

**PLANNING COMMITTEE
27TH OCTOBER 2004**

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PART A



N
 RU: 04/0906
 DATE: 15/10/04
 SCALE 1:1,250

ADDRESS
 16 ADDLESTONE PARK
 ADDLESTONE
 AREA: 807 sq.m
 1

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RU.04/0906	Date reg:	12.08.04	Ward	ADDLESTONE BOURNESIDE
LOCATION:	16 ADDLESTONE PARK, ADDLESTONE			
PROPOSAL:	ERECTION OF 8 FLATS WITH ASSOCIATED PARKING AND LANDSCAPING (AMENDMENTS TO PLANNING APPROVAL RU.03/0181) (ADDITIONAL PLANS RECEIVED 21ST SEPTEMBER 2004)			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Grange Walk Development Ltd			

Local Plan: Policies relevant to the consideration of this application are:

Second Alteration, April 2001: BE2, HO1, HO9, MV4, MV9, NE15

1. Site

- 1.1 The site to which the application relates was until recently a vacant detached bungalow and outbuildings on a plot of 0.07 ha (0.19 acres). The site is within the urban area.
- 1.2 The construction of eight flats granted under planning approval RU.03/0181 is currently being undertaken. The site is located on the western side of Addlestone Park, on the corner with Audley Close. Addlestone Park is a residential street made up of a mixture of dwelling styles and blocks of flats. The application site lies adjacent to Audley House, a four storey flatted development. Audley Close is made up of bungalows.
- 1.3 Following complaints received by the Council's Enforcement Section from nearby residents regarding the construction of the development, it appears that the development is not being built in accordance with the approved plans. This current application has therefore been submitted to regularise the existing unauthorised works.

2. History

- 2.1 *RU.86/0780* Erection of one block of 8 no. one bedroom flats and parking for 12 vehicles – Refused 12.9.86.
- 2.2 *RU.86/1235*: Erection of a two-storey building providing 5 no. one-bedroom flats and 8 parking spaces – Outline Planning Permission Granted on 13.1.87
- 2.3 *RU.00/1207*: Erection of four two-storey semi-detached town houses following the demolition of the existing dwelling – Withdrawn 19.1.01

- 2.4 *RU.01/0585* : Demolition of existing dwelling and erection of two three-storey dwellings and a bungalow with associated parking and landscaping – Withdrawn 13.7.01
- 2.5 *RU.01/0586* : Demolition of existing dwellings and erection of two dwellings with garages – Withdrawn 13.7.01
- 2.6 *RU.01/0975* : Demolition of existing dwelling and erection of two four-bedroom dwellings with associated parking and landscaping (revised plans received 16.10.01) – Granted 12.11.01.
- 2.7 *RU.02/0283* Erection of six flats – Granted subject to the completion of a legal agreement to secure dedication of land to become public highway in conjunction with the footway construction. The legal agreement was completed on 25.6.02.
- 2.8 *RU.02/0756* Erection of eight flats – Refused 16th August 2002. It was considered that by reason of its form, design and number of units the proposals would constitute an overdevelopment of the site, out of keeping with the character of the streetscene, detrimental to the amenities of neighbouring properties. An appeal was dismissed on 15.1.03.
- 2.9 *RU.02/1167* Erection of eight flats – Refused 20.11.02 for the same reasons as above. An appeal was dismissed on 8th April 2003.
- 2.10 *RU.03/0049* Erection of ten residential flats – Refused 5.3.03.
- 2.11 *RU.03/0181* Demolition of existing dwellings and erection of eight flats with associated parking and landscaping granted August 2003.

3. Application

- 3.1 Full planning permission is sought for the erection of eight flats similar to those granted planning permission under *RU.03/0181*. The approved scheme (*RU.03/0181*) indicated the main front gables of the building to be set back approximately 9.2m-9.4m from the back edge of the footpath of Addlestone Park. This element of the building has now been sited 8.8m-9m from the back edge of the pavement, therefore the building has been sited approximately 40cm further forward than approved under *RU.03/0181*.
- 3.2 A ground floor central bay window would also be sited slightly further forward of the rest of the building.

- 3.3 The plans submitted show that the building has also been enlarged at the rear by approximately 0.7m. The single-storey entrance would also extend further to the rear by approximately 1.6m. The increase in size of the building results in an increased footprint of approximately 23 sq m larger than the development which was approved under RU.03/0181.
- 3.4 The height of the building has not changed.
- 3.5 A further parking space has also been provided to the rear of the site, bringing the total to 10 spaces and the bin and cycle store has been reduced in size and relocated closer to the western boundary of the site. This structure would have a pitched roof and a maximum height of 3.4m.
- 3.6 In relation to external changes when compared to the approved scheme, the main alterations relate to windows on the eastern elevation (frontage to Addlestone Park). Ground floor windows have been replaced with french doors. The central dormer window on the second floor is wider but set lower into the roof with no additional glazing when compared to the approved scheme. The central bay window on the ground floor has a slightly higher roof.
- 3.7 In regard to the south elevation facing towards no. 18 Addlestone Park, a first floor window has been deleted. The central dormer window on the second floor has been increased in width which has resulted in more glazing, however it is set lower in the roof and is smaller overall. It would be completely obscurely glazed and would serve bathrooms instead of kitchens. In each hip two small rooflights instead of one would be added. These are smaller than that shown in the previously approved scheme.
- 3.8 The changes in the north-elevation facing towards Audley House are similar to that of the south.
- 3.9 With reference to the west elevation (facing toward the car parking area and no. 11 Audley Close) the central rooflight in the second floor has been replaced by a flat roof dormer window which would have no greater glazing in it than the approved scheme.
- 3.10 The central first floor window has been slightly increased in size and lowered and a small pitched element above deleted. The pitch of the roof to the entrance to the flats below this has been reduced. The roofs above the central windows in the first floor would not be quite as high.

4. Consultations

- 4.1 The application has been advertised in the Council's weekly list of applications and 52 individual letters have been sent out to neighbouring properties. Three letters have been received from the occupier of no. 8 Lincombe Court expressing a number of concerns:

- the development is now further forward than the properties either side;

- a mature tree on neighbouring land has had many branches taken off it;
- loss of privacy;
- parking is already getting worse;
- the approved scheme was an eyesore, and the developer has just done what he wants.

4.2 The County Highways Authority have raised no objections subject to the imposition of specific conditions including that the applicant shall enter into an appropriate legal agreement. This would be to secure the dedication of the land to become public highway in conjunction with the footway construction to the north side of Audley Close which shall be increased to a width of 1.5m. This was a requirement of the earlier approved scheme RU.03/0181.

4.3 Although the Council's Parks and Amenities Officer has not commented on the current application, no objections were raised during the consideration of the earlier applications.

5. Planning Considerations

5.1 The main issues for consideration of this application concern the principle of residential development in this location, the impact of the revised scheme on the street scene and on neighbouring properties, compliance with relevant local plan policies and whether the scheme is acceptable in relation to comments made by the Planning Inspector in appeal decision RU.02/0756.

5.2 This is an established residential site and various residential proposals have been approved, the principle of such development is considered acceptable on this site.

5.3 The building, which is nearly complete, is similar to that approved under RU.03/0181 except for the various changes already mentioned above. This was also similar to application RU.02/0756 which was dismissed at appeal. However during the consideration of that scheme the Inspector did not consider that the block of eight flats would be out of keeping with the surrounding properties or harmful to the character and appearance of the surrounding area. The sole reason for dismissing this appeal was based on concerns regarding loss of privacy and overlooking to residents of nos. 5-8 Lincombe Court from the second floor windows in the proposed flats. The main determining issue for the recently approved scheme RU.03/0181 was therefore consideration of the size of the windows and what rooms they would serve. In these respects that scheme was considered acceptable.

