

Taylor Wimpey – Green Lane, Chertsey

7th January 2021 Online Community Consultation Question and Answers

On the **7th January 2021** we held our online community consultation event for Green Lane, Chertsey. At this event we presented our initial masterplan for the site as well as key considerations that have been assessed in forming this masterplan.

We would like to thank everyone who managed to attend the session, we really appreciate all the questions that were submitted during the event and we endeavoured to answer as many as we could. However, due to time constraints it was not possible to get through all of the questions.

We greatly appreciate your feedback and it is important to us that we answer all questions that were asked. Thus, we have put together this Question and Answers document to provide the answers to all your questions.

This document has been separated into key topics from your feedback and includes the questions asked by the public during the community consultation events within each of these key topic sections for ease of references. Due to the number of questions, we have consolidate some that were similar in scope into under questions of the same topic.

We appreciate your understanding that due to these unprecedented times and restrictions on large gatherings we opted for the online community consultation as a means of engaging with you all.

If you have a question we haven't covered in this document, you can contact us at **07735 136371**

You can also watch the recording of our community events at [Green Lane, Chertsey](#) if you didn't get a chance to attend. Here you can fill out a feedback form to let us know what you think of the plans and what you would like to see included within the development.

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Questions for Taylor Wimpey

| Questions | Answers |
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| Please can I have a copy of the of the slides? | The recording of our online consultation event is available to view on our dedicated site website - www.greenlanechertsey.co.uk |
| Will all the houses be sold as freehold or leasehold? | All of the private homes will be freehold. All of the flats will be leasehold. |



Planning Context

| Questions | Answers |
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| <p>With regards to timescale, the 2023-2026 for delivery – is that for completion target or work to commence in 2023?</p> <ul style="list-style-type: none"> <i>When will Taylor Wimpey be intending to start the development? How long will it take to build?</i> <i>What timescales are you looking at?</i> | <p>Ideally, we would be looking to complete the development between 2023 and 2026. We would be looking to start on-site sometime in 2022, with first completions coming out towards the end of the year and the start of 2023. We estimate that it will be a three-year build programme to complete the 149 homes.</p> |
| <p>With a three year build programme, how will you minimise disruption from builders and noise? Is there any way of complaining if/when the builders are inconsiderate? How will it be managed?</p> | <p>There will likely be a planning condition required on any planning consent that will require a Construction management plan to be agreed with the local authority. This would usually contain controls on working hours, build period, making sure that contractor parking, mud, and deliveries do not cause any significant local issues. It would also contain details of our site manager who can be contacted daily.</p> |
| <p>If the local authority is requiring a minimum of 175 houses, why is the plan only for 149? Will this cause the plans to be rejected?</p> | <p>In relation to the quantum of development, the Local Plan was based on evidence that was available at that time and it's only since the adoption of the Local Plan and the preparation of the planning application in earnest, that more detailed evidence on the myriad technical considerations that you've heard about, has been produced. It is the consequence of that, that has led to the figure of 149. To the answer the second part of the question, the figure of 175 is only one part of the Local Plan and the Council's job in determining the application will be to consider the scheme against the Local Plan as a whole. That will include, for example, policies in relation to design and the other technical considerations. So, it should have no consequence on the plans being rejected.</p> |
| <p>Do you have any plans to invest in the local community around the Green Lane site?</p> <ul style="list-style-type: none"> <i>What about overloading the local facilities ie school doctors etc...</i> | <p>The answer is yes. The council often require section 106 agreements from developers on these major sites. There certainly will be one for this site and broken down in there will be a lot of contributions towards whatever the borough sees fit in terms of causes to contribute towards.</p> |

