



PLANNING
25 JUNE 2008
APPENDICES

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Runnymede Borough CouncilPLANNING COMMITTEEAPPENDIX 'A'14 May 2008 at 7.30pm

Members of the

Committee present: Councillors G B Woodger (Chairman), A Alderson, Mrs F M Angell, J R Ashmore, J Broadhead, H A Butterfield, D A Cotty, R J Edis, J R Furey, C Knight, Mrs Y P Lay, Mrs M Roberts, and N Stewert

Members of the

Committee absent: Councillor D W Parr

Councillor Mrs M T Harnden also attended.

668. NOTIFICATION OF CHANGES TO COMMITTEE

The Groups mentioned below had notified the Chief Executive of their wish that the changes listed below be made to the membership of the Committee. The changes were for a fixed period ending on the day after the meeting and thereafter the Councillors removed would be reappointed.

Group requesting Change	Remove from Membership	Appoint Instead
Conservative	Councillor P B Tuley	Councillor R J Edis
Conservative	Councillor J M Edwards	Councillor N Stewert
Conservative	Councillor M T Kusneraitis	Councillor D A Cotty
Conservative	Councillor Mrs F J Barden	Councillor H A Butterfield
Runnymede Independent	Councillor Mrs E Gill	Councillor A Alderson

The Chief Executive had given effect to these wishes in accordance with Section 16(2) of the Local Government and Housing Act 1989.

669. MINUTES

The Minutes of the meeting of the Committee held on 2 April 2008 were approved and signed as a correct record.

670. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Parr.

671. PLANNING APPLICATIONS

The planning applications listed below were considered by the Committee. All representations received on the applications were reported and copies were made available for inspection by Members before the meeting. A member of the public spoke on the application identified below.

RESOLVED that -

the following applications be determined as indicated and any permission granted be subject to the Conditions authorised.

APP. NO

LOCATION, PROPOSAL AND DECISION

RU 08/0273

Former Gas Works Site, Pretoria Road, Chertsey
Residential development for 121 dwellings (including 45 no one bed flats, 64 no two bed flats, 6 no two bed houses and 6 no three bed houses) with associated parking, access, landscaping and highway works.

DECISION: Subject to minor modifications and alterations of the existing legal agreement relating to RU 06/0990 under Section 106 of the Town and Country Planning Act 1990 to secure the following:

1. The payment of £242,000 for the provision of SANGS which is to be used for affordable housing provision off site, if not required to provide SANGS:
2. The payment of £121,000 towards the Runnymede Travel Initiative;
3. The provision of 36 affordable housing units on site

The Director of Technical Services be authorised to GRANT permission subject to the Conditions, Reasons and Informatives listed on Agenda.

RU 08/0280

53 Hare Hill and Land r/o 55 Hare Hill, Addlestone
Demolition of existing dwelling and garages and erection of one 2.5 storey building to provide 14 no x 2 bedroom flats over three levels with access, parking for 19 cars, 14 cycle spaces and ancillary works.

DECISION: REFUSE for the following reasons:-

1. The proposed development, by reason of its design, layout, height, mass and bulk, proximity to common boundaries would constitute a cramped, over dominant and piecemeal form of development which would not integrate well with the established residential surroundings and fails to improve the character and contribute positively to the visual amenities of the area, contrary to saved Policy SE4 of the Surrey Structure Plan 2004 and saved Policies HO9 and BE2 of the Runnymede Borough Local Plan Second Alteration April 2001, the Surrey Design Guide (January 2002) and Planning Policy Statement 3: 'Housing', April 2007, "By Design" and Planning Policy Statement (PPS1) : 'Delivering Sustainable Development'.
2. The proposed development would be located in close proximity to the rear gardens of adjacent properties to the north west, south west and south east, leading to loss of outlook from within these nearby gardens and detrimental, overbearing impacts, which would be detrimental to the residential amenities of these neighbouring properties, contrary to saved Policy HO9 of the Runnymede Borough Local Plan Second Alteration April 2001.

RU 08/0077

**Norlands Lane Landfill Site, Norlands Lane, Egham
Retention of gated vehicular access for a temporary period to
permit site clearance of green waste/dead tree piles.**

- DECISION:**
- a) **APPLICATION WITHDRAWN.**
 - b) **The Director of Administration and Leisure be authorised to issue an Enforcement Notice under Section 172 of the Town and Country Planning Act 1990 requiring the gates and stanchions to be reduced in height so as not to exceed 1 metre above ground level.**
 - c) **The Director of Administration and Leisure be authorised to take appropriate action in the event that the Notice is not complied with, namely the institution of proceedings pursuant to Section 172 of the Town and Country Planning Act 1990 and/or entry upon the land and the taking of such steps as required to seek compliance, together with the recovery of the costs reasonably incurred by so doing, pursuant to Section 178 of the Town and Country Planning Act 1990.**

