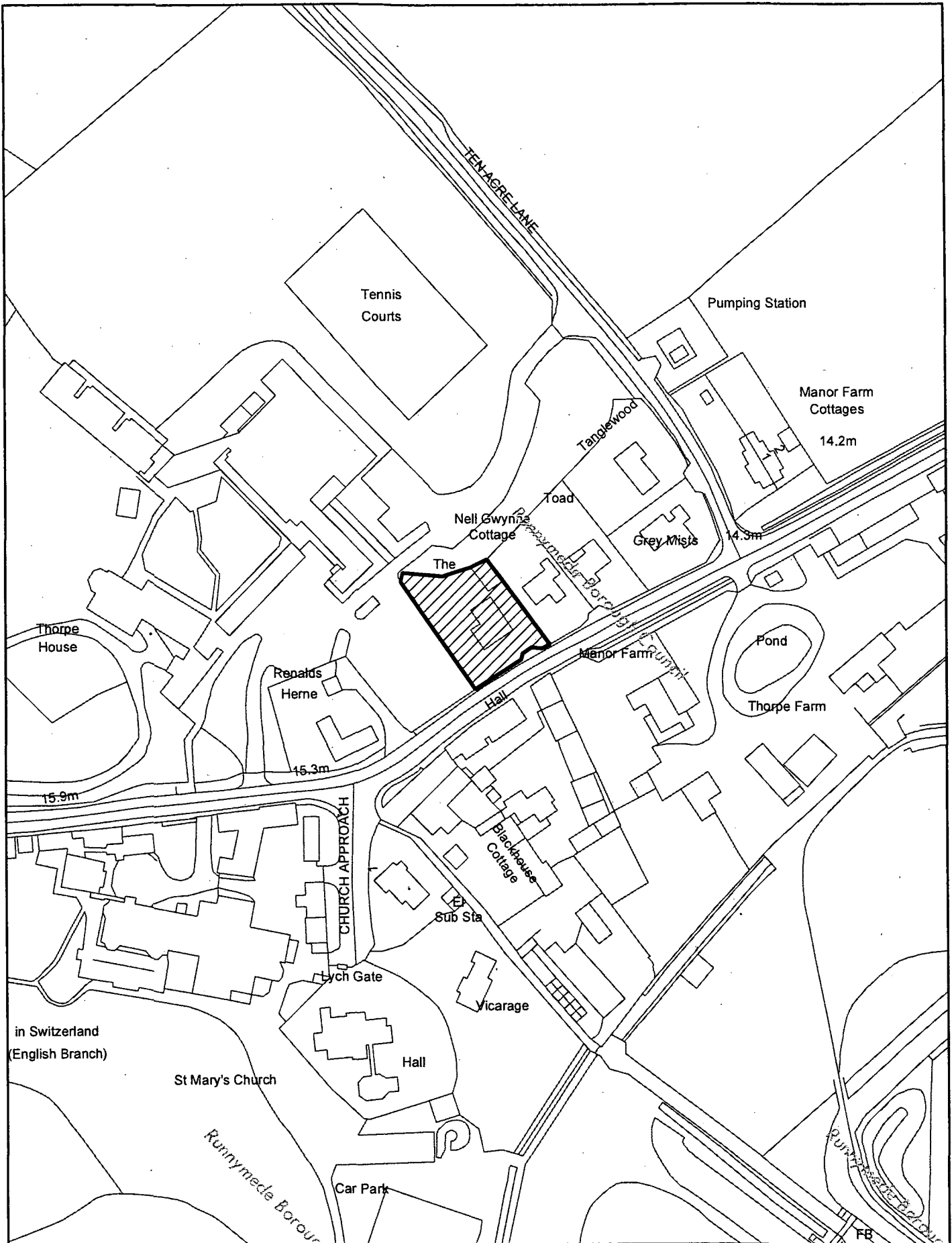


PART B



<p>N ↑</p>	<p>RU.06/0789 Not to scale DATE: 27/08/08</p>	<p>ADDRESS: WHITE COTTAGE COLDHARBOUR LANE THORPE EGHAM</p>	<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Runnymede Borough Council 100006086</p>
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RU.06/0789

Date reg: 26/07/08

Ward THORPE

LOCATION: WHITE COTTAGE, COLDHARBOUR LANE, THORPE
PROPOSAL: CHANGE OF USE OF WHITE COTTAGE FROM SINGLE DWELLING HOUSE (CLASS C3) TO RESIDENTIAL ACCOMMODATION FOR UP TO 5 STUDENTS AND 2 MEMBERS OF TEACHING STAFF, INCLUDING THE USE OF THE EXISTING GARAGE AS AN OFFICE AND STORE AND THE ERECTION OF A TWO STOREY SIDE EXTENSION.

TYPE: FULL PLANNING PERMISSION

APPLICANT: TESIS England

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

Second Alteration April 2001: BE2, BE5, H09, MV4

This application should be read in conjunction with RU.07/1153 reported elsewhere on this agenda.

1. Site

- 1.1 White Cottage is a detached chalet style dwelling with a dormer window and located on the northern side of Coldharbour Lane. There is an existing single storey detached garage to the rear of the dwelling.
- 1.2 TESIS school surrounds the site on the northern and western boundary. The property is in the ownership of TESIS school.
- 1.3 The dwelling is orientated so that front of the house faces the eastern boundary, overlooking Nell Gwynn Cottage, and the rear of the dwelling faces the western boundary overlooking the grounds of TESIS school.
- 1.4 The site is located within the Green Belt settlement of Thorpe, within the Thorpe Conservation Area and an area of high archaeological potential.

2. History

- 2.1 Planning permission was granted for the erection of a bungalow on the site in 1955 (EGH.55/3291) and for the erection of a garage in 1959 (EGH.59/5447).
- 2.2 A Building Control application for alterations to the roof was granted in 1963 (EGH.63/8508). Planning permission was granted for a room in the roof in 1965 (EGH.65/9856).
- 2.3 Planning permission was granted for an extension to form a loggia and two porches in 1969 (EGH.69/12723).

2.4 Permission was granted in 1993 for the addition of a dormer window (RU.93/0612) and in 1999 for a conservatory (RU.99/1135).

3. Application

3.1 This is an application for the change of use of White Cottage from single dwelling house (Class C3) to residential accommodation for up to 5 students and 2 members of teaching staff, including the use of the existing garage as an office and store and the erection of a two storey side extension.

3.2 The proposed change of use does not alter the internal layout of the building, however the use of certain buildings would change and the first floor bathroom would be subdivided to provide 2 smaller bathrooms. At ground floor level the dining room would be used as a student bedroom and the kitchen would be used as a kitchen/dining room. A new partition would be erected to separate the staff accommodation on the first floor from the student accommodation.

3.3 The garage is subdivided to provide an office and a store. The garage door would be removed and a door and window installed.

3.4 It is proposed to erect a two storey extension to the north of the dwelling to provide a new staircase accessed externally to the staff bedrooms on the upper floor. It would have a width of 1.3m and a depth of 6m. It would set back 2.5 metres from the frontage of the dwelling. The proposed extension would have an eaves height of 2.5m at the rear to match the existing eaves level, 4.4m on the frontage with a maximum height of 6.1 m to the ridge of the pitched roof.

