

**PLANNING COMMITTEE
30TH JULY 2003**

<u>WARD</u>	<u>APPLICATION NUMBER</u>	<u>LOCATION</u>	<u>PAGE NO.</u>
CM	RU.02/1041	Former Gas Works Site, Pretoria Road, Chertsey	1
ET	RU.03/0587	7/7A Vicarage Road, Egham	13
EH	RU.03/0624	30 The Causeway, Staines	27
AB	RU.03/0560	Land r/o 28-32 Brighton Road, Addlestone	54
FLO	RU.03/0581	Trys Hill Cottage, Lyne Lane, Lyne	60
TH	RU.03/0596	49 The Gower, Egham	66
TH	RU.03/0597	6 Coldharbour Close, Thorpe	70
VW	RU.03/0601	Kenwolde Place, Callow Hill, Virginia Water	74
OS	RU.03/0623	Whittets Ait, Jessamy Road, Weybridge	80
TH	RU.03/0644	Thorpe Park, Staines Road, Chertsey	88
VW	RU.03/0648	Land adj. Teulon, Knowle Grove, Virginia Water	96
CSR	RU.03/0697	3 Franklands Drive, Addlestone	102

RU.02/1041	Date reg:	06.09.02	Ward	CHERTSEY MEADS
LOCATION:	FORMER GAS WORKS, PRETORIA ROAD, CHERTSEY			
PROPOSAL:	RENEWAL OF PLANNING PERMISSION RU.99/0585 FOR THE ERECTION OF 34 FLATS FOR RESIDENTIAL DEVELOPMENT WITH ACCESS VIA PRETORIA ROAD			
TYPE:	OUTLINE PLANNING PERMISSION			
APPLICANT:	Lattice Property Holdings			

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

Second Alteration April 2001: HO1, HO3, HO4, HO8, HO9, LE4, MV3, MV4, MV9, BE2.

1. Site

- 1.1 The application site lies at the eastern end of Pretoria Road, a predominantly residential road accessed from Hanworth Lane. The site has an area of 1.02 hectares and lies within the Urban Area.
- 1.2 The site was formerly occupied by a gasholder located in the south-eastern corner with ancillary buildings to the north and north-west. These have all now been removed and the site is cleared and partly overgrown.
- 1.3 The proposed development site lies close to the town centre of Chertsey within the urban area and is abutted by both residential and commercial development. To the west the site abuts residential dwellings in Hamilton Close and Pretoria Road. These units comprise a mix of two-storey detached, semi-detached and terraced houses. To the north and south the site abuts commercial development in Pretoria Road and Hanworth Lane respectively.
- 1.4 To the east of the application site lies the Hanworth Lane Housing Site identified within Policy H6 in the Local Plan as a Category 3 site for future release should further housing land be required.

2. History

- 2.1 The site has a history of use as a gasholder site with the earliest records held by the Council dating back to 1898. Various applications for uses associated with the gasworks were submitted in the 1950's, 1960's and 1970's.
- 2.2 In 1986 planning permission was granted for the use of part of the site as a civil engineering contractors depot for 2 years (RU.86/0398).
- 2.3 In April 1998 permission was granted for remediation works to clear contamination at the site (RU.98/0306) and these works have been commenced.

2.4 In November 1998 permission was refused for the residential redevelopment of the site to provide 35 two-bedroom flats with access from Pretoria Road on the grounds of prematurity, lack of affordable housing, precedent and highway safety (RU.98/0577). An appeal was lodged in respect of this refusal but was subsequently withdrawn.

2.5 In September 1999 outline planning permission was granted for the residential redevelopment of the site to provide 34 flats with access via Pretoria Road (RU.99/0585). It is this application that it is now sought to renew as the outline permission expired on 13th September 2002.

3. Application

3.1 This application seeks to renew planning permission RU.99/0585 for a further period of 5 years.

3.2 The proposed development is generally as previously approved and detailed in the Committee Report placed before the Planning and Development Committee at their meeting held on 8th September 1999 (copy attached as Appendix 'F').

3.3 This previous application detailed the means of access to the site and due to a change in highways policies to promote pedestrian and cycle access to development sites these details have been amended. It is now therefore proposed to provide a new pedestrian footway along the southern side of Pretoria Road, to upgrade the street lighting along Pretoria Road by providing four new streetlights along the new footway, to introduce traffic calming measures along Pretoria Road by creating two pinch points to slow vehicles down, to provide parking bays to formalise on-street parking, to upgrade road markings and to provide a new road surface to encourage cycle use.

4. Consultations

4.1 The application has been advertised in the Council's weekly list of applications, by notice in the local paper, by site notice and twenty-seven neighbour notification letters were sent to adjoining properties.

4.2 Fifty-four letters of objection were received from fifty households, along with four anonymous letters and a petition with 115 signatures, in respect of the scheme as originally submitted. A further nine letters of objection have been received in respect of the amended scheme, including two from households who had not previously objected individually.

4.3 The objections received can be summarised briefly as follows :-

- the use of Pretoria Road to access the site is unacceptable;
- Pretoria Road is already congested and the development will exacerbate this problem;
- extra traffic will further impact on residential amenities;
- access proposed is dangerous in highway safety terms;
- loss of parking will cause further problems;

- site is contaminated and unsuitable for residential use;
- proposal will result in loss of trees;
- local sewerage system will not be able to cope with extra demand;
- proposal is an over-development;
- local residents' objections do not count;
- residents not given enough time to comment on proposals.

4.4 The County Highway Authority have recommended the imposition of conditions on any permission granted.

4.5 The Environment Agency has no objection, in principle, to the proposed development subject to the imposition of appropriate conditions.

5. Planning Considerations

5.1 This application seeks renewal of the planning permission granted on 13th September 1999 for the erection of 34 flats accessed via Pretoria Road.

5.2 The issues detailed in the earlier report are still generally applicable. The most significant changes in policy since the earlier decision are that the Local Plan Second Alteration has been formally adopted as the basis for making day-to-day development control decisions; Planning Policy Guidance Note 3: 'Housing', which was in consultation draft form at the time of the earlier decision, is now formal Government policy; and the Council has adopted the Surrey Design Guide as supplementary planning guidance.

5.3 Policy HO1 of the Local Plan indicates that the Council will encourage housing proposals that "make full and effective use of land within existing urban areas, particularly vacant and derelict land".

5.4 PPG3 states that it is the Government's objective to promote more sustainable patterns of development and make better use of previously-developed land, and that the focus for additional housing should be existing towns and cities. It is made clear that Local Planning Authorities should, amongst other things, provide sufficient housing land but give priority to re-using previously-developed land within urban areas in preference to the development of greenfield sites; make more efficient use of land by reviewing planning policies and standards.

5.5 Paragraph 40 of PPG3 contains advice on the non-renewal of outstanding planning permissions. Here it is stated that :-

"Issues of sustainability mean that Local Planning Authorities should review thoroughly all applications to renew permissions....."

5.6 It is further stated that :-

“.....where permissions for housing development are renewed, they should be revised to take account, for example, of the need for higher quality development which makes more efficient use of the available land.”

- 5.7 The current application has been looked at in the light of this advice. At 32 dwellings per hectare the proposal does fall within the density guidelines detailed in the PPG. Any higher density would not, it is considered, be appropriate in this location because of the quality and nature of surrounding development. Conversely, a reduction in density would be contrary to Government guidance. The opportunity, has, however, been taken to improve cycle and pedestrian access to the site to encourage use of other transport modes such as the railway and bus links which are available in the vicinity of the application sites.
- 5.8 Whilst it is acknowledged that there is significant local opposition to the scheme, principally on the grounds of the proposed access to the site via Pretoria Road, it is considered that there has been no change in circumstances since the previous approval to justify a different decision being reached.
- 5.9 The current access arrangements for a development of the type applied for, are considered to be appropriate. Future access to land outside the application site cannot be taken into consideration at this stage. Any scheme to redevelop the ‘safeguarded’ housing site to the east will have to be considered on its merits when it is deemed appropriate to release that site and clearly access will be an important consideration.
- 5.10 Members will be mindful that should this application for renewal be refused, then an Inspector looking at any subsequent appeal would need to consider all relevant issues, including the density of development proposed.
- 5.11 Given these circumstances it is considered that the application does represent an appropriate use of this previously developed site in the urban area and is seeking an appropriate density of development that can be served by access from Pretoria Road without causing undue harm to the other users of that access route.
- 5.12 Consideration has been given to the relevant elements of Human Rights legislation but it is not considered that approval of this application will violate anyone’s rights under the terms of current legislation.

Officers’ Recommendation

GRANT subject to the following conditions:

1. Outline Application - Submission of Reserved Matters (C001) - delete “, the means of access thereto”
2. Outline Application - Standard Time Limit (C002)
3. External Materials - Samples Required (C005)

4. Boundary Treatment (General) (CC061)
5. Before any operations commence on site, the proposed 2m wide footway, part of the works shown on application drawing number 2002-563/P/01 Rev A, and the dropped crossings in this extent, shall be constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority.
Reason: Condition 5 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.
6. Before any occupation of the development the whole of the proposed road works as shown on the application drawing number 2002-563/P/01 Rev A together with the resurfacing of the carriageway of Pretoria Road and new street lighting shall be completed all to the satisfaction of the Planning Authority after consultation with the Highway Authority.
Reason: Condition 6 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.
7. Before any other operations are commenced the proposed modified double lane vehicular access to Pretoria Road shall be constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority.
Reason: Condition 7 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.
8. Before any occupation of the site the necessary works to renew the 'give way' markings at the junction of Hanworth Lane shall be completed all as may be agreed with the Highway Authority.
Reason: Condition 8 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.
9. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the

site in forward gear. The parking/turning area shall be maintained exclusively for its designated use.

Reason: Condition 9 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

10. No development shall take place until a Method of Construction Statement, to include details of :-

- a) parking for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: Condition 10 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

11. Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason: Condition 11 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

12. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide secure cycle parking, and shall thereafter be permanently maintained.

Reason: The above condition is required in the interest of public safety.

13. No development approved by this planning permission shall be commenced until a Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site

Investigation has been submitted to the Local Planning Authority. This should be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site.

Reason: To ensure that the proposed site investigations and remediation will not cause pollution of Controlled Waters.

14. The development of the site should be carried out in accordance with the approved Method Statement.

Reason: To ensure that the proposed site investigations and remediation will not cause pollution of Controlled Waters.

15. If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.

Reason: To ensure that the development complies with approved details in the interests of protection of Controlled Waters.

16. Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Reason: To protect Controlled Waters by ensuring that the remediated site has been reclaimed to an appropriate standard.

17. The construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

Reason: To prevent pollution of the water environment.

18. No soakaways shall be constructed such that they penetrate the water table, and they shall not in any event exceed 3 metres in depth below existing ground level.

Reason: To prevent pollution of groundwater.

19. No soakaways shall be constructed in contaminated ground.

Reason: To prevent pollution of groundwater.

20. Prior to any proposals an ecological appraisal of the application site should be carried out. The survey should identify any rare, declining, protected to otherwise important flora, fauna or habitats within the site; assess the importance of that interest at a local level; identify the impacts of the scheme on that interest; propose mitigation for any adverse ecological impacts; propose enhancement measures to help improve the value of the site for wildlife. It should also include long term design objectives, management responsibilities and details of how it is planned to incorporate nature conservation as part of the redevelopment.

Reason: In order to allow the nature conservation impacts of the scheme to be adequately assessed which would determine the appropriateness of the site for development.

21. There shall be no storage of materials within 4 metres of the watercourse. This must be suitably marked and protected during development and there shall be no access during development within this area. There shall be no fires, dumping or tracking of machinery within this area.

Reason: To reduce the impact of the proposed development on wildlife habitats upstream and downstream, including bankside habitats.

22. A 4 metre Buffer Zone alongside the watercourse shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.

Reason: To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

23. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The landscape management plan shall be carried out as approved.

Reason: To protect/conservate the natural features and character of the area.

24. No development approved by this permission shall be commenced until a planting scheme within or adjoining the watercourse has been approved in writing by the Local Planning Authority. The approved scheme shall be carried out in accordance with a programme for planting and maintenance related to stages of completion of the development.

Reason: To protect, restore or replace the natural features of importance within or adjoining the watercourse.

25. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

Reason: To prevent the increased risk of flooding and to improve water quality.

Informatives

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly-loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980, Sections 131, 148, 149.)
2. This permission does not purport to consent to the signage and flags indicated on the drawing accompanying the application and which may have to be the subject of a separate application for Advertisement Consent under the Town and Country Planning (Control of Advertisements) Regulations 1992.
3. Environment Agency Informative (I61)
4. Hours of Construction Work (I35)
5. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

2002 - 563/P/01A
SPA/CH8 Rev A1
Site Plan
SPA01B
SPA02A
SPA03A
SPA04 24th May 2003
SPA05 24th May 2003
SPA06 24th May 2003
SPA07 24th May 2003
SPA08 24th May 2003

14th May 2003
26th July 3003
14th May 2003
24th May 2003
24th May 2003
24th May 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0587	Date reg:	20.5.03	Ward	EGHAM TOWN
LOCATION:	7/7A VICARAGE ROAD, EGHAM			
PROPOSAL:	ERECTION OF A 1, 2 AND 3 STOREY BLOCK COMPRISING 39 NO. RESIDENTIAL UNITS (38 NO. SHELTERED APARTMENTS FOR THE ELDERLY AND 1 NO. ESTATE MANAGER'S APARTMENT) WITH ASSOCIATED CAR PARKING AND VEHICULAR ACCESS ONTO ALBANY PLACE			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Pegasus Retirement Homes Ltd			

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

Second Alteration April 2001: HO1, HO3, HO4, HO9, MV4, MV9, NE14, NE15, BE2, BE15, BE17, SV2

1. Site

- 1.1 The application site is situated on the northern side of Vicarage Road, approximately 120m beyond the High Street/Vicarage Road mini-roundabout, just before the M25 bridge over Vicarage Road. The eastern boundary of the site runs along the bottom of the steep treed embankment to the raised motorway. The northern boundary of the site runs along the cul-de-sac end of Albany Place. The western boundary abuts the front/side garden of no. 6 Vicarage Road which is set back from nos. 1-5. A detached chalet style dwelling is currently under construction in the side garden of this property. Opposite the site is the recently modernised and upgraded office building known as Assurance House.
- 1.2 The site itself has an area of 0.36ha (0.88a). It is generally level and was formerly occupied by two dwellings which have now been demolished. The site contains a number of mature trees. Of particular note are three mature trees (one Beech and two Sycamores) close to the Vicarage Road boundary which are covered by TPO No. 329. There is a screen of trees along the Albany Place boundary and a tall hedge of evergreen trees along the north-western side and rear boundaries of the site. The northern boundary between nos. 6 and 7 is more open.
- 1.3 The two properties had three vehicular crossing points onto Vicarage Road. None currently exists to Albany Place at the rear.
- 1.4 The site is in the urban area of Egham, but beyond the defined 'town centre' area. It is in an area of 'High Archaeological Potential' and has more recently been defined as being in an 'Air Quality Management' area. The rear, north eastern corner of the site is in an area liable to flood as defined on the Local Plan proposals map.

2. History

- 2.1 There have been a number of planning applications for garaging, extensions and a wall at the two properties which are of limited relevance. There have also been various applications in the 1950s for one or two bungalows which were granted planning permission. In 1983 an application for a three bedroom detached dwelling was withdrawn (RU.83/0654) and in 1985 an application for a preservation order on two trees was refused (RU.85/0360).
- 2.2 The most relevant application on the site was allowed on appeal in July 2001, under reference RU.00/0783. The permitted scheme was for 38 no. 1, 2 and 3 bedroom apartments with parking and associated amenity facilities. The building was predominantly 2/3 storeys with a single-storey part adjacent to 6 Vicarage Road. Three main issues were considered in the appeal : archaeology, affordable housing and impact on the character of the area. In his decision letter the Inspector concluded that the proposal would be unlikely to cause harm to archaeological remains, that the scheme was in keeping with the character and appearance of the area; that the site was not sufficiently large to achieve a successful mix of housing types and that the economics of provision exclude the provision of general use affordable housing alongside Category II sheltered apartments on the site. Other issues relating to loss of privacy and light, loss of parking and concerns over highway safety and access to the site via Albany Place were also dismissed.
- 2.3 Also of relevance to the current application are two further schemes on adjoining sites : one granted for a detached two-storey dwelling to the east of no. 6 Vicarage Road, with vehicular access off Vicarage Road (ref. no. RU.02/0133). This dwelling is under construction on site. It was granted planning permission in May 2002, almost a year after the appeal was allowed on the application site. The dwelling has 3 dormer windows looking towards the application site, the middle one of which is obscure glazed. The ground floor of the house is set some 6-6.5m from the boundary of the current application site. The dormer windows in the roof are set back into the roofspace and so are 6.5-7m from the site boundary.
- 2.4 The other relevant application is for a part 2, part 3 storey building comprising 24 x 2 bedroom flats, plus erection of 4 houses with vehicular access off Albany Place, following demolition of 4 existing dwellings (ref. RU.03/0600). This application is awaiting an ecological survey and comments from the Environment Agency, and will be reported to a later meeting.