- 5.4 Although the building is now slightly further forward and deeper, in the light of the above it is not considered that these changes have such a significant impact on the streetscene or on neighbouring properties to warrant refusal. The additional car parking space would have no greater impact. The cycle store would be located further to the rear of the site and is considered acceptable.
- 5.5 In relation to the external changes to the building, concerns had been raised in regard to larger windows being inserted in the second floor elevation along the Addlestone Park frontage. However, following discussions with the applicant these have been reduced to what was approved under RU.03/0181 and are now considered acceptable.
- 5.6 In regard to other changes, the introduction of doors on the ground floor are considered acceptable. In relation to the windows in the second floor, whilst the dormers are wider with some additional glazing, they are lower and less bulky. These would also be obscurely glazed along the north and south elevations and partially glazed on the frontage onto Addlestone Park.
- 5.7 The rooflights are smaller and a first floor side window has been deleted. The dormer window to the rear and the various roof changes are not considered to have such a detrimental impact to warrant refusal.
- 5.8 In regard to other third party comments, there is a tree to the front of the site which is located on land at Audley House on Council land. This is not covered by a Tree Preservation Order and there are no other restrictive measures to stop works to this tree, however the Council's Parks and Amenities officer has visited the site and has found the quality of the tree work acceptable.
- 5.9 In relation to parking, a further space has been provided and no objections have been received from the County Highways Authority to this proposal.
- 5.10 Whilst it is regrettable that changes to the approved scheme have been brought forward at this stage, there are no sound planning reasons to withhold permission..
- 5.11 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

Subject to the completion of an appropriate legal agreement to secure dedication of land to become a public highway in connection with the footway construction stated in condition 8 below, **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 the following conditions:

1. Soft Landscape Details (C059)
2. Tree Planting (C052) – delete “No works or development shall take place until” and insert “Prior to first occupation . . .”
3. Within 3 months from the date of this permission further detailed drawings of the proposed refuse and cycle store shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be completed prior to the first occupation of the building hereby approved and retained thereafter unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the occupiers of neighbouring residential properties.

4. The parking spaces shown on the approved plans shall only be used for the parking of vehicles incidental and ancillary to the residential use of the flats hereby permitted and shall thereafter be maintained solely for parking purposes and made available to the occupiers of those properties at all times for such purposes unless the Local Planning Authority otherwise first agrees in writing. In any event the parking spaces shall not be used for the parking/storage of boats, caravans and trailers.

Reason: To preserve the amenities of the neighbourhood and ensure the provision of off-street parking facilities.

5. Boundary Treatment (General) (C061) – delete “No development shall take place until” with “Within 3 months of the date of this permission”
6. The windows of the development hereby permitted which are to be obscurely glazed as indicated on drawing nos. 205B and 206 shall be glazed in obscure glass of Pilkington Texture Glass Level 4 or above, or equivalent, details of which shall be submitted to and approved in writing by the Local Planning Authority. The approved glazing shall thereafter be so maintained and no variation to the approved glass shall be made without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of the privacy and amenity of the adjoining residential properties.

7. The applicant is required to improve visibility along the site frontage as shown on the attached plan. The area within this visibility shall be kept clear of any wall, fence or planting over 600mm in height. Thereafter the area within this visibility splay shall be kept permanently maintained to a specification to be agreed with the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and in recognition of Policies MT2 of the Surrey Structure Plan 1994 and DN2 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004) and Policies MV4 and MV9 of the Runnymede Borough Local Plan, Adopted April 2001.

8. Before first occupation of the development hereby approved, the proposed vehicular access to Audley Close shall be constructed and provided with visibility zones of 2m x 33m to the east and 2m bisecting the corner boundary of the adjoining property of 11 Audley Close, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority. Thereafter all the visibility zones shall be kept permanently clear of any obstruction.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and in recognition of Policies MT2 of the Surrey Structure Plan 1994 and DN2 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004) and Policies MV4 and MV9 of the Runnymede Borough Local Plan, Adopted April 2001.

9. Before any other operations are commenced other than those identified in condition 8 above, the existing public footway to the north side of Audley Close shall be increased to a width of 1.5 metres as shown on the approved plans and as amended thereto.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and in recognition of Policies MT2 of the Surrey Structure Plan 1994 and DN2 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004) and Policies MV4 and MV9 of the Runnymede Borough Local Plan, Adopted April 2001.

10. Parking and Turning/Retention of Parking and Turning (HC6) (a)

11. Restriction of Location of Access (HC4) (d)
12. Any gates on the access are to be set back a minimum of 5m and open into the application site.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and in recognition of Policies MT2 of the Surrey Structure Plan 1994 and DN2 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004) and Policies MV4 and MV9 of the Runnymede Borough Local Plan, Adopted April 2001.

13. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: The above condition is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users and in recognition of Policies MT2 of the Surrey Structure Plan 1994 and DN2 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004) and Policies MV4 and MV9 of the Runnymede Borough Local Plan, Adopted April 2001.

Informatives:

1. S1 (a) PE10, PE9, MT2
(b) SE4, SE9, DN2
(c) HO9, BE2, MV4, MV9
2. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority.
3. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

201	12.8.04
GWD-03/8C/01 rev C	5.10.04
GWD-03/8C/02 rev B	21.9.04
GWD-03/8/04 rev A	21.9.04
GWD-03/05	21.9.04

Any permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

4. The applicant is advised of a letter dated 28th November 2004 approving the external materials of the proposed building.

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PART B



N REF: RU.04/0879
 DATE: 15/10/04
 SCALE 1:1,250

ADDRESS
 6
 CADDY CLOSE
 EGHAM 12

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RU.04/0879 Date reg: 6.8.04 Ward EGHAM

LOCATION: 6 CADDY CLOSE, EGHAM
PROPOSAL: ERECTION OF FIRST FLOOR SIDE AND REAR EXTENSION
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mrs J Mackey

Local Plan: Policies relevant to the consideration of this application are:

Second Alteration April 2001: HO9, BE2

This application has been referred to this Committee for determination, as the applicant is a member of staff.

1. Site

1.1 No. 6 Caddy Close is a two storey detached dwelling located within the urban area of Egham, at the bottom end of a residential cul de sac, characterised by other similar style dwellings.

2. History

2.1 No previous history

3. Application

3.1 The applicant has applied for full planning permission for the erection of a first floor side and rear extension.

3.2 The side extension would be situated above the existing garage and would be 2.25 metres deep, 2.55 metres wide and have a pitched roof with a ridge height of 7.95 metres.

3.3 The rear extension would be located on top of the existing ground floor kitchen, being 3.65 metres deep, 3.05 metres wide and have a pitched gable end roof at a height of 6.85 metres.

3.4 The extensions would be constructed of materials to match the existing dwelling.

4. Consultations

4.1 The application has been advertised on the Council's weekly list of Planning Applications and six individual letters have been sent out to neighbouring properties. No letters of representation have been received.

4.2 The County Highways Authority has no objections to the proposal.

5. Planning Considerations

- 5.1 The site is located within the Urban Area, where the principle of extending a dwelling is considered to be acceptable providing that the proposal does not materially harm the character of the surrounding area or seriously impact upon the residential amenities of the neighbouring properties.
- 5.2 The Council's Supplementary Planning Guidance for extensions states that extensions should respect the scale and size of the original dwelling, so as not to dominate the original building. Furthermore, with regard to side extensions, these should be set back from the front wall of the dwelling, in order to preserve the integrity of the original building.
- 5.3 The property is located at the eastern end of the cul de sac, being highly visible within the street. The properties within the cul de sac are of a similar design with pitched roofs over the attached garages. The proposed first floor extension over the garage would extend to the front, in line with the original dwelling. It would also have the same height of the existing ridge roof. Therefore, it is considered that it would not preserve the integrity of the original dwelling and by reason of its size and prominence would result in incongruous development that would have a harmful impact upon the visual amenities of the streetscene.
- 5.4 The proposed side extension would also extend further forward than the rear wall of the neighbouring property (no. 5 Caddy Close). This is likely to result in an over dominant, overbearing structure and an unneighbourly form of development, harmful to the residential amenities of no. 5 Caddy Close.
- 5.5 The rear extension would not be visible from Caddy Close. Consequently it would not impact upon the street scene or the character of the area.
- 5.6 The rear extension is located over 5 metres away from the adjacent neighbour No. 5 Caddy Close and it is considered that the proposal would not result in an adverse impact on this neighbour's amenities. Nor would it lead to overlooking or loss of privacy. There are other neighbouring properties around the site. However these are over 12 metres away from the dwelling and given their position, the proposal would not materially result in a significant degree of overlooking or loss of amenity as to warrant refusal.
- 5.7 The side extension is therefore seen to be contrary to policies within the Local Plan and the advice contained within the Supplementary Planning Guidance 'Householders' and is therefore recommended for refusal.
- 5.8 Having regard to policies in the Local Plan and Articles 8 and 1 of the First Protocol of the European convention of Human Rights, it is considered that, for the reasons outlined, the granting of this application would not represent a violation to the objector's rights under the convention.