3.5 The applicants advise that the proposed conversion is to meet the long term need for residential accommodation for pupils and faculty staff. The property would be used as dormitory style accommodation for up to 5 boarding students together with accommodation for a faculty couple. Facilities such as kitchen, dining room, living room and garden room would be shared by all occupants. A small rear extension is proposed to provide direct access to the staff bedrooms on the first floor. The garage would be converted into a combined office/store. A small section of the unlisted boundary wall between White Cottage and the TESIS campus would be demolished to create pedestrian access between the two. Only 2 members of staff would live at the property and the daily needs of occupants would be met on the TESIS campus. There would be no increase in vehicular traffic associated with the Campus.

4. Consultations

- 4.1 The application was advertised in the local press, on the weekly planning list and 6 neighbouring properties were individually notified by letter. Two letters of objection have been received including one from the Thorpe Ward Residents Association. The objector advises that there has been too much building on the Coldharbour Lane/Ten Acre Lane site. This lovely cottage will be spoilt and turned into a suburban building with many extensions. The Thorpe Conservation Area is becoming a preserve for TESIS and its students.
- 4.2 The Thorpe Ward Residents Association request that if the Council is minded to approve the application consideration be given to the closure of the access to Coldharbour Lane as the property is accessible from the campus site.
- 4.3 The County Highways Authority has no highway requirements.
- 4.4 The County Archaeology Department have no archaeological concerns as the proposal will involve very little ground disturbance.

5. Planning Considerations

- 5.1 The main considerations of this application are the impact of the proposal on the character and appearance of the conservation area, impact on the setting of listed buildings on the adjoining Campus and on Renalds Herne to the west of the site, impact on the residential amenities of neighbouring properties and the area of archaeological importance. The conversion of this dwelling to provide accommodation for students and staff of TESIS is identified in the Masterplan application (RU.07/1153) reported elsewhere on this agenda and so this report should be read in conjunction with the masterplan application.
- 5.2 Within the Green Belt settlement of Thorpe, Policy GB2 only permits new development for infilling, appropriate small scale community facilities or housing developments that are affordable. It is considered that, in principle, the proposal fulfils this criteria by providing student and staff accommodation for TESIS school.
- 5.3 The proposed extension is small with a footprint of 7.8 metres. The extension is sited on the northern elevation away from Coldharbour Lane and would not be readily visible from the road. It is therefore considered that the proposed extension would not affect the visual amenities or character of the area. The proposed extension would be sited some 13 metres from Nell Gwynn Cottage to the east and it is therefore considered that it would not adversely affect the residential amenities of the occupiers of that property.

- 5.4 There are a number of listed buildings in the surrounding area including Renalds Herne, a Grade II listed building sited some 45 metres to the west of White Cottage and further listed buildings on the TESIS campus some 80 metres distance. In listed building and conservation terms it is considered that physical changes to the building are acceptable and have no implications on the character of the Conservation Area and would have no adverse impact on the setting of Renalds Herne.
- 5.5 As the proposed extension is small it is considered it would not affect this area of archaeological importance.
- 5.6 The objectors concerns relating to proposed buildings on the TESIS site are addressed in the report on the Masterplan application (RU.07/1153) reported elsewhere on this agenda. As the converted dwelling would be occupied by 5 students and 2 members of staff, it is considered that the proposal would not give rise to additional traffic generation over and above a single family dwelling and therefore it is not considered necessary to close the existing vehicular access, which could also prevent the property being used independently in the future.
- 5.7 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights. It is not considered that the granting of permission would result in a violation of the objector's or any other person's rights under the Convention.

Officers' Recommendation

Subject to the revised Masterplan application (RU.07/1153) being approved by the Planning Committee and no direction being made by the Department of Communities and Local Government following its referral to the Government Office for the South East (GOSE) as an acceptable departure to the Development Plan in accordance with the requirements of Circular 11/2005 'The Town and Country Planning (Green Belt) Direction 2005' **THE DIRECTOR OF TECHNICAL SERVICES BE AUTHORISED TO GRANT** permission subject to the following conditions:

1. Full Application – Standard Time Limit (C015)
2. External Materials – Samples Not Required (C006)
3. The use hereby approved shall only be as student and staff accommodation ancillary to the adjoining school, TESIS England, and shall not be used as any other separate independent accommodation.

Reason: Permission has been granted in special circumstances relating to the adjoining school and this restriction is required to retain control over the use in order to protect the Green Belt, the amenities of the locality and to preserve the character and appearance of the Thorpe Conservation Area and to comply with saved Policies GB2, HO9 and BE12 of the Runnymede Borough Local Plan April 2001.

4. There shall be no more than 5 students from TESIS England residing in this property at any one time.

Reason: In order to control the intensity of its use, its impact on the Conservation Area and the residential amenities of neighbouring properties and to comply with Policies BE5, BE9, BE10, BE12 and HO9 of the Runnymede Borough Local Plan 2001.

Informative:

1. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policy LO4 of the Surrey Structure Plan 2004 and Policies BE2, BE5, HO9, MV4 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.
2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

Drawing Number:

Date Received:

2269/1 – 6 and 7A

20/07/06

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.08/0560

NOT TO SCALE

DATE: 27/08/2008

ADDRESS:

BISHOPSGATE SCHOOL
 BISHOPSGATE ROAD
 ENGLEFIELD GREEN

65

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RU.08/0560 Date Reg: 5/06/08 Ward: ENGLEFIELD GREEN WEST

LOCATION: BISHOPSGATE SCHOOL, BISHOPSGATE ROAD, ENGLEFIELD GREEN

PROPOSAL: ROAD IMPROVEMENTS TO INCLUDE WIDENING OF ACCESS ROAD TO CREATE ADDITIONAL PARKING SPACES WITHIN THE SITE, IMPROVEMENTS TO EXISTING SECOND ENTRANCE ALONG BISHOPSGATE ROAD AND CREATION OF A DROP OFF POINT AND ZEBRA CROSSING POINTS WITHIN SCHOOL GROUNDS.

TYPE: FULL PLANNING APPLICATION

APPLICANT: Bishopsgate School

Local Plan: Saved policies relevant to the consideration of this application are:

Second Alteration April 2001: GB1, MV9, MV14

1. Site

- 1.1 Bishopsgate School is an independent School comprising 4.4ha and lies within the Green Belt on the fringe of Englefield Green. The School was formed in 1996 by the merger of Scaitcliffe School and Virginia Water Preparatory School at this site. It is a preparatory and day school for 330 pupils between the ages of 3 to 13, with limited boarding facilities (up to 12 children).
- 1.2 The 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. Residential dwellings surround the School on all boundaries.
- 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.
- 1.4 There is an in and out access with a one-way system being in operation in the site for parents and visitors. Car parking is currently available in 2 car parks. A car park marked out with parking spaces, is located adjacent to the exit from the School front of the site adjacent to 'Holmwood' and 'Cedar House' and a staff car park at the rear adjacent to the access from Crimp Hill. Ad hoc parking also takes place on the frontage of the site.
- 1.5 The site is located within the Green Belt.