3. Application

- 3.1 The current application proposes a block of a similar size and bulk to that granted under RU.00/0783 on appeal : it is predominantly 3 storeys in height but is 1 and 2 storeys on the western side, adjacent to 6 and 7 Vicarage Road. The building has a long frontage onto Vicarage Road with a return arm running along the motorway embankment on the eastern boundary of the site back towards Albany

Place. The floor area of the approved scheme was 1384 sq m; that on the proposed scheme is 1297 sq m.

- 3.2 Access to the site is via the cul-de-sac end of Albany Place. Twenty-seven parking spaces are to be provided in a parking area at the northern end of the site, close to Albany Place.
- 3.3 The three preserved trees on the frontage are shown to be retained on the site plan. An arboricultural report has been submitted identifying the position and health of trees on the site. It concludes that the trees on the site are of poor quality and whilst a number of them provide visual amenity to the streetscene, they have limited safe life expectancy.
- 3.4 A flood risk assessment has been submitted which includes a levels survey, and cross section through the site indicating the proposed slab level of the building in relation to adjoining grounds levels. The ground levels on the western side of the site are marginally higher and whilst the report recommends a slab level of 15.25m AOD, this roughly accords with existing levels on the western side of the site. However, the slab would need to be up to 0.75m higher than the ground level on the eastern side.
- 3.5 The applicant has also submitted drawings which compare the proposed siting and elevations to those approved on appeal under RU.00/0783 and a covering letter in support of the application.

4. Consultations

- 4.1 The application was advertised on the weekly list of applications received and in the local paper. In addition 41 letters were sent to properties near to the site. Nine letters of objection were received which raise the following points:
 - overlooking/loss of privacy to adjoining properties in Vicarage Road and Albany Place;
 - noise and disturbance through use of parking area;
 - flooding concerns : 7/7A was under water in the winter and adjoining properties were flooded;
 - loss of trees;
 - overdevelopment of site;
 - overbearing impact of development on Albany Place;
 - Albany Place is narrow and heavily parked; parking problems will be exacerbated, essential services would find access difficult and safety would be jeopardised;
 - concern over use of Albany Place as access during construction;

- concern over impact on wildlife;
- proposals contravene the European Human Rights Act;
- concern over cumulative effects of this scheme and one for flats on the High Street in terms of traffic congestion and density of development;
- loss of trees would increase noise and pollution from the M25;
- inadequate provision of parking;
- excessive provision of retirement flats in Egham;
- unacceptable loss of parking at the end of Albany Place;
- too close to 5, 6 and 7 Vicarage Road;
- concern over safety and ease of use of access from Orchid Court which is almost opposite proposed access through Albany Place.

4.2 The Head of Environmental Protection has expressed concern over the location of flats so close to the motorway in the poor air quality zone. He has requested a planning condition requiring a noise impact assessment and submission of a suitable scheme to minimise the noise impact on the properties from the motorway.

4.3 The County Highway Authority request minor amendments. They state that the parking provision is adequate and meets the adopted standard of 0.5 spaces per unit, but recommend a condition restricting the age of residents. Revised plans have been received and their further comments and recommended conditions are awaited.

4.4 Formal comments are awaited from the Environment Agency. Informally they have commented that they have not yet been able to quantify potential run-off from the Egham Bypass and hence if this were the first application for the redevelopment of this site, they would require more detailed survey work to establish the likely run-off implications prior to giving formal comments.

5. Planning Considerations

5.1 The main issue in respect of this application relate to the impact of the development on the character and appearance of the area and impact on the amenities of nearby residents; and affordable housing. Other material considerations relate to trees, highway and parking considerations, flooding, archaeology and air quality. The recent extant appeal decision on RU.00/0783 must also be a significant material consideration in the determination of the application.

Impact on the Character and Appearance of the Area

5.2 The site is in the urban area although outside the town centre as defined in the Local Plan inset proposals maps. This stretch of Vicarage Road is characterised

by two storey detached family dwellings. It is noticeably lower density than the High Street development which largely finishes at the Vicarage Road/High Street mini-roundabout. The conspicuous exception to this is the offices opposite at Assurance House (although this is set back on the opposite side of the road). The motorway embankment, raised carriageway (and fencing) form a visual barrier beyond which the main residential areas of Vicarage Road and Pooley Green are located. Nevertheless the predominant character of this stretch of the northern side of Vicarage Road is one of detached two-storey family dwellings. The application site contains important mature trees on the frontage which helps to soften the impact of the raised motorway.

- 5.3 At the rear Albany Place is a small cul-de-sac serving four terraces of 18 two storey, small scale, 1970s dwellings. There are two detached blocks of garages serving some of the dwellings but Albany Place is narrow and the road and cul-de-sac end is used for parking by residents. Currently the application site end of Albany Place appears as a landscaped, treed area.
- 5.4 In this context the erection of a block of apartments on the site could be considered to not be in keeping with the existing development, given its scale and bulk. However, the proposed building is marginally reduced in mass and bulk to that allowed on appeal. The submitted drawing showing the elevation comparisons (0302-P03A) against the appeal scheme illustrates this effectively. The Vicarage Road (south) elevation has been broken down into a number of elements as before, with set backs at the links between the elements, giving the impression of separate structures when viewed from along the site frontage on Vicarage Road. The design of the front elevation has been amended, but is considered to be more in keeping with surrounding development than previously. Similarly the scale and bulk of the Albany Place end of the building is similar to that granted on appeal.

5.5 In allowing the appeal, the Inspector concluded that the proposed development was in keeping with the character and appearance of the area in this part of Egham, and that the proposal was in keeping with the aims and objectives of Local Plan Policies BE2 and HO9. Despite the evident disparity in form and bulk against the surrounding development, given the similarity of the application development against that allowed on appeal, and the conclusions of the Inspector at that time, it is not considered that a refusal could be justified on this ground.

Impact on the residential amenities of nearby properties

- 5.6 There are 4 main aspects of the current application which are different to the scheme allowed on appeal, in terms of the impact on adjoining properties. Firstly, the single storey western end of the building is nearer to the western and north-western boundaries of the site than that permitted; a new dwelling has been permitted and erected adjacent to this boundary (known as 7 Vicarage Road); the number and configuration of the windows is different; and the parking area has been realigned.

- 5.7 The western end of the building is single storey. At its closest point, it leaves a gap of only 4.5m to the boundary with the new dwelling adjacent to 6 Vicarage Road. It is also some 3 – 4m closer to 6 Vicarage Road. However, given the limited height of the building it is not considered that this part of the development would have a materially different impact on the adjoining properties than the scheme allowed on appeal. There is a Silver Birch and Yew in this corner of the site which could be retained and which would help to provide screening to 6 Vicarage Road.
- 5.8 The two storey corner of the Vicarage Road part of the building is also in a marginally different position to that approved, although the majority of the northern (rear) elevation of the building is set slightly further away. Again, the building is not considered to be so materially different to the scheme allowed on appeal in terms of impact on adjoining properties to justify refusal.
- 5.9 The gap between the new dwelling under construction on the adjoining site on Vicarage Road and the proposed two storey rear of the proposed building is only 14-20m. This separation is minimal, and mutual overlooking would occur at first floor level.

However, the existence of the scheme allowed on appeal must again be a significant material consideration. Whilst the new house did not exist and was not considered by the Inspector in allowing the appeal, the new house was permitted after the appeal was allowed, in the knowledge of the appeal decision. The harm to the privacy of this dwelling is not considered, therefore, to be materially different to the appeal scheme - which is still capable of implementation - on this basis, refusal of the application is not considered to be justified. An adequate boundary enclosure and additional planting would be necessary on this boundary to limit the impact of the development and conditions and informatives are recommended to this effect.

- 5.10 In terms of windows, the rear elevation of the western end of the building has been simplified and the number and size of windows reduced. Balconies are shown on part of this elevation, and a condition is recommended that these should be decorative only, and not used as sitting out areas. Additional windows are proposed on the western flank of the arm of the building, projecting towards Albany Place, again looking towards 6 & 7 Vicarage Road. Whilst the separation to the boundary is greater, it is not considered that the number of windows would materially erode the residential amenity of adjoining properties although sitting out areas could erode their privacy and amenity, and a condition is recommended regarding these features.

- 5.11 The Inspector, in allowing the appeal on the site, dismissed concerns over noise and disturbance to residents of Albany Place from the use of the road for access. The parking layout has been altered in the current application, and further amended following concerns over proximity of the parking to the boundary with No.16 Albany Place and resultant loss of screening. The layout is now considered to be satisfactory : adequate space will remain to the site boundaries to allow the retention and provision of additional planting that will assist in screening the development. The relocation of the refuse store away from the boundary with 16 Albany Place is more acceptable in terms of residential amenity.
- 5.12 The current proposal is thus considered to be acceptable in terms of impact on the residential amenity of adjoining properties, not being materially worse than the scheme approved on appeal.

Affordable Housing

- 5.13 The scheme does not include affordable housing, despite the fact that it provides well over the threshold number of units identified in Policy HO4. However, at the recent appeal the Inspector concluded that the site was too small to achieve a successful mix of housing types, and that the economics of provision excluded the provision of general use affordable housing alongside Category II sheltered apartments on this site. He considered that the Council's requirement to provide affordable housing on the site was contrary to the advice and guidance in Circular 6/98.
- 5.14 The current application proposes 38 sheltered housing flats, 1 warden's flat and a visitors' suite. The scheme approved on appeal was for 38 flats plus a guest suite. The application therefore proposes one additional residential unit. On the basis of the Inspector's findings, it is not considered that the addition of 1 unit would make a material difference to the view he took. Hence it is not considered that the application could be refused on the basis of lack of provision of affordable housing, despite the Local Plan requirements of Policy HO4.

Other Considerations

- 5.15 The Environment Agency did not raise objections to the appeal scheme: part of the site lies in an area liable to flood in the Local Plan Proposals Map, but their records at that time excluded the area of the site to be built upon and hence no objections were raised. The applicant has submitted a Flood Risk Assessment with the current application, since the site is now in flood risk area shown on the indicative flood map dated December 2002. It is proposed to set the car park at or above the 1 in 100 year flood level of 14.65m AOD and to raise the slab of the building, setting the minimum finished ground floor level at 15.25m AOD. The levels survey indicates that this level is roughly equivalent to existing ground level on the western side of the site, but would require the raising of levels on the eastern side by up to 0.65m. From a visual point of view this stair level is considered acceptable, as the relationships at the western side of the site are the most critical. Formal views of the Environment Agency are still awaited, but given that the previous appeal on the site was allowed without a slab levels condition; that the footprint is now marginally less than that allowed on appeal; and that the current proposal involves the raising of the slab above the flood level of 15.25m AOD, which again is an improvement to the appeal scheme (which itself is still valid and capable of implementation), it is not considered that a refusal on flooding grounds could be justified on the current application.
- 5.16 Parking provision on the site has been marginally decreased from 29 on the appeal scheme to 27 spaces now, and 1 additional residential unit provided. This provides a parking ratio of 0.7 spaces per unit. This level is in accordance with the County Highway Authority adopted standard for this type of sheltered housing. Furthermore, a cycle rack is also now to be

provided to encourage workers or visitors to the site to use alternative forms of transport. Given the type of development and edge of town centre location of this development, the parking level is considered by the County Highway Authority to be adequate, and in line with policy guidance. Furthermore, they raise no highway safety concerns in respect of the use of Albany Place.

- 5.17 An archaeological assessment and site evaluation was undertaken prior to the appeal. It was agreed at this time that the archaeological evidence obtained did not justify the withholding of planning permission. However, the Inspector accepted the need for a condition to allow access to the site to observe excavations and record items of interest and finds. A similar condition is recommended on any approval.
- 5.18 Consideration must be given to Articles 8 and 1 of the First Protocol of the European Convention on Human Rights. The objections received to the application have been taken into account but are not considered to justify refusal of the application in this case. Conditions are recommended, however, to limit the harm to residential and visual amenity.

Officers' Recommendation

GRANT subject to the following conditions :-

1. Full Application - Standard Time Limit (C004)
2. The finished internal ground floor levels should be 15.25m AOD unless otherwise agreed in writing by the Local Planning Authority.

Reason: To accord with the findings of the Flood Risk Assessment, to raise the building above the 1:100 year flood event (after adjustment for possible climate change).

3. Except where otherwise agreed in writing by the Local Planning Authority, tree nos. 432 and 437, the leylandi trees on the boundary with 16 Albany Place, nos. 378, 38 and 41 identified on drawing no. Bry/11202, and in the Arboricultural Report, shall be retained until the expiration of five years from the date of the completion of the development.

Reason: To protect the trees to be retained and enhance the appearance of the surrounding area.

4. Protective Fencing - General (CO53)
5. Storage of Materials Within Fencing (CO55)
6. Ground Levels/Excavation Within Fencing (CO56)
7. Burning (CO57)
8. The apartments hereby permitted shall only be occupied by persons aged 55 and over.

Reason: To accord with the terms of the application and in view of the limited parking provision on the site.

9. Before any other operations are commenced the proposed vehicular access from the site to Albany Place shall be constructed and maintained in accordance with the approved details.

Reason: In the interests of highway safety.

10. The building hereby permitted shall not be occupied until the existing vehicular accesses to Vicarage Road have been closed and the footway and kerbs reinstated in a manner to be approved and agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

11. The building shall not be occupied until the parking area shown on drawing no. 0303-P01D has been drained and surfaced in accordance with details submitted to and approved in writing by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than the parking and manoeuvring of vehicles.

Reason: To ensure that provision for vehicle parking clear of the highway is available for users of and visitors to the development in the interests of highway safety.

12. Construction work shall not begin until a scheme for protecting the proposed apartments from noise from the M25 has been submitted to and approved in writing by the Local Planning Authority; all works which form part of the scheme shall be completed in accordance with the agreed details before the apartments are occupied.

Reason: To protect the occupants of the new development from noise disturbance.

13. Soft Landscape Details (CO59)

14. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out in accordance with a programme agreed and approved in writing by the Local Planning Authority.

Reason: To preserve and enhance the character and appearance of the surrounding area.

15. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied.

Reason: In the interests of the amenities and privacy of the occupiers of adjoining residential properties, and the occupiers of the properties the subject of this permission.

16. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In order that the development harmonises with the surroundings in the interests of visual amenity.

17. Development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent the increased risk of flooding.

18. The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority, and shall allow him to observe the excavations and record items of interest and finds.

Reason: In view of the site's location in an area of high archaeological potential, and to hold a watching brief during the construction period.

19. The balconies on Units 14, 15, 16, 25, 26, 28, 29, 30 and 38 shall not project out from the building by more than 0.3m from the face of the building.

Reason: To protect the privacy of adjoining residents.

