobs, health, education, shops, leisure and community facilities;
- Focusing developments that attract a large number of people, especially retail development, in existing centres;
- Protecting biodiversity and recognising the causes and impacts of climate change, pollution, and waste and resource management;
- Promoting the more efficient use of land; and
- Reducing the need to travel.

**Comment**

***The penultimate bullet point, "promoting the more efficient use of land", states that "planning should actively seek" to get vacant and underused previously developed land and buildings back into beneficial use. This is considered to be a somewhat onerous target given the need to safeguard land for future use. Perhaps it should be reworded to state, "priority should be given to" rather than "actively seek to".***

2.13 Integrating the Four Aims of Sustainable Development

- 2.14 Paragraph 1.24 states that in certain circumstances, a planning authority may consider that extra weight should be given in its policies to an economic, social or environmental objective as against the others, having regard to national policy and taking account of any other material considerations.

**Comment**

***There are some concerns with the balance of this paragraph. There may be occasions where this could have the undesired effect of economic factors taking precedence over environmental factors, and great care will be required in weighting the individual factors at stake.***

2.15 Sustainable Development and Design

- 2.16 Paragraph 1.27 outlines the importance of high quality design in ensuring usable, durable and adaptable places which is a key element in achieving sustainable development.

**Comment**

***There is concern that in moving much of the commentary relating to design to an accompanying Annex, it may not be offered the same weight as the current PPG1. Whilst it is encouraging that wording critical of poor design has been retained in the section, there is still concern that there is no reference here or in the Annex to the importance of design statements or concept statements.***

***Paragraph 1.27 is also weak in terms of its reference to the need to design inclusive, accessible buildings, and should refer specifically to the requirements of the Disability Discrimination Act 1995 (although it is acknowledged that Annex C, paragraph 5, does briefly refer to the DDA).***

3.0 Spatial Planning

- 3.1 Paragraphs 1.29 and 1.30 outline that via Regional Spatial Strategies and Local Development Documents, spatial planning will go beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and how they function.

**Comment**

***This section needs clarification and clear examples, in order for it to become meaningful in terms of formulating planning policy. It is thought that it might refer to proposals within a community strategy which would have a spatial element, or where a general need had been identified for a new facility within a locality, for which a specific site allocation could not yet be made (e.g. the identified future need for a new doctors surgery, education, or community facility). Such general requirements could be identified in the core strategy. The last sentence of the final bullet point of paragraph 1.30 alludes to this.***

- 3.2 Paragraph 1.31 indicates that while the RSS and Development Plan Documents should incorporate spatial planning objectives, "only policies which can be implemented through the granting of planning permission can form the frameworks for decisions under Clause 37 of the Planning and Compulsory Purchase Bill" (the equivalent of S.54A of the 1990 Planning Act).

**Comment**

***It is assumed that this means that LDDs can include spatial policies, but that these policies cannot be used in determining planning applications. Greater clarity would be welcomed within this paragraph, in the context of what has already been set out in paragraphs 1.29 and 1.30.***

***Section 1.3 of draft PPS12 relating to spatial strategy content, provides a far more clearly worded approach towards the role of LDDs in spatial planning, and some consistency needs to be adopted in the equivalent section in draft PPS1.***

4.0 Community Involvement in Planning

- 4.1 Paragraph 1.32 refers to the Statement of Community Involvement, which will set out the policies for involving the community in preparing LDDs, and on consulting on planning applications.

**Comment**

***The inference is this applies to all planning applications. However, the wording in draft PPS12, paragraph 3.1.4, clearly refers to significant development control decisions. There is an inconsistency here that needs clarifying.***

- 4.2 Paragraphs 1.33 and 1.35 refer to peoples' rights in the planning process, and the need for the planning system to be transparent, accessible, and accountable with opportunities for redress.

**Comment**

***A reference to the Human Rights legislation should be added to this section.***

- 4.3 Paragraphs 1.37 to 1.39 outline the principles of community involvement in planning that planning authorities should adopt, including the need to introduce methods of involvement that are appropriate to the level of planning, and to front load that involvement as much as possible.

**Comment**

***Reference should be made here about the need to be realistic about the proposals and options that can be put forward, in order to avoid raising expectation, and causing consultation fatigue and a disenchantment with the process if the community's ideas are not implemented. This said, the reference to "front loading" community involvement in the participation process is welcomed.***

- 4.4 Paragraph 1.37 lists the processes required for effective community involvement, including notifying and informing communities about policies and proposals in good time, and enabling communities to put forward their own ideas and participate in developing proposals and options.