Officers' Recommendation

REFUSE for the following reasons:

1. The proposed side extension by reason of its design, siting, height, mass and bulk, and proximity to the common boundary with no. 5 Caddy Close would result in an incongruous, prominent and over dominant structure out of keeping with the visual amenities of the street scene, contrary to Policy PE10 of the Surrey Structure Plan 1994, Policy SE4 of the Surrey Structure Plan Deposit Draft December 2002 (Proposed Modifications June 2004), Policies HO9 and BE2 of the Runnymede Borough Local Plan Second Alteration Adopted April 2001 and advice contained within the Supplementary Planning Guidance 'Householders' July 2003
2. The proposed side extension by reason of its design, siting, height, mass and bulk in close proximity to the boundary with No. 5 would result in an unneighbourly form of development having overbearing and overshadowing effects, detrimental to the residential amenities of No. 5 Caddy Close, contrary to Policy PE10 of the Surrey Structure Plan 1994, Policy SE4 of the Surrey Structure Plan Deposit Draft December 2002 (Proposed Modifications June 2004), Policies HO9 and BE2 of the Runnymede Borough Local Plan Second Alteration Adopted April 2001 and advice contained within the Supplementary Planning Guidance 'Householders' July 2003

Informative:

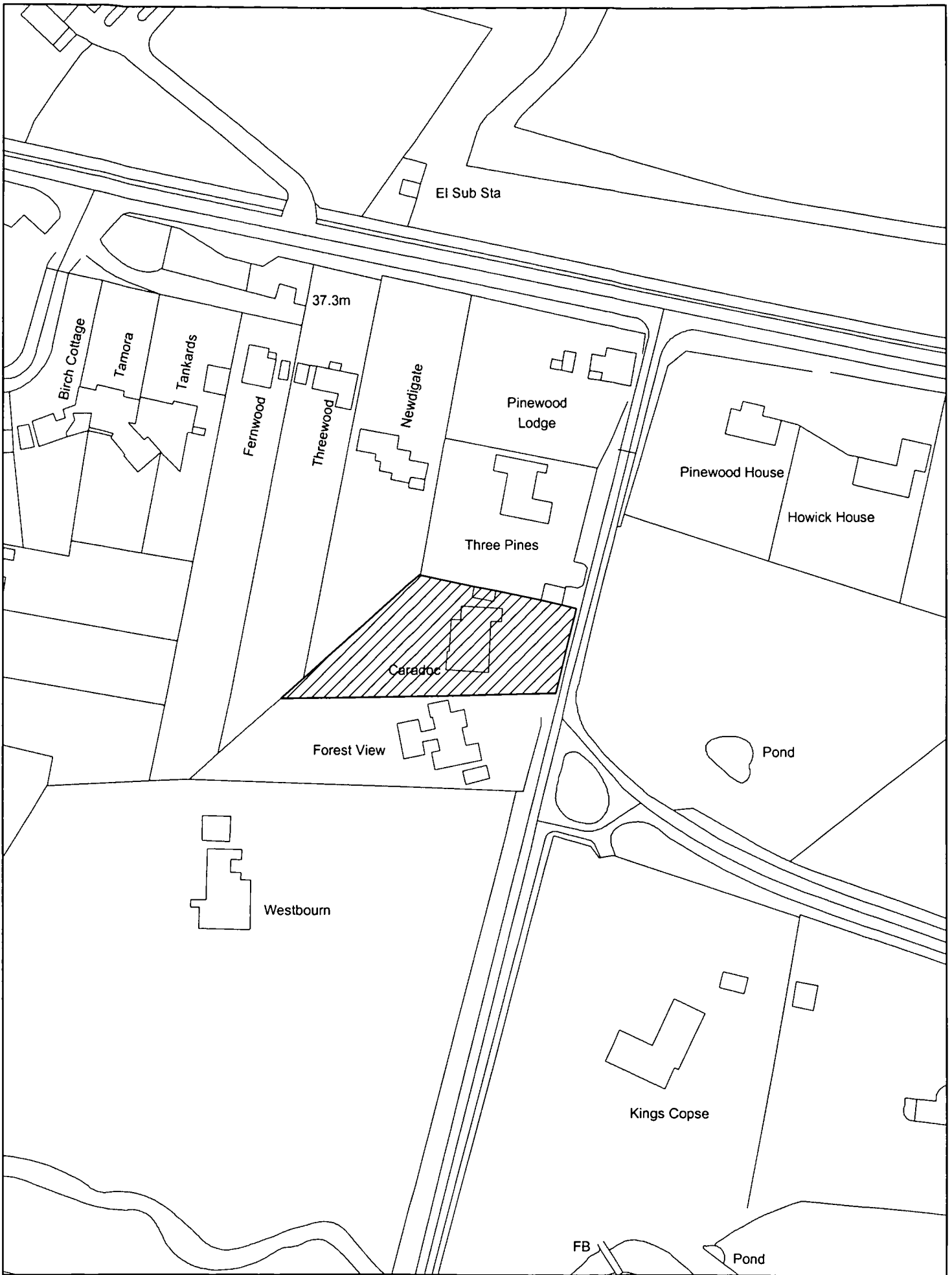
1. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

1 – 9
Site Plan

4.8.04
4.8.04



N REF: RU.04/0902
 DATE: 15/10/04
 SCALE 1:1,250

ADDRESS
 CARADOC
 PINWOOD ROAD
 VIRGINIA WATER 16

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RU.04/0902 Date: 11.08.02 Ward: VIRGINIA WATER

LOCATION: CARADOC, PINWOOD ROAD, VIRGINIA WATER
PROPOSAL: ERECTION OF DETACHED TWO STOREY 5 BED DWELLING WITH
BASEMENT FOLLOWING DEMOLITION OF EXISTING DWELLING
AND DETACHED GARAGE (REVISED)
TYPE: FULL PLANNING PERMISSION
APPLICANT: Churchgates Ltd

Local Plan: Policies relevant to the consideration of this application are:

Second Alteration April 2001: GB6

1. Site

- 1.1 The site lies in the Green Belt, comprises 0.15 hectares and is located on the west side of Pinewood Road.
- 1.2 The existing dwelling is a detached bungalow, which is vacant and includes a rear conservatory and attached garage. There is also a detached garage to the side and a shed.
- 1.3 There is access to the loft via a hatch in the kitchen and permanent steps in one of the back rooms. The loft contains piping for the boiler and the position of the boiler separates the majority of the space from a window on the rear elevation. The space has a light and boarded walls but no skirting or electricity sockets.

2. History

- 2.1 According to the records the dwelling and detached garage was granted consent in the 1950s.
- 2.2 In 1981 permission was granted for a single storey rear extension and porch (RU.81/0725). The plans that accompanied this application indicated that the porch was located in the position of the conservatory now on site and that the detached garage and shed were in existence. The building control records confirm that this approval was completed in November 1981 (81B0660).
- 2.3 In July 2004 permission was refused for the erection of a 2 storey 5 bedroom chalet bungalow with basement and retention of existing garage following demolition of existing dwelling (RU.04/0558). This application did not comply with Green Belt Policy GB6.