20. Construction Traffic and Workers (C106)

Informatives:

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>
Bry/11202	19th May 2003
J 1991 S1/S2	19th May 2003
0302-P02A	19th May 2003
03A	19th May 2003
04A	19th May 2003
05A	19th May 2003
06A	19th May 2003
07A	19th May 2003
09A	19th May 2003
10B	19th May 2003
11A	19th May 2003
Site Plan	19th May 2003

Arboricultural Report	19th May 2003
Conceptual Landscape Scheme	19th May 2003
Flood Risk Assessment	19th May 2003
0302-P01C	8th July 2003
2710/02	8th July 2003
2710/03	8th July 2003

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. The landscaping scheme submitted pursuant to Condition 14 shall include significant replacement planting including heavy standard trees and large shrubs to provide adequate screening in the interests of the visual amenities of adjoining residents.
3. Details pursuant to Condition 15 shall show a substantial boundary enclosure on the boundary of the site with 6 and 7 Vicarage Road.

fronting New Road. These latter properties are also two storeys in height, have rear garden depths of mainly 30-35m backing onto the site. The rear boundary of these gardens are mostly fenced, but relatively open. The side boundary of No. 38 The Causeway (which runs along the north-western side of the site) is open, the side of the house being exposed to views to and from the application site. To the east are predominantly two storey dwellings fronting The Causeway and Chandos Road. The flank boundaries of 'Melina' and 32 Chandos Road directly adjoin the north-eastern boundary of the site. Both properties are dominated by Lakeside East, and this side boundary area lacks any vegetation on the application site. Where the site constricts at the bend in Chandos Road, Nos. 1-7 Chandos Road face onto the rear of Lakeside East. Again this building dominates the front of these dwellings, the view of which is partially broken in the summer months by trees on the outside of the bend on the site. Lakeside House dominates the view from the side of No. 7 and from the upper end of Chandos Road, being relatively unrelieved by any significant vegetation. After the bend in Chandos Road, Nos. 8-25 Chandos Road face onto the eastern side of the site. Their view of Lakeside House is partially softened by trees adjoining the lake. The eastern boundary of the site is formed by fencing and concrete section walling.

- 1.5 To the south of the application site is the railway, and the rear of residential properties on Wendover Road beyond. To the north is the gas works site, which is raised above the level of the road.
- 1.6 The site is in the urban area, and the majority of the site is in an area liable to flood (with the exception of an area at the front of the site).

2. Planning History

- 2.1 The site has an extensive planning history, much of which is of limited relevance to the current application. The site has been redeveloped on a piecemeal basis and so the most relevant history is sub-divided by building:

Lakeside West

RU.94/0862: Erection of 3 storey office building to be followed by demolition of existing office building 6 months later - GRANTED 16.02.95.

RU.95/0441: Removal of Condition 10 of RU.94/0862 (provision of obscure glazing in west elevation) - GRANTED 06.09.95.

Lakeside House

RU.90/0687: Construction of an office building comprising labs, workshops, offices and stores with separate gas bottle

stores and publicity stores; re-arrangement of car parking on the north site and construction of permanent restaurant with offices above, medical suite and roof storage on the south side - GRANTED 24.05.91.

Lakeside East

EGH.67/11819: Erection of a 2 storey building comprising offices, Fitters' Depot, stores and car parking - GRANTED 20.11.67.

Blue Flame Building

RU.87/0253: 2 storey building of 300 sq.m. (gross floor area) providing recreational facilities for employees - GRANTED 27.05.87.

- 2.2 In February 2003 an outline application was submitted for the redevelopment of the site to provide 11,419 square metres of office floorspace (Class B1(a)) with associated 326 car park spaces but this application was withdrawn prior to determination (RU.03/0208).

3. Application

- 3.1 Outline planning permission is sought to demolish the existing buildings on the site and erect 3 replacement office buildings. The matters to be considered with this application are siting and means of access only. Replacement Buildings 1 and 2 (as notated on drawing no. 100N) are to be part 2, part 3 storeys and Building 3 is proposed to be 3 storeys in height. The proposed floorspace is 11,419 sq.m., and 326 parking spaces are shown to be provided (13 of which are disabled spaces) plus space for up to about 90 bicycles.
- 3.2 The 3 existing office buildings to be demolished are two and three storeys in height. They have a floorspace of some 5,970 sq.m. In addition, the Blue Flame building (a detached two storey building situated in the southern area of the site and used for ancillary social and recreational purposes) is also to be demolished. This has a floor area of approximately 300 sq.m., making a total existing floorspace on the site of 6,270 sq.m.

- 3.3 A site strategy plan (drawing no. 100N) has been submitted showing the siting of the existing and proposed buildings, and the car parking layout. In essence, Buildings 1 and 2 (along The Causeway road frontage) are proposed to be two storeys in height adjacent to the site boundaries, rising to 3 storeys in height towards the centre of the site. They are proposed to be sited marginally forward of the existing Lakeside East building (the two storey concrete building on the eastern side of the site), some 11.5-14.5m back from the front boundary of the site. Building 3 is proposed to be 3 storeys in height and set back in a central position behind Buildings 1 and 2. This building is to be built partially over the lake. To compensate for the loss in flood storage capacity, the lake is to be excavated and increased in size on its south-western side, in the area of the Blue Flame building. The remainder of the lake is to remain as existing.
- 3.4 Access to the site is to remain as existing from The Causeway. Car parking is shown to be largely sited to the western side of the site, in the position of the existing car park. A smaller amount is shown to be provided on the north-eastern side of the site.
- 3.5 Two further drawings have been submitted illustrating the existing and proposed elevations across the front, side and rear of the buildings. These plans also illustrate a proposed landscaped bund to the side boundaries; opaque glazing to the flanks of Buildings 1 and 2 and slab levels.
- 3.6 A number of documents have been submitted with the application, as follows :-
- 1) **Planning Statement:** this includes a site description, existing uses, planning history, outline of application and the policy framework.
 - 2) **An Ecological Report:** the report was produced on the basis of a desk study and field surveys and considers implications for the development. It concludes that the lake and surrounding vegetation comprises a range of habitats which support interesting flora and fauna. It comments that the site is of note in the context of its urban location, its proximity to the SSSI and SNCI sites to the north (outside the Borough) and its value as a local amenity. The authors of the report conclude that development of the areas proposed would not compromise the ecological value of the site, as long as appropriate measures are taken to restore habitat which is lost. The report emphasises that steps must be taken to ensure that the process of development such as demolition, driving machinery, piling topsoil and other potentially damaging activities do not disturb habitats in areas outside of those planned for development. They recommend that care must also be taken to ensure that the ecological quality of the lake itself is not compromised by pollution, or demolition debris. Supervision by an ecologist is recommended, as is a construction management plan detailing how development activities and ecological issues can be reconciled on site.

- 3) Flood Risk Assessments dated May 2002 and January 2003. These state that the site falls within a PPG25 flood zone type 3a which is a 'High Risk developed area' category with an annual probability of flooding of 1% or greater in the southern area of the site. The reports conclude that the development would not increase the risk of flooding at the site or downstream.
- 4) An Arboricultural Impact Appraisal: the report concludes that the layout will result in the loss of 10 individual trees and 2 groups. Two Category A trees and 6 other trees would be lost in the area around the Blue Frame building where excavation is proposed to increase the size of the lake. In addition a group of Category Z trees (unstable or poorly formed, damaged or diseased trees) is to be removed towards the north-eastern corner of the site, adjacent to the bend in Chandos Road.

4. Consultations

4.1 The application was advertised on the weekly list and in the local paper. In addition, letters were sent to 79 nearby properties. Letters of objection have been received from 10 households. The grounds of objection may be summarised as follows :-

- impact on wildlife;
- development could exacerbate flooding in the area;
- concern that office workers would park on adjoining residential streets;
- devalue adjoining properties;
- excessive size of development: increase in floorspace (90%-100%) is excessive and unsustainable;
- increase in traffic and parking on local roads;
- no reasoned justification for demolition of existing offices which are still viable;
- too close to adjoining residential properties;
- overlooking/loss of privacy;
- concern over lake and impact on environment and ecology;
- removal of existing buildings will cause waste of resources;
- no benefit to local community;
- reduction in parking on the site;
- inadequate public transport to access the site;
- concern over loss of trees;
- concern over working hours and noise and disturbance during construction. (Reference is made in letters to recent works undertaken on the site at anti-social hours);
- query over boundary treatment. Residents on Chandos Road would want fence retained along eastern boundary;
- flood plain information inaccurate;
- concern over pollution and dust;
- safety concerns in relation to Chandos Road;

- possible structural damage as a result of construction (piling in particular);
- health/allergy concerns over dust;
- concern over glass finish of buildings which will cause reflection problems;
- additional cars will exacerbate turning difficulties at the end of adjoining roads;
- concern over impact on toads and frogs (letters point to toad crossing on Chandos Road);
- exacerbate traffic congestion and highway safety problems particularly on entering and leaving The Causeway;
- lack of need - many vacant office blocks in the area;
- concern that existing congestion problems on The Causeway, particularly at the M25 roundabout and Staines roundabout will be exacerbated. This will be exacerbated if vacant space is occupied;
- request that specific conditions be imposed on any permission, limiting hours of operation, construction and noise levels;
- concern over impact on lake in terms of demolish debris falling into lake - causing pollution and reducing capacity of lake;
- concern that inadequate timescale has been used to investigate ecology of the site (English Nature recommends survey of 6 months-1 year and survey period in this report was significantly less);
- the Ecological Report makes various recommendations, which must be carried forward by the imposition of stringent conditions. Close monitoring must be undertaken by the Council or representative. Self-policing is not acceptable;
- detailed suggestions are made regarding the reduction in depth and size of the building to reduce the overbearing nature of the development and harm to the outlook from adjoining properties;
- inaccuracies in application documents - notably the Blue Flame building is for social or recreational use only. It should not be included in existing office floorspace calculation;
- the area is already carrying significant flows of traffic and already suffers significant congestion. Massive increases in office development have been permitted in the area, much of which is currently vacant. Current and proposed office developments need to be extrapolated to full occupancy and to account for visitors and peak flows. The likely impact of T5 and any changes to the M25 layout should also be taken into account. The conclusion of any Traffic Impact Assessment would be flawed (and are currently flawed);
- only one survey date with 2 periods of 2 hours each has been used as a basis to establish current traffic flow. This is hopelessly inadequate and the results must be viewed as flawed;
- dates of traffic surveys are incorrect (day and date do not exist);
- basis of data on staffing levels and traffic flows to and from the site are flawed;
- the future development traffic generation section applies low growth rates rather than high. This is also flawed. Given intensification of use of the area and external influences (T5, Thorpe Park, M25, etc.), high data should be used;

- the existing site is significantly under-occupied and the assessment of traffic generation/congestion in and around site are flawed;
- practical experience of the area has proved that the flow of traffic from Staines to Egham particularly can build from as early as 4.00 p.m., and can last beyond 6.00 p.m. Queries whether a queue would be surveyed as a 'reduced' flow rate because traffic is virtually at a standstill;
- considers that change in travel behaviour towards alternative forms of transport is naïve and unlikely;
- queries conclusions in Section 6 of the Transport Assessment: Points 3, 4 and 5 are fundamentally flawed; 2 and 8 are suspect at best; Conclusion 6 needs proper research; 4 is very naïve;
- increasing floorspace by 90-100% must increase vehicular activity. If parking is not provided on site, vehicular activity will increase, but vehicles will park in the local area.

4.2 It should be noted that very detailed comments have been submitted as correspondence from some of the neighbours. The above represents a summary of the points raised, the details of which cannot be fully incorporated into the report. Copies of the letters of representation will be available to Members both prior to and at the meeting in accordance with the normal practice. Members may also wish to note that 25 letters of objection were received on the withdrawn application. Residents have raised concerns that some of these objectors would not write in respect of the current application because they would assume that their previous comments would be taken into account.

4.3 Various consultations have been undertaken. Those that have been received on the current application are as follows.

4.4 Surrey Wildlife Trust support the recommendations made in the Ecological Report. In particular they ask that the areas to be developed are well protected by fences to ensure habitats outside the development area are undisturbed and that construction run-off is prevented from entering the lake; trees which support the Bicoloured Tree Art should be retained; a check should be made for bats before any tree work takes place; the lake and buffer zone should be protected from contaminated run-off from the car park; and a buffer zone of native shrub planting should be provided around the lake. They raise a concern that existing habitats may be lost to create the landscaped bunds and query their construction.

4.5 The County Highway Authority recommend that permission be granted subject to the prior completion of a legal agreement to secure :-

a) A contribution of £150,000 towards Local Transport Plan Accessibility/Transport Improvements as follows :-

- Extension of the Shuttle Bus service between Egham and Staines Stations via The Causeway at peak times.
- Improvements to bus stops.
- Installation of real time passenger transport information systems.

- Cycle route improvements.
 - Improvements to pedestrian facilities.
- b) A contribution to a ceiling of £10,000 for :-
- Monitoring on street parking on residential roads leading off The Causeway within a 2 year period of full occupation. The first count to be undertaken approximately 6 months after full occupation and all as may be agreed with the Highway Authority. If deemed necessary, contributions shall be allocated to the implementation of parking restrictions or residents parking schemes, etc. Such monitoring to be undertaken by the Highway Authority OR by a developer appointed consultant approved by the Highway Authority.
- c) A penalty clause to a ceiling of £40,000 :-
- Such sum (based on a sliding scale but to a ceiling of £50,000) enabling further contributions towards the costs associated with implementing surveys and schemes to bolster performance against the failure to achieve modal split targets (such targets to be agreed with the Highway Authority and enshrined within the Travel Plan). Counts to be undertaken 3 years after occupation.
- d) Within 12 weeks of first occupation a Travel Plan shall be produced to include :-
1. The appointment of a member of staff to act as a co-ordinator for all commuter travel and transportation matters.
 2. The promotion and co-ordination of alternative means of transport such as car sharing, public transport, cycling and walking.
 3. The reasonable allocation of car parking spaces designed to achieve the objectives of the plan.
 4. All members of staff to receive full details of the Travel Plan within a reasonable time of commencing their employment at the site and thereafter receive revisions and updates.
 5. The provision of a reasonable number of secure covered cycle stores, shower and changing facilities for use by cyclists.
 6. The provision of a car sharing database.
 7. Measures to encourage the occupiers to consider the provision and use of pool cars where appropriate.
 8. Liaison with local bus and rail operators and the County Council on availability of discounts for the provision of season tickets.

9. The provision on the property of signboards and I.T. access for providing information on bus and real time rail timetables and local pedestrian and cycle routes.
 10. The identification of ongoing reasonable targets to continue to reduce car usage with a view to reducing the requirement for car parking spaces and providing additional cycle associated facilities.
 11. Maintenance of records to enable adequate monitoring at annual intervals AND details of modal split targets and monitoring and management of the Travel Plan and its targets.
- e) A contribution of £2,000 towards the Highway Authority costs for overseeing the monitoring of the Travel Plan.

4.6 The Health and Safety Executive do not raise objections to the application.

4.7 Formal comments have not yet been received from other consultees on the current application. However, comments were received on the withdrawn application, and are reported below for information.

- 1) Spelthorne Borough Council raise no objections provided that Environment Agency raise no objection on flooding grounds.
- 2) Environment Agency: recommended refusal of the previous application on the basis of need for an ecological survey to determine the impact of the proposals on the ecology/conservation of the lake and surroundings. (The ecological survey has now been submitted with this proposal). No objections were raised with regard to the proposals in respect of flooding, although conditions were recommended on any approval. One in particular recommended the raising of the slab level to 15.5m AOD with voids under. Informally the Environment Agency raise no objection on flooding grounds.
- 3) Network Rail stated that the applicant needed to demonstrate that the development would not cause flooding to the railway. They recommended conditions and informatives on any approval.
- 4) The Highways Agency expressed concern over the cumulative impact of new development on traffic generation and congestion. They state that the p.m. peak hour traffic flow on the A30 exit from the Runnymede roundabout is approximately 2,350 vehicles. Of the 24 vehicles generated by the current application during this peak period, some 21 would use this section of trunk road: this equates to 0.9%. However, if other permitted developments in the area are added into the equation (Causeway 3, Lovett Road, Unit C) then the increase is 165 vehicles or 7%. Relatively few developments are thus required before the impact becomes significant.

However, the Highways Agency consider that it may be difficult to sustain a refusal on highway grounds alone, given the decision to allow the Lovett Road development on appeal.

- 5) Surrey County Council considered that the principle of the replacement offices as proposed is acceptable in strategic employment policy terms; and state that the layout and design of buildings are capable of responding to the principles of sustainable construction under Surrey Design. They state that local amenities would appear to be capable of protection, but that landscaping and archaeological investigation would appear to require attention.

Nevertheless, they raised an objection in relation to strategic movement policy on the grounds that the proposed development is not well served by public transport and that insufficient proposals are made to enhance accessibility to the site. They state that the submission has still to demonstrate that the proposals are compatible with the transport infrastructure in the area in terms of traffic impact, and that satisfactory enhancements towards sustainable modes of transport are proposed.