**Comment**

***The paragraph also states in one word the need for “feedback”, but it is unclear what this means. This should be expanded to refer to the need for clear lines and methods of communication to enable the process of reporting back to the community, and vice versa.***

- 4.5 Paragraph 1.39 lists the principles of community involvement in detail.

**Comment**

***The final sentence of the fourth bullet point makes reference to avoiding a “tick box mentality” in terms of consultation methods. This seems a rather unhelpful and cynical statement, which should not be included in a document of such widespread influence.***

**Formal Comments on "the draft environmental assessment of plans and programmes regulations 2004"**

**Questions raised by the consultation draft**

1. **Are there other environmental authorities that you think should be designated under Regulation 4, who should be consulted either (i) in respect of all plans and programmes to which the regulations apply, or (ii) in respect of certain types of plans and programmes?**

**Q1 Response:**

- a. The Committee may wish to add the following comment – 'and any other authority or body deemed appropriate and necessary to contribute to the effective assessment of the plan or programme being assessed' as the objective of this directive is "...a view to promoting sustainable development,..."
2. **Since Article 3 of the Directive permits screening by specifying types of plans and programmes as well as on a case by case basis, are there any types of plans or programmes which you think should (i) require an assessment under these regulations in every case, or (b) not require an assessment in every case?**

**Q2 Response:**

- a. Article 3 is quite explicit in what plans or programmes require assessment, and the wording on the regulation 9 currently as drafted is sufficiently clear in what is required by a determination.
3. **Do you consider it suitable to have a general requirement as provided in Regulation 11, whereby it is left to responsible authorities to decide the detail of how determinations under Regulation 9 are made available to the public? Are there particular means of making determinations available which should be specified in the regulation? If so, would they apply in all or only some case?**

**Q3 Response:**

- a. It is considered that publication of all determinations are linked to the **e-government strategy** in addition to, the physical planning registry available to the public at responsible authorities main offices.
4. **In Regulation 12, should a time limit be specified for consultation bodies to advise on the scope and level of detail to be included in an environmental report. If so, what should the time frame be?**

**Q4 Response:**

- a. The 5 week time limit is acceptable and must remain in order to protect the management of the project.
5. **Is it appropriate for Regulation 13 to specify a minimum period of 28 days for consulting on the draft plan or programme and environmental report, whilst leaving the upper time limit to be determined by responsible authorities according to the circumstances of each case?**

**Q5 Response:**

- a. The minimum time of 28 days is acceptable.

6. Do you agree that views expressed by any member of the public, whether or not specifically identified as having an interest or likely to be affected by the implementation of the plan or programme concerned, should be taken into account by the responsible authority during the preparation of the plan or programme?

**Q6 Response:**

- a. There does appear to be some ambiguity in the regulation and this could be removed by using the wording of Article 6 – it is important to emphasise that the SEA process looks at significant effects.

7. Regulation 16 imposes a general obligation on responsible authorities to bring details of an adopted plan or programme to the attention of the public. Do you consider a general requirement to be appropriate? Are there specific ways the information could be made available which you think should be included in the regulation?

**Q7 Response:**

- a. The general requirements are appropriate and information being available at Council main offices and online as per usual will suffice.

8. Regulation 17 Article 10 monitoring

**Q8 Response:**

- a. The obligation for monitoring to be placed on responsible authorities is acceptable. However, the obligation on the collection and supply of the data should be explicitly required from the promoter of the significant impact.

**Indicative criteria to determine whether an appeal is suitable to be decided following written representations, hearing or an inquiry**

Appeals considered suitable for the **written procedure** should satisfy **all** of the following criteria:

- the appeal is straightforward and capable of being dealt with by an exchange of correspondence and a visit to the site by an Inspector;
- a claim for costs is not likely to be made against the other party;
- the decision is likely to turn on questions of straightforward planning judgement;
- the issues are clear and uncomplicated;
- there is no likelihood that any cross-examination will be required;
- considerable local opposition to the proposed development is not anticipated which would justify the third parties making their case at an inquiry.

Appeals considered suitable for a **hearing** should satisfy **all** of the following:

- they should not fall within the indicative criteria for written representation appeals;
- the duration of the hearing is not anticipated to last longer than 1 day;
- the details in dispute could be more appropriately discussed informally in a hearing than in the formal forum of an inquiry;
- there is no likelihood of substantial formal cross-examination being required;
- there is little third party interest.

Appeals considered suitable for an **inquiry** should satisfy the following:

- they should not fall within the indicative criteria described above for appeals by written representations or hearings;
- notwithstanding that those criteria may be met in either case, there being some other reason which justifies the holding of an inquiry as the more appropriate method.