3. Application

- 3.1 This proposal seeks to overcome the reason for refusing application RU.04/0558 for a 5 bedroom, chalet dwelling with a basement.

- 3.2 According to the application forms the gross floor area of the proposed dwelling (excluding the basement) would be 238 sq metres (compared with 285 sq metres stated under RU.04/0558). The size of the dwelling at May 1986 is stated to be some 183.1 sq metres, which excludes the existing first floor area, which was deemed to be non-habitable under RU.04/0558 (RU.04/0558 used a figure of 215.5 sq metres including the boarded loft area of 1.4 metres above eaves).
- 3.3 The dwelling would utilise the existing access but clear the land at the front for an increased parking area. It would be sited back a minimum distance of some 16.8 metres from the highway, 7 metres from the common boundary with Forest View and some 3.5 metres from Three Pines (the same as RU.04/0558). The refused application had an L-shaped design at the rear and as a result in the loss of floor area the majority of the bulk at the rear would be lost.
- 3.4 The height of the dwelling would be 6.3 metres to the ridge as RU.04/0558.
- 3.5 This application (as amended) would involve the demolition of the existing garage sited close to the side boundary with Three Pines. The previously refused application RU.04/0558 proposed the retention of this garage.

4. Consultations

- 4.1 The application was advertised on the Council's weekly list and 8 letters of notification were sent out. Two letters of objection have been received summarised below:
- Proposed dwelling is much larger than the original house in excess of the Council's guidelines;
 - The existing attic space has been conjured up by adding a fixed staircase;
 - The basement should be included in any final area total. It represents a fifth of the new built area but yet is not included as part of the habitable space;
 - First floor windows at the rear of the dwelling would seem unnecessary. When Three Pines was redeveloped all rear facing windows were removed to protect privacy;
 - The estate agents floor plans for the existing dwelling stated the gross internal floor plus the garage as 155 sq metres. A rule of thumb measurement to include gross external would be a 10% difference but the applicant's quoted figure of 183.1 sq metres is a difference of 18%. It is therefore requested that the figures be verified independently;

- Concern over the increase in height by an extra 0.7 metres, combined with the dormer windows and reduction in boundary screening the dwelling's prominence would be increased so contravening Policy GB6;
- 4.2 The Council's Park's and Amenities Officer had no objection to RU.04/0558 subject to suitable tree protection.
- 4.3 The County Highways Authority has no objections to this proposal.
5. Planning Considerations
- 5.1 The main issue to whether or not this proposal overcomes the reason for refusing RU.04/0558 regarding the impact of the development upon the Green Belt.
- 5.2 The size of the dwelling as of May 1986 under RU.04/0558 was calculated at 172 sq metres. However, since this application these figures have been recalculated and the correct figure is now considered to be 183.1 sq metres.
- 5.3 This calculation includes the detached garaging, shed and conservatory but excludes the first floor. The first floor is used for storage purposes only.
- 5.4 This floor area of the proposal (as amended to include deletion of the existing garage) is calculated to be some 279.7 sq metres (or 236 sq metres excluding the basement). There is no indication on the plans as to what the basement would be used for but in any case this normally constitutes floor area and so would be included. The total percentage increase would therefore be 53% including the basement (or 29% excluding the basement) and would be contrary to Policy GB. This proposal therefore represents an inappropriate development in the Green Belt.
- 5.5 In such circumstances it is for the applicant to demonstrate very special reasons to justify the inappropriate development and whether other considerations clearly outweigh the harm to the Green Belt.
- 5.6 The applicant states that a basement is a necessity because unlike the recently approved development at the neighbouring dwelling Three Pines this proposal has no storage space in the roof in what is a relatively modest sized bungalow. The drawings confirm that the basement would be entirely below ground with no external windows and the light to be provided would be derived entirely from within the building.
- 5.7 It is considered that given the fact that the basement would now be totally below ground and hidden from view, it would be difficult to argue that it would cause actual harm to the openness of the Green Belt. It is therefore considered that the basement represents a very special circumstance. Excluding the basement the dwelling would fulfil the 30% increase in floor area criteria.

- 5.8 In the circumstances of this particular case the increase in height from the existing height of 5.5 metres to 6.3 metres is not considered to represent a significant increase that would be contrary to Green Belt policy. The distances from the common boundaries are also considered to be acceptable with the deletion of the garage (as amended) improving the distance away from the northern boundary, from the existing situation.
- 5.9 Concern has been expressed regarding the resultant loss of amenity for residents by the rear first floor windows. Two windows are proposed including a dormer serving a bedroom and a window to serve the hallway. Whilst it is considered that there would be a degree of harm the impact is not considered to be significantly adverse given the distance away from the rear boundary of the dwelling being a minimum distance of approximately 15 metres. The proposal is considered to cause no adverse harm to residential amenities.
- 5.10 In summary the proposal complies with policy. Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the refusing of this application would result in a violation of the objector's rights or the applicant's rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Required (C005)
3. No Additional Windows (C021) – ‘in the dwelling’
4. Permitted Development Rights Removed – Classes A to E in Green Belt (C036)
5. There shall be no variation to the existing land levels of the site as indicated on drawing no.1029/P/012A unless otherwise agreed in writing by the Planning Authority.

Reason: In order to obtain a satisfactory form and scale of development in the interests of the visual amenities of the locality and to comply with Policy GB6 of the Runnymede Borough Local Plan Second Alteration 2001.

6. Height of Development (C040) – ‘6.3m’
7. Control Over Additional Outbuildings on Green Belt Sites (C043)
8. Protective Fencing : Prior to Submission of Details (C054)

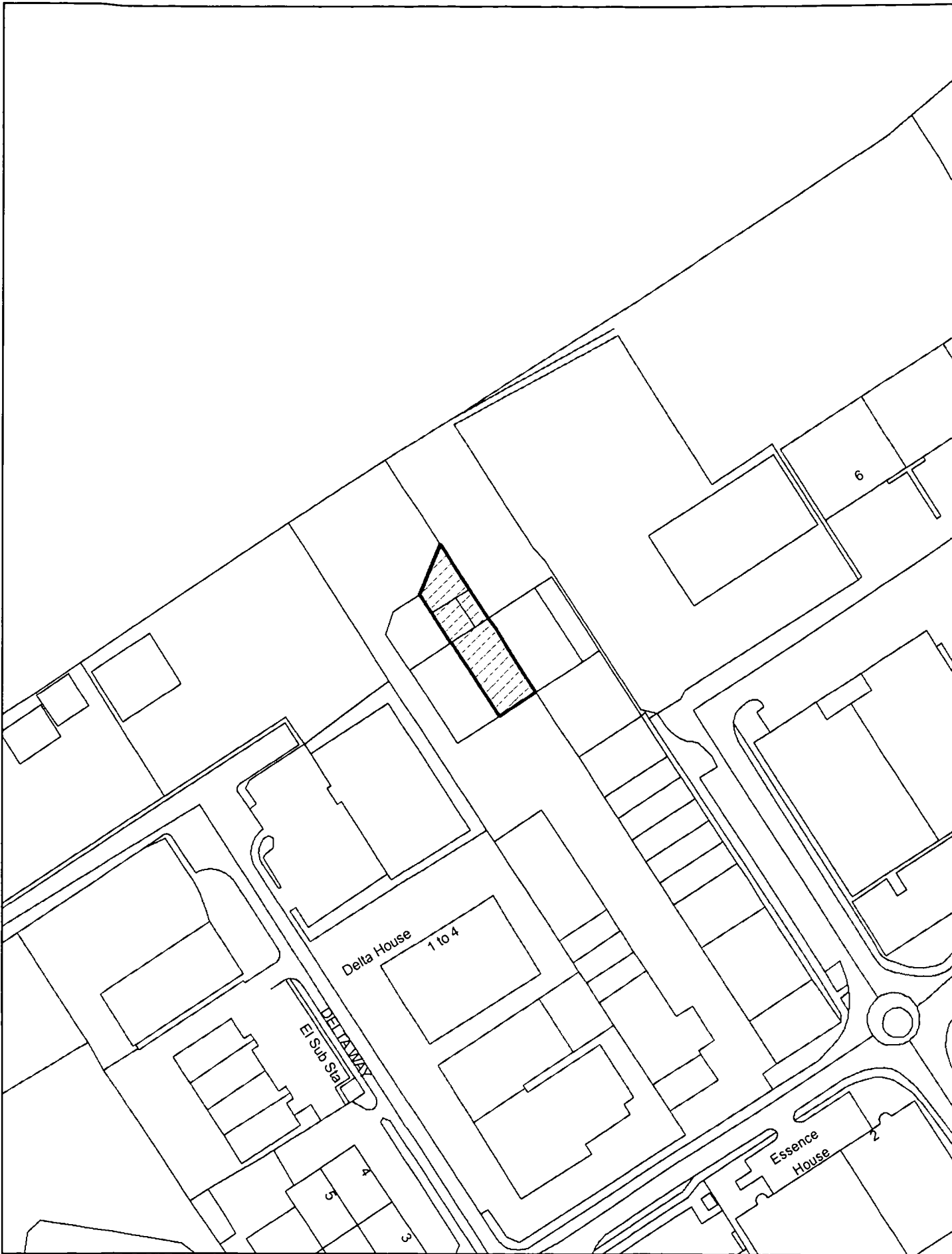
9. Storage of Materials Within Fencing (C055)
10. Ground Levels/Excavation Within Fencing (C056)
11. Burning (C057)
12. Soft Landscape Details (C059)
13. Construction Traffic and Workers (C106)