- 4.8 Any further comments received on the current application will be reported to the Committee.

5. Planning Considerations

- 5.1 The application is in outline, with siting and means of access only to be considered at this stage. The site is in the urban area, and a large part of it is in the area liable to flood. It contains a lake and trees and is adjacent to residential properties. It is accessed via The Causeway. The primary considerations relate to the impact of the development on the residential amenities of adjoining properties and the character and visual amenities of the area; the impact of the development in relation to flooding issues, trees and ecology of the lake and its associated wildlife; on the capacity of the road network to accommodate traffic generated by the additional floorspace; parking and accessibility of the site by alternative forms of transport.
- 5.2 This is an existing employment site in the urban area where intensification of the use may be appropriate under the terms of Policy LE1 provided that the proposals do not cause adverse environmental and traffic consequences. At the current time the site is poorly served by public transport and is not accessible by other alternative means of transport. The railway stations at Egham and Staines are some 1.5 km from the site and bus services are infrequent. Furthermore the Runnymede and Staines Bridge roundabouts are operating at capacity, especially during peak periods.
- 5.3 The County Highway Authority have therefore negotiated a package of transport improvements in relation to this application to make the site more accessible and to enable future occupiers to achieve appropriate modal split

targets (in relation to use of alternative means of transport) set out in the Green Travel Plan. (See paragraph 4.5 in consultations section)

- 5.4 The Highways Authority comment that the issue of cumulative impact of the development is, in this instance, miniscule, as the development will add very few additional car trips to the network. They considered that the reduced car parking (from 361 spaces to 326 spaces) financial contribution towards future parking restrictions, enhancement of bus services, and the robust travel plan with agreed modal split targets would deliver a net decrease in traffic flows to and from the site.
- 5.5 The County Highway Authority also comment that major developments along The Causeway have, or will, contribute towards the proposed improvements to public transport and other sustainable travel modes. Whilst continued demand for redevelopment on The Causeway would have the potential to cause greater congestion, the Highway Authority have developed a strategy that emphasises improvements in bus services, improvements to cycling and pedestrian facilities and a requirement for each new development to commit to a travel plan with agreed targets which are backed up with a legal agreement to make further financial contributions or undertake additional measures to ensure that modal split targets are met. On this basis, and with the proposed legal agreement as set out in paragraph 4.6 of this report, it is not considered that a refusal could reasonably be sustained on accessibility or trip generation issues.
- 5.6 326 parking spaces are proposed to be provided on the site. This provides a ratio of 1 space per 35 sq.m. This level of provision is above that recommended by the Highway Authority in this area (1:38 sq.m. is the recommended level). It is, however, below the 1:30 sq.m. maximum standard contained in the Local Plan Supplementary Guidance on Parking Standards, and the SCC Parking Strategy for Surrey. Whilst residents are clearly concerned about workers parking in adjoining residential streets, unless parking on the site is limited, (and parking on local streets appropriately monitored and penalties imposed to ensure that it is not just displaced onto adjoining streets) then vehicle movements generated by the development would not be limited, congestion would increase, and use of the car would not be appropriately discouraged. This limiting of parking is consistent with advice in PPG13: Transport. Government guidance in this document states that “reducing the amount of parking in new development.....is essential, as part of a package of planning and transport measures, to promote sustainable travel choices”. On balance, therefore, provided the legal agreement is secured as recommended, the level of parking is considered to be acceptable as proposed.
- 5.7 In addition to the package of transport improvements outlined, the applicant has offered a contribution towards the Council’s Yellow Bus Initiative. Whilst they express doubts over the relevance of the initiative in relation to this development, they are willing to make a contribution of £40,000 towards

the scheme. The contribution is welcomed as one way of helping to reduce traffic congestion in the area. This payment would need to be secured as part of the legal agreement.

Impact on the Character and Visual Amenities of the Area

- 5.8 The Causeway is a mixed area of commercial and residential properties. The site is adjoined by residential to the west, east and south (although separated by the railway line on this side), but it is opposite the Gas Board site, and is in commercial use itself. The existing development on the site does not contribute in a positive way to the character of the area: Lakeside House and Lakeside East are particularly unattractive; they dominate adjoining properties and views from the bend in Chandos Road, as well as being unattractive in the street scene on The Causeway. In general terms, the site is also poorly landscaped, with the exception of the eastern boundary of the site. The current application is in outline only, with design and external appearance reserved for subsequent approval. Illustrative plans have been submitted, and whilst these assist in assessing the likely bulk of buildings, they would not necessarily reflect the appearance of the building to be submitted as details pursuant to any approval. However, in principle, the removal of the existing buildings and their replacement with new buildings of an improved design and landscaping would give the opportunity for a significant improvement to the appearance of the site and the area. The pulling forward of the buildings towards The Causeway would increase the prominence of the buildings on the street scene. However, a reasonable space would remain to the front boundary to allow for tree planting, and increased spaces are now proposed to the side boundaries of the site. Furthermore, the provision of two storey wings adjacent to the boundaries would help to break up the bulk of building and respect the scale of the two storey dwellings adjoining the site on The Causeway. Building 3 is proposed to be bulkier, and to be set further back than the existing Lakeside House (although not as far as Lakeside West). The removal of Lakeside West would improve the outlook from the rear of New Road, although the building would impinge more on Chandos Road, particularly when viewed from the bend, and from Nos. 7 and 8-16. This impact could be lessened by the retention of mature trees, and significant planting of additional trees in the landscaping buffer area particularly at the bend in the road. Conditions and informatives are recommended on any approval to ensure the provision of such planting.

Impact on Residential Amenity

- 5.10 Again, this can only be assessed on a limited basis, given the outline nature of the application. Lakeside East currently dominates Melina and 32 The Causeway, and the properties opposite, particularly 4-7 Chandos Road. The siting of Building 2, reduction in height of the eastern part of the building, and provision of landscaped buffer will allow for an improvement in terms of the residential amenities of Melina and 32 Chandos Road, in particular. The building in front of 6 and 7 Chandos Road is proposed to be 3 storeys in height which would be bulkier than the existing, but the impact could be lessened by additional planting, where it is sparse at the current time.
- 5.11 Building 1 would have a more significant impact on 38 The Causeway. A landscaped buffer 10-18m wide is proposed along this boundary, and the building is to be 2 storeys adjacent to the boundary. On balance this relationship is now considered to be acceptable.
- 5.12 Building 3 is larger and deeper than the existing Lakeside House, and it would erode the outlook from the Chandos Road properties. However, the building would be a minimum of 35m from the flank of 7 Chandos Road and 45m from the corner of No. 8. Furthermore, the properties on New Road would enjoy an improved outlook by the removal of Lakeside West. On balance, given the space available for planting and provided conditions are attached to any permission to achieve a satisfactory scheme, it is not considered that the siting and likely bulk of Building 3 would be so materially damaging to the outlook and residential amenities of these properties to justify refusal.
- 5.13 The plans indicate that the external flank elevations of Buildings 1 and 2 would be obscure glazed. A condition is recommended on any approval to ensure that this is achieved in the detailed scheme.
- 5.14 Concerns have been raised by residents regarding noise and disturbance during demolition and construction. They refer to problems experienced on this site when Lakeside West was constructed and more recently when a generator was demolished. Letters also ask for the imposition of planning conditions to limit hours of working. This is clearly a major scheme the construction of which would be disruptive to adjoining residents. A Notice has been served on the current owners of the site under the terms of the Control of Pollution Act 1974 which limits all works and ancillary operations and works in connection with the operation of plant and machinery which are audible at the site boundary to the hours of 8.00 a.m.-6.00 p.m., on Mondays to Fridays; 8.00 a.m.-1.00 p.m., on Saturdays, and at no time on Sundays and Bank Holidays. The applicants have been informed that this Notice will be applicable to any future redevelopment of the site. One of the letters from a legal representative of an adjoining resident requests that planning conditions be imposed to limit work and to be more restrictive in terms of the very disruptive operations such as piling, demolition works or the use of very heavy machinery. The imposition of a condition on any approval to limit the hours of work on the site is considered to be contrary to Circular 11/95 which relates to the use of conditions in planning permission. The Circular states

that where a planning condition duplicates the effect of other controls, i.e. Control of Pollution Act 1974, it will normally be unnecessary and may be ultra vires because it is unreasonable, given the scale of the proposal and the proximity to residential and given the recent experience of disruption works at the site. Whilst some of the demolition and piling works would be particularly noisy and disruptive to residents, it is not considered that these could be reasonably limited further. An informative is, however, recommended that alternative methods of construction are used rather than driven piles (which cause the most noise and vibration in construction) and to recommend that noisy works are time limited.

Ecology/Wildlife

- 5.15 Planning Policy Guidance Note 9: Nature Conservation states that nature conservation may be a significant material consideration in the determination of applications, but advises that permission should not be refused if development can be subject to conditions that will prevent damaging impacts on habitats or important physical features. This is not a designated nature conservation site. Nevertheless, the Ecological Survey identifies it as being of note in the context of its urban location, its proximity to the SSSI and SNCI sites to the north and its value as a local amenity. The conclusions of the report are summarised in paragraph 3.6, and the comments of the Surrey Wildlife Trust in paragraph 4.4. Consultations have also been undertaken with the Environment Agency and English Nature. Their views will be reported to the Committee. On the basis of the report and comments received to date, it is considered that the ecological value of the site may be protected by the imposition of appropriate conditions, as recommended on any permission.

Flooding

- 5.16 The majority of the site, with the exception of the northernmost 30-50m of the site and the southernmost part of this site are identified as lying in the 1 in 100 year flood plain in the Local Plan proposals map. Under the terms of Planning Policy Guidance Note 25: Development and Flood Risk, and Policy SV2 of the Local Plan, flooding is a significant material consideration. A Flood Risk Assessment has been carried out with this application as required by PPG25. The Environment Agency have been consulted on the application, and whilst their formal response to the application has not yet been received they have confirmed informally that they do not object to the application and have provided the following comments :-

1. The site is protected from direct flows from the Thames by higher ground, particularly The Causeway 'ridge' which is along its northern boundary. Any rise in floodwater level on the site would happen as a result of groundwater levels rising, together with some lesser effects possibly from the back-up of minor drainage channels and sewers. Voids would therefore not improve the existing situation with respect to obstruction of flow because there is no flow across the site.
2. The Agency states that they would always prefer underfloor voids on buildings in the floodplain, but if this would raise the level of the building to an unacceptable level, as in this instance and where the site is not within close proximity to flowing water, then they are willing to allow the floor slab to be lowered provided that the building itself is waterproofed. Therefore they do not raise an objection to the finished floor level being no lower than the 1 in 100 year flood level of 15.5m AOD(N) (i.e. 1% annual probability flood level plus 600mm). Conditions are therefore recommended on any approval to ensure that the buildings are made flood proof, and the top of the floor slab provided at a level of 15.5m AOD(N).
3. The Agency is satisfied that the Flood Risk Assessment adequately addresses flood risk and illustrates that floodplain compensation is achievable on-site on a level-for-level basis. Further details are, however, required prior to commencement of compensation works.
4. The site overlies part of the old gas works site. Clarification regarding the condition of soil and groundwater at the site, and details of any previous remedial work are necessary. Again conditions are recommended to prevent contamination of the lake water.
5. Ground and surface water protection conditions are recommended.
6. Conditions to conserve and enhance the lake and the lake habitat are recommended.

Trees

- 5.17 An Arboricultural Impact Appraisal has been submitted with the application. Nine trees would be lost in the area of the site to be excavated for flood compensation. Whilst two of these trees are Category A trees (suitable for retention), they are some 50m into the site, and their loss would not significantly erode the visual amenity of properties surrounding the site, particularly given the existence of other trees on the eastern boundary of the site. Replacement planting must, however, be secured on any permission to adequately landscape the car parking area.
- 5.18 In addition, a group of Category Z trees (unsuitable for retention because of instability, poor form, disease or damage) are to be removed to make room for parking just south of Lakeside East and west of 7 Chandos Road. Whilst

this group of trees do provide screening from the side of No. 7 and the front/side of No. 8 onwards on Chandos Road, given their condition, and the potential for providing better alternatives, their removal is considered to be acceptable.

- 5.19 The report recommends protective fencing around trees to be retained during the construction period and conditions are recommended on any approval to ensure the identified trees to be retained are protected during construction.

Conclusions

- 5.20 Consideration has been given to Articles 8 and 1 of the First Protocol of the European Convention on Human Rights. The comments raised by objectors have been considered, and where possible conditions have been recommended to seek to overcome concerns. However, the points raised are not considered to justify refusal of the application in this case.
- 5.21 The site is not currently accessible by alternative means of transport. However, the recommended Legal Agreement would ensure that significant improvements are made to its accessibility. The County Highway Authority consider that, provided these measures are incorporated into the Agreement, that the number of additional trips to the site would be minimal, and hence refusal on highway capacity grounds could not be sustained on appeal. The parking level is considered to be acceptable in terms of Government advice in view of the contributions to improve accessibility by alternative means of transport.
- 5.22 The replacement of existing buildings could enhance the character and visual amenities of the area; and the likely impact on residential amenity in relation to the siting and size of the replacement building acceptable.
- 5.23 The Ecological Survey and views of the Surrey Wildlife Trust indicate that the development could be undertaken without materially damaging the ecological value of the site. Similarly, the Environment Agency consider that the development will not exacerbate flooding, subject to appropriate conditions.
- 5.24 Whilst a large increase in floor space is proposed, it is not considered that a refusal could be justified provided that a legal agreement and conditions are attached to any approval as recommended.

Officers' Recommendation

Subject to the prior completion of a legal agreement to secure all of the following at the developer's expense:

- a) A contribution of £150,000 towards Local Transport Plan Accessibility/Transport Improvements as follows :-
- Extension of the Shuttle Bus service between Egham and Staines Stations via The Causeway at peak times.

- Improvements to bus stops.
 - Installation of real time passenger transport information systems.
 - Cycle route improvements.
 - Improvements to pedestrian facilities.
- b) A contribution to a ceiling of £10,000 for :-
- Monitoring on street parking on residential roads leading off The Causeway within a 2 year period of full occupation. The first count to be undertaken approximately 6 months after full occupation and all as may be agreed with the Highway Authority. If deemed necessary, contributions shall be allocated to the implementation of parking restrictions or residents parking schemes, etc. Such monitoring to be undertaken by the Highway Authority OR by a developer appointed consultant approved by the Highway Authority.
- c) A penalty clause to a ceiling of £40,000 :-
- Such sum (based on a sliding scale but to a ceiling of £50,000) enabling further contributions towards the costs associated with implementing surveys and schemes to bolster performance against the failure to achieve modal split targets (such targets to be agreed with the Highway Authority and enshrined within the Travel Plan). Counts to be undertaken 3 years after occupation.
- d) Within 12 weeks of first occupation a Travel Plan shall be produced to include :-
1. The appointment of a member of staff to act as a co-ordinator for all commuter travel and transportation matters.
 2. The promotion and co-ordination of alternative means of transport such as car sharing, public transport, cycling and walking.
 3. The reasonable allocation of car parking spaces designed to achieve the objectives of the plan.
 4. All members of staff to receive full details of the Travel Plan within a reasonable time of commencing their employment at the site and thereafter receive revisions and updates.
 5. The provision of a reasonable number of secure covered cycle stores, shower and changing facilities for use by cyclists.
 6. The provision of a car sharing database.
 7. Measures to encourage the occupiers to consider the provision and use of pool cars where appropriate.

8. Liaison with local bus and rail operators and the County Council on availability of discounts for the provision of season tickets.
 9. The provision on the property of signboards and I.T. access for providing information on bus and real rail timetables and local pedestrian and cycle routes.
 10. The identification of ongoing reasonable targets to continue to reduce car usage with a view to reducing the requirement for car parking spaces and providing additional cycle associated facilities.
 11. Maintenance of records to enable adequate monitoring at annual intervals AND details of modal split targets and monitoring and management of the Travel Plan and its targets.
- e) A contribution of £2,000 towards the Highway Authority costs for overseeing the monitoring of the Travel Plan.
- f) A contribution of £40,000 towards the Runnymede Travel Initiative, which includes the 'Yellow Bus' scheme.