2. History

- 2.1 There have been numerous planning applications relating to the educational use of this site since 1957. The most recent applications are listed below:

- 2.2 Planning permission was granted in 1997 for the erection of a new multi-purpose hall with associated changing facilities following demolition of the existing gymnasium (RU.97/0343)
- 2.3 Planning permission was granted in 1998 for the erection of a new multi-purpose hall with associated changing facilities following demolition of the existing gymnasium (RU.98/0328).
- 2.4 Planning permission was granted in 2001 for the erection of a part two storey, part single storey building comprising 11 no. classrooms and changing rooms following the demolition of 10 existing buildings (RU.00/1098)
- 2.5 Planning permission was granted in 2003 for the erection of a new single storey block following the demolition of six existing buildings (RU.03/0523)
- 2.6 Planning permission was refused in 2007 for the floodlighting of the existing tennis courts (RU.07/1035). Planning permission was subsequently approved in June 2008 for the floodlighting of the tennis courts by 8 no. x 10 metre high pylons (RU.08/0290)

3. Application

- 3.1 This full application seeks permission for road improvements to include widening of the access road to create additional parking spaces within the site, including: the provision of car parking spaces on the area of the demolished squash court, realignment of existing parking spaces visitor/parent parking spaces adjacent to Cedar House, Holmwood; improvements to existing second entrance along Bishopsgate Road and creation of a drop off point and zebra crossing points within school grounds.
- 3.2 New pedestrian paths are proposed from the existing and proposed parking spaces into the School including 3 new zebra crossings across the access road.
- 3.3 A Design and Access Statement submitted with the application is summarised below:
 - There is a significant health and safety risk due to absence of the separation of pedestrians and vehicles through the School site and the proposals seek to rectify this by: improving pedestrian access into and within the site including the creation of pedestrian pathways and crossings, the widening of the driveway to create an additional six parking bays; the provision of additional staff parking in the area of the former squash court and the creation of quick drop off point of pupils; to delineate
 - The drop off zone would allow the provision of a school bus service should it be feasible to provide one.
 - The parents of the younger Lower School children (approx 140) normally accompany/collect children from the classroom requiring a significant amount of on-site parking.
 - Various options to mitigate the use of cars to the site have been considered.

- Public transport to the site is poor as bus services are not regular and bus stops are sited some 1 km from the School; and the nearest train station is some 2 miles away in Egham.
- Cycle parking is provided at the School. Informal car share arrangements are already in place.
- The provision of a mini-bus would be difficult to implement due to the distance and geographical spread of the of pupils who travel to the School and the age of the pupils.
- As part of the previous application, the School was required to demolish the squash court and some ancillary buildings. This area will be used to provide additional parking for staff.
- The proposal allows for the increase of parking by an additional 20 spaces.
- Parking spaces in front of the School are currently unmarked. It is proposed to mark out these spaces.
- The main visitor/parent parking area will be resurfaced and the spaces realigned.
- The staff car park would be remodelled to allow a more economical use of space.
- The School wishes to be a good neighbour and as far as possible to eliminate parking on Bishopsgate Road as this disrupts non-school traffic using this road and can obstruct sight lines for vehicles entering/leaving the School site.

4. Consultations

- 4.1 The application has been advertised on the Council's weekly list and 9 letters of notification have been sent to neighbouring properties. There have been no representations received relating to this proposal.
- 4.2 The County Highways Authority have been consulted and recommends refusal on the following grounds:

The proposed increase in parking provision and pupil drop off point if permitted, would be likely to encourage dependence on the car contrary to Policy DN3 of the Surrey Structure Plan 2004, A Parking Strategy for Surrey and Government Guidance contained in PPG13.

5. Planning Considerations

- 5.1 The site is located within the Green Belt. The main issues to consider are the impact of the proposal on the openness and visual amenities of the Green Belt, whether the proposed increase in parking complies with current policy and the impact on the residential amenities of neighbouring properties.

- 5.2 The proposed works are to improve pedestrian access and car parking to an existing school within the Green Belt. The proposed works do not increase the amount of floorspace on the site and will marginally increase the amount of hardstanding on this 4.4 hectare site. It is considered that the proposal would not have an effect on the openness or visual amenities of the Green Belt.
- 5.3 There are currently 64 parking spaces in marked out bays at the School. There is however a substantial amount of ad hoc parking which takes place in front of the School and on the existing access drive. The proposal provides for 110 parking spaces in marked out bays, including 4 spaces for people with disabilities, i.e. a total increase of 46 spaces.
- 5.3 The applicants advise that the proposal would formalise the existing ad hoc parking which takes place at the site and would in reality increase the number of parking spaces on the site by 20 spaces. These additional 20 spaces would be provided on the site of the now demolished squash courts to the south of the Crimp Hill access (14 spaces) and 6 spaces on the eastern side of the access drive into the site.
- 5.4 The proposed new paths and 3 zebra crossings from the existing and proposed parking spaces at the front of the School improve safety for children within the school grounds, in accordance with Policy MV14 of the Local Plan which promotes improved facilities for pedestrians in both rural and urban areas. Low level timber fencing some 0.9 metres in height would segregate the parking spaces from the proposed paths.
- 5.5 The County Highways Authority recommend that the application be refused as the proposed additional parking is not connected to any linked development and adequate justification has not been given for the increased parking provisions without linked development or growth. The application is contrary to the 'Parking Strategy for Surrey' which states *"only operational requirements should be provided for, together with overflow parking on hard play areas for community uses. Pupil parking and drop off/pick up areas should not be provided as this encourages car usage (except on existing sites where further on-street parking will reduce highway safety or emergency access). However, all measures to discourage parking will be considered first and could include car sharing, staggered opening and closing times, parking restrictions, etc. A parking management plan should be prepared and submitted as an integral part of any planning application"*.
- 5.6 There are however severe parking problems within the School grounds and on Bishopsgate Road outside the School the beginning and end of the school day. The additional parking spaces will ease congestion both within the School grounds and on Bishopsgate Road. It is considered this will have a beneficial effect on the congestion and improve safety within the School grounds and in the vicinity of the School. Whilst this School is located in an unsustainable location with pupils arriving from a wide catchment area there is a solution. This relies on a school travel plan to reduce the number of non-car movements to and from the School.

Any permission granted should be conditional on the School preparing and implementing a School Travel Plan which should engage the School in reducing unnecessary car trips to and from the School which is likely to be a more positive way of achieving County Highway goals for the small scale development proposed. This proposal is therefore recommended for approval despite the County Highway Authority's objection.

- 5.7 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application - Standard Time Limit for Full Planning Applications Registered on or after 24.08.05 (C015)
2. Approval of Surfacing Materials (C008)
3. The creation of the additional car parking spaces as shown on drawing no.10682.Bishopsgate.200H shall not be implemented until a School Travel Plan has been prepared and the details submitted to and agreed in writing by the Local Planning Authority. The approved School Travel Plan shall be implemented within 3 months of the approval of the School Travel Plan and thereafter reviewed annually and implemented fully in accordance with the most up-to-date version of the School Travel Plan.

