

**PLANNING COMMITTEE
16TH JULY 2003**

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3. Application

- 3.1 This application seeks full planning permission for the demolition of the bungalow at 85 New Haw Road and for the erection of ten detached houses to the rear of existing properties in New Haw Road and served by a new access road located between 83 and 87 New Haw Road.
- 3.2 The development would comprise essentially four house types but with varying detailing. Each unit would be provided with on-site garaging either in detached, attached or integral form. All the properties would have accommodation on three floors with four units providing six bedrooms and the other six being five bedroom dwellings. The total floor area of development on the site has been quoted as 2900 square metres. The proposal would represent a residential density of 17 dwellings per hectare.
- 3.3 The heights of the dwellings would vary between 8.5 and 9.7 metres. Three visitor car parking spaces would be provided toward the southern end of the access road and appropriate visibility splays would be provided taking in some land currently within the front gardens of 81 and 83 New Haw Road.
- 3.4 No details of external materials have been provided at this stage.

4. Consultations

- 4.1 The application has been advertised in the local paper, in the Council's weekly list of applications received, by site notice and 45 neighbour notification letters were sent to properties in the vicinity. Neighbours were also re-notified following the receipt of amended plans.
- 4.2 Ten letters of representation have been received from eight households (65, 69, 71, 99, 111 and 124 New Haw Road, 4 Rivermead Close and 16 Westerham Close). The following concerns have been detailed:
- drainage problems;
 - traffic generation;
 - noise;
 - pollution;
 - loss of outlook;
 - loss of privacy;
 - overshadowing;
 - proposed dwellings are too high;
 - too close to existing dwellings;
 - highway safety issues;
 - effect of construction on existing dwellings;
 - site is not 'developed' land;

- loss of wildlife habitats;
 - overdevelopment
- 4.3 The County Highway Authority have raised no objection to the application subject to the imposition of appropriate conditions and the provision of a financial contribution towards speed reinforcing measures.
- 4.4 The County Archaeological Officer has recommended the imposition of an appropriate condition to require the submission of a programme of archaeological work should permission be granted.
- 4.5 The Environment Agency have confirmed that they have no objections subject to the imposition of appropriate conditions.
- 4.6 The Council's Principal Assistant Engineer (Drainage) has confirmed that the proposed drainage scheme will address the on-site issues as there is soakage available once the top impermeable layer on the site is removed to provide the French drains. However, concerns remain about the wider drainage issues relating to the Moated Farm site and the effect of ad-hoc proposals on the wider drainage problem in the area. However, it is considered that these concerns can be addressed by conditions requiring wider hydrological surveys to be undertaken.

5. Planning Considerations

- 5.1 The application site lies predominantly within the urban area where the principle of development is acceptable. The site lies in an area of established residential development comprising three, two and single-storey dwellings, the majority of which are detached, but with significant numbers of semi-detached units.
- 5.2 The majority of the site comprises former rear garden areas of existing dwellings and, in PPG3 : 'Housing' terms this land is considered to be a 'brownfield' previously developed site. On such land in the urban area Government and development plan policy encourages the maximum use of such sites in a manner that is complementary to the quality of surrounding development.
- 5.3 Whilst the residential density of the proposal is significantly below the figure of 30 to 50 dwellings to the hectare detailed in PPG3, it is considered that the design solution adopted reflects the quality and character of the surrounding established development. Any higher density would produce a scheme that would result in a cramped form of development that would conflict with the established character and could lead to the loss of significant trees and areas of landscaping within the site.
- 5.4 In this context it is considered that the requirements of Policy NE14 of the Local Plan are relevant. This policy states that where existing trees form a major feature of development sites, those which make a significant contribution to public amenity will be expected to be retained even where this would restrict development. This requirement clearly has implications for that amount of development that could be accommodated.

- 5.5 In terms of the relationship of the new dwellings to existing properties, the new units will be located some distance behind the properties fronting New Haw Road. The proposed dwelling annotated 'Plot 1' which lies to the rear of 101 and 103 New Haw Road will be the closest to existing units. This dwelling will be located 2 metres from the common boundary at its nearest point and will be some 21.5 metres from the rear walls of the existing dwellings. Elsewhere it is considered that appropriate distances will be provided with front to back distances of between 32 and 58 metres.
- 5.6 The design of the new dwellings is considered to be acceptable. Whilst the properties proposed are substantial, they will not be read as an integral part of the New Haw Road frontage. In any event the nature of the dwellings along New Haw Road is very mixed and it is not considered that there is a predominant 'character' that it would be necessary to complement or mimic.
- 5.7 In terms of the six criteria specified in Policy HO9, it is considered that the current proposal does accord with all of these. Whilst it could perhaps be questioned as to whether the proposal is "within the existing depth of development" it should be noted that residential cul de sacs to the rear of the properties on New Haw Road are a feature of this road (for example Meadway Drive and Westerham Close). In this respect it is not considered that the proposed development is unacceptable.
- 5.8 The proposal is also considered to accord with the requirements of Policy BE2 of the Local Plan. The scheme provides a development that reflects the street pattern of the area, the plot sizes and ratios of surrounding development and building height and roof treatment of properties in the area.
- 5.9 The land drainage issue in this area is clearly of local concern. The applicants have undertaken tests throughout the site in order to determine the infiltration rates for the sub-soil. These show that soakage is available and it is proposed to provide a French drain with a width of 0.6 metres, a length of 100 metres and an effective depth of 0.5 metres. This drain will run to the rear of Plots 3 to 10 along the western boundary of the site. In addition, details of a detailed surface water drainage strategy have been provided as part of this application.
- 5.10 Clearly this Authority needs to be convinced that the developer is going to take all reasonable steps to address any drainage issues associated with the application site. It also needs to ensure that the works to be undertaken will not have an adverse impact on the surface water drainage in the wider area. It is known that periodic flooding of rear gardens does occur along an extended length of New Haw Road but there is no evidence to suggest that this situation will be worsened by this proposal and indeed the works to be undertaken could help in reducing the severity of the periodic floods.
- 5.11 In these circumstances it is considered that this application is acceptable in policy terms and does accord with relevant Government advice. The applicant has agreed to contribute £6000 towards speed reinforcing measures (for example towards interactive variable message sign systems, towards the Runnymede Speed Initiative, or increasing the frequency in which speed posters are set up etc). This contribution will need to be secured through an appropriate legal agreement.

- 5.12 In conclusion, therefore, it is considered that this proposal represents an appropriate redevelopment of what is by definition a 'brownfield' site predominantly within the urban area of Addlestone and will provide a net increase of 9 dwellings to the Borough's housing supply. The scheme is considered to be well designed at an appropriate density and reasonable measures have been built into the scheme to address the drainage and highway safety issues associated with this site. Approval subject to the prior completion of a legal agreement to secure funding for speed reinforcing measures is therefore recommended.

Officers' Recommendation

Subject to the prior completion of a legal agreement to secure the speed reinforcing measures detailed in paragraph 5.11, **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. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Required (C005)
3. Use of Domestic Garage – Private Vehicles Only (C030) – delete 'garage', insert 'garages'
4. Open Space Provision and Maintenance (C042)
5. Protective Fencing : Prior to Submission of Details (C054)
6. Storage of Materials Within Fencing (C055)
7. Ground Levels/Excavation Within Fencing (C056)
8. Hard Landscaping Details (C058)
9. Soft Landscape Details (C059)
10. Boundary Treatment (General) (C061)
11. No development shall take place until the new access road, including its junction with New Haw Road (A318) has been constructed in accordance with the approved plans. No development shall begin before that junction and 20m of the new road have been completed and the visibility zones included in the design shall be part of the new road and shall not be included in any plot or other sub-division of the site.
12. The existing vehicular accesses serving no. 89 New Haw Road and 85 shall be permanently closed on completion of the development and any kerbs, verge, footway fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority, and thereafter maintained as such.

13. 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.
14. 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.

15. 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: Conditions numbered 11-15 above are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

16. Surface Water Control (C189)
17. Soakaways (C176)
18. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To enable details of the archaeology of the site to be recorded in accordance with the requirements of Planning Policy Guidance Note 16 : "Archaeology and Planning".

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>
HE31/11B (as revised)	2.5.03
HE31/12B, 13A, 19, 20A, 21A, 22, 23	3.4.03
HE31/24, 25, 26, 27, 28, 29, 30, 31	3.4.03
HE31/32, 33, 34, 35, 36, 37, 38, 39	3.4.03
WES/E3148	30.5.03
1043/PH/001A	3.4.03

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.

2. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
3. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to off any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980.
4. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority.
6. When a temporary access is approved or an access is to be closed as a condition of planning permission, an agreement with, or licence issued by, the Highway Authority will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surface at the developer's expense. (Note: It is preferable where possible to arrange for the adjacent highway to be included in the area edged red on the application when Circular 11/95 provides that conditions may be suitable to control this.
7. 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).