Informatives:

1. S1 (a) PE1, PE2
(b) LO4
(c) GB6
2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown:

<u>Drawing Number:</u>	<u>Date Received:</u>
Site location plan	4/8/2004
Photographs	4/8/2004
CaraLoft/1	4/8/2004
1029/SO1	4/8/2004
1029/P.011B	4/8/2004
1029/P/012A	28/9/2004
1029/P013	28/9/2004
1029/P/010C	6/10/2004

Any permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.



RU.04/0970

SCALE, 1:1,250

DATE: 15/10/04

ADDRESS:

UNIT B12, CAPONS YARD
 THORPE INDUSTRIAL ESTATE
 THORPE

22

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RU.04/0970	Date reg: 23/08/04	Ward	THORPE
LOCATION:	UNIT B12, CAPONS YARD, THORPE INDUSTRIAL ESTATE, THORPE		
PROPOSAL:	CHANGE OF USE OF UNIT FROM PRINTERS TO MOT TESTING, VEHICLE REPAIR AND SERVICING; AND CHANGE TO FRONT ELEVATION, INCREASING THE SIZE OF THE FRONT ENTRANCE DOORS		
TYPE:	FULL PLANNING PERMISSION		
APPLICANT:	Richard Backhouse		

Local Plan: Policies relevant to the consideration of this application are:

Second Alteration April 2001: LE4, MV4, MV9

1. Site

- 1.1 The site is located on the Thorpe Industrial Estate. Capons Yard is located on the northern side of Crabtree Road, 30 metres to the west of the junction with Omega Way. Capons Yard comprises of two terraces of single storey small industrial units. Unit B12 is located in the north-east corner of Capons Yard.
- 1.2 Access to the site is off Crabtree Road with a vehicular access running centrally past the existing units. Parking is limited to outside the premises, with two spaces being available on the forecourt at the front.
- 1.3 The site is within the urban area.
- 1.4 Unit B12 is currently vacant but was previously occupied as a printers.

2. History

- 2.1 There have been various applications for the development of these buildings including EGH.70/13887 for the erection of a single storey building which was granted in 1970. The authorised use of the premises under this permission was for Class B1 (Business) or B8 (Storage or Distribution) use. An extension to the existing unit was granted permission in 1971.
- 2.2 Planning permission was granted for a canopy to the existing factory building in 1984. The retention of a portacabin in the rear yard was granted permission in 1994.

3. Application

- 3.1 This is a full planning application for the change of use of Unit B12 to MOT testing and vehicle repair and servicing Class B2 (General Industrial), and external alterations to the front elevation, increasing the size of the front entrance doors.

3.2 The proposal includes the removal of the portacabin in the rear yard to provide parking bays for MOT use and to park courtesy cars which would be offered to customers as part of the 'free collection and delivery' service. The applicant has advised that there is adequate parking on site for at least 10 cars (two at the front and 8 to the rear). Two car parking spaces are available on the frontage with the remainder in the rear yard. The MOT testing is to be carried out under the Vehicle and Operator Services Agency (VOSA) 'booking in' system, an executive agency of the Department for Transport. This allows control of the vehicular traffic into the MOT bay and does not allow queues to build up. Two of the car parking spaces would be reserved for the MOT bay as part of the legal requirement for MOT Test Stations.

3.3 The existing double doors at the frontage of the property would be replaced by a roller shutter 3.5 metres wide and 4 metres high.

4. Consultations

4.1 The application has been advertised on the weekly list and letters have also been sent to 25 neighbouring properties. Eleven objections have been received on the following grounds:

- Inadequate parking as there only 2 car parking spaces at the front of the building.
- Inadequate turning.
- There are already 4 vehicle related businesses including a coach builder and car service company, which already cause tremendous congestion.
- Queues of people waiting to have their cars MOT'd will further add to the existing severe congestion.
- It will create additional difficulties for Sullivan Buses obtaining access to and from their site at the rear.

4.2 The County Highways Authority has no objections to the application in terms of safety, capacity or policy.

5. Planning Considerations

5.1 Permission is sought for the change of use of Unit B12 to an MOT testing, vehicle repair and servicing (Class B2 - General Industrial) use, and changes to the front elevation of the building. These alterations would increase the size of the front entrance doors. The site is located on the Thorpe Industrial Estate where the proposed use would be acceptable subject to the impact on the established estate, visual and residential amenities and highway implications.

- 5.2 The authorised use of the site is for Class B1 and B8. MOT testing and car repairs on an industrial estate is in principle considered to be acceptable on this site. The other units in Capons Yard are a mixture of B1, B2 and B8 uses. There are currently four other car related uses in Capons Yard including the adjacent unit (B9) which is used for vehicle body repair and paint spraying. In the western terrace 3 units are used for car repairs, exhaust and tyre garages.
- 5.3 All of the objectors are other occupiers of Capons Yard. The primary concerns are inadequate parking and the additional congestion caused by the existing car related uses. The applicant has provided information to support his application and outline how the MOT test station and garage would operate. Parking on the site is available for 10 cars which is considered to be adequate for the needs of the MOT test station and garage. The booking system for MOT tests and the 'free collection and delivery' of customer's cars should ensure that there is not a queue of customer's cars to the premises.
- 5.4 It is considered that the number of parking spaces provided and the planned operation of the business would not give rise to additional parking and congestion problems in the area. The County Highways Authority have no objection to the proposal on safety, capacity or safety grounds.
- 5.5 The proposes new entrance doors are considered to be in keeping with the unit and the character of this industrial area. The nearest residential dwellings are a significant distance away and this use is considered to have no more significant impact than if occupied as a Class B1 or Class B8 use, as is the existing lawful situation.
- 5.6 The proposal is considered to comply with the Plan policies. Consideration has been given to the requirements of article 8 and article 1 of the First Protocol of the European Convention on Human rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. Restriction on Use (C065) – 'MOT testing, vehicle repair and servicing'; 'B2'
3. Restriction of Industrial Activities (C79)

4. The opening hours of the business hereby permitted shall be restricted to 8 a.m. to 7 p.m. Mondays to Saturdays and not at any times on Sundays or Bank Holidays unless otherwise agreed in writing by the Planning Authority.