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. Outline Application - Submission of Reserved Matters (C001) - delete "siting" and "the means of access thereto"
 2. Outline Application - Standard Time Limit (C002)
 3. External Materials - Samples Required (C005)
 4. Approval of Surfacing Materials (C008)
 5. No trees shall be felled, uprooted or destroyed on the site except those identified to be felled in Appendix '3' of the Arboricultural Impact Appraisal submitted with the application (namely trees numbered 4, 5, 6, 7, 8, 9, 10,11, 12, G47, 48, G49).
- Reason:** In the interests of the visual amenities of the area and adjoining residents.
6. Tree Replacement - Existing Trees (C050) - "trees"
 7. Protective Fencing - General (CO53) - add "demolition of the existing buildings or construction" between "purposes" and "of the development"
 8. Storage of Materials Within Fencing (CO55)

9. Ground Levels/Excavation Within Fencing (CO56)
10. Burning (C057)
11. Soft Landscape Details (CO59)
12. Tree Replacement - Proposed Trees (C051) R059
13. Boundary Treatment (General) (CC061)
14. Plant and Equipment Details (C082)
15. External Lighting - Floodlighting (C083) - delete "(a) the use hereby permitted commences"

Reason: In the interests of the residential amenities of properties adjoining the site.

16. Any windows on the western and eastern flank elevations of Buildings 1 and 2 shall be obscure glazed.

Reason: In the interests of the privacy of adjoining residents.

17. There shall be no roof terraces or sitting out areas on the roofs of the buildings which would cause overlooking/loss of privacy to adjoining residents.

Reason: To protect the privacy of residents adjoining the site.

18. Prior to the commencement of any demolition and clearing work to be undertaken on the site, protective fencing of a form, height and position to be agreed in writing by the Local Planning Authority shall be erected around the lake to protect the lake and its habitats which are not proposed for development. There should be no access to this protected area during demolition or construction works, and there should be no fires or use of machinery within this area.

Reason: To ensure that these habitats are adequately protected during demolition and construction works.

19. No spoil or other materials shall be placed in the areas protected by fencing under Condition 19 above.

Reason: To protect the habitat of these areas.

20. A statement outlining the method of demolition and construction, detailing how development activities and ecological issues can be reconciled on site shall be submitted to and approved by the Local Planning Authority prior to the commencement of any work on the site. Such a statement should include measures to avoid pollution of

the lake; measures to ensure that debris does not fall into the lake; location area for the storage of materials, plant and equipment and fuel; protection of nesting birds; and methods to protect construction run-off from entering the lake. The demolition and construction work shall be carried out in accordance with the agreed details.

Reason: To protect the lake and its habitats.

21. Details of a scheme to replace any habitat lost during construction shall be submitted to and approved by the Local Planning Authority prior to occupation of any of the buildings hereby permitted.

Reason: To replace or restore any habitats eroded by the development hereby permitted.

22. Flood storage compensation works shall be carried out in accordance with the Flood Risk Assessment dated May 2002 (amended January 2003) with specific details of ground level contouring to be agreed in writing with the Planning Authority in consultation with the Environment Agency, before the commencement of works.

Reason: To prevent a reduction of the storage capacity of the flood plain and to avoid damage to the water environment.

23. Any steps, ramps, walls or fences on the site shall be designed to be permeable to floodwater.

Reason: To prevent loss of floodplain storage and impedance of flood flows.

24. There shall be no raising of existing ground levels on the site other than as specified in the Flood Risk Assessments submitted with this application.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.

25. Before any demolition or construction is commenced, a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority in consultation with the Environment Agency prior to commencement of demolition or any groundworks on the site. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority, in consultation with the Environment Agency, before any work commences on site. The works shall then proceed in strict accordance with the measures approved.

Reason: To prevent pollution of the water environment.

26. A validation report detailing any work carried out in compliance with the agreed remedial approach shall be submitted to and approved in writing by the Planning Authority, in consultation with the Environment Agency before any work commences on the site.

Reason: To prevent pollution of the water environment.

27. The construction of the surface water drainage system incorporating surface water source control measures shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority, in consultation with the Environment Agency, before the development commences.

Reason: To reduce the increased risk of flooding and to improve water quality.

28. No soakaways shall be constructed in contaminated ground.

Reason: To prevent pollution of groundwater.

29. No discharge of surface water to ground shall be made in contaminated ground.

Reason: To prevent pollution of groundwater.

30. A landscape and ecology management plan shall be submitted to the Local Planning Authority setting out long term design objectives and management responsibilities and maintenance schedules in relation to the ecology of the lake and its adjoining habitats prior to the occupation of any of the buildings hereby permitted. The management plan shall be implemented as approved.

Reason: To protect and conserve the ecology and natural character of that area.

31. Groundwater control measures shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency, before development commences.

Reason: To prevent the increased risk of localised groundwater flooding and to improve local groundwater flow conditions.

32. The buildings hereby permitted shall be made flood proof to a specification to be submitted to and approved by the Local Planning Authority, in consultation with the Environment Agency, prior to the commencement of any construction works on the site.

Reason: To afford a level of protection to the property during flood events.

33. Details of Levels (C038)

34. The development shall not be occupied until the modified double lane access to The Causeway has been designed and constructed and provided with visibility zones in accordance with the approved plans and provided with 2 x 2m wide footways extending into the site and provided with appropriate pedestrian crossing facilities across the internal roads, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction over 600mm.

Reason: Condition 34 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

35. The development shall not be occupied until the proposed pedestrian accesses to The Causeway have been designed/constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority.

Reason: Condition 35 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

36. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated use.

Reason: Condition 36 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

37. No development shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority to provide space for 91 secure covered cycle parking spaces, changing facilities and lockers.

Reason: The above condition is required in the interest of public safety.

38. No development shall take place until a Method of Construction Statement, to include details of :-

- a) parking for vehicles of site personnel, operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials;
- d) programme of works (including measures for traffic management);
- e) provision of boundary hoarding;

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: Condition 38 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

39. Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason: Condition 39 above is required in order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users.

40. Recording Archaeological Details - Watching Brief (C156)

Informatives

1. Certain demolition works and piling to be undertaken on the site would be particularly disruptive to neighbouring properties. It is recommended that these works be limited to the hours of 10.00 a.m. to 4.00 p.m., Mondays to Fridays, and not at all on Saturdays, Sundays and Bank Holidays. The applicant's attention is drawn to the terms of the Notice served under the Control of Pollution Act 1974 and to Planning Condition 16, and is advised that these hours will be rigorously enforced to protect residential amenity.
2. The applicant is informed that alternative methods of construction rather than driven piles should be used to minimise noise and vibration during construction. Details will be required at the details pursuant stage.
3. The applicant is advised that significant tree and shrub planting will be required pursuant to Condition 11 of this permission. Where boundary planting is sparse, and screening particularly important to residential boundaries, heavy standard trees and substantial shrubs will be expected as part of the scheme.
4. The Ecological Survey has revealed that Japanese Knotweed is present within areas to be cleared. This is a notifiable plant which requires specialist removal. Advice should be sought from the Environment Agency regarding safe methods of removal.
5. Tree Surgery Contractors should be informed of the possible presence of bats. A check should be made on site by an ecologist prior to commencement of work.
6. The attention of the applicant is drawn to the letter from the Environment Agency dated 8th April 2003, and specifically to the informatives and advice contained in this letter.

7. Finished floor level should be no lower than the 1 in 100 year flood level.
8. The applicant's attention is drawn to advice in the Surrey County Council guidance entitled 'By Design', and in particular to principles of sustainable construction, the use of natural resources, pollution control, energy conservation and internal layout of the site.
9. 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 Plan	30th May 2003	
	734 100N	9th July 2003
	734 104F	30th May 2003
	734 105F	30th May 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0560	Date reg:	13.5.03	Ward	ADDLESTONE BOURNESIDE
LOCATION:	LAND R/O 28-32 BRIGHTON ROAD, ADDLESTONE			
PROPOSAL:	ERECTION OF TWO DETACHED DWELLINGS WITH GARAGES AND LANDSCAPING (REVISION TO RU.02/1207 TO CONVERT CARPORT AT PLOT 2 TO A GARAGE)			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Peak Quality Homes			

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

Second Alteration April 2001: HO9, BE2, MV4, MV9, NE12 and NE14

1. Site

- 1.1 The application site comprises a parcel of land of 0.06 hectares, located on land to the rear of 28–32 Brighton Road, and fronting onto Brighton Close.
- 1.2 The site is located within the Urban Area.

2. History

- 2.1 *CHE.21944* – Erection of a pair of semi detached dwellings. Refused 27th June 1969
- 2.2 *RU.02/1207* – Erection of two detached dwellings, with garage, carports and landscaping. Grant 18th December 2002.

3. Application

- 3.1 The applicant has applied for an identical application as previously approved with the only exception being for the conversion of the approved carport to a garage on Plot 2.
- 3/2 Plot one comprises of a three bedroom detached dwelling with an integral garage, which has a Gross Floor Area of 144 square metres and a maximum height of 7.4 metres. Plot two is a smaller three-bedroom dwelling, now, with a separate double garage; this has a gross floor area of 99 square metres at a maximum height to ridge of 7.8 metres. The double garage would have a floor area of 31.36 square metres and a hipped roof at a height of 5.2 metres. The garage would be identical to the approved car port albeit enclosed with lockable retractable wooden doors to the front and infill panels to the side elevation.
- 3.3 The garage will be constructed of materials to match the existing dwelling, which have been approved in the previous application.

4. Consultations

4.1 The application has been advertised on the council's weekly list of planning applications and 22 individual letters have been sent out to neighbouring properties. Two letters of objection have been received from neighbours at No. 10 and 11 Brighton Close; a summary of their concerns follows:

- The original application was amended from a garage to a carport, in order to grant planning permission. If this is allowed the garage could be filled with anything other than cars and this could cause a serious issue with parking spaces in the road.
- If a car was parked on the driveway outside the proposed garage, this would overhang with the adjacent dwelling boundary and cause problems, entering and exiting that property;
- Access rights would be denied.

4.2 The County Highway Authority have recommended a number of conditions as per the previous permission.

5. Planning Considerations

5.1 The application is identical to the previous application, apart from the conversion of the carport to a garage.

5.2 The main considerations for this application are the impact the proposal would have on the street scene characteristics of the locality, neighbouring properties residential amenities, parking and access and circulation around the site.

5.3 Having regards to the impact the proposal would have on the street scene, it is considered that given the car port is already authorised and the application only seeks permission for the infilling of two sides of that structure, the proposal should not have a material impact greater than that already authorised.

5.4 In terms of neighbouring properties' residential amenities, it is considered given that the proposed garage would be the same size and in the same location as the car port it should not result in any greater impact than that already deemed acceptable.

5.5 In relation to the concerns of the occupiers of neighbouring properties, a condition could be imposed stating that the garage should only be used for parking of vehicles and not household storage. Further more the application does meet the parking requirements for residential development and this was approved with the earlier application.

5.6 In conclusion, it is considered that the proposed garage, would not have a material impact upon the street scene characteristics of the locality, nor would it unduly harm neighbouring properties residential amenities. The proposed development is therefore considered to be in accordance with policies within the Local Plan and is recommended for approval.

- 5.7 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

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Not Required (C006)
3. Use of Domestic Garage – Private Vehicles Only (C030)
4. Permitted Development Rights Removed - Classes A and E in Urban Area (C037) - insert "B" after "A"
5. Tree Planting (C052)
6. Protective Fencing - Prior to Submission of Details (C054)
7. Boundary Treatment (General) (C061)
8. Soft Landscape Details (C059)
9. No Additional Windows (C021) - insert "southern side elevation of Plot 2"
10. No development shall take place until details of locations for :-
 - a) parking for vehicles of site personnel, operatives and visitors;
 - b) loading and unloading plant and materials;
 - c) storage of plant and materials;

to be used in construction the development have been submitted to and approved by the Planning Authority after consultation with the Highway Authority and each of those facilities shall be used and retained as required by the terms of that approval throughout the course of construction of the development free from any impediment to its designated use.

Reason: The above condition is required in order that the development should not prejudice highway safety, the free flow of traffic, nor cause inconvenience to other highway users and in order to satisfy Policies MT2 and DN2 respectively of the Surrey Structure Plan 1994 and Deposit Draft January 2001 and Policy MV4 of the Runnymede Borough Local Plan.

11. Before any other operations are commenced, the proposed vehicular access to Brighton Close shall be constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and 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, the free flow of traffic, nor cause inconvenience to other highway users and in order to satisfy Policies MT2 and DN2 respectively of the Surrey Structure Plan 1994 and Deposit Draft January 2001 and Policy MV4 of the Runnymede Borough Local Plan.

12. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked, and such space shall be retained thereafter free of any impediment to its designated use.

Reason: The above condition is required in order that the development should not prejudice highway safety, the free flow of traffic, nor cause inconvenience to other highway users and in order to satisfy Policies MT2 and DN2 respectively of the Surrey Structure Plan 1994 and Deposit Draft January 2001 and Policy MV4 of the Runnymede Borough Local Plan.

Informatives

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

Drawing Number:

Date Received:

Red Line plan
Location plan
Site plan

13th May 2003
13th May 2003
13th May 2003

HE17/12
HE17/11
HE17/13

13th May 2003
13th May 2003
13th May 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0581 Date reg: 16.05.03 Ward FOXHILLS

LOCATION: TRYS HILL COTTAGE, LYNE LANE, LYNE
PROPOSAL: DEMOLITION OF EXISTING BUNGALOW AND GARAGE AND
 ERECTION OF THREE BEDROOM CHALET STYLE DWELLING WITH
 ATTACHED SINGLE GARAGE AND BASEMENT
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mr. S. Craig

Local Plan: Policies relevant to the consideration of this application are:
 Second Alteration April 2001: GB1, G6, HO9, MV4, MV9.

1. Site

1.1 Trys Hill Cottage was formerly known as Fairwinds and is located on the western side of Lyne Lane. The site has an area of 0.23 ha. It has a substantial area of land which is part curtilage and the remainder paddocks and open fields to the rear. The site is located within the Green Belt and is occupied by a detached single storey dwelling and various outbuildings.

2. History

2.1 *RU.85/0374:* Stable Granted 14.06.87.

2.2 *RU.91/0275:* Renewal of stable Granted 20.06.90.

2.3 *RU.02/0719:* Replacement dwelling Refused August 2002.

2.4 *RU.03/0136:* 3 bedroom chalet style bungalow with attached garage
 Granted 20.03.03.

3. Application

3.1 The applicant seeks to amend application RU.03/0136 to accommodate a basement beneath part of the existing ground floor to provide a games room/lobby and storage area. The basement would have a gross floor area of some 96 square metres. The agent has advised that the basement would be entirely below ground level, and would have no windows or any forms of openings whatsoever. There would be no external steps or access points to the basement. There will be no change to the overall height, bulk or scale of the approved replacement dwelling. In addition the basement will only be beneath part of the dwelling.

3.2 Amendments are also proposed to the size of the ground floor of the new property resulting in an increase of 2 square metres to accommodate an enlarged utility and WC. The detailing of the front elevation has also been amended to incorporate flint walling and timber detailing to the front gable.

4. Consultation

- 4.1 The application has been advertised in the Council's weekly list of applications and 3 letters have been sent to properties surrounding the site. No letters of representation have been received.
- 4.2 The County Highway Authority has no requirements.