Reasons for Enforcement Notice

1. **The gates and stanchions, by reason of their height and design, represent inappropriate and harmful development within the Green Belt, which would be detrimental to the openness and visual amenities of the Green Belt and the purposes of including land within it and failing to improve the landscape quality of the Landscape Problem Area, contrary to saved Policy LO4 of the Surrey Structure Plan 2004 and saved Policies GB1 and NE10 of the Runnymede Borough Local Plan Second Alteration, April 2001 and PPG2 : Green Belts 1995.**
2. **The Planning Authority does not consider that very special circumstances exist that would outweigh the inappropriate development and its harm to the Green Belt as defined and described in saved Policy LO4 of the Surrey Structure Plan 2004 and saved Policy GB1 of the Runnymede Borough Local Plan Second Alteration, April 2001 and PPG2 : Green Belts 1995.**

RU 08/0166

**203 Stroude Road, Egham
Erection of single storey rear extension and retention of
existing double garage.**

- DECISION:**
- a) **REFUSE for the following reasons:**
 1. **The detached garage at the rear of the dwelling, by reason of its position, design, height, bulk and mass would be an inappropriate and harmful development in the Green Belt detrimental to the visual**

amenities and openness of the Green Belt, contrary to saved Policy LO4 of the Surrey Structure Plan 2004 and saved Policy GB1 of the Runnymede Borough Local Plan Second Alteration, April 2001 and advice contained within Planning Policy Guidance No 2 : Green Belts 1995.

- 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 saved Policies LO4 of the Surrey Structure Plan, December 2004, Policy GB1 of the Runnymede Borough Local Plan Second Alteration, April 2001 and the advice contained within Planning Policy Guidance Note 2 : Green Belts 1995.
- b) The Director of Administration and Leisure be authorised to issue an Enforcement Notice under Section 172 of the Town and Country Planning Act 1990 requiring that either the detached garage is completely demolished and all rubble and materials removed from the site or the ridge height of the detached garage be reduced to less than 4 metres in order for the garage to be considered to be permitted development under Class E, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.
- c) The Director of Administration and Leisure be authorised to take appropriate action, namely prosecution under Section 178A(9) of the Town and Country Planning Act 1990 in the event that the Notice is not complied with.

Reason for issuing the Enforcement Notice

1. The unauthorised garage at the rear of the dwelling, by reason of its position, design, height, bulk and mass is an inappropriate and harmful development within the Green Belt, detrimental to the visual amenities and openness of the Green Belt, with no very special circumstances to justify the granting of planning permission, contrary to saved Policy GB1 of the Runnymede Borough Local Plan Second Alteration, April 2001, saved Policy LO4 and LO5 of the Surrey Structure Plan, December 2004 and advice contained within Planning Policy Guidance Note 2 : 'Green Belts'.

RU 08/0318

Blackhouse Farm, Coldharbour Lane, Thorpe
Erection of a two metre high garden wall closer to the southern boundary to increase garden size following demolition of the existing garden wall.

DECISION: GRANT, subject to Conditions, Reason and Informatives listed on Agenda.

(Mr Bulger, an objector, addressed the Committee on the above application).

672. LOCAL DEVELOPMENT FRAMEWORK - CONSULTATION FRAMEWORK

The Committee was informed of the proposed Local Development Framework - Issues and Options Consultation Framework.

The consultation would formally take place over the period 12 June to 25 July and the main means of consultation were noted.

There were close links between the Local Development Framework and the Sustainable Community Strategy (SCS). The Government regarded the LDF as the spatial expression of the SCS. The SCS would be subject to formal consultation in tandem with the LDF.

It was not proposed that specific LDF consultation meetings would take place but rather your Officers would attend, as and if appropriate, meetings of stakeholder groups which would normally take place.

A report on the outcome of the consultation exercise would be brought to Committee in the Autumn.

673. FINANCIAL CONTRIBUTIONS FROM PLANNING OBLIGATIONS

The Committee was informed of the operation and implications of the tariff regime based on planning applications to support infrastructure enhancement.

The tariff scheme applied to both housing and commercial development, but not to affordable housing. It applied to each new additional dwelling and to net increases in commercial floor area. Any income would be received upon commencement of development.

Tariffs were levied in respect of three County Council functions - education, highways and libraries. Relevant County Council Departments had been requested to provide a detailed breakdown of how funding would be spent. County Highways had provided a detailed list of improvement schemes across the Borough and the Libraries service had provided detail of proposed expenditure on new books and IT equipment at various Branches across the Borough. The County Council Local Area Committee had been consulted on, and endorsed these proposals.