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| <ul style="list-style-type: none"> • <i>What provisions are being considered for the additional population in regards to further health centres and schools in the area?</i> • <i>What provision is being made for a new Health Centre, a Community Centre and New School Placements?</i> • <i>Schools around the proposed site are already at maximum capacity, what provisions have you put in place for this?</i> | <p>The borough council and the county council will identify those pieces of infrastructure in local area which they consider are necessary in relation to this development, this application and the extent to which any contributions or other improvements are required. Guidance of that subject is set out in Runnymede borough council's draft infrastructure SPD and funding is also provided through the Community Infrastructure Levy.</p> |
| <p>You show Fairoaks developments and Martyrs Lane - I am not aware that these have approval?</p> | <p>This plan was taken from the RBC A320 Corridor Study and should not be read as confirming any development on Fairoaks and Martyrs Lane. Later versions of the A320 corridor study removed these sites.</p> |
| <p>What does the community hub consist off? Can local residents have a say with regards to what the hub will look like?</p> <ul style="list-style-type: none"> • <i>Will there be parking for the community hub?</i> | <p>The Planning application in the Local Plan requires Taylor Wimpey to make provisions for 0.1 hectares of land for the provision of the Community Hub. There have been some discussions with Taylor Wimpey and the planning officers at the council to understand what form that might take. That is a matter for them because they will be responsible ultimately for deciding what form and function that site takes and the use it is put to.</p> |
| <p>What proposed percentage of housing will be social housing?</p> <ul style="list-style-type: none"> • <i>Can you advise why, especially given the proximity to the hospital, only 35% of housing is to be affordable?</i> • <i>Are all the house and flats going to be private or are they going to be council. Also will they be up to let or buy only?</i> | <p>We are providing the policy compliant 35% affordable housing on the scheme in the form of a variety of houses and flats. This will be split in to both affordable rent and shared ownership properties.</p> |
| <p>How does the development impact local healthcare services such as doctor's surgeries and have they been consulted already?</p> | <p>Runnymede Borough Council will collect \$106 and Community Infrastructure Levy contributions from developments such as this. The local authority produced as part of its Local Plan, an Infrastructure Delivery Plan setting out how all sorts of local community facilities and infrastructure will be funded, in order to accommodate the additional needs generated by development. One of the key reasons is to ensure it is done in a coordinated manner to accommodate all of the sites that come forward, rather than individual ones. That is the mechanism by which improvements are made.</p> |
| <p>When will you be developing the Gypsy/Traveller site?</p> | <p>Discussions are ongoing with the planning officers at Runnymede Borough Council in relation to the Gypsy and Traveller pitches. They will be proposed as part of</p> |

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| | <p>this planning application in an Outline form. The final details of them can be confirmed in due course. In terms of the actual delivery of them, it is premature at this stage to confirm when that would actually be provided.</p> |
| <p>We understand that there needs to be sites for travellers but why would you put a site so close to the new developments?</p> <ul style="list-style-type: none"> <i>You are providing land for traveller pitches, how many and where are they to be located?</i> | <p>The Local Plan allocation for this site requires the provision of 5 gypsy and traveller pitches. The draft layout includes these pitches at the northern end of the site.</p> |
| <p>How will the development impact local refuse disposal services?</p> | <p>Residential developments such as this mitigate their impact in various ways, including where necessary through S106 contributions and Community Infrastructure Levy towards local infrastructure. In addition, other services are supported by the Council Tax revenue generated by the new households.</p> <p>Suitable turning areas are provided for refuse vehicles to enter the site and traverse around and this has been tracked to ensure refuse can be suitably collected from all properties</p> |



Masterplan

| Questions | Answers |
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| <p>Who will be responsible for the upkeep and maintenance cost for the open spaces shown on the Plan?</p> | <p>As we progress to submit the planning application, we will be discussing with Runnymede Borough Council the option for them to potentially take on the management of the open space areas. However, given the scale of these spaces, it is quite likely they will not be adopted by Runnymede and thus they will be maintained by a management company. This will be set up by Taylor Wimpey on behalf of the residents which will be paid for by an annual service charge on each of the new homes.</p> |
| <p>Will the electrical supply infrastructure to the estate be sufficient for electric heating and gas supply when the gas supplies are phased out?</p> <ul style="list-style-type: none"> • <i>Is the housing going to be heated via gas or more environmentally friendly sources such as ground heat pumps or solar etc?</i> • <i>Have you considered installing GS Heat pumps rather than gas boilers?</i> | <p>We have been quite conservative in our allocations and approach to the local power distribution, UK power networks. We are providing a new sub-station within our site to accommodate the additional loadings.</p> <p>In terms of when gas supplies are phased out that is a common thought process were having on all sites at the moment. So sub-stations have to be adequate to accommodate that capacity.</p> |
| <p>What is the total NO. of bedrooms on site? How many 1, 2, 3 and 4-bedroom dwellings are there?</p> | <p>There is a mix on the site layout plan. There is a big mix of dwellings on there and you will be able to see them once the application is submitted in due course.</p> |
| <p>Is there any provisions for local shops and schools on site?</p> | <p>No. The site is not of a scale sufficient to accommodate shops and schools, and the Local Plan and Infrastructure Delivery Plan do not require this.</p> |
| <p>How many flats are proposed?</p> <ul style="list-style-type: none"> • <i>Unit types, you state "outward facing houses" but appear to only detail 110 houses but four "blocks" of assumed flats?</i> | <p>There are 110 houses and 39 flats proposed on the site.</p> |