Reason: To reduce the demand for vehicular movements particularly cars to this unsustainable location and to provide a more sustainable form of development and to comply with policies

Informative:

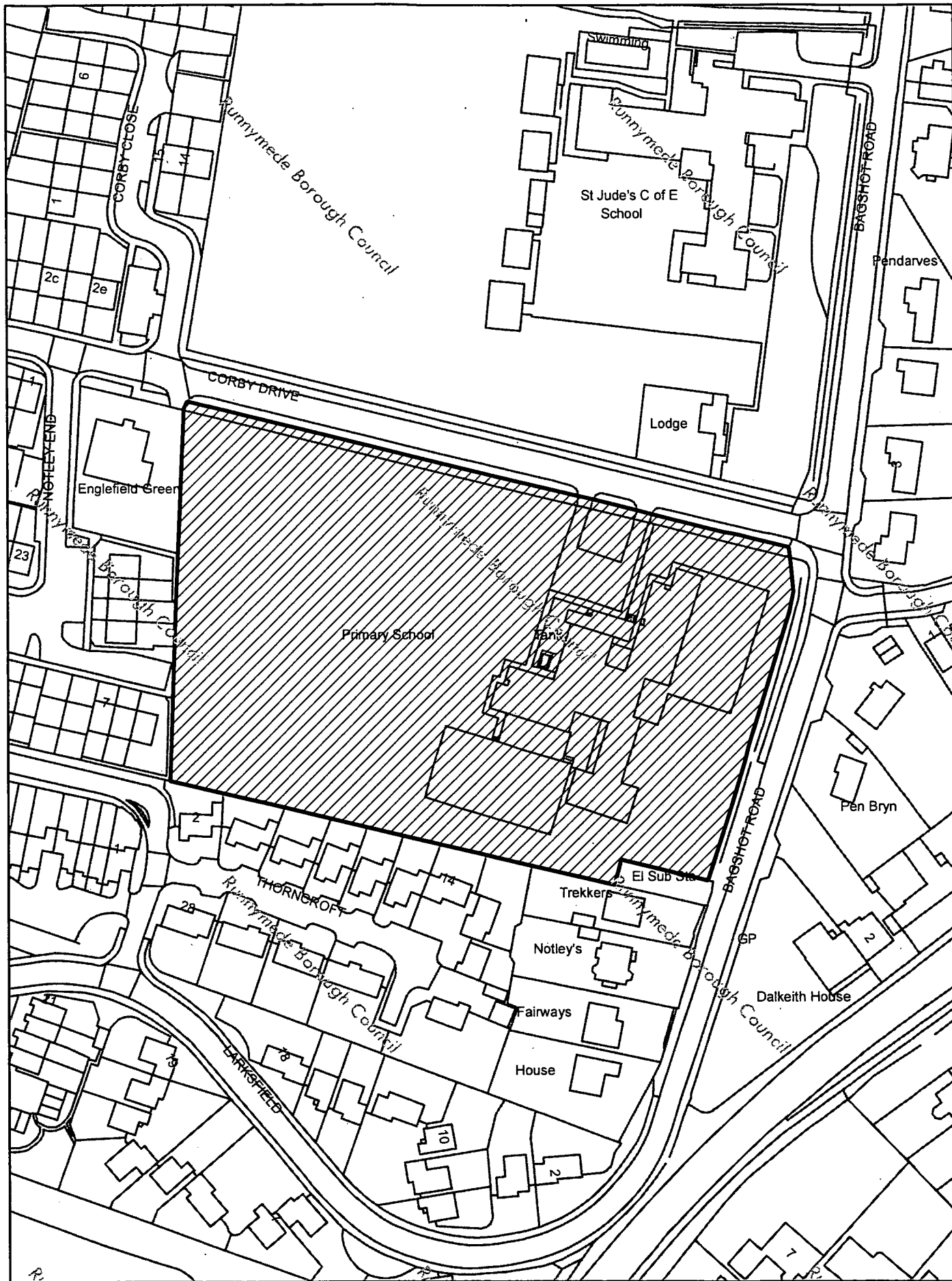
1. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policies LO4 and DN13 of the Surrey Structure Plan 2004 and saved Policies GB1, MV9 and MV14 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.

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

<u>Drawing Number:</u>	<u>Date Received</u>
Redline site plan	2/06/08
10682/1/7/Bishopsgate/100B	2/06/08
10682.Bishopsgate.200H	24/06/08
Design and Access Statement	2/06/08

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

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RU.08/0605
 NOT TO SCALE
 DATE: 27/08/2008

ADDRESS:
 ST CUTHBERT'S RC PRIMARY SCHOOL
 CORBY DRIVE
 ENGLEFIELD GREEN 73

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RU.08/0605	Date reg: 6/06/08	Ward: ENGLEFIELD GREEN WEST
LOCATION:	ST. CUTHBERTS RC PRIMARY SCHOOL, CORBY DRIVE, ENGLEFIELD GREEN	
PROPOSAL:	CREATION OF 5 ADDITIONAL PARKING BAYS AND THE REPOSITIONING OF 4 BAYS	
TYPE:	FULL PLANNING PERMISSION	
APPLICANT:	DHP Property Consultants	

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

Second Alteration April 2001: MV9, BE2

1. Site

- 1.1 St Cuthberts primary school located is to the west of Bagshot Road and to the south of Corby Drive. On the opposite side of Corby Drive is St Judes C of E School.
- 1.2 The existing staff car park the subject of this application is located on the southern side of Corby Drive and is marked out with 12 parking spaces. To the west of the car park is the school playing field extending to some 0.8 ha.
- 1.3 The site is located within the urban area.

2. History

- 2.1 Planning permission was granted for the erection of the school in 1962 (EGH.62/7581).
- 2.2 Planning permission was granted for the erection of extensions comprising two classrooms, toilet accommodation, covered way and staff room and a kitchen in 1967 (EGH.67/11511).
- 2.3 Planning permission was granted for the erection of a 3 metre high chain link fence to part of the boundary (RU.95/0559).

3. Application

- 3.1 This is a full application for the creation of 5 additional parking bays and the repositioning of 4 existing bays in the staff car park on the southern side of Corby Drive. The additional car parking spaces would extend the existing car park onto the playing field at the rear of the school and would be sited at an angle to the existing car park. The existing chain link fence surrounding the car park would be relocated to enclose the new car parking spaces.

- 3.2 The 4 existing spaces to be repositioned are located between the two accesses into the car park. These would be extended onto the existing grassed area at the rear of the car parking spaces and set back some 3 metres allowing greater space between the existing car parking spaces on the site.
- 3.3 The applicant advises the additional 5 parking bays will provide parking for visitors and the reinstatement of 4 parking bays will allow vehicles to manoeuvre in the car park more easily. There will be no increase in pupils or staff employed at the school as a result of the works.

4. Consultations

- 4.1 The application was advertised on the weekly planning list and 3 neighbouring properties were individually notified by letter. No objections received.
- 4.2 The County Highways objects to the proposal as it is contrary to its core policy the 'Parking Strategy for Surrey' which is to resist increases in parking for a site without any linked development. They consider there is sufficient public transport provision to the school and the current level of parking meets minimal operational requirements. Additional available parking will only encourage transport by car, particularly without formal arrangements for staff transport set out in the Schools Travel Plan.
- 4.3 Comments are awaited from the Council's Parks and Amenities Officer.

5. Planning Considerations

- 5.1 The site lies within the urban area where the principle of development is considered to be acceptable subject to compliance with relevant policies. The main issues for consideration of this application are the loss of part of the schools playing field, whether the proposed increase in parking complies with current policy, the effect of the proposal on the street scene and character of the area and the impact on the residential amenities of neighbouring properties.
- 5.2 The additional parking bays would result in the loss of a small part of the school's playing fields. It is not considered that the encroachment of the parking bays by 5 metres onto the extensive playing field, of some 100 metres in depth, would have an adverse impact on its recreational use.
- 5.3 The proposed additional parking bays are sited opposite St Jude's C of E school and a minimum of 80 metres from neighbouring residential properties and it is therefore considered that there would be no adverse affect on the residential amenities of neighbouring properties.