8. When access is required to be 'completed' before any other operations, the Highway Authority will normally agree that wearing course material and in some cases edge restraint may be deferred until construction of the development is virtually complete, provided all reasonable care is taken to protect public safety.
9. Under the terms of the Water Resources Act 1991, the prior consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface run off into ground water. Such consent may be withheld. If there is existing discharge consent the applicant should ensure that any increase in volume is permitted under present conditions.
10. Tree Preservation Order (I27) – insert 298
11. Hours of Construction Work (I35)

RU.03/0580

Date reg: 16.6.03 Ward ADDLESTONE NORTH

LOCATION: LAND AT WOBURN CORNER, STATION ROAD, ADDLESTONE
PROPOSAL: ERECTION OF 15 RESIDENTIAL UNITS WITH NEW ACCESS
ASSOCIATED CAR PARKING AND LANDSCAPING

TYPE: FULL PLANNING PERMISSION

APPLICANT: Development Sites Limited

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

Second Alteration April 2001: BE2, SV1, SV2, MV4, MV9, MV13,
MV14, HO1, HO4, HO9

1. Site

1.1 The application site has an area of some 0.26 hectares and is located within the Urban Area and at the eastern end of Station Road at its junction with Woburn Hill/Weybridge Road.

1.2 The site has been cleared and is now largely overgrown. The site was previously used as a coal yard with associated residential accommodation. Part of the site lies within an Area Liable to Flood and it abuts the Green Belt.

2. History

2.1 The site has a limited planning history. The coal yard use and associated residential development pre-date the 1947 Act.

2.2 In the 1980's when the site fell into disuse, the Council prepared a Development Brief that indicated that the preferred development option was for residential purposes.

2.3 In 1991 two planning applications were submitted for the redevelopment of the site to provide a car showroom, with ancillary offices (RU.91/0443 and 91/0444). These applications were refused in June 1991 and a subsequent appeal dismissed in May 1992.

2.4 In 1993 consent was sought for the erection of hoarding and advertisement panels. Permission was refused in October 1993 and the subsequent appeal was dismissed (RU.93/0726).

2.5 Lastly in August 2002 outline permission was refused for the redevelopment of the site to provide 26 flats with associated parking (RU.02/0799). The subsequent appeal was withdrawn prior to determination.

3. Application

- 3.1 Planning permission is sought for the redevelopment of this site to provide 15 residential flats with a new access from Station Road serving a car parking area.
- 3.2 The proposed development would consist of a single building with a quoted floor area of 1446 sq m, containing twelve two-bedroom apartments, two two-bedroom maisonettes and a single three-bedroom chalet bungalow. The building would be three/two-storey in height stepping down towards the northern and western boundaries. The maximum height of the building would be some 14.4 metres but falling to 3.2 metres adjacent to Erracht, the detached bungalow located adjacent to the northern boundary of the site.
- 3.3 Sixteen car parking spaces, including two for disabled users, will be provided accessed from Station Road and two detached bin/cycle stores will be located adjacent to this parking area. A new open ditch and ecology pond will be provided as part of the detailed hard and soft landscaping scheme.
- 3.4 A noise assessment, ecological survey, transport assessment, flood impact assessment and design statement have been submitted with the application.

4. Consultations

- 4.1 The application has been advertised on the Council's weekly list of applications received and thirteen neighbours notifications letters were sent to addresses in the vicinity of the application site. The closing date for the receipt of representations was 12th June 2003. No representations have been received.
- 4.2 The County Highway Authority have recommended the imposition of conditions should permission be granted.
- 4.3 The Environment Agency have also confirmed that they have no objection to the application subject to the imposition of appropriate conditions.

5. Planning Considerations

- 5.1 This site is situated within the urban area and is a previously developed 'brownfield' site where the principle of development is considered acceptable subject to the normal development control criteria.
- 5.2 The site lies at the eastern end of Station Road within the urban area of Addlestone but abutting the Green Belt boundary. The site lies in a predominantly residential area which comprises a mix of single and two-storey detached dwellings along Woburn Hill and College Close although there is a one, two and three-storey flatted development around 30 metres to the south-west. To the east of the application site lies the St Georges College campus (within the Green Belt) and to the west is the Aviator Park commercial development.

- 5.3 A previous proposal to redevelop this site for residential purposes was refused in August last year on the grounds of over-development, lack of affordable housing, highway safety and flooding. This current proposal seeks to overcome these concerns and follows a series of detailed pre-application meetings.
- 5.4 The current proposal represents a significant scaling down of the previous proposal with the number of units proposed being reduced from 26 to 15. Whilst the previous application was submitted in outline with no floor area information, the illustrative plans provided show that the currently proposed building covers a significantly smaller area of the site, with an associated decrease in hard surfaced parking areas and an increase in open landscaped areas.
- 5.5 Whilst the current proposal still represents a significant block of built development it has been well designed to minimise the impact by breaking up the frontages and roof treatment and stepping the building down from a high point at the corner feature adjacent to the Station Road/Woburn Hill/Weybridge Road roundabout down to a two-storey gable ended block fronting Station Road opposite the nearest dwellings in College Close and a virtually single storey hipped roof chalet bungalow adjacent to Erracht, Woburn Hill.
- 5.6 The previous highway safety concerns have been addressed by locating the proposed access as far to the west of the A317 roundabout as possible and designing the access to allow left in and left out movements only.
- 5.7 The applicants have also agreed to provide a 3 metre wide joint cycle/footway along the whole of the site frontage along Station Road and to provide a £10,000 financial contribution towards the Highway Authority's costs for white lining, improved street lighting, signing, dropped kerbs and so on to improve the cycle and pedestrian routes in the immediate vicinity of the application site. This contribution will be secured by way of an appropriate legal agreement.
- 5.8 Given the site's location adjacent to the A317/Station Road roundabout, the issue of whether carriageway widening was appropriate or feasible was carefully considered as there are known to be local concerns about queuing at the roundabout. However, it is now considered that the provision of a feeder lane to Woburn Hill would cause significant highway safety issues and the County's policy is to remove such features where they have been provided due to the significant increase in accidents that has resulted from their provision. On highway safety grounds therefore this issue has not been pursued.
- 5.9 The earlier flooding concerns have also been addressed by providing a new open ditch along the western boundary of the site to replace the existing drainage ditches and to take diverted surface water. An ecology pond and 3 metre wide easement along the ditch will also be provided.
- 5.10 Due to the reduction in the number of units proposed the scheme no longer falls within the size of development where affordable housing can be sought.

- 5.11 The current proposal is considered to represent an appropriate use of this 'brownfield' site in accordance with current Government guidance contained in Planning Policy Guidance Note 3: "Housing" and to accord with relevant development plan policies. At 58 units to the hectare the scheme is considered to provide an appropriate density of development which it is considered that this prominent corner site can accommodate.
- 5.12 Whilst the proposed building will be more prominent than the surrounding residential development it is not considered that this will be out of character especially given the scale of built development on the Aviator Park site to the west.
- 5.13 In its design brief published in the late 1980's the Council stated that the preferred development option was for residential use, possibly in the form of a modest flat development, with appropriate levels of amenity space and car parking. This advice is still considered to be relevant and applicable and the current scheme is considered to accord with this as well as having regard to more recent planning policy guidance. The scheme is considered to accord with Policy HO9 of the Local Plan and should not have an adverse effect on the amenities of the occupiers of residential dwellings in the vicinity.
- 5.14 The new building will be set some 3.8 metres from the boundary with Erracht and some 7.2 metres from the flank wall of the dwelling. An extensive tree screen already exists along the boundary and this will be supplemented to provide a dense privacy screen.
- 5.15 At its nearest point the new development will be located 23.2 metres from the closet property in College Close and the proposal should not have an adverse impact on the amenities of the occupiers of the dwellings in that road.
- 5.16 In terms of the ecological value of the site it is considered that the area is of poor nature conservation importance and that the proposal will enhance its value through the provision of the new open ditch and ecology pond. With the new landscaping, which will use native species of a local provenance where possible, the biodiversity of the new development is likely to increase over what is now present.
- 5.17 The site lies within walking distance of Addlestone railway station and there are bus stops on both sides of Station Road less than 200 metres to the west. The site is, therefore considered to be accessible by non car modes and meets the Council's sustainability criteria.
- 5.18 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 person's rights under the Convention.

- 5.19 In summary this proposal is considered to represent an appropriate type of development in a sustainable location close to public transport routes, social and economic facilities and is at an appropriate density given the requirements to make maximum use of 'brownfield' sites within urban areas. The scheme is considered to have been well designed and addresses the previous reasons for refusal of the earlier, more substantial, outline scheme. Approval, subject to appropriate conditions is therefore recommended.