There had been various discussions across the County (including the Local Area Committee) regarding the contribution towards education. There was some sensitivity over putting details of expansion or enhancement programmes to various schools in the public domain as this affected intake and parent demand. Nevertheless, developers would wish to know where their funds would be spent, so there was a need to put in place a general framework indicating this. The County Council had given assurances that funds collected would be spent in the relevant Borough but in Runnymede, until such time as a reasonable planned expenditure programme was in place for educational needs, funds would not be collected for this purpose. Some concern was expressed that funds would not be collected and Members asked that consideration should be given to the passing of funds direct to schools in the Borough.

For allocations to Borough functions, this was levied in respect of Yellow School Buses, recycling, crime and disorder and recreation. Where sites were within the relevant distance of the Thames Basin Heaths Special Protection Area, then the contribution to SANGS would be payable in lieu of the recreational contribution. Additions to the schedule of schemes to be considered for funding were circulated.

In all cases, a 5% monitoring fee was added to the tariff. 4% would be retained by Runnymede and 1% passed to the County Council. Additional resources at both Borough and County level were being recruited for this purpose.

The tariff system would be based on impact of development and therefore on occupancy rates of new development. The standard occupancy rate of various sized dwellings as well as the number of square metres per worker in a range of commercial uses had been calculated for this purpose.

Whilst the tariff applied to all schemes it was intended to include a contribution from the smaller sites that hitherto had not contributed to new infrastructure. Accordingly on larger schemes the tariff mechanism was used as a basis for the calculation and some elements may be negotiated separately.

There may be cases where developments bring other benefits or have particularly high costs, such as where a site had to be decontaminated. Where developers raised concerns that the tariffs made such schemes less than viable, if costs were shared on a confidential basis, and it was proven, then tariffs could be reduced by negotiation. Tariffs would not however be reduced where costs were considered to be excessive or developers had paid above market rates to acquire sites.

The Committee was keen that funds received were distributed expeditiously and spent. It was essential that 'value for money' was achieved in the use of these funds.

674. LOCAL DEVELOPMENT FRAMEWORK - TRANSPORT ISSUES & OPTIONS PAPER

The Committee was consulted on the Local Development Framework - Transport Issues and Options Paper (TIOP).

The TIOP was a key document that identified the transport issues that needed to be considered when developing policy options that the public should be consulted on during the process of preparing the Local Development Framework (LDF). The TIOP paper contained evidence about Runnymede's transport infrastructure, summarised national and strategic policy guidance and sets out the key movement issues in Runnymede and the policy options for consultation.

Subject to review of figures in Table 3, paragraph 14.4, review of comment re larger aircraft in paragraph 10.4, inclusion of base numbers and amount of expenditure and usage on cycleways in paragraph 15.3, more robust data in paragraph 22 Table 5 and amendment of paragraph 6.7 (i) re cycle routes, the Committee endorsed the Key Transport issues and policy options for consultation, set out in Appendix 'A' attached.

RESOLVED that -

- i) the Transport Issues and Options paper, as amended, be approved for consultation; and**
- ii) any technical changes be agreed by the Director of Technical Services in consultation with the Chairman and Vice Chairman.**

675. REFERENCES FROM REVIEW BOARD MEETING - 16 APRIL 2008

Post Offices Closures – LDF and Former DERA Site, Longcross

At its meeting on 16 April 2008, in the course of discussing an item on Post Office closures in the borough, the Review Board had made two recommendations related to the new planning regime and the former DERA site at Longcross.

The Board had asked the Planning Committee to consult on policies aimed at retention of local Post Offices and other important local facilities as part of the public consultation on the LDF and to give consideration to the need for Post Office facilities as part of any large residential development of the former DERA site at Longcross.

The Committee endorsed the recommendations of the Review Board and noted that the Retail Issues and Options Paper and Retail Impact Assessment had identified the role of Post Offices as a point on which public comment was to be specifically invited.

RESOLVED that -**the Planning Committee endorses the recommendations of the Review Board.**676. APPEAL DECISIONS

The Committee noted that the Planning Inspectorate had recently determined the appeals mentioned below.