- 5.4 The proposal results in the loss of a small tree at the frontage of the site. This tree is not protected by a Tree Preservation Order and is not considered to be worthy of preservation. Whilst the loss of this tree is regrettable there are other trees in the vicinity including a larger tree between the two accesses to the car park and elsewhere on the playing field.
- 5.5 The County Highways Authority recommend that application be refused as the proposed additional parking is not connected to any linked development and adequate justification has not been given for the increased parking provisions without linked development or growth. The application is contrary to the 'Parking Strategy for Surrey' which states *"only operational requirements should be provided for, together with overflow parking on hard play areas for community uses. Pupil parking and drop off/pick up areas should not be provided as this encourages car usage (except on existing sites where further on street parking will reduce highway safety or emergency access). However, all measures to discourage parking will be considered first and could include car sharing, staggered opening and closing times, parking restrictions, etc. A parking management plan should be prepared and submitted as an integral part of any planning application"*.
- 5.6 There are, however, severe on-street parking problems outside the school along both Bagshot Road and Corby Drive at the beginning and end of the school day, which is exacerbated by another school in very close proximity on the northern side of Corby Drive, St Jude's C of E primary school. The additional 5 parking spaces will ease congestion in the staff parking area and provide limited off-street parking for visitors to the school. It is considered this may have some beneficial effect on the severe on-street parking congestion and consequential highway safety issues in the vicinity of these two schools. Any permission granted should be conditional on the school preparing and implementing a School Travel Plan which should engage the School in reducing unnecessary car trips to and from the School which is likely to be a more positive way of achieving County Highways goals for such a small development proposed. This proposal is therefore recommended for approval despite the County Highway Authority's objection.
- 5.7 Consideration has been given to the requirements of Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C015)
2. Approval of Surfacing Materials (C008)

3. The additional car parking spaces hereby permitted and as shown on drawing number 4165/02 shall not commence until a School Travel Plan has been prepared and the details submitted to and approved in writing by the Local Planning Authority. The approved School Travel Plan shall be implemented within three months of the approval of the School Travel Plan and thereafter reviewed annually and implemented fully in accordance with the most up-to-date version of the School Travel Plan.

Reason: In order to promote sustainable forms of transport (non-car modes of transport) and to comply with Policies DN2 and DN3 of the Surrey Structure Plan 2004 and Policies MV4 and MV9 of the Runnymede Borough Local Plan 2001 and advice contained in Planning Policy Guidance Note 13: 'Transport'.

Informative:

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

Drawing Number:

Date Received:

4165/01 & 02

18/06/08

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 development hereby granted consent has been assessed against the following Development Plan policies – saved Policy SE4 of the Surrey Structure Plan 2004 and Policies BE2 and MV9 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.

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<p>N</p>	<p>RU.08/0662 Not to scale DATE: 27/08/08</p>	<p>ADDRESS: WHITE WALLS AND ADJOINING LAND TO THE REAR OF FIRSLA, LANES END, OAKLEIGH AND STYGER HOUSE SPRATTS LANE OTTERSASH</p>	<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Runnymede Borough Council 100006086</p>
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RU.08/0662	Date reg:8/07/08	Ward	FOXHILLS
LOCATION:	WHITE WALLS AND ADJOINING LAND TO THE REAR OF FIRSLEA, LANES END, OAKLEIGH AND STYGER HOUSE, SPRATTS LANE, OTTERSHAW		
PROPOSAL:	ERECTION OF THREE DWELLINGS FOLLOWING DEMOLITION OF EXISTING DWELLING (COMPRISING 1 NO. TWO STOREY DWELLING AT FRONT AND 2 NO. SEMI-DETACHED BUNGALOWS AT REAR), WIDENING OF EXISTING ACCESS FROM SPRATTS LANE AND TWO DETACHED CARPORTS AND TWO PARKING SPACES		
TYPE:	FULL PLANNING PERMISSION		
APPLICANT:	John Ebdon Homes Ltd		

Local Plan: Saved policies relevant to the consideration of this application are: HO1, HO9, BE2, NE14, NE15, MV4, MV9

1. Site

- 1.1 The application site relates to the residential curtilage of White Walls, a detached single storey bungalow located on the western side of Spratts Lane, together with a separate parcel of land which extends from the rear of White Walls and along the rear boundary of properties Stiger, Oakleigh, Lands End and Firslea, Spratts Lane. This separate parcel of land is currently undeveloped and has become overgrown.
- 1.2 To the west the site is bound by The Oak House, Fletcher Road and South view Cottages. The site covers a total area of 0.16 hectares and incorporates a single access track which serves the rear of Cobweb, Spratts Lane and provides access to Tulip tree Cottage and 1 South View Cottages.
- 1.3 The site lies within the urban area and within 5.2km of the Thames Basin Heaths Special Protection Area.

2. History

- 2.1 *RU.99/0807* Site of The Bungalow and Sheena, Spratts Lane – Erection of 4 no. 3 bedroom semi-detached and 2 no. 4 bedroom detached houses following the demolition of the existing dwellings – Refused September 1999 and appeal dismissed March 2000. This included site now known as Styger House, Oakleigh and Lands End as well as land to the rear which forms part of the current application.
- 2.2 *RU.01/0671* Demolition of existing dwelling and erection of 3 detached dwellings –(known as Styger House, Oakleigh and Lands End, Spratts Lane) Granted August 2001.

- 2.3 *RU.08/0476* - Erection of three detached dwellings (1 no. x two storey dwelling at front and 2 no. x single storey dwellings at the rear) following demolition of existing dwelling, widening of existing access from Spratts Lane and erection of 2 detached garages plus associated parking – WITHDRAWN

3. Application

- 3.1 This is a full application for the erection of three dwellings (comprising 1 no. x two storey dwelling at front and 2 no. x semi-detached bungalows at rear) following the demolition of the existing dwelling, widening of existing access from Spratts Lane and two detached carports and two parking spaces.
- 3.2 It is proposed to replace the existing bungalow at White Walls with a detached four bedroom, two storey dwelling with integral garage. The dwelling would measure 15.6m in depth at ground floor and a total depth of 11.5m at first floor, with a width of 8.2m. The dwelling would have a maximum height of 8m and would be sited a distance of 7.8-9.5m from Spratts Lane. A distance of 2.4m reducing to 1.5m would separate the proposed dwelling and southern boundary and 1m to the newly defined northern flank boundary.
- 3.3 It is proposed to widen the existing access drive that runs along the northern flank boundary of White Walls, which would provide access to proposed Plots 1 and 2. The drive would be widened to 3.7m width and moved away from the flank boundary with Cobweb Cottage to provide a 2m gap between the drive and Cobweb Cottage, and a new hedge is proposed within the 1m wide verge between the widened drive and new boundary fence for Plot 3 (replacement dwelling at White Walls).
- 3.4 A pair of semi-detached single storey bungalows are proposed to the rear of the site with access from the proposed widened access drive off Spratts Lane. These properties would comprise a two bedroom bungalow measuring 15.3m total depth and 9.3m maximum width and a one bedroom bungalow measuring 12.4m in depth and 5.7m in width with minimum garden depth of 18m. Plot 2 would have a height to ridge of 5.6m and 5m to plot 1. The plans show a car port for each plot and separate parking bay.

4. Consultations

- 4.1 The application has been advertised on the Council's list of weekly applications and 69 letters of notification have been sent out to neighbouring properties. A total of 4 letters of objection have been received to date.