Officers' Recommendation

Subject to the prior completion of a legal agreement to secure the highways improvements detailed in paragraph 5.7, **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. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Required (C005)
3. Permitted Development Rights Removed – Class A to E in Urban Area (C035) – delete 'dwelling', insert 'chalet bungalow'
4. Details of Levels (C038)
5. Open Space Provision and Maintenance (C042)
6. Protective Fencing – General (C053)
7. Storage of Materials Within Fencing (C055)
8. Ground Levels/Excavation Within Fencing (C056)
9. Sound Insulation of Development from traffic Noise (C090)
10. New Access onto Highway – Visibility Splays as Specified on Submitted Plan (C102)
11. Construction Details – General (C100)
12. Construction Traffic and Workers (C106)
13. Protection of Highway from Mud (C117)
14. Surface Water Control (C189) – delete 'replacement dwelling', insert 'development'
15. Land Raising – Sites Partially Within Floodplain (C177)

16. Storage of Spoil – Sites Partially Within Floodplain (C179)
17. Contaminated Land – Survey for Contaminants (Residential Use) (C161)
18. Soakaways (C176)
19. There shall be no storage of materials within 2 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 year.

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

20. A 2m 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.

21. No property shall be occupied until a detailed scheme for the enhancement of the watercourse including dimensions, cross-sections and aquatic planting has been approved and implemented to the satisfaction of the Local Planning Authority.

Reason: To conserve and enhance the ecological value of the site.

Informatives:

1. Culverting or diverting of a watercourse requires the prior written consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. Contact Mike Chapman at the Environment Agency on 01276 454331 for further details.
2. Under the terms of the Water Resources Act 1991 the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions. Contact Claire Murphy on 01276 454509 for further details.
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Control Division of Surrey County Council.

4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority or its agent.
5. Mud Onto Highway (I54)
6. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height about ground level shall be erected within the area of such splays.
7. Hours of Construction Work (I35)
8. 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>
63-1075-SK-001H	15.5.03
63-1075-FL-001	15.5.03
63-1075-FL-002	15.5.03
63-1075-FL-003	15.5.03
Design Statement Layout	15.5.03
SCA14951 01A	20.5.03

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.03/0523 Date reg: 06.05.03 Ward ENGLEFIELD GREEN WEST

LOCATION: BISHOPSGATE SCHOOL, BISHOPSGATE ROAD, ENGLEFIELD GREEN

PROPOSAL: ERECTION OF NEW SINGLE-STOREY LOWER SCHOOL CLASSROOM BLOCK FOLLOWING DEMOLITION OF SIX EXISTING BUILDINGS

TYPE: FULL PLANNING PERMISSION

APPLICANT: The Governors of Bishopsgate School

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

1. Site

- 1.1 Bishopsgate School has three road frontages with Bishopsgate Road, Crimp Hill and Ridgemean Road. The main vehicular access and egress is via Bishopsgate Road. There is a secondary gated access onto Crimp Hill. This site covers 5.3 hectares and is located within the Green Belt.
- 1.2 In 1996 Bishopsgate School was formed by the merger of Scaitcliffe School and Virginia Water Preparatory School at this site. It is a preparatory and day school for boys and girls between the ages of 3 to 13 and includes boarders.
- 1.3 The main three-storey Edwardian style building is set well back from Bishopsgate Road. There are a number of two-storey and single-storey buildings set around the main building. The site boundaries are reasonably well screened by hedges and mature trees. However, the school buildings can be seen from various viewpoints especially from Crimp Hill.

2. History

- 2.1 There have been numerous planning applications relating to the educational use of this site since 1957. The most recent and relevant applications are listed below:
- 2.2 *RU.91/0079* Replacement classroom and extension to form new library. Approved February 1991
- 2.3 *RU.93/0901* Extension to changing rooms. Approved December 1993
- 2.4 *RU.94/0321* Erection of pre-preparatory classrooms. Approved May 1994
- 2.5 *RU.96/0280* Erection of four portable classrooms and enclosure of all-weather games court. Approved June 1996
- 2.6 *RU.97/0343* Erection of new multi-purpose hall with associated changing facilities following demolition of existing gymnasium. Approved September 1997

- 2.7 *RU.97/0701* Erection of three storey extensions to main school building following demolition of various existing structures. Withdrawn October 2000
- 2.8 *RU.98/0328* Amended application for new multi purpose hall with associated changing facilities following demolition of existing gymnasium. Approved May 1998
- 2.9 *RU.00/1098* Erection of part two storey, part single storey building comprising of 11 no. classrooms and changing rooms following the demolition of 10 existing buildings - Approved March 2001.

3. Application

- 3.1 This full application seeks permission for the erection of one single storey building comprising of 8 no. classrooms following the demolition of existing buildings.
- 3.2 The existing lower school buildings comprise of 10 buildings which include 8 classrooms. The existing single storey buildings cover some 550 square metres with heights varying between 3.5 to 5 metres. The existing buildings are dispersed over an area measuring 53 metres in width and 30 metres in depth.
- 3.3 The proposed single replacement dwelling would have a floor area of approximately 831 square metres. This results in an increase of 280 square metres in floor area. The single building would have a maximum width of 42 metres and a maximum depth of 30 metres. The proposed building with a pitched tiled roof would have a maximum height of 7.3 metres.
- 3.4 The applicant's agent has submitted a supporting statement with this proposal. The main points are summarised below:
- Existing planning policy can be interpreted for allowing a modest increase in gross external area over what is to be demolished.
 - There is a precedent for allowing replacement classrooms on this site.
 - No noticeable detrimental impact on the Green Belt.
 - Unsightly buildings would be removed and replaced with new buildings in keeping with the existing school.
 - The compact nature of the proposal in relation to the existing buildings should be viewed favourably.
 - If permanent facilities are not provided here alternative educational accommodation will need to be provided elsewhere within the area to meet the local demand.

- There is sufficient classroom accommodation. This application seeks to improve the standard of accommodation. The existing buildings with flat roofs require a high level of maintenance.

4. Consultations

4.1 This application was publicly advertised and 19 individual letters were sent to neighbouring properties. There has been one letter of objection and 11 letters of support from parents.

4.2 The letter of objection raises the following concerns which are summarised below:

- Vast increase in traffic along Bishopsgate Road over the last 15 years.
- On street parking also increased causing congestion, damage to verges and serious inconvenience to other road users, especially when sports are being played.
- On site car parking facilities must be considered in conjunction with further plans for expansion.

4.3 The letters of support can be summarised as follows:

- Existing buildings are temporary, difficult to maintain and expensive to repair.
- Rear building would improve the appearance of the site and the general conditions for pupils.
- New building would allow better maintenance of temperature throughout the year.
- School needs to maintain scholastic and economic benefits the school brings to Runnymede.

4.4 The County Highway Authority have no objection to this proposal.

5. Planning Considerations

5.1 The main planning consideration with this application is the impact of the proposal on the openness of the Green Belt.

5.2 Under the terms of the revised Policy Planning Guidance Note 2 : 'Green Belts' (1995) extensions to schools in the Green Belt are not defined as 'appropriate development'. Hence the replacement building is 'inappropriate' and by definition harmful and should only be permitted where the applicant has shown that there are exceptional circumstances which outweigh the harm to the Green Belt caused by its inappropriateness.

- 5.3 This proposal does not increase the number of classrooms at the lower school. It would increase the floor area at the lower school by approximately 50%. However, by replacing the 10 existing structures with one building it would reduce the spread of the development across the site by some 11 metres. It is considered that the replacement of the existing buildings with one compact building would increase the openness of the Green Belt on the part of the site, the subject of this proposal.
- 5.4 The proposed brick and tile replacement building would improve the appearance of the site as the existing temporary and prefabricated buildings would be removed. The increase in height of the single replacement would make a more prominent building. However, it is considered that the improvements to the openness of the Green Belt and the visual appearance of the building outweighs the harm caused by the increase in height of the building.
- 5.5 The existing temporary classrooms are small and of a substandard form of construction. The new purpose built brick building would meet the modern educational requirements of the school for the next 15 years. The improvements, in educational terms, that would result from the provision of this replacement educational building are considered to represent an exceptional circumstance which could justify the granting of planning permission in this case.
- 5.6 This proposal would not involve any increase in the number of classrooms or pupils at the lower school. Consequently, it is not considered to be legitimate to pursue the objector's comments regarding the highway issues with this proposal. This would not be the case if the number of classrooms or pupils increased on this site in the future. The County Highway Authority have no objections to this proposal.
- 5.7 The applicant states that it will fully co-operate with the Runnymede School Transport Initiative. A condition is proposed that a school transport plan should be produced which would ensure that alternative means of transport to the private car for dropping off and picking up the school children are provided by the school. This would help provide a sustainable development in line with the aims of PPG13.
- 5.8 It is considered that the proposed development would not adversely affect the residential amenities of the neighbouring properties.
- 5.9 Consideration has been given to the requirements of Articles 8 and 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

(1) The application be notified to the Secretary of State for the Environment, Transport and the Regions as an acceptable departure from the provisions of the Development Plan in accordance with the requirements of Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999 as the proposal could represent inappropriate development within the Green Belt and that failing any direction from the Minister –

(2) **GRANT** subject to the following conditions:

1. C004

2. C005

3. All the existing buildings shown hatched on drawing no. 1716/PL06 received on 2 May 2003 by the Planning Authority shall be demolished and all the resultant materials and debris shall be removed from the site prior to the first use of any of the classrooms in the building hereby permitted.