<u>Site/Development</u>	<u>Decision</u>
a) 17 Furnival Close, Virginia Water - planning appeal regarding a two-storey rear extension. (RU 07/0674)	ALLOWED
b) The Round House, Addlestone Road, Addlestone - planning appeal regarding change of use from Council owned land to residential use (garden) and enclose it with a 1.8m wooden fence. (RU 07/0616)	ALLOWED
c) 2 Hillside, Virginia Water - planning appeal regarding erection of a chalet style two-storey side extension and part roof conversion with new dormers. (RU 07/0684)	DISMISSED
c) Englemede, Tite Hill, Englefield Green - planning appeals regarding demolition of existing properties and erection of one detached block comprising ten x 2 bed flats and three x 4 bed detached houses with amenity space, landscaping, access and parking (RU 07/0240) and demolition of existing properties and erection of two detached blocks of five two bed apartments and two four bed houses with amenity space, landscaping, access and parking (RU 07/0811)	DISMISSED

677. PLANNING APPLICATIONS DETERMINED BY DIRECTOR OF TECHNICAL SERVICES

A list of planning applications recently determined by the Director of Technical Services under his delegated powers was noted.

Chairman

(The meeting ended at 9.35pm)

5. Key Transport Issues

5.1 The key issues below are taken from section 10 of the attached TIOP:

- a) How can we ensure that growth in air traffic at Heathrow will not result in increased congestion on the motorway network or have an adverse impact on travel into, out of and through Runnymede?
- b) How can we ensure that growth in air and surface traffic generated by Heathrow including the proposal to build a Third Runway will not have adverse impacts on the health of residents and on the environment, including noise, air quality, climate change and biodiversity impacts?
- c) Levels of increasingly unsustainable commuting and travel by car into, out of and through Runnymede are high. How can levels of commuting, congestion and delay be reduced and greater self containment of the local economy be achieved?
- d) What investment or changes to transport infrastructure or public transport service improvements are needed to support the local economy and to enable local residents to gain access to jobs and services more easily?
- e) There are a number of major developed sites in the Green Belt in Runnymede including: the former DERA site, St Peters Hospital, Royal Holloway, the Brunel Campus, Rusham Park, Hillswood Business Park, Thorpe Park and the Chertsey Sewage Treatment Works. All these sites are employment locations that generate large numbers of vehicle movements. What future developments and uses should be considered and what can be done to improve accessibility to them by non-car modes of travel.
- f) The future development of the former DERA site has yet to be determined. How can a self contained community including sustainable transport be developed on this site (assuming that the Panel's proposals for housing and commercial development come forward in the South East Plan)?
- g) How can accessibility by public transport and by cycling and walking to places of work, education, shops and services be improved so that less reliance is placed on the use of cars and so that human health is improved. (through better air quality and more exercise)?
- h) How can road safety and the risks to human health from poor air quality and emissions be reduced?

6. Policy Options for Consultation

6.1 **Re: a) The transport impacts on Runnymede resulting from the growth in air traffic at Heathrow**

- i) Press for early construction and opening of AirTrack including a frequent stopping service at Chertsey, Staines and Woking provided that delays at Pooley Green and Egham level crossings can be improved and
- ii) Press for early construction of a fourth lane on the M25 between junctions 11 and 13 and the provision of traffic management measures to control ramp access to the motorway, and variable speed control and driver information measures to ease flow at peak travel times; or
- iii) Oppose construction of a fourth lane on the M25 if it would result in a larger number of overall traffic movements through Runnymede seeking access to the motorway network that causes local congestion and if extra traffic on the motorway or on feeder routes would have unacceptable noise or air quality impacts on Runnymede residents.

- 6.2 **Re: b) The adverse effects on human health, climate change and biodiversity that will result from a Third runway and further expansion of airport capacity at Heathrow.**
- i) Oppose development of a Third runway at Heathrow due to the adverse effects it would have on the noise environment in the north of the Borough and the adverse effects it would have in generating additional vehicle trips through the Borough which will add to congestion and overloading of the motorway and local road networks; or
 - ii) Accept development of a Third runway provided that:
 - A. In addition to the promised investment in surface access improvements required by the opening of Terminal 5 (see Airtrack and M25 fourth lane proposals above); provide further investment in surface access public transport infrastructure by road and rail and ensure that access from the primary road network to a new terminal 6 will be adequate.
 - B. Changes in flight paths do not expose Runnymede residents to unacceptable and persistent noise from aircraft movements.
- 6.3 **Re: c) Reducing unsustainable car commuting and journeys and the impact of congestion on the economy and on delay during peak travel periods**
- i) Let market forces and personal choice determine where people live and work and where businesses locate, and the amount of community that takes place; and allow congestion to act as the factor that determines when, how, and how far they travel and how much time and resources they and their employers are prepared to spend on travel or
 - ii) Increase the amount of local housing and hence the size of the local workforce, but do not create additional employment floor space in the Borough if this would lead to additional demand for labour; or
 - iii) Provide more intensive economic development at public transport nodes and on public transport routes and improve walking and cycling accessibility at places of work and wherever services are provided; and
 - iv) Extend the Yellow Bus service to more schools subject to raising the necessary funding and consider how this service could be extended to or used by the business community; and
 - v) Encourage more home based working and electronic working so that more business is carried out by phone and over the internet reducing the need for commuting; and
 - vi) Encourage the intensification of higher value land uses (such as offices) and increases in employment floor space in town centres and in major employment locations – such as business parks; and
 - vii) Allow business premises in out of town and peripheral locations to be redeveloped for housing; and
 - viii) Ensure that all new housing development is built within existing urban areas and accessible by walking, cycling or public transport to places of work, education, shops and services; and
 - ix) Ensure that all new commercial developments have limited on site car parking provision and that major developments over 1000 sq.m provide measures within a company transport plan to support travel to work by non car modes; and
 - x) Encourage the residential redevelopment of non conforming commercial sites that are in unsustainable locations or where they cause conflict between commercial and residential traffic movements or impact adversely on the residential amenity of neighbours.