The main objections are summarised below:-

- Increased number of planning consents have put added pressure on drainage systems exacerbated by ditches that have been filled in resulting in garden now constantly underwater and further anxiety caused by water coming up under floorboards,
 - Whole area is being spoilt by overdevelopment,
 - Roads from Spratts Lane to Fletcher Close and Bousley Rise already very busy especially when schools open and closing, and difficult to move cars, creates problem of access for emergency services,
 - Unadopted Lane that cannot take any more traffic
 - Not appropriate development as already substantial development in area
 - Removal of established trees
 - Already inadequate parking in immediate area creating traffic dangers,
 - Previous planning applications have been declined due to impact on local area and pressure on local amenities,
 - Sufficient properties in area, do not require additional dwellings which are overbearing to the area
 - Backland site not intended to be designated for more dwellings
- 4.2 The County Highways Authority raise no objections on safety, capacity or policy grounds to this proposal, although it is noted that parking provisions exceed maximum standards.
- 4.3 The Environmental Protection Section recommends a desk top study with regards to contaminated land to help highlight any possible areas of concern.
5. Planning Considerations
- 5.1 The site lies within the urban area where the principle of development is considered to be acceptable subject to compliance with relevant planning policy. The main issues relevant to the consideration of the current application is the visual impact of the proposal on the character and appearance of the area, the affect on neighbouring amenity as well as any impact on trees within or adjoining the site, and highway implications.
- 5.2 Spratts Lane is an unadopted road accessed off Fletcher Road in Ottershaw. Residential properties are located primarily on the western side of the road and vary in style and design. White Walls is a single storey detached bungalow. The dwellings either side of White Walls are two storey dwellings albeit with a low eaves to front elevation and first floor windows to front elevation set within roofspace. Given the mix of house types in the road, the style and design of the proposed dwelling would not detract from the visual amenities of the street scene or character of the

area. The dwelling would be 8m in height which is approximately 1m higher than the adjacent dwellings but would be comparable to Lands End (next door but one) in height and roof design. Given the hipped roof design and lower height front gables and ridge, the proposal is considered to respect the character of the area and the visual amenities of the street scene.

- 5.3 This replacement dwelling (Plot 3) has been designed with a single storey garage to southern side and with lower eaves height to two-storey element which helps to reduce the mass proposed adjacent to the neighbouring property Firslea to the south. Firslea has an existing first floor window within its flank wall facing the proposal. As the property has been designed the two storey element set back from this part of the boundary, and siting of the dwelling off set at an angle away from this boundary, the relative separation distances are such that the affect of the proposal on the residential amenities of Firslea are not considered to be significant.
- 5.4 To the north, Plot 3 would be separated from Cobweb Cottage by the widened and repositioned access drive with a separation distance of some 7.7m. While the proposal would have some impact in terms of over shadowing and outlook from the rear of the property, given the separation distance and that the far rear projection would be single storey the effect on the neighbouring amenity would be not be so significant as to warrant refusal. The existing access drive is positioned very close to the flank wall of Cobweb Cottage, the proposed alterations would move the drive towards Plot 3 to provide a 2m grass verge and with new hedge to rear of dwelling. The existing access drive varies in width reducing to 2.6m at its narrowest point. The proposal would increase this to 3.7m. This is not considered to cause serious noise disturbance to the neighbour.
- 5.5 The drive provides access to a garage sited at the rear of Cobweb Cottage, and to Tulip Tree Cottage and No. 1 South View Cottages which are located to the rear of existing dwellings. South View Cottages are a pair of semi-detached single storey bungalows with No.2 having access from Spratts Alley. While Plots 1 and 2 would not be sited within the existing street frontage, there are a number of existing dwellings in the immediate area sited in a similar backland location. These dwellings would utilise an existing access drive, and would be set within a similar plot size as neighbouring properties with minimum garden depth of 18m. These proposed dwellings would be single storey, and would be similar to the existing form of development at 1 and 2 South View Cottages. The proposal is therefore considered to be in-keeping with the existing pattern of development of development or particular character of this area.
- 5.6 Plots 1 and 2 have been designed with pitched, hipped roof design and low ridge height of 5m and 5.6m respectfully which helps to minimise the mass of development proposed. Given the low heights of the buildings and separation distance to neighbouring properties, the proposal is not considered to result in any material impact on the residential amenities of adjacent properties and would not give rise to any serious issues of overlooking.

- 5.7 With a car port and parking bay proposed for each property, and a garage and driveway for Plot 3, more than sufficient provision has been made for car parking within the curtilage of the site. The County Highways Authority has not raised any objection to the proposal on highway safety or capacity grounds.
- 5.8 Most trees within the site are located towards the boundaries of the site and only smaller fruit trees would need to be removed to facilitate the development. An existing Oak, birch and willow trees are shown to be retain.
- 5.9 Planning Policy Statement (PPS22): 'Renewable Energy' requires new housing development to incorporate energy efficiency measures and the integration of renewable energy generation. Surrey Structure Plan 2004 saved Policy SE2 requires all new development to include energy and water efficiency measures and a minimum of 10% of energy requirements to be provided by renewable resources. An energy statement has been submitted with the application recommending the use of solar panels for hot water heating to achieve a minimum 10% of the energy use supplied by renewable energy which would comply with saved Policy SE2. The positioning of the panels are indicated on the submitted drawings. Driveways and parking areas are proposed to be of permeable construction, together with use of soakaways.
- 5.10 The site lies within 5.2km of the Thames Basin Heaths Special Protection Area. A completed unilateral undertaking detailing the financial obligations to be provided in accordance with the Council's avoidance strategy and detailed within the Council's Interim Advice Note on the Thames Basin Heaths SPA has been submitted, which is considered to be appropriate mitigation against any adverse impact upon the SPA.
- 5.11 A completed unilateral undertaking has also been submitted detailing the financial obligations to be provided in accordance with the Planning Obligations infrastructure tariff.
- 5.12 Consideration has been given to Articles 1 and 8 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 person's rights under the Convention.

Officers' Recommendation

Subject to the prior completion of a legal agreement under Section 106 of the Town and Country Planning Act (as amended) to secure:

1. A financial contribution of £2,000 for each new dwelling (being a net gain) towards the cost of facilitating upgrading and maintaining the SANGS and
2. A financial contribution of £9667.73 towards the infrastructure tariff

THE DIRECTOR OF TECHNICAL SERVICES BE AUTHORISED TO GRANT PERMISSION subject to the following conditions:

1. Full Application – Standard Time Limit (C015)
2. Thames Basin Heaths SPA – Avoidance Strategy/Interim Advice Note (C200)
3. Infrastructure Tariff (C201)
4. External Materials – Samples Required (C005)
5. Approval of Surfacing Materials (C008)
6. No Additional Windows (C021) - * northern and southern elevations of Plot 3
7. Obscure Glazing – Restricted Opening * first floor landing and bathroom window in the northern side elevation of Plot 3
8. Permitted Development Rights Removed – Classes A to D in Urban Area (C034)
9. Protection of Trees During Construction (C063)
10. Soft Landscape Details (C059)
11. The proposed boundary treatment as detailed on drawing no.SL/02 Rev. C shall be erected and hedges planted in accordance with the approved details before the buildings hereby approved are occupied. Any hedges and/or enclosure and boundary planting included in the scheme shall be maintained for a period of 5 years, from the time of planting, including the replacement of any plant which may die.