Reason: In the interests of the openness of the Green Belt.

4. C106

5. C117

6. Prior to the first use of any of the classrooms in the building hereby permitted, a detailed School Transport Plan including measures for encouraging alternative means of transport other than the private car and the monitoring process shall be submitted to, and approved in writing, by the Planning Authority.

Reason: In the interests of the environment and to reduce the number of private car journeys to and from this isolated site.

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>
Location Plan	2.5.03
1716 PL03; 04; 05; 06	2.5.03

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.

2. The applicant is advised that any further development at this school, given its Green Belt location, should be considered within a long term context. Consequently any further planning applications must be accompanied by a long term plan.
3. In relation to Condition 6 the applicant is advised to contact the Runnymede Transport Initiative c/o Laura Cowie on 01932 425275.

RU.03/0607	Date reg:	23.5.03	Ward	THORPE
LOCATION:	TASIS ENGLAND, COLDHARBOUR LANE, THORPE			
PROPOSAL:	ERECTION OF SECURITY ENTRANCE BUILDING AT THE TEN ACRE LANE ENTRANCE TO THE SCHOOL			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Tasis The American School in England			

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

Second Alteration, April 2001: GB1, BE2, BE5, BE9, HO9

1. Site

- 1.1 The proposed security building, the subject of this application, would be located along the north-eastern boundary of the school campus fronting Ten Acre Lane. The building would be sited outside the rural settlement of Thorpe. It therefore lies within the Green Belt and the Thorpe Conservation Area.
- 1.2 This site forms part of the 13.3 hectare school campus.
- 1.3 The northern area of the school comprises Thorpe House, a Grade II* listed building dating from the 17th Century, its ancillary buildings and grounds. The southern half of the campus includes Thorpe Place, a Grade II listed building dating from the 19th Century and its ancillary buildings and grounds.

2. History

- 2.1 The TASIS England site has an extensive planning history dating back to 1948. The most recent and relevant applications are listed below.
- 2.2 Outline planning application RU.99/1249 for the comprehensive rationalisation and upgrading of school facilities, alterations to vehicular access, car parking and servicing arrangements and environmental and highway improvement works was submitted in November 1999. This outline consent was granted subject to a legal agreement in September 2001 following a referral to the Secretary of State as a departure to Green Belt policy. This outline consent RU.99/1249 includes the demolition of 21 existing buildings, revocation of two existing permissions, erection of 14 new buildings or extensions totalling 4352 sq m of new floorspace.
- 2.3 *RU.01/0605* Siting of four portacabins to be used as changing rooms for a temporary period of 12 months – Approved January 2002.
- 2.4 *RU.01/0615* Relocation of existing theatre classroom for a temporary period of 12 months – Approved January 2002.
- 2.5 *RU.01/0768* Change of use of land to school playing field for TASIS School – Approved September 2001.

- 2.6 *RU.01/0949* Siting of a portacabin to be used as a site office for a temporary period of 12 months while construction takes place – Approved January 2002.
- 2.7 *RU.01/0170* Reserved matters application pursuant to RU.99/1249 for two-storey gym extension and multi-purpose space and new access off Ten Acre Lane – Approved December 2001.
- 2.8 *RU.02/0501* Retrospective application for the retention of elevational changes to planning permission RU.01/0170 – Approved June 2002.
- 2.9 *RU.02/0520* Installation of dormer windows and rooflights for additional headroom to existing teaching areas – Approved June 2002.
- 2.10 *RU.03/0178* Siting of a portacabin at the Ten Acre Lane entrance for security purposes for a temporary period of six months – Approved April 2003.

3. Application

- 3.1 This is a full application for a permanent security building at the Ten Acre Lane vehicular access to the school. This permanent security building would replace the existing temporary security building.
- 3.2 The proposed building would measure 5.4 metres in width by 5.4 metres in depth. The application has been amended to reduce the height of the pitched roof from 7.5 metres to 5.2 metres. The proposed security building would be located within 6 metres of the Ten Acre Lane road frontage.
- 3.3 The building would comprise a security office, store and w.c.
- 3.4 The applicant's agent has submitted a covering letter with this application. The main points of this letter are summarised below:
- the temporary security building has provided much needed security and reassurance for visitors and parents during the hostilities;
 - it provides a focus for deliveries to the school and now all deliveries including books and stationery are delivered to this building;
 - no deliveries or visitor car parking now takes place in Church Approach which has improved the appearance and setting of the Conservation Area;
 - all parents now drop off their children via Ten Acre Lane. This has led to an improvement on Coldharbour Lane in highway safety terms and to the appearance of the Conservation Area;
 - the issue of security is a material planning consideration which has arisen since outline planning permission RU.99/1249 was granted;
 - the siting of the building has been carefully chosen to ensure it does not adversely impact on the trees which are to be retained as a screen;

- the above points are considered to represent very special circumstances for allowing an inappropriate development within the Green Belt.

4. Consultations

4.1 This application has been publicly advertised and 8 neighbouring properties were notified individually by letter. There has been one letter of objection received from The Thorpe Ward Residents' Association. The main objections are summarised below:

- this is an inappropriate development in the Green Belt;
- would set an undesirable precedent which would make it difficult to resist future proposals.

4.2 The County Highway Authority has no objection to the proposal.

4.3 The County Archaeological Officer has no objection to the proposal.

4.4 The Council's Amenities Officer has no objection to this proposal. He states that the only trees which would be affected are five young self-sown False Acacia trees which are all of very poor form.

5. Planning Considerations

5.1 This application seeks to replace the existing temporary security building with a permanent building at the Ten Acre Lane entrance to the school. The existing portacabin has a temporary planning permission RU.03/0178 which expires on 1st October 2003.

5.2 The proposed brick and tile security building would be located within the Green Belt and is therefore inappropriate development. Inappropriate development is by definition harmful to the openness of the Green Belt. The applicant's agent agrees that this proposal constitutes inappropriate development and has produced very special circumstances seeking to justify the development on the grounds that these issues outweigh the harm caused by reason of the proposal's inappropriateness. These very special circumstances are outlined in paragraph 3.4 above.

5.3 The existing security building was granted temporary planning permission RU.03/0178 at the Planning Committee meeting on 2nd April 2003. It was stated in the Committee report for this temporary building that if long-term security measures were required at the school then a far more discreet approach was necessary to protect the Green Belt.

5.4 The overriding justification for the current temporary structure and the proposed permanent structure is to improve security at the American School due to the increased hostilities in the Middle East and with the increased risk of terrorism against the United States. In addition the school has changed its operational procedures so that all deliveries and visitors now solely use the Ten Acre Lane access and children are also being dropped off at this access point. These operational changes and the associated reduction in on-street parking in

Coldharbour Lane are likely to improve highway safety and the appearance of part of the Thorpe Conservation Area.

- 5.5 The maximum height of the proposed building has been significantly reduced from 7.5 metres to 5.2 metres. The proposed amended building would still however be visible from Ten Acre Lane. However, the reduced height and mass of the building along with the tree screening along the road frontage is unlikely to result in a prominent building which would be detrimental to the openness of the Green Belt. The design of the building and the materials to be used would reflect the existing buildings on the site. It is considered that the proposed building would not be detrimental to the character of the Conservation Area. In addition the building would not adversely affect the setting of the listed building, Thorpe House, some 140 metres to the west.
- 5.6 The proposed building is unlikely to adversely affect the residential amenities of the neighbouring properties to the south and south east of the site.
- 5.7 It is considered that for the reasons outlined above there are very special circumstances for allowing this inappropriate development within the Green Belt as a departure from Policy GB1 of the Local Plan.
- 5.8 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 subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Required (C005)
3. Tree Retention (General) (C048) 'site plan revised A'

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>
Site Location Plan	22.5.03
Site Plan & North Elevation Rev A	1.7.03
Plan and West Elevation Rev A	1.7.03
East and South Elevations Rev A	1.7.03

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.

2. Amended Plans (I1)
3. Retained Tree (I26) - '3'

RU.03/0616 Date reg: 27.5.03 Ward CHERTSEY ST ANNS

LOCATION: 56 LONDON STREET, CHERTSEY
PROPOSAL: CHANGE OF USE FROM PRIVATE RESIDENCE TO BED AND
 BREAKFAST ACCOMMODATION
TYPE: FULL PLANNING PERMISSION
APPLICANT: Peter Kersley

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

 Second Alteration April 2001: HO2, TC2, MV9, BE5, R11

1. Site

- 1.1 No. 56 is a semi-detached two storey dwelling located on the south side of London Street, Chertsey. The property has vehicular access to the side serving an area of hardstanding to the rear.
- 1.2 The far rear portion of the site has been separated with a wall and gates with single-storey garage buildings beyond. Immediately to the east of the application site is a three-storey block of residential flats with a rear garden area facing towards the side elevation of the application property. The site lies within the urban area, Town Centre Policy Area and Chertsey Conservation Area. It also falls within the flood plain and an Area of Archaeological Importance.