- 6.4 **Re: d) Invest in local transport infrastructure and public transport services and systems to improve accessibility to jobs and services and increase the use and viability of public transport services.**
- i) Early investment in Airtrack to improve the rail accessibility of jobs at Heathrow for local residents and to reduce the number of vehicle trips made through the Borough by those visiting the airport from elsewhere in Surrey; and
 - ii) To relieve the knock on effects on the local road network in Runnymede of congestion on the M25, invest in information systems that enables drivers to assess road conditions on routes that are affected by motorway traffic; and
 - iii) Invest in real time bus and train information systems and shelters at railway stations and bus stops so that the travellers are supported in their use of public transport; and
 - iv) Improve railway stations in the Borough and the frequency of stopping train services; and
 - v) Improve the frequency of bus services and route penetration within suburban areas so that more people are encouraged to use public transport; and
 - vi) Increase the coverage of Quality Bus Partnerships to ensure co-ordination and sharing of ticketing and timetables among competing operators; and
 - vii) Introduce transponder systems at traffic signalled junctions and bus priority lanes to reduce delays to bus services; and
 - viii) Provide adequate car parking and bus interchange facilities at railway stations; and
 - ix) Provide bus services between town centres, suburbs and major employment locations or seek support from employers for new services to improve public transport accessibility and use.
- 6.5 **Re: e) Improving access by non car modes of transport to Major Developed Sites in the Green Belt**
- i) Ensure that all MDS include company or site travel plans as part of their future development and use; and
 - ii) Minimise on site car parking at MDS; and
 - iii) Consider how MDS can provide company buses or subsidise public bus services to meet the travel needs of site employees and visitors.
- 6.6 **Re: f) Sustainable Transport and redevelopment of the Former DERA site**
- i) Ensure that the development of housing, employment and services at the DERA site is carefully planned to provide a self contained sustainable community that has optimum accessibility within and to the site by non car modes of transport; and
 - ii) Provide electric vehicles for subsidized ownership or rental to all residents of the new DERA site community; and
 - iii) Provide recharging stations for electric vehicle hook up at all places of work, shops and services and in homes and provide free parking for electric vehicles throughout the new development; and
 - iv) Limit the number of spaces and charge petrol driven vehicle users for parking within the new community; and
 - v) Provide a free or subsidized park and ride service within the DERA community for visitors and residents; and
 - vi) Operate a maximum 20 mph speed control on all roads within the DERA community; and

- vii) Provide cycle paths and walking routes within the new community to enable easy access between homes and work, schools, shops and services; and
- viii) Ensure that a new station is built at Longcross that is capable of accommodating longer trains and is served by a frequent stopping service; or
- ix) Develop a (less sustainable) housing estate and business park development incorporating as many of the above measures as possible into its layout, design and operation; or
- x) Develop a 100,000 square metre business park that relies mostly for its labour supply on relatively unsustainable long distance commuting movements from a wide area, but including as many of the above measures as possible into its layout, design and operation.

6.7 Re: g) Improving accessibility by walking and cycling

- i) Press Surrey County Council to maintain and, where practicable, expand cycle routes within Runnymede that provide safe links between homes and town centres; and
- ii) Consider how the future development of town centres in Runnymede can incorporate traffic free pedestrian zones thereby improving their attractiveness to local users; and
- iii) Consider how housing developments on larger sites can make better provision within them for walking and cycling and controlling the speed of motor vehicles using measures such as speed humps, road narrowing, planting schemes etc; and
- iv) Provide secure cycling storage inside or outside dwellings and business premises and covered cycle stands at work places, schools, shops, services and leisure destinations; and
- v) Improve existing cycling and walking facilities including routes, safety, publicity and cycle parking; and
- vi) Develop a community cycle facility e.g. bike rental scheme; and
- vii) Limit car parking spaces in residential and commercial developments; and
- viii) Apply parking restrictions to non residents; and
- ix) Develop a car club; and
- x) Develop and publicise car sharing; and
- xi) Consider how the Yellow Bus scheme can be expanded and funded so that it serves more schools and pupils and can be used by the business community for work related trips.