5. Planning Considerations

- 5.1 Under planning application RU.03/0136 planning permission was granted for the erection of a replacement dwelling totalling 212 square metres, excluding an attached garage. This represented an increase of 28.4% above the floor area of the existing dwelling in May 1986. In addition an attached garage was proposed with a gross external floor area of 26 square metres. This was allowed under special circumstances as an existing detached garage of some 34 square metres, which was present within the site in May 1986, was proposed to be demolished. It was considered that the resulting form was more compact, which represented a benefit to the openness of the Green Belt.
- 5.2 This current proposal represents an increased floor area of 2 square metres, which represents an increased floor area of 1% above the size of the existing property in May 1986. If permitted the proposed dwelling, excluding the attached garage would still fall within the Council's 30% policy, resulting in an increase of 29.69%. Given the nature of the changes, it is considered that the proposal will not materially harm the openness of the Green Belt, or conflict with Policy GB6 of the Borough Local Plan.
- 5.3 In respect of the basement, the main issue to consider is the likely harm upon the purposes of the Green Belt, and its open character. The construction of the basement constitutes development as defined by Section 55 of the Town and Country Planning Act. Consequently the floor area created by the basement needs to be considered in terms of Policy GB6.
- 5.4 The new dwelling, including the basement would have a gross external floor area of 336 square metres, representing an increase of 102.4% above the size of the main dwelling in May 1986. This clearly exceeds the 30% threshold criteria as stated in Policy GB6. In these circumstances such development should not be approved except in very special circumstances. Planning Policy Guidance Note 2: Green Belts states that it is for the applicant to provide very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 5.5 The applicant's supporting statement confirms that the basement would be entirely below existing ground level, and would have no windows or any other forms of opening. There would be no external steps or access points to the basement, with access only internally within the building. Existing levels

have been submitted with the application. However, it is felt that further conditions should be imposed to allow this Authority to fully consider new levels within the site. This is to ensure that no elements of the basement would be visible above proposed new ground levels, and that proposed new levels are in keeping with the character of the area.

- 5.6 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 conditional approval would result in a violation of any individual's rights under the convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application - Standard Time Limit (C004)
2. The replacement dwelling shall not be constructed until any additional buildings constructed after the date of this permission have been demolished and removed from the site. For the avoidance of doubt, on occupation of the dwelling the only remaining buildings or structures on the site shall be those identified on drawing number 02/367/108, namely the relocated pool room and garden shed unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the openness of the Green Belt having regard to the level of development on the site.

3. A landscaping scheme shall be submitted for the approval of the Planning Authority for the planting of trees and shrubs and showing areas to be grass seeded or turfed before any work commences on site; all landscaping in accordance with the scheme, when approved, shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, or such longer period as the Planning Authority shall agree in writing, and shall be maintained for a period of five years, such maintenance to include the replacement of any trees and shrubs that die, are removed or become damaged or diseased, with others of a similar size and species unless the Planning Authority gives written consent to any variation.

Reason: To ensure the provision and maintenance of trees, shrubs, grassed and turfed areas in the interests of visual amenity.

4. Boundary Treatment (General) (C061)
5. External Materials - Samples Required (C005)
6. Permitted Development Rights Removed - Classes A and E in Urban Area (C037)

Reason: To enable the Planning Authority to retain control over the enlargement of dwellings in the Metropolitan Green Belt as set out in the Surrey Structure Plan and the Runnymede Borough Plan.

7. Use of Domestic Garage - Private Vehicles Only (C030) insert “attached garage”

Reason: To accord with the terms of the proposal in the interests of amenity and satisfactory planning of the area. The applicant’s attention is drawn to Informative 2 below.

8. The basement hereby permitted shall only be used as ancillary accommodation in connection with the replacement dwelling, and shall at no time be used as an independent or self-contained residential unit.

Reason: To enable the Planning Authority to retain control over the use of the basement in order to safeguard the purposes and open character of the Green Belt as set out in the Surrey Structure Plan and the Runnymede Borough Local Plan.

9. Prior to the commencement of the development hereby approved further details of proposed levels of the application site, and full sectional details of the proposed basement area and finished floor level of the dwelling shall be submitted to and approved by the local planning authority. When agreed the dwelling and basement shall be constructed in accordance with the approved plans, and there shall be no changes to these finished levels and no excavation of the ground (other than those shown on the approved drawings) in perpetuity without the prior written permission in writing of the Planning Authority.

Reason: In order to ensure that the basement remains concealed and below ground in the interests of protecting the openness of the Green Belt and to comply with the very special circumstances for allowing this inappropriate development.

Informatives

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

Drawing Number:

Date Received:

03/862 16.05.03

02/344/08	16.05.03
02/367/101-109(inclusive)	16.05.03
Design Statement	16.05.03
Supporting letter	16.05.03

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

2. The applicant is advised that given the increase in size of the dwelling in this green belt location and the special circumstances of this case, it is unlikely that permission would be given to convert the attached garage to habitable accommodation, nor to allow further outbuildings within the curtilage.

RU.03/0596	Date reg:	21.05.03	Ward	THORPE
LOCATION:	49 THE GOWER, EGHAM			
PROPOSAL:	ERECTION OF SINGLE STOREY REAR EXTENSION (REDUCED IN HEIGHT TO 3.2 METRES - 14.07.03)			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Mr. Butler			

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

Second Alteration April 2001: HO9, BE2, GB2.

This application has been referred to the Planning Committee for determination by the Chairman/Vice Chairman.

1. Site

1.1 No. 49 is a two-storey terraced property facing southeast onto The Gower. It has an existing front porch and garage extension that appears to be original. The site is located within the Green Belt Settlement of Thorpe.

2. History

2.1 The house was part of a large residential development approved in the late 1960's under planning permission EGH.69/12766/3. There is no other planning history for No. 49.

3. Application

3.1 This application is for the erection of a single storey rear extension with flat roof. The extension would project a maximum of 3.3 metres from the rear elevation of the existing dwelling. It would have a width of 6.1 metres and would be located 0.1 metre from the side boundaries. The flat roof would be 3.1 metres high. The roof would include two parapet walls on the side elevations which would have a maximum height of 3.2 metres above ground level. The height has been reduced down from 3.5 metres with the submission of amended plans.

4. Consultation

4.1 The application has been advertised on the weekly list and six neighbouring properties have been notified individually by letter. One letter of objection has been received from No. 51 noting that the height of the parapet is not correctly noted on the plans. The parapet should be kept as low as possible. The extension would cause loss of light to the living room of No. 51.

4.2 There have been no representations received on the amended plans.

4.3 The County Highway Authority have no objection.

5. Planning Considerations

- 5.1 This is an amended full application for the erection of a rear, single storey extension. It would spread almost the whole width of the rear elevation of No. 49. The side elevations would have a total height of 3.2 metres including the parapet walls and would be 0.1 metre from the side boundaries. The site is located within the Green Belt Settlement of Thorpe. The main consideration for the proposal is the impact upon the neighbour's residential amenity.
- 5.2 The proposed extension would project up to 3.3 metres along the common boundaries with Nos. 51 and 47 The Gower. It would be set back 0.1 metre from these boundaries. The proposed side elevations do not include any windows or other openings. A 1.8 metre close boarded fence currently screens the rear common boundaries with Nos. 47 and 51. The extension would project to the north-west. The overall height of the side elevations has been reduced from 3.5 metres to 3.2 metres. Given the orientation, height and distance to side boundaries, it is considered that the proposal would result in some overshadowing to the rear of No. 51. However, this is not considered to be serious enough to warrant a refusal alone. The side elevations of the extension can be conditioned not to include any windows or openings, in order to prevent any issues of overlooking.
- 5.3 It is considered that the extension would not be visible from the street scene or adversely affect the character of the surrounding area.
- 5.4 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 planning 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)
3. No Additional Windows (C021) - insert "north-east and south-west elevations"
4. Height of Development (C040) - insert "3.2 metres"

Informatives

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

Drawing Number:

Date Received:

MB49 01 Rev B 9th July 2003

Site Plan 16th May 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

2. Land Ownership (I7)
3. Party Wall Act 1996 (I8)
4. Amended Plans (I1)

RU.03/0597 Date reg: 21.5.03 Ward THORPE

LOCATION: 6 COLDHARBOUR CLOSE, THORPE
PROPOSAL: ERECTION OF 3 X 1.7 METRE HIGH BRICK/CONCRETE
BUTTRESSES TO SUPPORT REBUILT BOUNDARY WALL
ALONG VILLAGE ROAD FRONTAGE
TYPE: LISTED BUILDING CONSENT
APPLICANT: Mrs P Daly

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

Second Alteration April 2001: BE5, BE10, GB2

This application has been presented to the Committee for determination as Councillor Relph is acting as the agent for the applicant

1. Site

1.1 No. 6 is a semi-detached bungalow facing southeast onto Coldharbour Close, which is a cul-de-sac. The western rear boundary of the site backs onto Village Road. The rear western boundary is screened by a 2.5 metre high wall. The wall appears to be leaning outwards towards the road. The supporting buttresses proposed under the current application have been completed. The site lies within the Green Belt Settlement of Thorpe and the Thorpe Conservation Area. The wall is a Grade II Listed structure.

2. History

2.1 There is no recent or relevant planning history relating to the Grade II Listed boundary wall at this site.

3. Application

3.1 This is a retrospective application for Listed Building Consent for the erection of three 1.7 metre high buttresses to support the rebuilt boundary wall along the Village Road frontage.

3.2 The buttresses support the wall from the Village Road frontage. They are 1.7 metres high, approximately 1 metre in width and project up to 0.5 metres from the wall. The top of each buttress would be set approximately 0.1 metres below the existing brick band.

4. Consultation

4.1 The application has been advertised on the Council's weekly list of applications received and 8 individual letters have been sent out to neighbouring properties. No letters of objection have been received.

4.2 The County Highways Authority has been consulted and has not recommended any planning conditions.

4.3 The Council's Conservation Officer's comments are reported later in this report.

5. Planning Considerations

5.1 This is a retrospective application for Listed Building Consent for the erection of three buttresses to support a boundary wall. The Council's Conservation Advisor has had pre-application discussions with the applicant. The wall itself is Grade II Listed and forms the common boundary between No's 4, 5 and 6 Coldharbour Close and Village Road. The site is also located within the Thorpe Conservation Area.

5.2 The listed wall has been repaired following a car accident and the three buttresses have been added to support the boundary wall. The original section of the boundary wall leans outwards towards Village Road. The replacement section of wall has been completed to lean outwards in character with the original section of wall. The buttresses to support the leaning wall have been erected on the Village Road side of the listed wall.

5.3 The Conservation Advisor notes that the scheme was the only practical way of securing the character and long term future of the section of wall. The replacement wall could not be built plumb as it would not marry up with the existing leaning wall. Therefore, it has been constructed with the same lean, which requires the support of the buttresses. Buttresses are a traditional way of stabilising old walls and this approach is considered appropriate and satisfactory. This development is considered to respect the character and appearance of the Conservation Area and pay special regard to the listed structure.

5.4 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 rights under the Convention.

Officers' Recommendation

GRANT

Informative:

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

Drawing Number:

Date Received:

1700/01
Site Plan

20.5.03
20.5.03

RU.03/0601	Date reg: 22.5.03	Ward	VIRGINIA WATER
LOCATION:	KENWOLDE PLACE, CALLOW HILL, VIRGINIA WATER		
PROPOSAL:	ERECTION OF FRONT PORCH		
TYPE:	FULL PLANNING APPLICATION		
APPLICANT:	Mr & Mrs Taylor		

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

Second Alteration April 2001: GB1, GB6, HO9

1. Site

1.1 Kenwolde Place is a three-storey house located within a terrace of four residential properties. Originally, the four dwellings in the terrace comprised one dwelling house with several outbuildings known as Kenwolde. The main building was previously used as an old persons home. It ceased operation and was later subdivided in 1980 into five residential units, each with it's own curtilage.

1.2 Kenwolde Place has a large, rear garden area and the total site area is some 0.6 hectare. It is well screened by maintained hedges and woodland. The site is located within the Green Belt and an Area of Landscape Importance.

2. History

- 2.1 *RU.80/0716* Conversion of existing premises into 5 dwellings. Granted December 1980. Permitted development rights were not removed with this permission.
- 2.2 *RU.81/0764* Variation of planning consent issued under ref. RU.80/0716 to permit the sub-division of Unit 3 into two dwellings. Granted November 1981.
- 2.3 *RU.84.0614* Single storey front extension. Granted September 1984.
- 2.4 *RU.02/0840* Erection of front porch and detached garden room to the rear of the property. Refused September 2002.
- 2.5 *RU. 02/1461* The erection of a detached outbuilding and front porch. Certificate of Lawfulness for Proposed Development. Refused 11th February 2003.

3. Application

3.1 This is an application for full planning permission for the erection of a front porch. The proposed width would be 3.76 metres, the depth would be 0.9 metres and it would have a maximum height of 3.5 metres above ground level.

4. Consultation

4.1 The application has been advertised on the Council's weekly list of applications received and 4 individual letters have been sent out to neighbouring properties. Two letters of objection have been received from the neighbouring properties raising the following issues:

- The proposed location for the porch is on land not within the ownership of the applicant.
- The proposed porch is incongruous with the style and character of Kenwolde.
- The proposed porch obstructs a right of way and communal car parking at Kenwolde.
- There are discrepancies with the submitted plans. Plan A2/2 shows the large outbuilding refused under RU.02/1461.
- The proposed porch is exactly the same as that refused under RU.02/1461.

4.2 The County Highways Authority has been consulted and has not recommended any planning conditions.

5. Planning Considerations

5.1 This is a full application for the erection of a front porch to the northwest elevation of Kenwolde Place. The property is located within the Green Belt. Policies GB1 and GB6 of the Local Plan are applicable to this application.

5.2 Planning application RU.02/0840 was a full application for the erection of the front porch and garden outbuilding. The application was refused due to the size and scale of the garden outbuilding and its impact upon the openness of the Green Belt. Following this refusal an application for a Certificate of Lawfulness for Proposed Development RU.02/1461 was submitted for the front porch and revised garden outbuilding. This application was refused because neither the porch or outbuilding were considered to be permitted development.

5.3 The current application is a full application for the erection of a front porch only. The porch is the same scale, position and design as previously submitted under applications RU.02/0840 and RU.02/1461. This application should be assessed in accordance with the Development Plan policies and any other material considerations. The porch would project 0.9 metres and would have a total width of 3.76 metres. It would have a maximum height of 3.5 metres above ground level.

- 5.4 Planning permission for a single storey front extension to Kenwolde Place was granted permission in 1984. This extension was completed prior to May 1986 and is included in the May 1986 base figure calculations. There have been no other extensions to the property since May 1986. The existing dwelling has a May 1986 floor area of approximately 460 square metres. The proposed front porch has a floor area of 2.6 square metres, which represents an increase of 0.005%. Given the size and increase in floor area, the front porch is considered to have an acceptable impact upon the openness of the Green Belt.
- 5.5 Kenwolde was sub-divided into five separate residential units in the 1980's. The front elevation includes a variety of extensions of varying heights and sizes. The proposed porch is considered to have an acceptable impact upon the scale and character of Kenwolde Place and the adjoining dwellings.
- 5.6 The front elevation of Kenwolde Place adjoins a communal parking area, although there are no individually marked parking spaces within this area. The position of the proposed front porch is believed to be on land within the applicant's ownership, as shown on the submitted site plan as part of this application. Any boundary disputes are not a material planning consideration. An informative has been added to highlight this issue to the applicant.
- 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 objector's 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)

Informatives:

1. The applicant is advised that this permission regards the front porch only, and does not relate to any other proposed buildings or descriptions as shown on the submitted plans.
2. Land Ownership (17)
3. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

A2/5, 6, 7

22.5.03

A3/1

22.5.03

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.03/0623 Date reg: 30.05.03 Ward OUTSIDE BOUNDARIES

LOCATION: WHITTETS AIT, JESSAMY ROAD, WEYBRIDGE
PROPOSAL: TWO DETACHED PART TWO/PART THREE STOREY BLOCKS
 PROVIDING 32 FLATS (INCLUDING 8 AFFORDABLE UNITS) &
 DETACHED TWO STOREY OFFICE BUILDING WITH ASSOCIATED
 CAR PARKING & LANDSCAPING DETAILS FOLLOWING
 DEMOLITION OF EXISTING BUILDINGS-PHASE 2
TYPE: CONSULTATION BY AN ADJOINING AUTHORITY
APPLICANT: Latchmere Homes Ltd.

1. Site

- 1.1 Whittets Ait is an island bounded by the River Wey Navigation and the River Thames. Vehicular access is afforded via a bridge from Jessamy Road which is part of a residential area of Weybridge.
- 1.2 The site extends to 2.9 hectares (7.1 acres) and contains a number of industrial buildings with an approximate floor area of 5,728 sq.m. (61,657 sq.ft.) concentrated in the north-east and south-west corners of the site and in close proximity to the access bridge to Jessamy Road. The central part of the site is open and currently overgrown.
- 1.3 The site adjoins the Thames Lock on the Wey Navigation which together with Thames Lock Cottage, a residential unit, the former Old Mill site and an industrial unit adjacent to this, as well as the boathouse to the north of the site, are excluded from the application site which otherwise comprises the whole island. The neighbouring spit of land to which Thames Lock is attached lies within Runnymede Borough Council, and is designated as an Area of Landscape Importance.
- 1.4 The site lies within the Metropolitan Green Belt.