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| <p>Can you confirm each houses provides 10.60m rear garden depths, the stated RBC minimum rear garden depth?</p> | <p>Yes, all gardens have a minimum length of 10.6m</p> |
| <p>Why are three new “ponds” shown as none currently exist?</p> | <p>These are attenuation basins designed to collect surface water run-off and to then discharge that water at the existing greenfield rate. One basin will be permanently wet (near the site entrance) whilst the other two will be predominantly dry during the drier months of the year.</p> |
| <p>Will the existing footpath be removed or re-routed as this is not made clear on the plan?</p> | <p>The existing public right of way will be maintained along its legal alignment.</p> |
| <p>What will the strength of street lighting be on the development?</p> | <p>Street lighting within the development will meet SCCs highway adoption requirements.</p> |



Transport

| Questions | Answers |
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| <p>Regarding pollution and air quality for Green Lane, how many cars per household are built into the model?</p> | <p>The air quality modelling has been informed by traffic assessments which consider the likely levels and distribution of traffic that the site will generate.</p> <p>Generally, car ownership rates are about 1.5 cars per household. Some people own less, some people own more. However, whilst some people might own two cars these are not normally used at the same time.</p> <p>What we project is at what points of the day people will travel, how many trips will they make and where they're likely to go. We estimate traffic generation based on information contained in the national TRICS database (which includes many different surveys of sites which have been built). This allows us to have good confidence in the amounts of traffic the sites will generate.</p> <p>In terms of how much the site will generate, it's around 90 vehicles in the busiest hours. Clearly in the hours in between, the non-peak hours, the site will still generate some traffic but at a lesser volume. It is those figures which are fed into the noise and air quality assessments</p> |
| <p>Are there any plans to reduce the noise from the M25 by replacing with noise reduction asphalt?</p> | <p>The answer is no. The main mitigation measures in terms of reducing noise impacts from the M25 is the installation of the noise barrier along the boundary to the motorway. The surfacing of the M25 is a matter for Highways England to consider.</p> |
| <p>Are you promising the A320 improvements will be completed before the housing development is completed?</p> | <p>Runnymede is in a really fortunate position. Through the Local Plan process, the A320 study and the work done with Highways England on the M25f the infrastructure that will be needed to support the Local Plan has been identified and, unlike many areas, forward funding through the Housing</p> |

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| | <p>Infrastructure Fund (HIF) has been secured. Runnymede and Surrey were successful in achieving £45 million worth of funding to bring those works forward at an early stage. Normally, if you look at a local plan, the key infrastructure might be delivered over a 20-year period. That won't be the case here. The HIF allows Surrey as the delivery authority to bring those improvements forward. It also sets really strict timescales in terms of when they can do that. The HIF must be spent by April 2024. So, within the next 3 years, those works will be completed. What that means is that infrastructure needed to accommodate the traffic from all the Local Plan sites, many of which won't be delivered by that 2024 timescale, will be in place ahead of the development being completed. In the case of the Green Lane site, it is expected that the site will be completed in 2026. Providing there is no significant slippage on Surrey's behalf in terms of delivery those works, the answer is yes.</p> |
| <p>Will all the residences have provision for electric car charging?</p> <ul style="list-style-type: none"> <i>Will there be any electric car charging points for public use?</i> | <p>Surrey County Council will be expecting electrical vehicle charging points across the development site. We will be required to make sure all houses do have access to electric vehicle charging points.</p> |
| <p>The issue with the extra traffic is that when you add each of the parcels of development together they form a massive impact on the traffic, the flood plain, the water supply infrastructure and the electricity supply infrastructure - while each individual development is small when you add them all together it is significant - what is the plan for reducing the overall impact to the local area?</p> <ul style="list-style-type: none"> <i>a huge amount of traffic comes down Bittams lane towards the M25 - there are permanent queues at peak time from Green Lane to Guildford Road. And there are plans for a new development on Bittams Lane.</i> | <p>In relation to traffic impacts, the cumulative impact of all of the development proposed in the Local Plan has been considered and this has been used to inform the improvements needed to the A320 corridor and M25 Junction 11.</p> <p>The A320 improvements include improvement of the A320 / Bittams Lane / St Peters Hospital junction, albeit this will be delivered directly by the Hospital site. This will improve the capacity of the junction and is expected to reduce any existing issues with accessing the A320 corridor.</p> |
| <p>Will there be any traffic control coming out of the site? Green Lane is a fairly busy road to turn onto especially around school drop-off time.</p> <ul style="list-style-type: none"> <i>At peak times Green Lane is completely grid-locked – How can this development possibly help this situation?</i> | <p>We've carried out a number of surveys on Green Lane to understand the volume of traffic and speed of traffic. That allows us to identify the most appropriate form of junction. What we are proposing is a priority junction similar to that at Bretlands Road and Bittams Lane that already exist along Green Lane.</p> |