2. History

- 2.1 *RU.02/1107* Erection of two-storey side and rear extensions – Granted 11.11.02.

3. Application

- 3.1 Full planning permission is sought to change the use of the building from residential to bed and breakfast accommodation. It is proposed to build the extension as approved under *RU.02/1107* and convert the building to provide two ensuite rooms with a dining area and kitchen on the ground floor, four ensuite rooms and a separate bathroom on the first floor and a room on the second floor for a manager.
- 3.2 The property would be identical externally to that approved under *RU.02/1107* apart from the introduction of a window to room 6 on the first floor in the rear elevation rather than the side, facing towards nos. 1-17 Chertsey Walk.
- 3.3 A plan has been submitted showing parking to the rear for seven cars.

4. Consultations

4.1 The application has been advertised on the Council's weekly list of applications and in the local paper. A total of 21 individual letters of notification have been sent to neighbouring properties. Seven letters of representation have been received expressing the following concerns:

- the property is an eyesore;
- coming and goings of guests, delivery and tradespeople;
- more noise;
- overlooking;
- not enough parking is being provided;
- the property could be used by asylum seekers and the homeless which could be worrying for residents of the elderly home next door;
- will the property be locked at a reasonable time?
- where will laundry and cooking facilities be located? How would the rooms be let?
- noise disturbance internally, perhaps additional soundproofing should be provided;
- sight lines and speed of traffic onto London Street;

4.2 The County Highway Authority have raised no objections to the proposals subject to conditions.

4.3 The County Archaeological Officer has raised no concerns.

4.4 No comments have been received from the Environment Agency.

5. Planning Considerations

5.1 The main issues for the consideration of this application concern the principle of the change of use in this locality, its impact on the neighbouring properties, the Conservation Area, the floodplain and compliance with relevant Local Plan policies.

5.2 The property is located within the centre of Chertsey and has a large area of hardstanding to the rear. Although the proposal would result 'technically' in the loss of a residential property, a separate bathroom and bedroom for a manager would be retained. In principle therefore the proposed change of use in this location is considered acceptable.

- 5.3 The dwelling is a two-storey semi-detached property which is set in from the side boundary with nos. 1-17 Chertsey Walk by at least 2.4m. A number of windows from this development face directly towards no. 56, however they appear to be obscurely glazed or high level. Along the side boundary with no. 54 and 56 exists a high hedge which appears to be located on no. 54's land.
- 5.4 The proposed development would consist of an already approved extension which would be identical apart from the introduction of a first floor window to the rear in bedroom 6 instead of to the side which is a welcome improvement.
- 5.5 In terms of the proposed use, the property could potentially be occupied by up to six people living together as a single household without requiring a planning application and it is not considered that the change of use would have a significant enough detrimental impact on neighbouring properties to warrant refusal for this reason alone.
- 5.6 The property has had a number of alterations carried out to it in the past and it is not considered that the proposal would further detract from the visual amenities of the streetscene or character of the Conservation Area.
- 5.7 No objections have been received from the County Highway Authority or County Archaeological Officer.
- 5.8 With regard to the impact of the development within the floodplain, no comments have been received from the Environment Agency. However no additional floor area than what has been previously approved is being asked for.
- 5.9 In terms of the proposed use being located within the floodplain, despite the potential for more people to be staying at the property, this would be transient and as mentioned earlier at least six people could live in the house as it currently stands without requiring a planning application. As such it is not felt that the proposal would result in a significant impact on the number of people at risk to warrant refusal.
- 5.10 With regard to other third party issues, the matter of noise insulation has been discussed with the Council's Environmental Protection Officer who does not consider such measures to be a requirement. Additional noise and disturbance could occur at any time and when the property is wholly in residential use. However such issues may come within the control of Environmental Health regulations should noise problems occur in the future.
- 5.11 In terms of parking provision, at least seven spaces can be provided to the rear of the site and the County Highway Authority have raised no objections.
- 5.12 In reference to the type of person residing at the dwelling, this is not a material planning consideration.
- 5.13 Subject to specific conditions, it is considered that the proposal, is on balance, acceptable.

- 5.14 The property is located in the centre of Chertsey and it is considered that such a proposal would be an acceptable use to facilitate the improvement of the town's vitality and viability.
- 5.15 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. Restriction on Use (C065) – insert 'bed and breakfast accommodation', insert 'C1'
3. A pedestrian inter-visibility splay of 2m by 2m shall be provided to the west of the existing access, the depth measured from the back of the footway and the widths outwards from edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays. The maximum possible pedestrian inter-visibility splay shall also be provided to the east.

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.

4. 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: 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.

Informative:

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

<u>Drawing Number:</u>	<u>Date Received:</u>
Site Plan	24.5.03
Pak 2/P1A	24.5.03
Pak 2/P2B	17.6.03

Pak/E3
Pak/P4A
Pak/PS

17.6.03
217.6.03
24.5.03

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.03/0621	Date reg:	30.5.03	Ward	VIRGINIA WATER
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LOCATION:	BYLANDS, 31 ABBOTS DRIVE, VIRGINIA WATER
PROPOSAL:	DEMOLITION OF EXISTING BUILDING AND ERECTION OF TWO STOREY DWELLING WITH ACCOMMODATION IN THE ROOF AND ATTACHED DOUBLE GARAGE WITH ACCOMMODATION ABOVE AND ADDITIONAL VEHICULAR ACCESS OFF ABBOTS DRIVE
TYPE:	FULL PLANNING APPLICATION
APPLICANT:	Whites Builders & Developers

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

Second Alteration April 2001: HO9, BE2

1. Site

- 1.1 Bylands is a two storey detached dwelling located on the southern side of Abbots Drive at its junction with Virginia Drive. The area is characterised by detached dwellings situated on large plots, which are well screened from the road. The site is typical of the area with a plot size of 0.222 hectares (0.55 acres) and all boundaries are screen by trees and hedges. A two metre high brick wall runs along the western boundary between the site and No.27 Abbots Drive.
- 1.2 No.27 is a detached bungalow located to the west of the site. No.5 Virginia Drive is located to the rear. Nos.3 & 4 Virginia Drive are located across the highway (Abbots Drive) as is No.33 Abbots Drive located across the highway (Virginia Drive) to the east.
- 1.3 The site is accessed off Abbots Drive. There is an additional access at the rear of the site leading to the detached garage at the rear of the garden.
- 1.4 The site is in the urban area

2. History

- 2.1 No previous or relevant history for this site

3. Application

- 3.1 This is a full application for the erection of a two storey detached dwelling with accommodation in the roof, an attached double garage with accommodation above and additional vehicular access off Abbots Drive, following demolition of the existing dwelling.
- 3.2 The proposed dwelling would have a hipped roof with a ridge height of 9.3 metres. A double garage would adjoin the eastern side of the dwelling and would have a hipped roof with a ridge height of 6.8 metres. The dwelling would have a maximum width of 22.4 metres and a maximum depth of 18.8 metres. The distance to the eastern boundary (Virginia Drive) would be 3.5 metres; western boundary (shared with No.27) would vary between 5.4 and 7.4 metres. The

dwelling would be set back 21.6 metres from the highway (Abbots Drive) and have a garden depth of 33.6 to 37 metres.

- 3.3 The proposed dwelling would be positioned slightly further back from the highway (Abbots Drive) than the existing dwelling. This is due to the marginal change in orientation, which would result in the proposed dwelling being parallel with the highway (Abbots Drive). The dwelling would remain at the front (north) of the plot with a paved driveway. The existing main access off Abbots Drive would be sealed and a new access created along the same boundary 12 metres to the west. The rear of the site would remain a garden area with the existing detached garage demolished. No out buildings have been proposed. The footprint of the existing dwelling is approximately 130 square metres (including the detached garage). The proposed footprint would be approximately 250 metres.
- 3.4 There would be windows in all elevations at first floor and ground floor. There would be dormer windows in the front (northern), rear (southern) and side (eastern) elevations. The originally proposed dormer in the western elevation facing No.27 has now been omitted from the scheme. In addition the two first floor windows in this elevation, which serve two ensuite bathrooms, would be obscure glazed with opening lights above.
- 3.5 The proposal would result in the felling of approximately four trees on the site. Amended plans have been submitted to fell an additional Scots Pine along the western side boundary. There would be additional tree and landscape planting along the western side boundary.