Reason: In order to protect the residential amenities of the neighbouring properties and to comply with Policy LE1 of the Runnymede Borough Local Plan Second Alteration 2001.

5. Prior to the commencement of the change of use hereby permitted, the outbuilding to the rear of the unit shall be removed from the site and the parking bays shall be laid out in accordance with drawing no. B12804 received on 13th October 2004 and thereafter retained exclusively for parking unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the visual amenities of the area and to ensure that the car park is used for its intended purpose to comply with Policies BE2, MV4 and MV9 of the Runnymede Borough Local Plan April 2001.

6. The office and reception area shall remain ancillary to the use hereby permitted and not be used as a separate business or operation unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid an intensification of the use of the site and to comply with Policy LE1 of the Runnymede Borough Local Plan April 2001.

Informative:

1. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

B12804

13.10.04

Any permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

2. S1 a) DP9, MT5
b) L07, DN2,
c) LE4, MV4, MV9
3. Amended Plans (11)

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RU.04/1015
 SCALE 1:1,250
 DATE: 15/10/04

ADDRESS:
 38 WREN CRESCENT
 ADDLESTONE

28

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RU.04/1015 Date reg: 7/09/04 Ward: ADDLESTONE BOURNESIDE

LOCATION: 38 WREN CRESCENT, ADDLESTONE
PROPOSAL: ERECTION OF PART TWO STOREY, PART SINGLE STOREY SIDE
 AND REAR EXTENSION FOLLOWING DEMOLITION OF EXISTING
 CONSERVATORY AND GARAGE
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mr & Mrs Wassell

Local Plan: Policies relevant to the consideration of this application are:
 Second Alteration April 2001: HO9, BE2

1. Site

1.1 38 Wren Crescent is a semi-detached two-storey dwelling located on the south side of the road close to the junction with Heron Dale. The site lies within the urban area. The land to the rear of the site (in the ownership of a garden centre) falls within the Green Belt.

2. History

2.1 Planning permission was recently refused for a part two storey, part single storey side and rear extension following demolition of existing conservatory and garage, reference RU.04/0695. The rear extension had a depth of 4.5m sited 20cm from the adjoining boundary with no.40 Wren Crescent. The application was refused due to overshadowing and loss of outlook, detrimental to the residential amenities of the neighbouring property, 40 Wren Crescent.

3. Application

3.1 This full application seeks the erection of a part two storey, part single storey side and rear extension following demolition of existing conservatory and garage. The extension would extend to the rear of the property for a depth of 3.5m with the side wall set 100mm from the adjoining boundary with no.40. The single storey extension element would have a width of 2.1m with flat roof and a height of 3m. The two storey extension element would have a width of 5m, of which 1.2m would project to the side of the property and wrapping around the corner of the dwelling. The two storey extension would have a hipped, pitched roof with a flat roof over its central section to a maximum height of 6.7m.

3.2 An existing garage would be demolished. The garage is built on the boundary abutting a garage for 36 Wren Crescent. A brick wall would be built onto the exposed wall of this garage. Adequate parking can be provided in front of the proposed extension.

4. Consultations

- 4.1 The application has been advertised on the Council's weekly list of applications and three neighbouring properties notified. Two letters of representation have been received from the occupiers of 36 and 40 Wren Crescent raising the following objections:

36 Wren Crescent:

- Revised application appears to have done nothing to allay concerns, and the additional depth of the side extension encroaches yet further into the space between no.38 and no.36.
- Proposals damage character to this established crescent, where no such development has been permitted to take place,
- If permitted would set a precedent,
- Diminish the space that current exists between no.36 and 38,
- Loss of daylight to existing conservatory, kitchen and stairs.
- Overshadow the south east part of our premises for a significant part of the day, affecting use of existing conservatory,
- Garden/patio will be overlooked by proposed bedroom 4, currently does not occur as this part is a bathroom at present which has frosted glass,
- Significantly reduce existing outlook towards the National Trust owned area around the millpond at Coxes Lock,
- Unsuitable and unneighbourly form of development,
- Revised plans have taken no account of previous objections, including reference to erection of a fence/wall to prevent encroachment.

40 Wren Crescent:

- Would strongly object if the proposed new extension exceeds the existing.
 - Side window would overlook patio and intrude on privacy,
 - Main concern is that first floor extension would greatly affect views over farmland and reduce light into the rooms.
- 4.2 The County Highways Authority has no objections to the proposed development.

5. Planning Considerations

- 5.1 The site lies within the urban area where the principle of development is considered to be acceptable subject to compliance with relevant planning policies. The main considerations in this respect are the visual impact of the proposal on the street scene and character of the area and affect on neighbouring amenity.

- 5.2 The proposed two storey extension would project a distance of 1.2m to the side of the dwellinghouse, with a total depth at this point of 5.66m, of which 3.5m would project beyond the rear of the existing dwelling. Given that the extension would be set back 6m from the front of the dwellinghouse, the visual impact of the proposal would be limited. A distance of 1.2m would remain between the side wall of the proposed extension and flank boundary with no.36. Taking into consideration the siting of the proposed extension and the separation distance to be retained to the flank boundary with no.36, it is not felt that the proposal would detract significantly from the street scene or character of the area.
- 5.3 The property to the west, no 36 would be separated from the two storey rear extension by a distance of 3.6m. Although it is acknowledged that there would be some loss of light and outlook from the rear of this property, the proposal would comply with the Council's adopted guidance in respect of light.
- 5.4 The adjoining property to the east no.40 has no existing rear extensions. The proposed extension would extend at single storey for a depth of 3.5m which is just 0.2m deeper than the existing rear conservatory to be removed. The two storey extension would be set back from this boundary a distance of 2.2m and also would comply with the Council's adopted guidance in relation to light. Given the separation distance between the properties and the solar orientation (ie the rear elevations being south facing), the affect of the proposal on neighbouring amenity is not felt to be significant enough to justify the refusal of the application.
- 5.5 Compared with the previously refused scheme, the ground and first floor rear extension has been reduced in depth from 4.5m to 3.5m. It is felt that the reduction in the depth of the proposed extension is considered sufficient to overcome the earlier grounds for refusal and the affect of the proposal on overshadowing and loss of outlook from no.40 (the reason for the previous refusal) is now not felt to be significant to justify a refusal.
- 5.6 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Not Required (C006)
3. Balconies (C025)
4. Obscure Glazing – Restrict Opening (C024) - 'eastern and western side elevations'