Reason: To ensure that the proposed development does not adversely affect the privacy and visual amenities at present enjoyed by the occupiers of the adjoining and nearby properties and to comply with saved Policy SE8 of the Surrey Structure Plan 2004, and saved Policies NE14 and NE15 of the Runnymede Borough Local Plan Second Alteration 2001.

12. Renewable Energy – Full Statement Submitted (C064)
13. No Desk Top Study Undertaken but Where Development Involves Disturbance to Land (C121)

14. Prior to the commencement of the development hereby approved and the felling of any trees, a bat survey shall be conducted on the whole site and the findings of the survey submitted to and agreed in writing by the Local Planning Authority. The development shall not commence until all the measures approved in accordance with this condition have been implemented.

Reason: To protect the habitat of the bats and to comply with saved Policies SE7 of the Surrey Structure Plan 2004 and NE20 of the Runnymede Borough Local Plan Second Alteration 2001.

15. The garage hereby approved shall only be used for the parking of vehicles ancillary and incidental to the residential use of the dwellinghouse and shall be retained thereafter solely for that purpose and made available to the occupiers of the property at all times for parking purposes unless the Local Planning Authority otherwise first agrees in writing.

Reason: To preserve the amenities of the neighbourhood and ensure the provision of off-street parking facilities and to comply with saved Policy MV9 of the Runnymede Borough Local Plan Second Alteration April 2001 and saved Policy DN3 of the Surrey Structure Plan 2004.

16. The car port hereby approved shall not be enclosed or otherwise altered without the consent in writing of the Local Planning Authority and shall be retained solely for the purpose of parking of vehicles ancillary and incidental to the residential use of the dwellinghouse and for no other use.

Reason: In the interests of visual and residential amenity and to ensure the provision of off-street parking facilities and to comply with saved Policy BE2 of the Runnymede Borough Local Plan Second Alteration April 2001.

Informatives

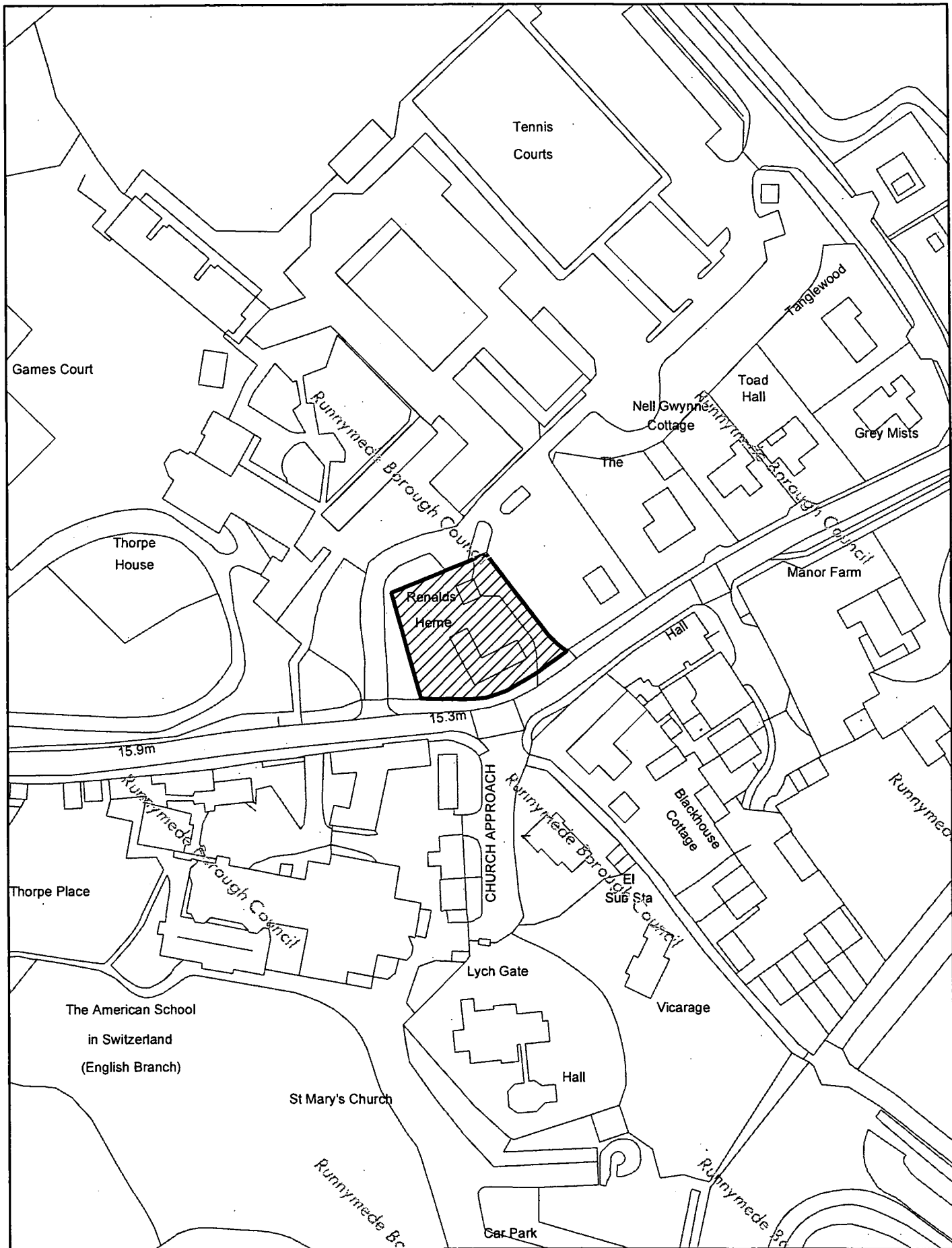
1. Details of Planning Obligation (I3)
2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown :-

<u>Drawing Number:</u>	<u>Date Received:</u>
SL/01 Rev A	8/07/08
SL/02 Rev C, 03, 04 A, 05, 06 A, 08 A, 09, 10 B, 11 B	8/07/08

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.

3. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policies SE4 and SE2 of the Surrey Structure Plan 2004 and Policies HO1, HO9, BE2, NE14, NE15, MV4 and MV9 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.

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RU.08/0689
 Not to scale
 DATE: 27/08/08

ADDRESS:
 RENALDS HERNE
 COLDHARBOUR LANE
 EGHAM

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RU. 08/0689

Date reg: 15/07/08

Ward THORPE

LOCATION: RENALDS HERNE, COLDHARBOUR LANE, EGHAM
PROPOSAL: LISTED BUILDING CONSENT FOR INTERNAL ALTERATIONS TO
CREATE A NEW LOBBY FROM THE STAIRS TO THE DRAWING
ROOM AND KITCHEN
TYPE: LISTED BUILDING CONSENT
APPLICANT: TASIS England

Local Plan: Saved Policies relevant to the consideration of this application are:
Second Alteration April 2001: BE5, BE9

This application should be read in conjunction with application RU.07/1176 reported elsewhere on this agenda.

1. Site

- 1.1 Renalds Herne is a two-storey detached dwelling located on the northern side of Coldharbour Lane opposite the junction with Church Approach. The dwelling is an 18th Century Grade II Listed Building, built in a vernacular style in local materials.
- 1.2 The property is owned by TASIS England and currently provides residential accommodation for students and a self-contained flat for teaching staff.
- 1.3 The site is located within the Green Belt settlement of Thorpe and is within the Conservation Area.