4. Consultations

- 4.1 This application has been advertised on the Council's Weekly List of Planning Applications and seven notification letters have been sent out to neighbouring properties. Two letters of objection have been received from 'Abbots Corner' and No.27. The points raised are summarised below:
 - Discomfort and loss of privacy to neighbours
 - Too high and massive for the site
 - Proposed windows over look No.27 and cause loss of privacy
 - Height in relation to proximity to shared boundary with No.27
 - Boundary hedging must not be planted too close to the shared boundary as it may hinder access to the side and rear elevations of the detached garage at No.27 which is necessary for maintenance.
- 4.2 The County Highways Authority have been consulted and have no objections to the proposal.
- 4.3 The Council's Parks and Amenities Officer have been consulted and have no objections to the proposal.

5. Planning Considerations

- 5.1 This is a full application for the erection of a two storey dwelling with accommodation in the roof, an attached double garage with accommodation above and an additional vehicular access off Abbots Drive. The main considerations for this application are considered to be the impact of the proposal on the character of the surrounding area, the impact on the streetscene and the affect on the residential amenities of the neighbouring properties.
- 5.2 The site is a prominent corner plot at the junction of Abbots Drive and Virginia Drive. The existing dwelling is situated at an angle with Abbots Drive. The proposed dwelling would be parallel with the highway (Abbots Drive). The proposed dwelling would therefore be situated further back from public viewpoints. The distance to the other highway (Virginia Drive) would also be increased by this proposal.
- 5.3 The boundaries with the highway are well screened by trees and hedges making the existing dwelling only partially visible. Given that the proposed dwelling would be set back further from these boundaries and that the tree screening would be retained the proposed dwelling is likely to be just as discrete as the existing two storey dwelling. It is therefore considered that the proposal would not be detrimental to the character of the area.
- 5.4 The design statement submitted by the applicant states *“The design of the replacement dwelling is in the popular ‘formal’ style, being a mixture of psuedo Georgian & Queen Anne, with sliding sash windows, stone features and dentilled eave. The elevations include roof dormers that provide a balance to break up the roof massing on the flank and rear roof slopes, whilst also providing natural day lighting to the roof accommodation.”* The statement continues; *“External materials will be traditional brick and tile to walls and roof with joinery and fascias etc. in white. There will be contrasting brick and stone features on all elevations, including a stone portico with stone columns to the front entrance. The proposal is similar in terms or design, height, bulk and massing to many recently approved replacement dwellings on the estate.”*
- 5.5 The proposed dwelling would be large but is similar to other dwellings in the vicinity. The proposed dwelling has been positioned appropriately on the site to lessen its potential prominence. The double garage would be the closest part of the proposal to the corner (most potentially prominent part of the site) and is the lowest part of the replacement dwelling. Substantial distances to boundaries have been retained along with the good boundary screening along the Virginia Drive and Abbots Drive road frontages. The proposal is considered to be acceptable in terms of design and should not adversely affect the visual amenities of the streetscene.
- 5.6 The neighbouring property most likely to be affected by this proposal would be No.27 which is a detached bungalow located to the west of the site. No.27 is located 5.4 metres off the shared boundary. The detached garage for No. 27 is adjacent to the shared boundary. The nearest part of the proposed dwelling would be 13 metres from the eastern side elevation of No. 27. The eastern side elevation of No.27 has two dormer windows in the roof at first floor level. These dormer windows serve a bathroom (obscured glazed) and a bedroom and are clearly visible over the 2 metre high brick wall which marks the boundary.

- 5.7 The proposed dwelling would be approximately 5 metres closer to this boundary than the existing two-storey dwelling. The proposed dwelling would be set slightly further back from the front boundary than No.27 and therefore the proposed obscured glazed first floor windows in the western elevation of the proposed dwelling would not directly face the existing dormer windows in the western elevation of No.27. There is currently a Scots Pine on this boundary, which would be removed and replaced with another tree more strategically placed between the two properties. This can be controlled by condition. Given the distances between the dwellings and the relationship between the two dwellings and the planting of an appropriate tree along the western side boundary, there is unlikely to be any serious adverse effects on the residential amenities of no. 27 Abbots Drive. No other residential properties are considered to be likely to be adversely affected by this proposal.
- 5.8 Regard 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 there would be any violation of the objectors' rights under Article 8.

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) - 'western' elevation
4. Obscure Glazing – Restrict Opening (C024) - 'two first floor windows serving the two ensuite bathrooms on the western elevation'
5. Tree Retention (General) (C048) - '1A – Tree Survey'
6. Tree Retention – Specific (C049) – '5'
7. Protective Fencing – General (C053)
8. Storage of Materials Within Fencing (C055)
9. Ground Levels/Excavation Within Fencing (C056)
10. Hard Landscaping Details (C058)
11. No development shall take place until full details of the soft landscaping works along the western side boundary have been submitted to and approved by the Local Planning Authority. These details shall include planning plans, written specifications, schedule of plants and trees, noting species, plant sizes and proposed numbers and densities of planting. The works shall be carried out as approved and completed during the first

planting season following the substantial completion of the development hereby approved.

Reason: To preserve and enhance the character and appearance of the surrounding area and to protect the residential amenities of the neighbouring property to the west.

12. Tree Replacement – Proposed Trees (C051)
13. Construction Traffic and Workers (C106)

Informative:

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

<u>Drawing Number:</u>	<u>Date Received:</u>
Site Plan	30/05/2003
1A (Site Survey)	30/05/2003
1A (Tree Survey)	30/05/2003
745/01/B	30/05/2003
745/01/C	30/05/2003
745/02/B	30/05/2003
745/03/B	30/05/2003
Tree Survey Schedule (ref:02115)	30/05/2003
Design Statement	30/05/2003

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.

RU.03/0626 Date reg: 30.5.03 Ward ENGLEFIELD GREEN WEST

LOCATION: PROBYNS COTTAGE, WICK LANE, ENGLEFIELD GREEN
PROPOSAL: AMENDMENT TO PLANNING PERMISSION RU.02/0
(ERECTION OF DETACHED DWELLING AND DETACHED GARAGE
INVOLVING THE INSERTION OF TWO DORMER WINDOWS IN THE REAR
ELEVATION

TYPE: FULL PLANNING PERMISSION

APPLICANT: Mr and Mrs L Simon

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

Second Alteration, April 2001: GB1, GB6, HO9, NE14

1. Site

- 1.1 This site is located at the junction of Wick Lane and Wick Road and covers approximately one hectare. The site is generally well screened and is located within the Green Belt and is opposite Windsor Great Park.
- 1.2 Probyns Cottage is a two-storey detached dwelling with a detached triple garage. There is an existing single-storey detached chalet building within the grounds of Probyns Cottage. There is one vehicular entrance to the site accessed off Wick Road.

2. History

- 2.1 The most relevant applications relating to this proposal are listed below:
- 2.2 *RU.96/0127* Certificate of Existing Lawfulness for use of the chalet (summerhouse) as a dwelling house – Granted June 1996.
- 2.3 *RU.97/0349* Outline permission for erection of detached two-storey dwelling following demolition of existing dwelling known as Probyns Cottage – Granted May 1997.
- 2.4 *RU.98/0202* Erection of two storey dwelling following demolition of existing dwelling known as The Chalet – Withdrawn May 2000.
- 2.5 *RU.00/0343* Variation of condition 2 (time limits) to allow for submission of reserved matters application during the next three years – Granted June 2000.
- 2.6 *RU.01/1324* Erection of a detached two storey dwelling with triple garage following demolition of detached dwelling known as Probyns Cottage and triple garage with new vehicular access off Wick Lane – Refused January 2001.

- 2.7 *RU.01/1323* Erection of detached dwelling and detached double garage following demolition of existing chalet – Approved January 2002.
- 2.8 An amended application to planning permission *RU.01/1323* to enlarge the site and reposition the bungalow was granted in July 2002 under planning permission *RU.02/0683*.
- 2.9 In February 2003 the Planning Committee granted planning permission *RU.02/1433* for the erection of a detached two-storey dwelling with new vehicular access off Wick Lane subject to a Revocation Order. This permission was issued in June 2003.