6.8 Re: h) Improving road safety and air quality and minimising noise levels

- i) Ensure that any change in the noise contours at Heathrow that might result from mixed mode operation (2015) and a development of a third runway (2030) does not adversely impact on Runnymede residents.
- ii) Ensure that any increase in capacity on the motorway network does not have adverse air quality or noise impacts on Runnymede residents.
- iii) Ensure that adequate investment is made in cycle routes and the walking environment to enhance road safety for these users.

**PLANNING & DEVELOPMENT
FINANCIAL MONITORING STATEMENT**

APPENDIX 'B'

Figures to the end of May 2008

PROJECTED BUDGET AND FORECAST

	2008/09 Budget £'000	Future Years		
		2009/10 £'000	2010/11 £'000	2011/12 £'000
Total service budgets	1,634	1,634	1,634	1,634
Housing & Planning Delivery Grant - forecast	-171	-171	-171	-171
Total approved budgets	1,463	1,463	1,463	1,463
Approved and reported changes:				
Annual Pay & Workforce Plan				
Planning Obligations Co-ordinator	15	30	30	30
Planning Obligations Receipts	-15	-50	-50	-50
Consultants - LDF	30			
Planned Underspends brought forward from 2007/08				
Policy & Implementation - LDF	5			
Development Control Non Fee - Consultancy	3			
Development Control Non Fee - Scanning Fees	15			
Development Control Non Fee - Enforcement	11			
Development Control Fee - General Office Expenses	4			
<u>Changes approved in Financial Forecast (November 2007)</u>				
Policy & Implementation - increase in charges				-2
Development Control - increase in charges				-50
Target savings		-25	-25	-25
Other potential changes:				
None				
Latest budget projection	1,531	1,418	1,418	1,366

SAVINGS STILL TO BE DELIVERED

	2008/09 Budget £'000	Future Years		
		2009/10 £'000	2010/11 £'000	2011/12 £'000
Policy & Implementation - increase in charges				2
Development Control salary savings	25	25	25	25
Development Control charges increased above inflation	100	100	100	150
Target savings		25	25	25
Housing & Planning Delivery Grant	171	171	171	171

CURRENT YEAR KEY BUDGETS

	2008/09 Budget £	Budget to Date £	Actual to Date £	Variance to Date £
Income budgets				
Planning Application Fees	540,000	22,000	25,100	3,100

PLANNING APPLICATIONS DETERMINED BY

DIRECTOR OF TECHNICAL SERVICES

19TH MAY TO 6TH JUNE 2008

<u>APP. NO.</u>	<u>LOCATION AND PROPOSAL FOLLOWED BY DECISION</u>
08/0142	19 Trumps Green Avenue, Virginia Water Erection of single storey rear extension incorporating rooflights and part two, part single storey side extension DECISION: GRANT
08/0184	The Bees Nest, Shepley Drive, Virginia Water Erection of two storey replacement dwelling including basement following demolition of the existing dwelling DECISION: REFUSE
08/0246	The Orchard Gate, North Drive, Virginia Water Erection of a replacement 2 storey dwelling with basement and domed roof lantern to rear and formation of new entrance gates following demolition of existing dwelling house and refusal of RU.07/0491 and RU.07/1294 DECISION: GRANT
08/0252	18 Beauforts, Englefield Green, Egham To fell one Fir tree in south west corner of 18 Beauforts covered by a Tree Preservation Order DECISION: GRANT
08/0308	Top House, Middle Hill, Egham Crown thinning and crown lining of a Eucalyptus tree covered by TPO 290 DECISION: GRANT
08/0309	35 Ferndale Avenue, Chertsey Erection of two storey front extension incorporating two dormers to side elevation and single storey rear/side extension. (Revised plans received 15th April 2008 changing from gable end to hip end roof on eastern side of property and insertion of first floor side window to serve landing area) DECISION: REFUSE
08/0311	68 Wheatash Road, Addlestone Erection of part two storey, part single storey side extension incorporating a front dormer and rooflights to front and rear to allow habitable accommodation in the roofspace DECISION: GRANT