2. History

- 2.1 The island has been in the Whittet family ownership for 125 years and was originally developed in the 1870's as a linseed oil factory and processing plant where seed crushing and linseed oil refining were carried out.
- 2.2 Replacement buildings were erected following an extensive fire in the early 1960's and oil refining continued, albeit on a decreasing scale, until it finally closed in 1983 and the buildings were let to a number of different businesses, all operating Class B1 light industrial uses.
- 2.3 A number of piecemeal applications for partial redevelopment of the site have been submitted in recent years and have mainly been rejected by Elmbridge Borough Council on Green Belt grounds. Approval was granted, however, in 1991 (our ref: RU.91/1032) for the reconstruction of the former

oil mill to provide 8 no. two bedroom flats following the demolition of an existing industrial building. This permission has never been implemented.

- 2.4 In October 1995 this Authority was consulted in respect of a proposal to redevelop the entire site to provide 33 residential units and 2,469 sq.m. of Class B1 office floorspace (RU.95/0929). An objection was raised to the proposal by this Authority on the following grounds :-

1. The proposal represents a significant increase in built development over and above the existing, which would by virtue of its size and dispersal have a detrimental impact on the character and openness of the Green Belt, contrary to Policy PE2 of the Surrey Structure Plan 1994, and the visual amenities of the adjoining land within the Borough of Runnymede which is designated as an Area of Landscape Importance, contrary to Policy PE7 of the Surrey Structure Plan 1994.

2. The proposed development, if permitted, is likely to encourage similar proposals in respect of other land in the vicinity which might then be difficult to resist, the cumulative effect of which, if permitted, would further detract from the character and amenities of the area.

Informative:

1. Should Elmbridge Borough Council be minded to grant this application it is requested that it be referred to the Secretary of State for determination as a statutory departure from the Development Plan.

- 2.5 A further consultation was received in May 1996 (RU.96/0473) which proposed modifications to the previous scheme RU.95/0929 comprising 12 no. two bedroom flats, 7 no. three bedroom terraced houses and 13 no. detached four bedroom houses, together with a two-storey office building providing 2,469 sq.m. of office (Class B1) floorspace. However, these amendments did not overcome this Authority's previous concerns and the objection to the original consultation was reiterated.
- 2.6 In October 1997 a further consultation was received for the demolition of the existing buildings and the erection of 48 dwellings on the site comprising twelve apartments, seven mews cottages and thirteen detached houses on the southern part of the site (RU.96/0871). The amendments, however, did not overcome this Authority's previous concerns and the earlier objections were again reiterated.
- 2.7 In January 1997 a further consultation was received for the renewal of the 1991 consent for the reconstruction of the former oil mill to provide eight flats and the construction of a three-storey block to provide eight further flats (RU.97/0082). No objections were raised to the renewal of the 1991 application (our ref: RU.91/1032). This was subsequently reduced from 16 flats to 12 which is now under construction and is referred to as Phase 1.
- 2.8 In January 1998 a further revision was submitted for the erection of 30 dwellings comprising twelve flats and eighteen two-storey houses and a detached two-

storey office building (RU.98/0076). The Authority's earlier objections were reiterated.

2.9 In December 1999 a further consultation was received for the erection of 24 dwellings comprising 12 flats and 12 part two storey/part three storey houses, a detached two storey Class B1 office building with associated access roads parking, landscaping and open space, and the retention of the existing boathouse. An objection was raised to the proposal by this Authority on the following grounds :-

1. Whilst there are no objections to the proposed office building and the riverside apartments, the proposed 'mews' development represents a significant increase in built development over and above the existing which would by virtue of its scale and bulk have a detrimental impact on the character and openness of the Green Belt, contrary to Policy PE2 of the Surrey Structure Plan 1994 and the visual amenities of the adjoining land within the Borough of Runnymede which is designated as an 'Area of Landscape Importance', contrary to Policy PE7 of the Surrey Structure Plan 1994.

2. The proposed development, if permitted, is likely to encourage similar proposals in respect of other land in the vicinity which might then be difficult to resist, the cumulative effect of which, if permitted, would further detract from the character and amenities of the area.

2.10 Elmbridge Borough Council resolved to grant planning approval subject to a Secretary of State referral and a Section 106 Agreement regarding the transferral of the public open space land to that Council and making a footpath diversion order. The Secretary of State subsequently 'called-in' and refused planning permission. In the Government Office for the South East's (GOSE) decision letter it was however indicated that redevelopment might be acceptable on the basis of a comprehensive mixed use scheme that retained a substantial element of employment on the site whilst also providing a greater density of new housing including an element of affordable units and open space.

3. Application

3.1 The current application proposes the demolition of all existing buildings and the comprehensive development of the site comprising two detached part two/part three storey blocks providing 32 flats (including 8 affordable units) and a detached two-storey Class B1 office building.

3.2 The two storey office building located on the northern edge of the island remains unaltered as submitted under planning permission RU.98/0076, comprising 2,385 square metres of floor space. Parking around the office building has been reorganised within the site with a lower number of 80 spaces instead of 108 being provided.

3.3 The main changes to the previous application concern the two blocks of residential units along the new internal access road between the lock keeper's cottage and the office block. During the consideration of the most recent application it was envisaged that this area would be occupied by a total of two

blocks of 12 part two storey/part three storey houses, fronting a shared courtyard area. The proposal now seeks 32 units, divided into two detached part two/part three storey blocks which would include 8 affordable units, fronting a courtyard area.

4. Consultations

- 4.1 No comments have not yet been received from the County Highway Authority, however, it should be noted that during the consideration of the previous application no objections were raised to the proposals by the former District Highway Authority, given its proximity to existing highway networks within the Borough.
- 4.2 As the application is a consultation from an adjoining Authority it has not been publicised on the weekly list produced by this Council.

5. Planning Considerations

- 5.1 The site is situated within a sensitive Green Belt area and abuts an Area of Landscape Importance. Whittets Ait is not designated as a major developed site in the Green Belt and therefore does not benefit from the concessions contained in PPG2: 'Green Belts' for such sites. In the circumstances paragraph 3.4 of PPG2 is applicable and this states that new building inside the Green Belt is inappropriate unless it is for agriculture or forestry purposes, outdoor recreational pursuits or limited extension, alteration or replacement of existing dwellings.
- 5.2 During the consideration of the most recent appeals it was agreed that the proposals represent inappropriate development in the Green Belt, and that it was therefore necessary for the applicant to demonstrate very special circumstances to justify the grant of planning permission. No affordable housing element had been provided and it was considered that this should be done especially due to the established local need for such housing. According to the Secretary of State :-

“It should be possible to make more efficient use of this previously developed site than is proposed in this case and make provision for affordable housing to meet the established local need without significantly reducing the openness of the Green Belt, compared with the proposed scheme.”

- 5.3 In conclusion it was considered that with imaginative design there was scope to develop the site at a higher density and therefore provide an element of affordable housing.
- 5.4 It was also considered that the proposals would result in an over-provision of residential and office parking which would not secure a sustainable environment and promote sustainable transport choices to and from the site.
- 5.5 No objection was previously raised to those elements of the scheme comprising the riverside apartments (now being constructed as Phase 1) and the office development. However, concern was raised in regard to the two detached part two/part three storey mews houses fronting the shared courtyard area. As such,

the remaining elements to be considered within the current application are the proposed two detached part two/part three storey blocks providing 32 flats.

- 5.6 Whilst consideration has been had to the comments stated within the previous appeals and it is accepted that 8 affordable units have been provided with the reduction of some parking provision within the office and residential development as a whole the development of 32 flats would have a larger footprint and be higher than the previous proposal. It is considered that the new development would still represent a significant increase in built development over and above the existing which by virtue of its scale and bulk would have a detrimental impact on the character and openness of the Green Belt.
- 5.7 It therefore does not fulfil the criteria outlined within PPG 2: 'Green Belts' (see paragraph 5.1) and is inappropriate development which by definition would cause harm. Furthermore no exceptional circumstances have been put forward which would override this harm being caused to the Green Belt.

6. Sustainability

- 6.1 In terms of the Council's adopted sustainability indicators, the proposal should not have any implications in terms of climate change. In respect of pollution and transport the application is likely to lead to increased traffic movements, however, this is unlikely to have a significant impact on the local highway network. Lastly, in respect of environmental quality, the proposal would be damaging to the openness of the Green Belt and would be visually intrusive in this location.

Officers' Recommendation

OBJECT for the following reasons:

1. Whilst there are no objections to the proposed office building the proposed two detached part two/part three storey blocks providing 32 flats (including 8 affordable units) represents a significant increase in built development over and above the existing which would by virtue of its scale and bulk have a detrimental impact on the character and openness of the Green Belt, contrary to Policy PE2 of the Surrey Structure Plan 1994, Policy LO4 of the Surrey Structure Plan Deposit Draft December 2002 and the visual amenities of the adjoining land within the Borough of Runnymede which is designated as an 'Area of Landscape Importance' contrary to Policy PE7 of the Surrey Structure Plan 1994 and advice given in Planning Policy Guidance Note 2 (PPG2) 'Green Belts'.
2. The proposed development, if permitted, is likely to encourage similar proposals in respect of other land in the vicinity which might then be difficult to resist, the cumulative effect of which, if permitted, would further detract from the character and amenities of the area.

Informatives

1. Should Elmbridge Borough Council be minded to grant this application it is requested that it be referred to the Secretary of State for determination as a statutory departure from the Development Plan.
2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

Site Plan 30th May

2003

183/P/100	30th May 2003
183/P2/01 Rev A	30th May 2003
183/P2/02	30th May 2003
183/P2/03	30th May 2003
183/P2/04 Rev A	30th May 2003
183/P2/05	30th May 2003
183/P2/06	30th May 2003
183/P2/07 Rev A	30th May 2003
183/P2/08	30th May 2003
183/P2/09	30th May 2003
KNP 1 of 2	30th May 2003
KNP 2 of 2	30th May 2003
SBT/TP/11961/24B	30th May 2003
SBT/TP/11961/25B	30th May 2003
SBT/TP/11961/27B	30th May 2003
SBT/TP/11961/28	30th May 2003
SBT/TP/11961/29	30th May 2003
SBT/TP/11961/30	30th May 2003
SBT/TP/11961/31	30th May 2003

95016/D/01 Rev E	30th May 2003
95016/D/02 Rev E	30th May 2003
95016/GA/04 Rev D	30th May 2003
Statement in Support of Revised Planning Application	30th May 2003
Final Phase 2 Site Investigation/ Phase 1 Investigation	30th May 2003
Ecological Assessment ref. J294/VI/ 07-2000	30th May 2003
Arboricultural Assessment	30th May 2003
Bat Survey	30th May 2003
Archaeological Desk-based Assessment	30th May 2003
Report of Traffic, Highway and Parking Issues	30th May 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0644 Date reg: 03.06/03 Ward THORPE

LOCATION: THORPE PARK, STAINES ROAD, CHERTSEY
PROPOSAL: ERECTION OF 18 METRE HIGH SAMURAI RIDE FOLLOWING THE
 REMOVAL OF THE EXISTING CALGARY STAMPEDE RIDE
TYPE: FULL PLANNING APPLICATION
APPLICANT: Thorpe Park

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

 Second Alteration April 2001: GB1, GB10, BE5, SV2

1. Site

1.1 Thorpe Park is designated as a Major Developed Site within the Green Belt. The overall site area of the amusement park is some 182 hectares, which includes lakes, a working farm, funfair rides, roller coasters, arcades, restaurants and other ancillary facilities. The site has been formed around worked-out, water-filled gravel pits and lies within the designated flood plain.

1.2 The application site comprises 0.06 hectares and is currently occupied by the Calgary Stampede Ride i.e. a children's ride with a central spinning axis with three arms and a circular spinning wheel on each arm with seven cars mounted on each wheel. This is located in the Canada Creek area of the park on the western side of Abbey Lake adjacent to Loggers Leap log flume ride and Colossus coaster ride.

1.3 The land surrounding the northern side of the existing ride is hard paved and is part of the Park's main streets. Fenced off landscaping is along the southern and eastern sides of the site. There is a landscaped mound along the southeast side with a line of conifer trees on its ridge. This mound partially screens the existing ride from the miniature railway track that runs from west to east.

2. History

2.1 There is an extensive and detailed history relating to Thorpe Park.

2.2 Of most relevance to the application site is the permission granted in 1993 for the Calgary Stampede family ride and environmental improvements (RU.93/0500).

2.3 In November 2001 the Committee resolved to grant outline planning permission for the 'Medium Term Development Plan' (MTDP) for the Park in respect of various improvement works and development over the period to 2006 (RU.01/0680).

3. Application

- 3.1 The proposal is for the erection of an 18 metre high Samurai Ride to replace the existing Calgary Stampede Ride.
- 3.2 The new ride is described as a hydraulic powered, platform based ride. It would have a hydraulic powered central shaft with six arms that rotate out from the top of this shaft. Each arm would seat passengers and would be lifted up and rotated whilst in operation then lowered back down onto the platform base at the end of the ride.
- 3.3 According to the applicants when in operation the ride's arms span to a maximum width of 23 m and a height of 20 m but when stationary the ride is approximately 15 m in height.
- 3.4 The platform base would have a site coverage of approximately 14 sq metres. The proposed queuing area of 108 sq metres would accommodate some 324 people and be located over the existing paving and landscaping adjacent to the lake.
- 3.5 A supporting statement and Noise and Vibration Report (prepared by WS Atkins) has been submitted summarised below:
 - The ride would replace an existing attraction and not involve the expansion of the Park;
 - The Samurai ride would not be a 'headline ride' but rather a smaller ride that is necessary in order to widen the choice of rides, reduce queues elsewhere and is essential to provide visitors with an overall value for money experience;
 - The proposal complies with Policy GB10 and is considered to cause no harm to the openness of the Green Belt;
 - The noise assessment is based on measurements of a Samurai Ride at Chessington World of Adventures and the report concludes that the predicted levels would be lower than the level recommended by Planning Policy Guidance Note 24: Planning and Noise (PPG24, 1994) as the limit for which noise need not be considered as a planning issue;
 - There would be no alteration to existing land levels, no increase in overall hardstanding and the base of the ride's platform would be left open to allow floodwater to pass underneath. The development would not alter the flow of surface water nor increase the risk of flooding;
 - The ride is significantly smaller than the major rides and so the visual impact would be acceptable;

- No trees would be felled but there would be alterations to the existing hard and soft landscaping and a landscaping condition can be imposed.

4. Consultations

- 4.1 The application was advertised on the Council's weekly list and in the local press. Ten individual letters of notification were sent out including to the Thorpe Ward and Penton Park Residents' Associations and Chertsey Chamber of commerce. To date no letters of representation have been received.
- 4.2 The County Highways Authority has no objection subject to conditions.
- 4.3 Surrey Wildlife Trust has no objection but recommends that new vegetation should consist of native species so as to benefit local wildlife.
- 4.4 The County Archaeologist has no objection.
- 4.5 The Environment Agency has no objection.

5. Planning Considerations

- 5.1 The main issues to consider are the impact of the proposal on the Green Belt, on the flood plain and on visual amenities in particular having special regard to the character of Thorpe Conservation Area and significant views.
- 5.2 Thorpe Park is identified in the Local Plan as a 'Major Developed Site' in the Green Belt under Policy GB10. The Policy allows for limited infilling and redevelopment providing this is "*in accordance with a comprehensive scheme*" which is to be agreed for the site.
- 5.3 The Committee have approved a comprehensive plan in the form of the outline application for the MTDP for the period 2001-2006 (ref. para 2.3 above). Whilst the current application site was within the MTDP, the proposal would, however, satisfy all the detailed criteria of Policy GB10. It would be contained within the existing envelope of developed land, would not spread development beyond this and occupy a relatively small area of the overall development at Thorpe Park. The proposal would replace an existing ride and not occupy a larger site area. In comparison with the existing Calgary Stampede ride it would appear higher although it would still be significantly lower than the surrounding rides. The proposal is considered to cause no adverse harm to the openness of the Green Belt.
- 5.4 The Environment Agency has no objection to the scheme. This is because the proposal would not involve the raising of land levels, the proposed structure would be of open construction and the impermeable area of the developed site would be approximately the

same as the existing. Consequently the proposal would not increase flood risk at the site so complying with Policy SV2.