PLANNING APPLICATIONS DETERMINED BY  
 \*\*\*\*\*  
 DIRECTOR OF TECHNICAL SERVICES  
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FROM 12TH TO 23RD APRIL 2004

<u>APP. NO.</u>	<u>LOCATION AND PROPOSAL FOLLOWED BY DECISION</u>
03/0994	Lynedale, Longcross Road, Longcross, Chertsey Formation of self-contained residential flat. <b>DECISION: GRANT CERTIFICATE OF EXISTING LAWFULNESS</b>
03/1267	Central Veterinary Laboratory, Woodham Lane, New Haw, Addlestone Erection of Gas Governor housing to accommodate gas supply equipment. (Circular 18/84 Notification) <b>DECISION: NO OBJECTION</b>
04/0016	Woodlands, Faris Lane, Woodham, Addlestone Works to Oak trees. <b>DECISION: GRANT</b>
04/0209	50 South Avenue, Egham Certificate of Proposed Lawfulness for a single storey rear extension. <b>DECISION: GRANT CERTIFICATE FOR PROPOSED LAWFUL DEVELOPMENT</b>
04/0224	Chiquito Mexican Restaurant, London Road, Virginia Water Erection of first floor front, side and rear extensions and new chimney following the demolition of existing first floor front conservatory and store. <b>DECISION: REFUSE</b>
04/0228	24 Harvest Road, Englefield Green Certificate of Proposed Lawfulness for loft conversion and installation of rear dormers. <b>DECISION: GRANT CERTIFICATE FOR PROPOSED LAWFUL DEVELOPMENT</b>
04/0231	5 Homefield Close, Woodham, Addlestone Erection of two storey side extensions, conservatory to rear and detached garage following demolition of existing garage. <b>DECISION: GRANT</b>

APP. NO.      LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 04/0232      3 Colebrook, Ottershaw  
Erection of single storey side extension following demolition of existing lean-to.  
**DECISION:            GRANT**
- 04/0234      44A Grove Road, Chertsey  
Erection of single storey rear extension following demolition of existing garage.  
**DECISION:            GRANT**
- 04/0236      Amberley, Hurst Lane, Egham  
Erection of rear conservatory.  
**DECISION:            REFUSE**
- 04/0237      83 Wendover Road, Staines  
Erection of a single storey front extension.  
**DECISION:            GRANT**
- 04/0241      7 Weir Place, Staines  
Erection of a single storey side extension following demolition of existing sun lounge, alterations to roof to provide habitable accommodation with pitched roof over and insertion of dormer windows.  
**DECISION:            GRANT**
- 04/0243      55 Bridge Road, Chertsey  
Erection of first floor side and rear extension, single storey side and rear extension and front porch. (Revised plans 09/04/04.)  
**DECISION:            GRANT**
- 04/0245      233 Chertsey Road, Addlestone  
Erection of first floor side extension and formation of first floor rear conservatory.  
**DECISION:            REFUSE**
- 04/0248      CTI's Blacknest Site, Blacknest Road, Virginia Water  
Full planning permission for telecommunication mast share comprising increase in existing mast by 3 metres for the installation of 3 antennae and erection of ancillary equipment cabinet within existing compound.  
**DECISION:            GRANT**

APP. NO.      LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 04/0250      3 Coldharbour Close, Egham  
Erection of a single storey rear extension.  
**DECISION:            GRANT**
- 04/0251      Land at Byfleet Road, New Haw  
Erection of a 14m high mast incorporating 3 antennae and 2 radio equipment  
cabinets. (Prior Approval Determination)  
**DECISION:            REFUSAL OF PRIOR APPROVAL DETAILS**
- 04/0252      The Laurels, Devils Lane, Egham  
Loft conversion to form habitable accommodation incorporating a rear  
dormer window and a rooflight to side elevation.  
**DECISION:            REFUSE**
- 04/0254      14 Warwick Deeping, Ottershaw, Chertsey  
Erection of single storey rear extension and front porch.  
**DECISION:            GRANT**
- 04/0256      9 Howards Lane, Addlestone  
Erection of single storey in-fill extension between existing bungalow and  
garage.  
**DECISION:            REFUSE**
- 04/0257      13 Dudley Close, Addlestone  
Erection of single storey side and rear extension and roof alterations with  
insertion of rooflights to allow accommodation at first floor level.  
**DECISION:            GRANT**
- 04/0259      24 Cobs Way, New Haw, Addlestone  
Erection of part two storey, part single storey rear and side extension  
incorporating rooflights and single storey front extension following demolition  
of existing garage.  
**DECISION:            REFUSE**
- 04/0261      3 Crockford Close, Addlestone  
Erection of rear conservatory.  
**DECISION:            GRANT**