3. Application

- 3.1 This is a second revised application for a detached dwelling and detached garage following the granting of planning permissions *RU.01/1323* and *RU.02/0683*.
- 3.2 The existing wooden chalet building to be demolished has a floor area of some 116 square metres and a maximum height of 4 metres. It is located approximately 20 metres from the Wick Road frontage.
- 3.3 The original replacement dwelling and garage approved under planning permission *RU.01/1323* had a total floor area of 151 square metres representing a 28% increase in floor area over the size of the lawful dwelling. It had a maximum height to the ridge of the dwelling of 5.6 metres.
- 3.4 The amended application *RU.02/0683* increased the total floor area to 153 square metres. This resulted in a 29.6% increase in floor area over the existing chalet. The height of the dwelling and garage remained the same as the previous permission *RU.01/1323*. The size of the plot was increased and the dwelling repositioned within the site.
- 3.5 This current application is on the same size plot and the buildings would be in the same position as approved under planning permission *RU.02/0683*. The footprint of the dwelling would also be the same as *RU.02/0683*. However, this proposal seeks to create an additional 28 square metres of floor area in the loft to provide a games room. The height of the ridge of the roof would be increased by 0.2 metres to 5.8 metres and two proposed dormer windows would be inserted into the rear elevation of the property. This proposal increases the total floor area to 181 square metres, an increase in floor area of approximately 55% since May 1986.
- 3.6 The vehicular access would remain off Wick Road as previously approved.
- 3.7 The applicant's agent has submitted a covering letter in support of this application. The main points are summarised below:

- The current application proposes the same dwelling as RU.02/0683 but has been revised to include two subordinate dormer roof windows.
- Minor amendments to the design and fenestration of the dwelling are also proposed to enhance the quality of the development and ensure a continuity of appearance with the proposed replacement dwelling on the adjacent site.
- The roof space of the dwelling can be utilised without the need for planning permission by way of insertion of velux roof windows.
- As such, it is not correct to include the increased floor area into the calculation as this is floor area achievable within the dwelling granted planning permission.
- The dormer window's primary purpose is to allow light into the space.
- The dormers do not result in loss of privacy to adjoining residents.
- No material change in the bulk or size of the proposed dwelling.
- Proposed development will neither prejudice the openness or purposes of the Green Belt.
- Not result in harm to an interest of acknowledged importance.
- The change to the dwelling is de minimis and, as such, can proceed under Green Belt planning policy.

4. Consultations

- 4.1 This application was advertised on the Council's weekly list and 20 properties were notified by letter of this proposal. There have been two letters received regarding this proposal. One letter of representation states that the person is confused by the many different applications and the present planning status of the site.
- 4.2 One letter of objection has been received. The main objections are summarised below:
- this proposal would clearly exceed the 30% increase in floor area;
 - concerned at height of proposed building and the introduction of additional floor;
 - dormers add to visual bulk of building on a very small site;
 - velux windows should be sufficient to serve a games room.
- 4.3 The County Highway Authority have no objection subject to conditions.

5. Planning Considerations

- 5.1 This is a revised application following the granting of planning permissions RU.01/1323 and RU.02/0683 for a detached dwelling and detached double garage. The existence of extant planning permissions is a material consideration in the determination of this application.
- 5.2 The existing chalet (summerhouse) has the benefit of a Certificate of Lawfulness as a dwellinghouse granted in 1996. It has a floor area of approximately 116 square metres and a maximum height of 4 metres to the ridge. The two previous permissions for a replacement three-bedroom bungalow have utilised the maximum redevelopment potential to comply with Policy GB6 of the adopted Local Plan. Furthermore, conditions were attached to both planning permissions RU.01/1323 and RU.02/0683 removing permitted development rights (Classes A to E) from the replacement dwelling. This enabled the planning authority to control any further development relating to the roof of the dwelling because the earlier permissions had reached the maximum limits allowed by Policy GB6.
- 5.3 This third application for a replacement two-bedroom dwelling introduces a loft conversion to be used as a games room and two pitched roof dormer windows in the rear elevation of the building. The height of the ridged roof would also be increased by 0.2 metres. This replacement scheme would therefore result in an increase in ridge height from 4 metres to 5.8 metres and an increase in floor area from 116 square meters to approximately 181 square metres. This represents an increase in floor area of some 55% since May 1986.
- 5.4 The main issues with this application are whether it is reasonable to treat the proposed space in the loft as floor space for the purposes of Policy GB6 and the impact of the replacement dwelling on the openness of the Green Belt. The existing chalet has no loft space. The proposed dwelling would have a fixed staircase leading to the loft space. There is likely to be adequate headroom within the roof to be used comfortably for habitable purposes. The introduction of the two dormers would allow adequate light and ventilation to the loft area. It is therefore considered that in view of all of these circumstances the proposed loft area should be included within the floor area calculations for Policy GB6. Consequently, this additional floor area, including that in the loft, clearly exceeds the 30% increase in floor area since May 1986. This proposal is thus contrary to Policy GB6 of the adopted Local Plan.
- 5.5 This revised proposal would increase the height of the replacement dwelling to 5.8 metres and introduce two pitched roof dormer windows into the rear elevation of the building. The rear elevation of the dwelling would be within 20 metres of Wick Road and be visible from Wick Road. The introduction of the dormer windows would be a prominent feature which would draw attention to the scale and mass of the resultant replacement building. It is therefore considered that this replacement dwelling would be materially more prominent than the existing chalet and the two previously approved replacement dwellings and would be detrimental to the openness and visual amenities of the Green Belt contrary to Policy GB6 of the adopted Local

Plan and paragraphs 3.4 and 3.6 of PPG2 'Green Belts'. Such development is by definition harmful to the Green Belt.

- 5.6 In such circumstances it is for the applicant to demonstrate very special circumstances to justify the inappropriate development and that other considerations clearly outweigh the harm to the Green Belt. The applicant's agent has submitted a supporting statement with this application which is summarised in paragraph 3.7 above.
- 5.7 It is considered that none of the points raised by the applicant's agent constitute very special circumstances for justifying an enlarged replacement dwelling on this Green Belt site. This proposal is not de minimis and clearly relates to development requiring planning permission. Consequently the proposed development is contrary to the relevant planning policies in the Development Plan and PPG2.
- 5.8 The nearest neighbouring properties are located at least 60 metres from the proposed dwelling. The two storey dwelling (RU.02/1433) allowed on the adjoining site at Probyns Cottage would be located approximately 80 metres to the north east of this site. Given these distances there should be no adverse effects upon the residential amenities of the neighbouring properties.
- 5.9 The large Oak tree along the eastern side boundary and the two trees along the road frontage are to be retained as with the previous applications. The proposal would result in the felling of two small trees within the site. These trees to be lost make no significant contribution to the character of the area.
- 5.10 No adverse effect upon Windsor Great Park is expected with this proposal.
- 5.11 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is considered that the refusal of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

REFUSE for the following reasons:

1. The proposed replacement dwelling by reason of its increase in floor area, height, design, bulk and mass would result in an inappropriate development within the Green Belt over and above the size of the dwelling as at May 1986 which would be prominent harmful and detrimental to the openness of the Green Belt contrary to Policies PE1 and PE2 of the Surrey Structure Plan 1994, Policies L04 and L05 of the Surrey Structure Plan Deposit Draft December 2002, Policies GB1 and GB6 of the Runnymede Borough Local Plan Second Alteration April 2001 and the advice contained within Planning Policy Guidance Note 2: 'Green Belts'.

2. The Planning Authority do not consider that very special circumstances have been put forward in support of this application to justify the granting of planning permission contrary to Policies PE1 and PE2 of the Surrey Structure Plan 1994, Policies L04 and L05 of the Surrey Structure Plan Deposit Draft December 2002, Policies GB1 and GB6 of the Runnymede Borough Local Plan Second Alteration April 2001 and the advice contained within Planning Policy Guidance Note 2: 'Green Belts'.

Informative

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

<u>Drawing Number:</u>	<u>Date Received:</u>
Local Plan	30.5.03
RAC/0; 1; 2; 3; 4	30.5.03

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.03/0628	Date reg:	30.5.03	Ward	VIRGINIA WATER
LOCATION:	APRIL LODGE, 22 MONKS ROAD, VIRGINIA WATER			
PROPOSAL:	ERECTION OF A DETACHED HOUSE WITH ATTACHED DOUBLE GARAGE FOLLOWING DEMOLITION OF EXISTING BUNGALOW			
TYPE:	FULL PLANNING PERMISSION			
APPLICANT:	Mr L M Cooke			

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

Second Alteration April 2001: BE2, HO9

1. Site

- 1.1 The site lies in the urban area of Virginia Water on the southern side of Monks Road. The existing dwelling is a detached bungalow with a hipped roof and attached garage. The dwelling has a double vehicular access.
- 1.2 Monks Road has a mix of bungalows and two-storey detached properties. No.22's adjacent neighbouring properties are a two-storey pitched roof dwelling at no.20 and a detached pitched roof bungalow at no.24.

2. History

- 2.1 Of material relevance is an application in 2002 for a two storey dwelling with roof space accommodation and attached double garage following demolition of existing bungalow and garages (RU.03/0215).
- 2.2 This application was refused because the development's height, bulk and mass would have resulted in a prominent and incongruous building incompatible with and detrimental to the visual amenities and established street scene pattern of the area.

3. Application

- 3.1 This application seeks to overcome the reason for refusing RU.03/0215. According to the application forms the two-storey replacement dwelling with attached double garage would now have a floor area of approximately 455 sq metres compared to 515 sq m proposed previously.
- 3.2 According to the plans the dwelling would be sited 2 metres away from the common side boundary with no.20 and 2.1 metres away from the common side boundary with no.24. It would be set back approximately 10.6 metres back from the highway at its closest point.

3.3 The height of the dwelling would be 5.5 metres to the eaves and some 8.7 metres to the highest ridge or 7.6 metres to the lower ridge (as amended). The maximum height of the half hipped garage (as amended) would be 6.7 metres.