- 5.5 The roller coaster rides are the most visible part of Thorpe Park from a distance and from outside the Park. Given the close proximity of the Samurai ride to the existing Colossus coaster, that has a height of some 30 metres, the proposal at a maximum operational height of 20 metres would not be visually prominent. The landscaped mound on the southeast side of the site would remain and this would also assist in concealing the ride from southern views.
- 5.6 From the northwest and specifically Thorpe Conservation Area, it is considered that the proposal would barely be visible. This is because the application site is at the eastern end of the Park and located between Thorpe Conservation Area and the site of the majority of the Park plus Manor Lake. This is a significant distance away unlikely to cause adverse harm to Thorpe Conservation Area so complying with the intent of Policy BE5.
- 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.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. Soft Landscape Details (C059)
3. Land Raising : Sites Wholly Within Floodplain (C178)
4. The ride's platform hereby permitted shall be of an open construction.

Reason: To ensure the free passage of floodwater and to prevent the increased risk of flooding.

5. The proposed new ride shall not be opened to the public until internal improvements to circulation, queuing and parking within the site as previously approved by drawing number SK30 (submitted as part of application no. RU.01/0680) have been implemented.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

6. Prior to development commencing the applicant shall submit a parking management plan demonstrating :-
- a) a strategy to maximise queuing capacity for cars within the site;
 - b) car park layout showing directional flows of car park lanes;
 - c) methods used to identify peak demand and trigger mechanism to begin marshalling;
 - d) number of marshalls and location of marshalling points.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

7. The use of the ride, hereby permitted, by the general public shall be limited to the following hours:
- i) during school holidays - 09.00 to 23.00 Monday to Saturday, and 09.00 to 22.00 hours on Sundays;
 - ii) 09.00 to 22.00 hours on all other days.

Reason: In order to maintain the amenities of the area and in particular the amenities enjoyed by the residential properties in the vicinity.

8. Notwithstanding the requirements of condition 7 of this permission, the ride hereby permitted may be used by the general public for not more than ten days of each calendar year from 09.00 until midnight, subject to the use allowed by this condition not being in breach of any condition or any other planning permission.

Reason: In order to maintain the amenities of the area and in particular the amenities enjoyed by residential properties in the area.

9. No advertisements, display boards or illumination shall be placed or provided on the proposed ride hereby permitted or within the area occupied by or adjacent to this without the prior permission of the Planning Authority.

Reason: To maintain planning control in the interests of visual amenities of the area.

Informatives:

1. The applicant is advised that:
 - i) in connection with condition 5 above, the Highway Authority would consider alternatives to the scheme shown on SK30 provided these were to provide similar or better internal queuing capacity;
 - ii) they may be required to meet the Highway Authority costs for providing temporary signing on the approaches to Thorpe Park at peak times.
2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

472/106, 107, 108

30/5/03

CL/4858/41

Noise Assessment (WS Atkins)

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.03/0648	Date reg:	04.06.03	Ward	VIRGINIA WATER
LOCATION:	LAND ADJ.TEULON, KNOWLE, GROVE, VIRGINIA WATER			
PROPOSAL:	ERECTION OF TWO STOREY DETACHED HOUSE WITH INTERNAL GARAGE			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Mr. M. Perkins			

Local Plan: Policies relevant to the consideration of this application are:
Second Alteration April 2001: HO1, HO9, BE2.

1. Site

1.1 Teulon is a detached two-storey dwelling facing northwest onto Knowle Grove. It has a detached single garage to its north-east elevation, which is linked to the main dwelling by a 1.8 metre high wall. The dwellings in Knowle Grove are predominately detached two-storey houses, although Tree Tops to the southwest is a detached bungalow.

1.2 The southwest common boundary with Tree Tops is heavily screened by trees. A low informal hedge screens the north-east common boundary with Springwood. The application site slopes down towards the north-east.

1.3 The site is located within the Urban Area.

2. History

2.1 There is no recent or relevant planning history for the site.

3. Application

3.1 The application is for full permission for the erection of a two-storey detached house with integral garage to the northeast of the existing house at Teulon.

3.2 The proposed dwelling would have a maximum width of 11.4 metres and a maximum depth of 10.8 metres. It would have an eaves height of 4.8 metres and a maximum ridge height of 8.2 metres.

3.3 The proposed house would be approximately 2 metres from the north-east site boundary and 2.5 metres from the south-west elevation of Springwood. The scheme would include a space of approximately 3.5 metres between the northeast elevation of the existing house Teulon and the south-west elevation of the proposed dwelling.

3.4 The applicant has submitted a design statement with this proposal. The main points are summarised below :-

- The proposed property has been positioned in line with adjacent properties to prevent it from being obtrusive.
- Adequate separation distances between properties will be retained.
- Design compliments the adjacent buildings with tile hanging and red brickwork.
- Roof pitch kept deliberately to minimum to reduce any bulk or massing problems.

4. Consultation

4.1 The application has been advertised on the Council's weekly list of applications received and 6 individual letters have been sent out to neighbouring properties. 14 letters of objection have been received from the neighbouring properties raising the following issues:

- the proposed house is prominent, cramped and out of character with the area and would set an undesirable precedent for similar proposals;
- the proposed plot widths and density of development are out of character with Knowle Grove;
- the proposed house would result in loss of light and cause issues of overbearing and overshadowing to Springwood;
- the proposal has insufficient car parking and compromises highway safety;
- the proposal would result in increased flooding from additional run off;
- various forms of wildlife habitats exist on the site which may be at risk from the development;
- restrictive covenants in Knowle Grove specify one residential unit per plot.

4.2 The County Highway Authority has been consulted and recommends planning conditions.

5. Planning Considerations

5.1 This is a full application for the erection of a two-storey, detached dwelling on land adjacent to the existing detached house Teulon. The proposed dwelling also includes an integral single garage.

5.2 The site is located within the urban area where the principle of residential development is acceptable. Planning Policy Guidance - Note 3 'Housing' promotes the most efficient use of such land for residential development. Policy HO1 notes that residential schemes should make full and effective use of land within the existing urban area. The proposal seeks to sub-divide the original plot at Teulon into two separate plots with two detached dwellings. The proposed detached house is considered to make effective and efficient use of the existing land at Teulon.

5.3 Knowle Grove is characterised by predominately two-storey houses in individual plots. The plot width frontages in Knowle Grove range from 18

metres to 64 metres. The proposal will create two plots with frontage widths of approximately 16 metres each. The spacing between the residential units ranges from 3 to 18 metres. The proposed dwelling will retain spacing of between 2.5 and 3.5 metres to the neighbouring dwellings Teulon and Springwood. The proposed spacing and plot widths whilst smaller than the average plot widths and plot sizes are not considered to be so harmful that it would be detrimental to the character of the area or the visual amenities of the streetscene.

- 5.4 Springwood has a single storey side extension with catslide roof adjacent to the common boundary with Teulon. The south-west elevation of Springwood does not appear to include any windows or openings. The proposed north-east elevation would be set back 2 metres from the common boundary. It would have an eaves height of 4.9 metres. The roof would be hipped away from the boundary. The application site slopes gradually down to the north-east. A 2 metre high hedge screens the common boundary with Springwood. The north-east elevation would include one kitchen door at ground floor. No other windows or openings are proposed in this elevation. The proposed house would be set back 3.5 metres from the north-east elevation of Teulon. The proposed south-west elevation does not include any windows or openings. The proposed house is not considered to result in any serious issues of overlooking or overshadowing detrimental to the amenities of the neighbouring dwellings.
- 5.5 The objectors have raised concerns regarding issues of wildlife habitats on the application site. The submission of an ecological survey prior to any development of the site can be requested via a planning condition. Concerns have also been raised regarding increased rainwater run off from the proposed house. The issues of rainwater run off from the proposed dwelling can be dealt with through the Building Regulations process.
- 5.6 The scheme proposes a four bedroom detached house. The Council's adopted car parking standards recommend a maximum of two spaces for dwellings with three or more bedrooms. The proposed house includes off-street parking and one integral garage which complies with the Council's adopted standards. The County Highway Authority does not object to the proposed scheme but does recommend planning conditions.
- 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 objector'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) - insert “formed in the dwelling”
4. Use of Domestic Garage - Private Vehicles Only (C030)
5. Details of Levels (C038)
6. Minimum Disturbance to Boundary (C044) - insert “2 metres to the north-east boundary”
7. Ecological Survey (C152)
8. No works or development shall take place until full details (including species, type and size of planting) of a hedge along the front boundary adjacent to Knowle Grove and the proposed time of planting have been submitted and approved in writing by the Local Planning Authority. All hedge planting shall be carried out in accordance with the approved details and by the approved times.

Reason: To enhance the performance of the site and to be sympathetic to the character of the area.

9. If within a period of five years from the date of planting of any hedge plant or any hedge plant planted in replacement for it, is removed, uprooted, destroyed, dies or becomes seriously damaged or defective, another plant of the same species and size as that originally planted shall be planted at the same place unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure that the replacement hedge plants are provided and to protect the appearance of the surrounding area.

10. The development shall not be occupied until the proposed vehicular access to Knowle Grove has been constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

11. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be maintained exclusively for its designated use.

Reason: In the interests of highway safety.

Informatives

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

Drawing Number:

Date Received:

Site Plan
Block Plan 1:500
5339/01 & 02

3rd June 2003
3rd June 2003
3rd June 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0697	Date reg: 17.06.03	Ward	CHERTSEY SOUTH AND ROWTOWN
LOCATION:	3 FRANKLANDS DRIVE, ADDLESTONE		
PROPOSAL:	ERECTION OF TWO STOREY SIDE AND REAR EXTENSION FOLLOWING DEMOLITION OF SHED		
TYPE:	FULL PLANNING PERMISSION		
APPLICANT:	Mr. D. and Mrs. J. Watson		

Local Plan: Policies relevant to the consideration of this application are:
Second Alteration April 2001: HO9, BE2, MV4, MV9.

1. Site

1.1 3 Franklands Drive is located within the urban area of Addlestone, and comprises a semi detached two-storey dwelling. The property has detached sheds to the rear, one of which is attached to the neighbour's shed at no. 5 Franklands Drive. The property has no off-street parking.

2. History

2.1 *RU.93/0198*: Front extension incorporating ground floor toilet Granted 16.04.93.

3. Application

3.1 The applicant seeks full planning permission to erect a two storey part side/rear extension to accommodate a dining room on the ground floor, and a fourth bedroom on the first floor. The extension has a maximum depth of 4.0 metres from the existing rear wall of the dwelling, and has a width of 4.35 metres. The extension has been designed with a hipped roof, and has a height to eaves of 4.8 metres, and a height to ridge of 6.6 metres. Materials to match the existing property will be utilised.

4. Consultation

4.1 The application has been advertised in the Council's weekly list and 5 letters have been sent to properties surrounding the site. In response to the above consultation letters of objection have been received from 3 properties outlining the following concerns:

- loss of light and overlooking to neighbouring properties;
- concerns over future use, and additional noise/traffic generation;
- local teenagers have been causing damage to other neighbours' properties and if the proposal was to house more young people;
- impact of builder's vehicles on neighbours during construction.

5. Planning Considerations

5.1 The proposed extension has been designed with a hipped tiled roof, and materials to match with the existing building. The extension is set back in excess of 12 metres from

Franklands Drive, and retains a minimum distance of 1.0 metre from the boundary with number 5 Franklands Drive. The proposal is considered to be in keeping with the character of the existing property, and will be not be detrimental to the visual amenities of the area or the street scene.

- 5.2 The proposed two-storey extension extends to a maximum depth of 4 metres towards the rear of the existing two-storey property. The two-storey extension is set in from the northern boundary of the site, retaining a distance of 3.4 metres with the side boundary of number 1 Franklands Drive. This, coupled with the roof design of the proposal is considered to protect the amenities of this dwelling, and comply with the council's 45-degree guideline. Number 5 Franklands Drive is detached from the application site, and a distance of some 3.2 metres will be retained to this neighbouring property. Given this distance, the application is felt to comply with the Council's 45-degree guideline. This coupled with the orientation of the application site is considered to protect the amenities of this dwelling. The extension has been designed with no first floor windows within the side elevations, so as to prevent overlooking to neighbouring properties.
- 5.3 The application site currently has no parking, and given existing levels of the front garden, it is considered that off street parking could not easily be provided within the site. The County Highway Authority has raised no objections. Whilst the proposal will increase the number of bedrooms within the property, it is considered that a refusal on parking grounds could not be sustained.
- 5.4 An existing detached storage building is to be demolished as part of the application. This is attached to an existing detached building at no. 5 Franklands Drive. The applicant has served notice upon Runnymede Borough Council as owners of the neighbouring property.
- 5.5 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 this application would result in the violation of any objector's 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)
3. No Additional Windows (C0021) "...no additional first floor windows shall be formed in the northern and southern side elevations of the two storey extension hereby permitted without the consent in writing of the Local Planning Authority."

Informatives:

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

Drawing Number:

Date Received:

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.

RU.03/0715	Date reg:	19.06.03	Ward	ENGLEFIELD GREEN
LOCATION:	100 LARCHWOOD DRIVE, ENGLEFIELD GREEN, EGHAM			
PROPOSAL:	ERECTION OF PART TWO STOREY AND PART SINGLE STOREY SIDE EXTENSION			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Stuart Scales			

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

1. Site

1.1 This semi-detached property lies at the western end of Larchwood Drive. The site is in an elevated position near the Kings Lane junction. There is a footpath along the western side boundary. The western side boundary is well screened by fencing and hedging.

2. History

2.1 Planning permission for the erection of a pair of semi-detached houses was granted in May 1992 under planning permission RU.92/0210. There have been no planning applications relating to this property since May 1992.

3. Application

3.1 This application seeks full planning permission for the erection of a part two and part single storey side extension to the semi-detached property.

3.2 The two storey extension would measure 3.3m in width by 4.5m in depth. It would have a maximum height of 6.3 metres to the ridge of the roof. The single storey side extension would measure 2.4m x 1.6m. It would have a maximum height of 4 metres. No part of the proposed extension would project beyond the front or rear elevation of the dwelling.

3.3 The distance between the western side boundary and the proposed side extension would vary between 1 metre and 3 metres. The extension would result in a 3 bedroom property.

4. Consultations

4.1 This application has been advertised on the Council's weekly list and eight neighbouring properties have been notified individually by letter. Two letters of objection have been received. The main objections are summarised below :-

- assurances were given in 1992 that two small houses would be built on the land. If the extension is built it will no longer be a small house;
- it could be used for students with the associated problems of parties and noise;

- water and waste disposal problems;
- detract from the value of surrounding properties;

4.2 The County Highway Authority raise no objection.

5. Planning Considerations

- 5.1 This full planning application seeks permission for a two storey and single storey side extension to the semi-detached property.
- 5.2 The extensions are sympathetically designed to respect the existing semi-detached property. The extensions would not project beyond the existing front or rear elevations of the property. The side extension would be closer to the public footpath along the western side boundary but it is considered to provide sufficient distances to respect the character of the area.
- 5.3 There would be no openings in the western side elevation. The existing first floor side window would be removed. Consequently there would be no overlooking or loss of privacy to the neighbouring properties to the west.
- 5.4 There is a neighbouring property to the rear, 31 Kings Lane, but this property is located at an oblique angle to the rear elevation of the proposed extension. It is considered that the separation distance of some 20 metres is sufficient to avoid serious overlooking and loss of privacy between properties. The adjoining semi-detached property is not considered to be adversely affected by this proposal. Consequently, the proposal is not considered to seriously adversely affect the residential amenities of the neighbouring properties.
- 5.5 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 planning permission would result in a violation of any objector's 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)
3. No Additional Windows (C021) - insert "western"

4. The extension hereby approved shall maintain a minimum separation distance of 1 metre from the western side elevation to the western side boundary as shown on Drawing Number 109/01.

Reason: To ensure a satisfactory form of development and to protect the character of the surrounding area.

Informatives

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

Drawing Number:

Date Received:

109/01 4th June 2003

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. Furthermore the licence will require the applicant to dedicate private land of the new footway for public use.