APP. NO.      LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 04/0262      Twin Oaks, 9 Wilson Drive, Ottershaw, Chertsey  
Erection of single storey side extension with insertion of rooflights to incorporate garage extension and conversion of part of existing garage to habitable accommodation.  
**DECISION:            GRANT**
- 04/0263      20 Badgers Hill, Virginia Water  
Erection of detached two storey dwelling with rooms in roofspace and attached double garage following demolition of existing dwelling.  
**DECISION:            GRANT**
- 04/0264      35 The Crescent, Egham  
Roof extensions involving hip to gable and rear dormer window extensions and conversion of roofspace to living accommodation.  
**DECISION:            GRANT CERTIFICATE OF PROPOSED LAWFUL DEVELOPMENT**
- 04/0267      Fort Belvedere, London Road, Sunninghill, Ascot  
Removal of fibrous plaster perimeter coving and coving trough in drawing room to repaired cornice.  
**DECISION:            GRANT**
- 04/0268      Croft Cottage, 192 Brox Road, Ottershaw, Chertsey  
Erection of front porch (Listed Building Consent).  
**DECISION:            GRANT**
- 04/0269      Croft Cottage, 192 Brox Road, Ottershaw, Chertsey  
Erection of front porch following demolition of existing.  
**DECISION:            GRANT**
- 04/0270      2 Firfield Road, Addlestone  
Erection of first floor rear extension.  
**DECISION:            GRANT**
- 04/0272      162 Orchard Way, Addlestone  
Erection of two storey side extension.  
**DECISION:            GRANT**
- 04/0273      10 Lynwood Avenue, Egham  
Erection of a single storey rear extension. (Revision to planning permission RU.03/1432)  
**DECISION:            GRANT**

<u>APP. NO.</u>	<u>LOCATION AND PROPOSAL FOLLOWED BY DECISION</u>
04/0275	4 Armstrong Road, Englefield Green Erection of a conservatory to the rear. <b>DECISION: GRANT</b>
04/0279	57 Grove Road, Chertsey Erection of first floor rear extension and insertion of Juliet balcony to rear. <b>DECISION: GRANT</b>
04/0281	Pycroft Grange Primary School, Pycroft Road, Chertsey Construction of floodlit macadam surfaced multi-use games area 37m x 18.5m for school and community use with 3m high weldmesh fencing and 4 x 10m high floodlight columns. <b>DECISION: OBJECT</b>
04/0285	33 Friars Way, Chertsey Works to Whitebeam tree. <b>DECISION: GRANT</b>
04/0287	33 Friars Way, Chertsey Removal of 2 Silver Birch trees. <b>DECISION: GRANT</b>
04/0289	28 Chapel Grove, Addlestone Erection of part two storey, part first floor and single storey rear extension with insertion of dormer window in rear elevation. <b>DECISION: GRANT</b>
04/0293	18 Hillcrest Avenue, Chertsey Erection of rear conservatory. <b>DECISION: GRANT</b>
04/0294	8 Mawbey Road, Ottershaw, Chertsey Conversion of part of garage to habitable accommodation. <b>DECISION: GRANT</b>
04/0297	52 South Avenue, Egham Erection of first floor rear extension to allow additional habitable accommodation in roof space and insertion of dormer window. <b>DECISION: GRANT</b>

APP. NO.      LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 04/0309      Land r/o 41 Queens Road, Egham  
Erection of 4 two/three storey 3 bedroom semi-detached houses and  
creation of access and parking area following demolition of existing extension  
and outbuilding to No. 41. (Outline application)  
**DECISION:            REFUSE**
- 04/0313      61 Harpesford Avenue, Virginia Water  
Erection of a rear conservatory.  
**DECISION:            GRANT**
- 04/0390      Whittets Ait, Jessamy Road, Weybridge  
Installation of new floating pontoons in River Wey and tank protection works  
following removal of existing dilapidated moorings.  
**DECISION:            NO OBJECTION**

DELEGATED DECISIONS IN CONSULTATION WITH CHAIRMAN & VICE-CHAIRMAN

APP. NO.      LOCATION AND PROPOSAL FOLLOWED BY DECISION

04/0240      13 Albert Road, Englefield Green, Egham  
Erection of single storey side extension.  
**DECISION:            GRANT**

04/0282      22 Crosslands, Chertsey  
Loft conversion to allow habitable accommodation incorporating rooflights  
and alterations to roof from hipped to gable end at rear.  
**DECISION:            GRANT**