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| <ul style="list-style-type: none"> • <i>With the increased traffic from the new residential site, what traffic calming measures will be adopted along Green Lane?</i> • <i>There is already heavy queuing at Green Land/A320 junction what do you mean by road improvements?</i> • <i>Because of the increase in traffic, does TW agree that traffic calming measures are required on Green Lane?</i> • <i>The development will create increased traffic coming out onto Green Lane. There will be a safety risk due to the single exit being close to Bittams Lane and the general level of traffic coming along Green Lane. Would the exit be safer if placed further west, away from Bittams Lane?</i> | <p>We have also carried out a series of modelling assessments to see whether that junction will work in the future. The results show that a priority junction is sufficient. In many ways it's more appropriate too, by using a priority arrangement which gives the right of way to vehicles travelling along Green Lane, we don't interfere with that free flow of traffic. Whereas, if you were to put traffic lights or roundabouts in, it would introduce delays to people that aren't concerned with the development. Surrey County Council has agreed that it is the right from of junction to serve the scheme.</p> <p>The access has been located to provide sufficient separation to Bittams Lane and meets necessary design and safety standards. The works will necessitate the relocation of the speed limit transition further east, which will help to reduce traffic speeds on approach to the built area.</p> <p>Existing issues in accessing the A320 corridor from Green Lane will be addressed through the delivery of the AA320 corridor improvements, which includes a major junction improvement at A320 / Green Lane / Holloway Hill. SCC will deliver the scheme by April 2024.</p> |
| <p>How many parking spaces are allocated per house?</p> <ul style="list-style-type: none"> • <i>How much parking space will each dwelling have?</i> | <p>We are required to comply with the relevant policy. Runnymede has a parking standards policy. It dates back to 2001. So, it's quite old now. What that requires is a maximum of 1 space per 1-bed dwelling and 2 spaces per 2,3 and 4-bed dwellings. The plans that we have currently presented show slightly more than that by including garages for the larger family houses, a good proportion of which are used for parking of vehicles. They are maximum standards in the Runnymede guidance, but we are proposing to provide more recognising that car ownership rates are a bit higher than the old standards. We're providing 1 space for the 1-bed dwelling and at least 2 spaces for the other dwellings, many of which have 3 with a garage. What we're also doing which isn't part of the policy, is we're also looking to provide a generous amount of visitor parking provision around the site acknowledging people do come and visit people within these houses and they need somewhere to park. The combination of the visitor parking and provision on site will mean that there is enough parking for people that live there and it will be at a level that means no incentive for people to park off-site on local roads.</p> |

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| <p>Is there a footbridge that carries the footpath across the M25?</p> | <p>There is an existing lit underpass on the alignment of the public right of way to the north-east corner of the site.</p> |
| <p>Bittams Lane is used as a short cut to the M25, plenty of accidents and near misses. Can we have your support to re look at the road and consider any further changes? i.e. one way from st. peters hospital.</p> <ul style="list-style-type: none"> • <i>What is being done to improve Bittams Lane which is too narrow for the present level of traffic?</i> | <p>The development at Green Lane is not expected to generate significant levels of traffic on Bittams Lane. The improvement of the A320 / Green Lane / Holloway Hill junction, to reduce congestion, will mean this is the faster and more likely route.</p> <p>SCC would need to be engaged to consider any improvements that may be needed to Bittams Lane.</p> |
| <p>Traffic congestion from the St Peter's roundabout (esp. towards Woking) is already very bad. What plans are there for supporting the additional traffic this plan if delivered will generate?</p> | <p>The A320 Corridor improvements include improvement of the A320 / St Peters roundabout. A scheme has been agreed to increase capacity and this will be delivered by the Hospital as part of its planning consent for development of the campus.</p> |
| <p>With the promotion of walking & cycling will plans include pedestrian and cycle crossing provisions?</p> | <p>The development promotes sustainable travel, including walking and cycling. The rights of way passing through the site will be improved and upgraded and new connections from the site to Green lane are provided, including crossing points located where visibility is good. A Travel Plan will be implemented to encourage residents to walk and cycle more where this is realistic.</p> |