3.4 A supporting Planning and Design Statement has been submitted, summarised below:

- The house position would be roughly where the existing property is located and conforms with the building line in the street scene and incorporates hipped roof lines;
- Similar replacement dwellings have been developed, especially at the eastern end of the road. The proposal would be consistent with the low density character of the surrounding area;
- The road is characterised by front boundary laurel hedges and these would be retained plus further trees planted;
- Neighbouring amenities would be preserved;
- Proposal complies with plan policies.

4. Consultations

4.1 The application was advertised on the Council's weekly list and eight letters of notification were sent out. Three letters of objection have been received, summarised below:

- Mass of proposal assessed against surrounding residences (some single storey bungalows) would be of detriment to the existing environment;
- Sheer scale of proposal would cause considerable loss of light and privacy for neighbours opposite;
- Neighbour at Eastwood Cottage (no.20) concerned about bathroom window causing overlooking. Even with obscured glazing it would still be possible to look out.

4.2 The County Highways Authority has no requirements to make.

5. Planning Considerations

5.1 The main issues to consider are the impact of the development on the established street scene character and residential amenities.

5.2 In principle, there is no objection to a replacement dwelling from a bungalow to a two- storey house. This is because the site is within the

urban area and because there is a mix of bungalows and two storey properties along Monks Road.

- 5.3 There was no objection to the proposed dwelling's siting considered under RU.03/0215 this being similar to the existing bungalow, in line with the neighbouring plots and retained adequate distances from the boundaries.

This proposal would also have a similar siting with the separation distances considered to be adequate to ensure that the proposal would not appear cramped in the street scene.

- 5.4 Heights of dwellings along Monks Road range from approximately 5 metres up to maximum of approximately 9.5 metres. Each site is different and the proposed house type and its relationship with the neighbouring dwellings generally influences what roof height is acceptable on a plot. According to the planning history records, the existing bungalow at no.22 has a maximum height of some 4.9 metres. No.24 is a detached bungalow with a maximum height of some 5.2 metres and no. 20 is a two storey dwelling but with a maximum height of less than 7 metres. No. 18 is also two-storey but the maximum height of this dwelling is 7.5 metres. No.26 has a maximum height of 8.8 metres.

- 5.5 Given this context planning application RU.03/0215 was refused as it was considered that the height of a dwelling at 9.5 metres would have formed a poor relationship with neighbouring dwellings, in particular the bungalow at no.24. It is considered that the amended ridge heights, which vary between 6.7 metres and 8.7 metres are an improvement over that previously proposed. The two hipped roof elements nearest the side boundaries are 6.7 metres and 7.2 metres in height. It is considered that this amended proposal would be an improvement and ensure that the dwelling would sit comfortably alongside its neighbours and not appear visually incongruous within the street scene. As part of this submission the applicants have also amended and lowered the height of the garage and side annex alongside no.24 further improving the relationship of the property with its neighbours.

- 5.6 Planning application RU.03/0215 was not refused due to its impact upon the residential amenities of neighbouring properties. The siting, internal layout and fenestration of this amended proposal would also ensure that neighbouring amenities are safeguarded. There would be no adverse harm from loss of light or privacy for adjoining or opposite neighbours.

- 5.7 The objector at no.20 is concerned over the impact of the first floor bathroom window. A bathroom window facing no. 20, as well as a front landing window, were also proposed under RU.03/0215 and it was considered that these windows caused insufficient harm to warrant refusal given the nature of these windows and the distance away from the common boundary i.e. the flank wall with the bathroom window some 8.3 metres away. At this distance it is considered that obscure glazing is enough to safeguard privacy although this window can be conditioned with top opening fanlights only.

- 5.8 The proposal complies with the plan policies. Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European

Convention on Human Rights. It is not considered that the granting of permission would result in a violation of any objectors' rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C004)
2. External Materials – Samples Required (C005)
3. Amended Plans (General) (C011) (*CH:2018:01 and 02 Rev B received on 20th June 2003)
4. No Additional Windows (C021) (delete 'in the elevation')
5. Obscure Glazing – Restrict Opening (C024) (*The bathroom window in the first floor side/east elevation)
6. Use of Domestic Garage – Private Vehicles Only (C030)
7. Permitted Development Rights Removed – Classes A to D in Urban Area (C034)
8. Tree Retention (General) (C048) (*CH:2018:01 Rev B)
9. Protective Fencing : Prior to Submission of Details (C054)
10. Storage of Materials Within Fencing (C055)
11. Retention of Existing Screen (C060) (*hedge screen situated on the front and side boundaries; 2 metres)
12. Construction Traffic and Workers (C106) (after construction vehicles *loading and unloading and storage of plant and materials)
13. Height of Development (C040) – '8.7 metres'

Informative:

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

<u>Drawing Number:</u>	<u>Date Received:</u>
12002-T	30/5/03
Site Location Plan	30/5/03
Planning and Design Statement	30/5/03
CH:2018:01 and 02 Revision B	20/6/03

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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.03/0646	Date reg:	03/06/2003	Ward	HYPHE
LOCATION:	47 ROWAN AVENUE, EGHAM			
PROPOSAL:	ERECTION OF A SINGLE STOREY REAR EXTENSION FOLLOWING DEMOLITION OF AN EXISTING REAR EXTENSION			
TYPE:	FULL PLANNING APPLICATION			
APPLICANT:	Runnymede Borough Council (Housing & Community Services Department)			

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

Second Alteration April 2001: HO9, BE2

This application has been referred to this Committee for determination as the applicant is the Council

1. Site

- 1.1 No.47 is a two-storey semi detached dwelling located on the northwestern side of Rowan Avenue. No.45 adjoins the south-western side of the dwelling. Nos.52, 54, 56 and 58 Mullens Road back on to the rear and northeastern side of the site. Runnymede Borough Council also owns Nos.50 and 56 Mullens Road.
- 1.2 A 1.8 metre high close-boarded fence runs along the southwestern boundary between the site and No.45. The rear boundary treatment consists of a 3 metre high hedge with a 1.8 metre high close-boarded fence marking the north-eastern side boundary.
- 1.3 The site is in the urban area and within the flood plain.

2. History

- 2.1 No previous history for this site

3. Application

- 3.1 This is a full application for the erection of a single storey rear extension following demolition of an existing rear extension. The existing single storey extension has a sloping roof and projects 4.65 metres from the rear of the dwelling. It has a width of 1.95 metres and has a ridge height of 2.5 metres.
- 3.2 The proposed single storey extension would have a flat roof and stand at a height of 2.8 metres. It would have a width of 6.13 metres, which would extend the width of the dwelling. The extension would project 6 metres from the dwelling towards the rear boundary.

3.3 There would be one window in the rear elevation and a window and door in the north-eastern side elevation. There would be no windows or doors in the south-western side elevation facing No.45.

3.4 The occupant of this dwelling is disabled and a supporting statement has been submitted by Mrs Susan Low (Occupational Therapist, Runnymede Social Care Team), which sets out details of the proposed works and concludes that they are both necessary and appropriate to improve access, safety and comfort of the resident.

4. Consultations

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

4.2 The County Highways Authority has been consulted and has no requirements.

5. Planning Considerations

5.1 This is a full application for the erection of a single storey rear extension following demolition of an existing rear extension. The main considerations for this application are the impact on the character of the surrounding area, the design of the extension and the impact on the residential amenities of the neighbouring properties.

5.2 The proposal would be single storey and to the rear of the dwelling. It would replace an existing rear extension and although larger than the existing it is unlikely to adversely affect the character of the area. It would not be visible or detrimental to the streetscene.

5.3 The proposed extension would be larger than the existing extension. It would result in a substantial addition to the dwelling. However the size of the extension has been determined by the occupational therapy requirements of the current resident. Given the size of the plot, which is larger than most in the near vicinity, and the single storey nature of the proposal it is considered to be acceptable in design terms.

5.4 The neighbouring properties most likely to be affected by this proposal would be No.45 Rowan Avenue and Nos.52 and 54 Mullens Road. The distance to the rear (northern) boundary shared with No.52 and 54 Mullens Road is 1.25 metres on the north-eastern side and 4.65 metres on the south western side. Nos. 52 and 54 Mullens Road have rear garden depths of some 13-18 metres and the extension will be set 1.25-4.65 metres from the rear walls of these properties respectively. Given these distances combined with the single storey nature of the proposal it is unlikely that these neighbours would be adversely affected.

- 5.5 No.45 adjoins the south-western side of the dwelling. The proposed extension would be adjacent to this boundary and project 6 metres from the rear. No.45 is also extended to the rear by approximately 4 metres at single storey level. Therefore the proposal would project a further 2 metres to the rear of no. 45 which is not considered to have a detrimental impact on this neighbouring property.
- 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 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) - 'south-western'
4. Soakaways (C176)
5. "Granny" Annexe (C026)

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>
366-01B	2.6.03
366-02	2.6.03
366-03	2.6.03

- 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.
2. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.