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0317 10 Garden Close, Addlestone
Erection of two storey side extension and part two storey, part single storey rear extensions following demolition of existing conservatory. (Revised plans received 3rd April 2008)
DECISION: GRANT
- 08/0324 Berbery, Morella Close, Virginia Water
Erection of 2.5 metre high acoustic fencing along Christchurch Road
DECISION: REFUSE
- 08/0330 80-82 Brox Road, Ottershaw, Chertsey
Two storey extension to link properties in association with approved change of use of No. 82 Brox Road to office on ground floor and self-contained flat at first floor and provide new entrance on front elevation and enlargement of first floor rear window at No. 80 Brox Road with Juliette balcony. (Amended description 28.04.08)
DECISION: GRANT
- 08/0332 80-82 Brox Road, Ottershaw, Chertsey
Change of use of No. 82 Brox Road to 2 No. self-contained two bedroom flats and erection of two storey extension to link properties and provide new entrance on front elevation and enlargement of first floor rear window at No. 80 Brox Road with Juliette balcony. (Amended description 28.04.08)
DECISION: GRANT
- 08/0336 1 Willow Walk, Englefield Green, Egham
Amendments to previously approved RU.07/1183 (Erection of a detached 4 bedroom, 2 storey dwelling with 2 off-street car parking spaces and separate amenity space to the side of No. 1 Willow Walk) to subdivide into 3 flats - 2 No. 1 bed and 1 No. 2 bed flats
DECISION: REFUSE
- 08/0337 The Grange Garden, Ruxbury Road, Chertsey
Formation of ménage in association with change of use of land for recreational grazing of horses
DECISION: GRANT
- 08/0338 1 & 2 Hogsters Farm Cottages, Stroude Road, Egham
Removal of planning condition 2 of EGH.49/314 to enable continued use as two dwelling units without time limit
DECISION: GRANT
- 08/0340 Orion House, 49 High Street, Addlestone
Change of use of first floor from offices (B1) to residential (C3) comprising 1 No. x two bed and 2 No. x one bed flats
DECISION: GRANT

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0342 103 Fordwater Road, Chertsey
Conversion of existing dwelling to 2 No. x one bedroom flats
DECISION: GRANT
- 08/0343 Royal Holloway University of London, Egham Hill, Egham
To fell two Beech trees (T1 decay at base and T2 dying) covered by TPO
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DECISION: GRANT
- 08/0345 40 Cabrera Avenue, Virginia Water
Erection of first floor side extension and single storey front/side extension
with rooflight
DECISION: GRANT
- 08/0346 44 Warwick Avenue, Thorpe, Egham
Erection of part two storey, part single storey side and first floor rear
extensions with creation of a rear dormer to allow habitable accommodation
in the roofspace
DECISION: REFUSE
- 08/0351 7 Chantry Road, Chertsey
Erection of two storey side extension incorporating a Juliette balcony to the
rear. (Revised plans received showing an alteration to the proposed roof of
the extension 11th April 2008)
DECISION: GRANT
- 08/0352 5 Buttermere Way, Egham
Erection of single storey front extension and porch
DECISION: GRANT
- 08/0353 13 Hythe Park Road, Egham
Construction of dormer window to the rear and rooflights to the front to allow
habitable accommodation in the roofspace
DECISION: GRANT
- 08/0355 Moor Cottage, Woburn Hill, Addlestone
Erection of a first floor extension over part of dwelling incorporating rooflights
to side elevation and a single storey rear extension incorporating rooflights
DECISION: GRANT
- 08/0356 Shandon, Thorpe Road, Staines
Erection of a two storey side, single storey rear extension with insertion of
raised roof lantern following demolition of existing garage, construction of
detached garage to the rear
DECISION: GRANT

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0357 Flat 3, Glenwood, Callow Hill, Virginia Water
Erection of a single storey side/rear extension with insertion of lantern style rooflight following demolition of existing conservatory and rear element.
(Revision to planning approval IRU.08/0045 to increase the size of the extension)
- 08/0358 11 King George's Drive, New Haw, Addlestone
Erection of part two, part single storey rear and two storey side extension with insertion of rooflights
DECISION: GRANT
- 08/0361 24 Abbots Drive, Virginia Water
Erection of 6 bedroom 2.5 storey detached dwelling with attached triple garage and annexe above following demolition of existing house.
(Amendment to RU.06/0787 to include basement and reduction in height of dwelling by 0.5m)
DECISION: GRANT
- 08/0363 15 Parsonage Road, Englefield Green, Egham
Erection of a first floor rear extension
DECISION: GRANT
- 08/0364 Runnymede Hotel & Spa
Proposed enhancements to Runnymede Hotel & Spa to include revised car park layout, goldpla parking area, creation of main outdoor swimming pool and children's pool, revised rear terrace, redesigned courtyard and replacement water feature, replacement glass conservatory to the rear, solar panels to the hotel roof, resiting of children's play area, partial cladding to front and rear elevations and rear balcony areas, screening of solar panels, balconies serving conference suite, landscaping proposal and revised footpath/cycle route connecting the Thames Path to Runnymede Meadows
DECISION: GRANT
- 08/0366 Fan Court Farm, Longcross Road, Lyne, Chertsey
Creation of new vehicular access onto Longcross Road
DECISION: GRANT
- 08/0368 Brooklands Court, Byfleet Road, New Haw
Erection of 3 No. garages and enclosed waste bin storage area to adjoin southern side of existing row of garages
DECISION: GRANT
- 08/0369 Park Cottage, Stonehill Road, Ottershaw
Construction of new pitched roofs over existing flat roof
DECISION: GRANT
- 08/0370 93A Crockford Park Road, Addlestone
Erection of conservatory to rear of property
DECISION: REFUSE