2. History

- 2.1 There is a substantial history relating to the site. The most relevant applications are:
- 2.2 Planning permission was granted in July 2005 for the change of use from a single family dwelling house (Class C3) to residential accommodation for up to 15 students (Class C2) and a self-contained flat for teaching staff (RU.05/0464). No internal alterations were proposed.
- 2.3 Listed Building Consent was refused in December 2005 for internal alterations including the closing up the existing front door and internal door from the entrance hall to the lounge and the erection of removable stud partitions and plasterboard behind the doors and the installation of a shower room in the original entrance hall (RU.05/1013).
- 2.4 Listed Building Consent for internal alterations to form a wc/shower room was granted in July 2006 (RU.06/0488).
- 2.5 Retrospective applications for planning permission and Listed Building Consent for alterations to the double garage at the rear of the site for use as a classroom were granted in February 2007 (RU.06/1240 and RU.06/1316).

2.6 Listed Building Consent was granted in July 2007 for repairs to the roof (RU.07/0610).

2.7 Current listed building application RU.07/1176 (reported elsewhere on this agenda) which includes the demolition of existing outbuildings and wall at Renalds Herne.

3. Application

3.1 This is an application for Listed Building Consent for internal alterations to create a new lobby from the stairs to the drawing room and kitchen.

3.2 The proposal is to erect lightweight timber stud and plasterboard partitions in the lounge on the ground floor. Two partitions would be erected at the entrance into the lounge from the hall/stair access to the first floor. One would form a solid wall and the other would include a door into the lounge.

3.3 The applicant advises the purpose of the new lobby is to increase the privacy in the lounge.

3.4 The Design and Access Statement states that the materials use in the construction would be lightweight and none of the wooden ceiling beams would be altered or removed. The partition would be sited between the existing wooden beams and would be fixed to the ceiling and wall in a non permanent way which would not damage the existing wooden beams. The partition would be fixed to the wall with a movement joint.

4. Consultations

4.1 The application has been advertised on the weekly list, in the local press and letters sent to 3 properties nearby. One letter of objection received on the grounds that the proposed partition would create an additional bedroom and the impact of additional occupants is beyond the reasonable capacity of this historic building.

4.2 County Highways Authority has no highway requirements.

5. Planning Considerations

5.1 This is an application for Listed Building Consent for internal alterations to create a new lobby in the living room to provide a separate access from the stair/hall into the kitchen/breakfast room.

5.2 Renalds Herne is one of the most prominent buildings in Coldharbour Lane. The main issues for consideration of this application concern the impact of the proposed works on the listed building and the Thorpe Conservation Area.

- 5.3 In listed building terms, the proposed works are reversible without damage to the fabric of the building. The materials are simple materials which make no attempt to fake up timber members. It will therefore be seen as an adaption provided for a specific purpose which like most adaptations to listed buildings is practical and non-permanent. The house is now well maintained and its future is assured. It has recently been sensitively and carefully reroofed.
- 5.4 The proposed works are internal works and would not be visible from outside the building and therefore would have no adverse affect on the visual amenities of the Conservation Area or setting of the listed building.
- 5.5 Consideration has been given to Article 8 and Article 1 of the First Protocol of the European Convention on Human Rights.

Officers' Recommendation

GRANT subject to the following conditions:

1. Standard Time Limit (C138)
2. The internal partitions hereby approved shall be fixed to the ceiling and existing walls in a non permanent and reversible way as shown on drawing no. 2079-021 Rev B.

Reason: To ensure no damage to the existing beams and to maintain its character and to comply with saved Policies SE5 of the Surrey Structure Plan 2004 and SE5 of Runnymede Borough Local Plan Second Alteration 2001.

Informatives:

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

Drawing Number:

Date Received:

2079-02A, 21B, 22, 23, 24, 25A

15/07/08

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 development hereby granted consent has been assessed against the following Development Plan policies – saved Policy SE5 of the Surrey Structure Plan 2004 and Policies BE5 and BE9 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.

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	<p>RU.08/0706</p> <p>Not to scale</p> <p>DATE: 27/08/08</p>	<p>ADDRESS:</p> <p>3 FIRFIELD ROAD ADDLESTONE</p>	<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Runnymede Borough Council 100006086</p>
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RU.08/0706 Date reg: 18th July 2008 Ward ADDLESTONE NORTH

LOCATION: 3 FIRFIELD ROAD ADDLESTONE
PROPOSAL: ERECTION OF A FIRST FLOOR SIDE EXTENSION
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mr Ian Moore

The application has been referred to Committee for determination as the applicant's spouse is an employee of the Council.

Local Plan: Saved policies relevant to the consideration of this application are:
HO9 & BE2

1. Site

1.1 3 Firfield Road is a two storey detached dwelling located in a residential area, which is characterised by other similar style properties. It is set back from the road with off street parking to the front. The site lies within the Urban Area.

2. History

2.1 The application property has been extended in the past. The most recent and relevant planning application is:

RU.03/0261 Erection of single storey side and rear extension following demolition of existing garage. Granted May 2003

3. Application

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

3.2 The extension would be sited on top of the existing ground floor side extension and would be 9.94 metres deep, 2.89 metres wide with a false hipped roof with a maximum height of 6.3 metres.

3.3 The extension would be set back from the front wall of the main dwelling house by 0.73 metres and be 1 metre away from the side wall of the existing ground floor extension.

3.4 The extension would be constructed using materials to match the existing dwelling.

4. Consultations

4.1 The application has been advertised on the Council's list of weekly applications and 5 letters of notification have been sent out to neighbouring properties. No letters of representation have been received.

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

4. Planning Considerations

5.1 The application site lies within the Urban Area where the principle of extending residential properties is considered to be acceptable subject to the impact the structure would have on the visual amenities of the street scene and the residential amenities of the occupiers of the adjacent neighbouring properties.

5.2 The Council's adopted Supplementary Planning Guidance refers to extensions being smaller and lower than the existing building to respect their scale and form. In addition the guidance refers to extensions being set back from the front elevation of the existing dwelling and having a separation gap of at least one metre. The application would comply with all of these criteria and it is considered that it would not materially harm the visual amenities of the street scene.

5.3 The primary neighbouring property which would be affected by the proposal is the adjacent neighbouring property No. 5 Firfield Road. However the proposed extension would not extend beyond a 45 degree angle from the centre of the closest rear window in the adjacent neighbouring property. Therefore it is not considered that the proposal would adversely affect the amenities of the occupiers of the adjacent neighbouring properties.

5.4 The proposal would therefore be in accordance with Saved Policies of the Local Plan and the application is recommended for approval.

5.5 Consideration has been given to Articles 1 and 8 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 person's rights under the Convention.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C015)
2. External Materials – Samples Not Required (C006)
3. No Additional Windows (C021) - 'southern'
4. Obscure Glazing (C022) – 'ensuite bathroom and bathroom'
'southern'

Informatives

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

Drawing Number:

150608/1

Date Received:

17th July 2008

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 development hereby granted consent has been assessed against the following Development Plan policies – saved Policy SE4 of the Surrey Structure Plan 2004 and Policies BE2 and HO9 of the Runnymede Borough Local Plan Second Alteration April 2001 and other material planning considerations including third party representations. It has been concluded that the development would not result in any harm that would justify refusal in the public interest. The Planning Officer's report giving a more detailed assessment of this application is available for inspection at the Technical Services Department and copies can be obtained subject to a photocopying charge.