5. High Level Windows (C023) - 'western facing side elevation'
6. No Additional Windows (C021) – 'eastern and western'

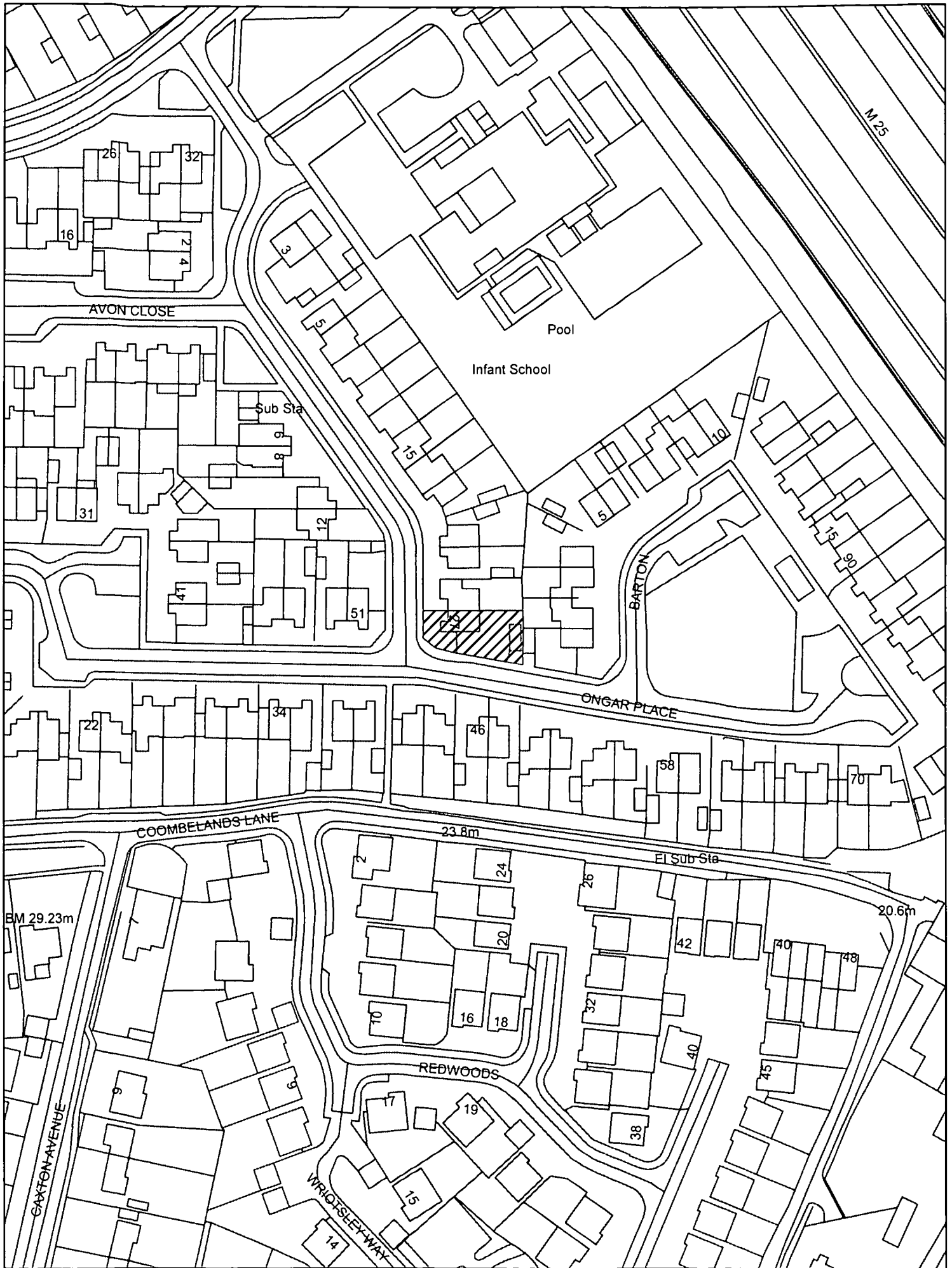
Informatives:


1. S1 a) PE10
 b) SE4
 c) HO9, BE2,
2. Party Wall Act 1996 (I8)
3. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

<u>Drawing Number:</u>	<u>Date Received:</u>
E/354/B	7/09/04
Site Plan	7/09/04

Any permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

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<p>N  RU: 04/1024 DATE: 15/10/04 SCALE 1:1,250</p>	<p>ADDRESS LAND ADJ 27 MILTON ROAD ADDLESTONE</p>	<p>AREA: 304 sq.m 34</p>	<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Runnymede Borough Council. 100006086.</p>
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RU.04/1024	Date reg:	10/09/04	Ward:	CHERTSEY SOUTH/ROWTOWN
LOCATION:	LAND ADJ.27 MILTON ROAD, ADDLESTONE			
PROPOSAL:	ERECTION OF 1 NO. TWO STOREY ATTACHED DWELLING TO FORM A TWO BED UNIT WITH CAR PARKING AT THE REAR			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Mr & Mrs McGovern			

This application has been reported to Committee at the request of Councillor Edwards.

Local Plan: Policies relevant to the consideration of this application are:
Second Alteration April 2001: HO9, BE2, MV9

1. Site

1.1 The application site forms part of the side garden of 27 Milton Road, a two storey semi-detached dwelling located on the corner of Milton Road and Ongar Place. The property currently has a detached garage located adjacent to the rear boundary with access off Ongar Place. The site lies within the urban area, and is covered by Tree Preservation Order no.20 which is an area order covering Ongar Place, Milton Road and Barton Close.

2. History

2.1 *CHE.17850* – Re-siting of boundary fence - Grant

2.2 *RU.04/0458* – Erection of 1 no. two storey dwelling to form a two bedroom end of terrace property with car parking to the front. Refused May 2004.

3. Application

3.1 Full planning permission is sought for the erection of 1 no. two storey attached dwelling to form a two bed unit with car parking at the rear. The proposed dwelling would adjoin the existing dwellinghouse and have a width of 4.23m with depth of 8.15m. The dwelling would have pitched hipped which would be hipped from the existing ridgeline with a maximum height of 7.4m. A single storey side bay projection is proposed towards the to the rear of the southern elevation fronting Ongar Place, projecting a distance of 0.68m, for a depth of 2.05m. The pitched roof above this would extend for a distance of 3.6m to provide an open porch over the main entrance.

3.2 A distance of 0.9 metres would separate the western elevation of the proposal with the side boundary bordering Ongar Place, increasing to 2.3m to the rear of the property.

3.3 The existing garage would be demolished and three car parking spaces provided to the rear of the site, with access off Ongar Place as existing, to serve the existing and proposed dwelling.

4. Consultations

4.1 The application has been advertised on the Council's weekly list of applications and 9 neighbouring properties have been notified. Three letters of representation have been received raising the following objections to the proposal:

- Parking outside no.27 is likely to continue leading to increased traffic and congestion on this corner.
- Concern about space between new house and 1 Barton Close.
- Large area devoted to cars is not in keeping with the surrounding estate and will be unsightly.
- Reduction in car parking spaces with direct access to no.27 to one space, plus increase of new vehicles will lead to more street congestion and make Milton Road more difficult to cross.
- Visual impact and appearance – similar extension have not formed a separate dwelling and this would be the only terraced house in the entire estate.
- The three car parking spaces proposed are adjacent to the two existing parking spaces of 1 Barton Close. This large open area will detract visually from the surrounding area.
- Inconsistent with character and appearance of adjacent properties and surrounding area,
- Affect on feeling of spaciousness in the area, and prominence of the proposal, given proximity of proposed building to the road,
- Affect on property values, by changing semi-detached property to terraced.

4.2 One letter of support has been received from the occupier of 51 Ongar Place, raising the following comments:

- Will enhance view of the hideous extension of no.1 Barton Road,
- Proposal is more in keeping with the estate, than other extensions recently approved,
- Parking to rear will remove parking within Milton Road adjacent to Ongar Place,
- Proposal looks similar to my extension which was passed in 1991.

- 4.3 The County Highway Authority raises no objections.
- 4.4 The Council's Parks and Amenities Officer states that no trees are on or overhanging the site. He therefore has no objection to the proposal.
5. Planning Considerations
- 5.1 The site lies within the urban area where the principle of development is considered to be acceptable subject to compliance with relevant planning policy. The main considerations in this respect are the affect of the proposal on neighbouring amenity, visual impact on the street scene and character of the area and access and parking provision. There are no trees within the curtilage of the site that would be affected by the proposal.
- 5.2 A planning application was recently refused for a similar proposal for an attached dwelling. The main differences between the current and refused scheme as indicated in the submitted design statement for the proposal are:
- the roof has been redesigned from a gable to full hip,
 - single-storey side projection has been reduced in size,
 - the main entrance has been relocated to the southern elevation fronting Ongar Place with open front/side garden to proposed dwelling,
 - the first floor window overlooking 1 Barton Close has been removed and elevations redesigned,
 - an additional parking space has also been introduced, to provide a total of three spaces for the existing and proposed dwelling.
- 5.3 The existing dwelling would have a garden depth of 11.5m, and the proposed dwelling would have a reduced depth of 9.3 reducing to 6.8m taking account the proposed parking spaces proposed. Although quite narrow (5.5m for the existing dwelling) and small in area, the private garden space proposed for both the existing and proposed dwelling is felt to be acceptable. A distance of approximately 19m would separate the proposed dwelling with the property to the rear, 1 Barton Close. Although the existing properties have a back to back separation distance of 21m at the closest point, the proposed dwelling has no first floor windows to the eastern elevation facing the rear of dwellings on Barton Close. The proposal would not lead to overlooking or loss of privacy to neighbouring properties including no. 1 Barton Close.