Landscape & Ecology

| Questions | Answers |
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| <p>The storm drainage ditch that runs alongside the footpath parallel to Elysian School grounds and then drains out into a concrete culvert under Elm Tree Close and eventually into Green Lane. Will this be retained?</p> | <p>We intend to retain that ditch. We want to maintain the existing drainage regime in the areas closely as possible. If anything, making it slightly better.</p> |
| <p>The trees bordering the footpath have TPO's on them. Are we going to retain these trees?</p> | <p>Trees covered by the TPO will be retained. What we have been careful to do is develop the layout of the site to ensure all of the housing steps off significantly from those trees to allow them to be retained. For other trees along the boundaries with the neighbouring properties, again, by backing the housing onto the boundary and allowing sufficient space, all of those trees could be retained. The idea really is we've got minimal loss of trees on the site.</p> |
| <p>Will the drainage features be safe for young children to play around? These types of houses will be for families.</p> | <p>The design of the wet pond will be as such that it will be following best practice in terms of the very gentle bank profile, having level areas before you reach the water's edge and then marginal planting to deter people from entering the water. But also, the pond at the site entrance is the opposite end to site of where the play area is proposed and so, there is a real disconnect between where these items are actually sited.</p> |
| <p>I see there are several ponds in the scheme. are these ponds or swales which remain dry most the time? If ponds will they be protected in any way?</p> | <p>These are attenuation basins designed to collect surface water run-off and to then discharge that water at the existing greenfield rate. One basin will be permanently wet (near the site entrance) whilst the other two will be predominantly dry during the drier months of the year. In respect of the wet pond, as we work through the detailed design of the pond, we will be assessing the need for the inclusion of fencing in respect of best practice guidance.</p> |

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| <p>The council Local Plan details this site as being within flood zones 2 & 3, if this correct, has a FRA been prepared, sequential test undertaken?</p> | <p>The site is situated mainly in Flood Zone 1 with the frontage along Green Lane being the only area within Flood Zones 2 & 3. A sequential approach has been taken to designing the development with the developed area being situated outside of the Flood Plain, this is set out within the FRA which will be submitted with the application.</p> |
| <p>You talk about 3 attenuation ponds. Are they sites of open water or something else?</p> <p><i>Will they be open water sites or dry?</i></p> | <p>The attenuation pond near the site access is intended to be a permanently wet feature. The other two within the site are intended to be dry ponds, only filling up during extreme rain events. The idea is we can get as much ecological benefits, on the site entrance, as possible.</p> <p>The size and scale of the pond near the entrance is much more suited to being a permanently wet body of water. We can get maximum biodiversity benefit from it. It's in a good location on the site. It also acts as a very strong visual feature of the entrance to the site. The others are less suitable to be filled permanently with water and will be dry for the majority of the year.</p> |
| <p>Will extra more functional sound barriers be erected along the section of the M25 adjacent to the development?</p> | <p>Yes, it is proposed to provide an additional noise barrier along the length of the site with a height of up to 3.5m, this would provide betterment in terms of noise impact to the site.</p> |



SANG

| Questions | Answers |
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| <p>Is the SANG accessible by foot from this site, it does not appear to be?</p> | <p>The SANG is proposed a short drive away and parking will be made available. The SANG is specifically intended to draw dog walkers and other recreational users who might otherwise drive to the Thames Basin Heaths SPA, and it is well positioned to intercept these trips. Provision of the off-site SANG does not reduce the doorstep opportunities which will be provided for new residents within on-site soft landscaping and connections to the local public footpath network.</p> |

Thank you for taking the time to read this document. If you have any questions please don't hesitate to contact us at **07735 136371**