- 5.4 Although a minimum distance of one metre would be retained to the side boundary with Ongar Place, the proposal would result in a significant amount of built form to the side of the property at the same height and depth as the existing dwelling. While some of the roof mass has been removed with a full relatively shallow pitched, hipped roof proposed, the design of this is at odds with the gable end roof design of this pair of semi detached properties and existing dwellings in the estate. However, the hipped roof would unbalance the symmetry of the resulting block which would have an adverse visual impact in the street scene. The siting and mass of the development proposed remains significant and would erode the open character of this corner plot, and extend beyond the existing building line of neighbouring properties fronting and bordering Ongar Place.
- 5.5 It is not felt that the amendments made to this current application have been sufficient to overcome the previous grounds for refusal. Although 43 Ongar Place and 1 Barton Close have been extended with two storey side extensions, these extensions do not extend the full depth of their respective dwellings and have lower ridge heights and as such are subordinate to their respective dwellings. These extensions are not as dominating and do not intensify the use of the site as much as that proposed at 27 Milton Road.
- 5.6 The spaces on the front and corner plots within this residential estate are an important part of its character. Furthermore, given the positioning of the proposed dwelling and resulting distance to neighbouring boundaries, it is felt that the proposal would result in a cramped form of development, which would be overly dominant and prominent on this corner plot, detrimental to the visual amenities of the street scene and character of the area.
- 5.7 Three car parking spaces would be provided for the existing and proposed dwelling. The County Highways Authority have raised no objection to the proposal, and a refusal on parking grounds is not felt to be sustainable in this case.
- 5.8 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights.

Officers' Recommendation

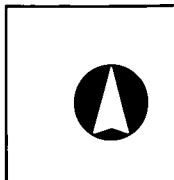
REFUSE for the following reason:

1. The proposed development by reason of its floor area, size, height, design and siting in close proximity to common boundaries would result in a significant amount of built form to the side of the existing property resulting in a cramped and prominent form of development, eroding the open character of this corner plot, incompatible with its surroundings, with a roof design which would unbalance the symmetry of the resulting building, detrimental to the visual amenities of the street scene and the character of the surrounding area, contrary to Policies HO9 and BE2 of the Runnymede Borough Local Plan (Second Alteration) April 2001, Policy PE10 of the Surrey Structure Plan 1994, Policy SE4 of the Surrey Structure Plan Deposit Draft 2002 (Proposed Modifications June 2004), Surrey Design 2002 and Planning Policy Guidance Note 3 : 'Housing'.

Informative:

1. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

<u>Drawing Number:</u>	<u>Date Received:</u>
042/1	10/09/04
Design Statement	10/09/04



RU.04/1042
 SCALE: 1:1,250
 DATE: 15/10/04

ADDRESS:
 31 FARLEIGH ROAD
 NEW HAW

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RU. 04/1042 Date reg: 15/09/04 Ward WOODHAM

LOCATION: 31 FARLEIGH ROAD, NEW HAW
PROPOSAL: CONVERSION OF LOFT TO HABITABLE ACCOMODATION
 INCORPORATION FRONT AND REAR DORMER WINDOWS
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mr. & Mrs. Barber

Local Plan: Policies relevant to the consideration of this application are:

 Second Alteration April 2001: BE2, HO9

1. Site

1.1 The application site relates to a single-storey semi-detached bungalow located within a mixed area of single-storey detached and semi-detached bungalows within the urban area of New Haw. Some of the nearby properties have first floor accommodation in the roofspace, a number incorporating front and/or rear dormers.

2. History

2.1 *CHE.13884* - Addition to lounge and kitchen - Grant 25/05/1960

2.2 *CHE.23032* - Proposed erection of garage - Grant 14/10/1970

2.3 *RU.04/0534* - Conversion of loft to habitable accommodation incorporating front and rear dormer windows – Refused 18/06/2004

3. Application

3.1 The applicant has applied for full planning permission for the conversion of the loft to habitable accommodation incorporating front and rear dormer windows. This application is similar to that previously refused but the design of the front dormer has been modified so that it now features a gable roof instead of a flat roof and is now 1.2 metres narrower.

3.2 The proposed front dormer window would be approximately 2.2 metres wide and would feature a gable roof 5.8 metres high above ground level. Similarly, the rear dormer window would be approximately 3.3 metres wide and would feature a flat roof 5.4 metres high above ground level. The front dormer would be constructed approximately 0.8 metres from the flank boundary with the attached neighbour and the rear dormer would be constructed approximately 0.5 metres from this boundary. The loft conversion would result in a third bedroom and additional bathroom at the first floor level.

4. Consultations

4.1 The application has been advertised on the Council's list of weekly applications and 6 letters of notification have been sent out to neighbouring properties. Two letters of representation have been received which raise the following concerns:

- The proposed rear dormer window would result in a loss of privacy to the dwellings located to the rear, along Woodham Lane, both to the gardens and bedroom windows, as they are located at the rear of the dwellings.
- The area is characterised by bungalows and there are no windows above ground floor level.

4.2 The County Highways Authority has no comments to make regarding this application.

5. Planning Considerations

5.1 The main issues for the consideration of this application concern the impact of the proposal on the character of the surrounding area and its effect on the amenity of neighbouring properties. The site is located within the urban area where the principle of extending a dwelling is considered acceptable.

5.2 With regard to the impact on the amenities of the occupiers of neighbouring residential properties, it is considered that the location of the proposed dormer windows in relation to the neighbouring properties, in conjunction with their site orientation and distance to boundaries, would not result in any undue overshadowing or overlooking of these properties. The proposed rear dormer would result in overlooking of the rear gardens of numbers 29 and 33 Farleigh Road to some degree. However, as the rear dormer would normally be allowed under permitted development, and it is currently possible to look into the attached neighbour's garden due to the 1 metre high chain-link fence, it is not considered that this application could be refused on these grounds. The rear dormer would have a flat roof but is set in from the roof ridge and both flanks to reduce its bulk and mass.

5.3 In relation to the dwellings located at the rear fronting Woodham Lane, there is approximately 22 metres between the rear wall of the application property and the rear boundary of the site, and 44 metres between the rear wall of the application property and the rear of the dwellings in Woodham Lane. Taking these separation distances into account, it is not considered that the rear dormer window would result in a significant degree of overlooking of these properties.

5.4 With regard to the street scene, it is considered that this revised proposal is a substantial improvement on the previous scheme. There are several dwellings featuring front dormer windows along Farleigh Road of various sizes and styles. As such, it is considered that the proposed front dormer with its pitch roof over is of an acceptable design and that it will not have a significant negative impact on the street scene.

- 5.5 As the previous application was solely refused on the grounds that the proposed flat-roofed front dormer would have had a negative impact on the street scene by way of its design, it is not considered that this revised proposal overcomes these objections.
- 5.6 It is concluded that the proposed works are acceptable, that they would not be detrimental to the area and the amenity of adjoining residential properties would not be significantly affected. The proposal is seen to be in accordance with policies in the Local Plan and is recommended for approval.
- 5.7 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Not Required (C006)

Informative:

1. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

<u>Drawing Number:</u>	<u>Date Received:</u>
OS Map	13/09/04
MB/04/001, 002 (both Rev. A)	13/09/04

Any permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.