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0377 1 Pannells Close, Chertsey
Erection of rear conservatory
DECISION: GRANT
- 08/0379 16 Barons Way, Egham
Erection of a side extension to existing garage
DECISION: GRANT
- 08/0380 Stable Cottage, Roberts Way, Englefield Green, Egham
Demolition of existing 2 bed bungalow and replacement with new two
bedroom bungalow
DECISION: GRANT
- 08/0381 The Coach House, Coopers Hill Lane, Englefield Green
Erection of first floor side extension incorporating a dormer to southern
elevation and gable end window. (Amendment to planning permission
RU.05/0582)
DECISION: GRANT
- 08/0384 Hanworth Cottage, 6 Hanworth Lane, Chertsey
Erection of a part two, part single storey rear extension and construction of
new bay window to front
DECISION: REFUSE
- 08/0385 62 Pooley Green Road, Egham
Erection of single storey rear extension incorporating a rooflight and insertion
of a blind dormer to both side elevations in existing pitched roof following
demolition of existing rear extension
DECISION: REFUSE
- 08/0386 18 Grange Road, Egham
Erection of a single storey glazed rear/side extension following demolition of
existing single storey elements
DECISION: GRANT
- 08/0387 Lucia Angelis, Thorpe Lea Road, Egham
Construction of replacement pitched roof over existing flat roof and
alterations to fenestration
DECISION: REFUSE
- 08/0389 344 Stroude Road, Virginia Water
Erection of single storey side and rear extension
DECISION: REFUSE
- 08/0390 39 Lynwood Avenue, Egham
Erection of two storey front and first floor rear extensions
DECISION: REFUSE

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0392 1 The Glanty, Egham
Advertisement consent to a non-illuminated 'V' structure sign on the northern boundary facing The Glanty approximately 6m high in total
DECISION: GRANT
- 08/0393 Constant Sprint, 19 Egham Hill, Egham
Erection of entrance porch and first floor side extension incorporating a rooflight, formation of Juliette balcony to the rear and railed roof area
DECISION: GRANT
- 08/0394 Barclays Bank plc., 46 High Street, Egham
Removal of existing 'Barclays Bank' sign and replacement with new internally illuminated sign
DECISION: REFUSE
- 08/0396 Lyne & Longcross C of E School, Lyne Lane, Lyne, Chertsey
Erection of canopy at front elevation of classroom and erection of canopy linking two school buildings
DECISION: GRANT
- 08/0397 352 Stroude Road, Virginia Water
Insertion of dormers to side and rear elevations to allow habitable accommodation in the roofspace
DECISION: REFUSE
- 08/0400 Poussins Cottage, Village Road, Egham
Demolition of existing dwelling and garage and replacement with a two storey dwelling with attached garage
DECISION: GRANT
- 08/0401 74 Slade Road, Ottershaw, Chertsey
Reduce limbs of 9 Oak trees by 3 metres overhanging neighbouring properties and fences protected by Tree Preservation Order No. 65
DECISION: GRANT
- 08/0402 39 Grange Road, New Haw, Addlestone
Certificate of Proposed Lawful Development for alterations to the roof including a change from a hip to gable end roof and insertion of rear dormer
DECISION: GRANT CERTIFICATE OF PROPOSED LAWFUL DEVELOPMENT
- 08/0406 12A Bridge Road, Chertsey
Extension to existing dropped kerb
DECISION: GRANT
- 08/0407 9 The Broadway, New Haw
Advertisement consent for the installation of one internally illuminated fascia sign and one non-illuminated hoarding sign
DECISION: GRANT

APP. NO. LOCATION AND PROPOSAL FOLLOWED BY DECISION

- 08/0409 Front Lodge, ACS Woodlee, London Road, Egham
Erection of two storey rear extension incorporating a Juliette balcony following demolition of existing single storey rear elements
DECISION: GRANT
- 08/0410 Egham Hill Connect (Formerly Egham Hill Service Station), Egham Hill, Egham
Installation of a ATM on the frontage of the building
DECISION: GRANT
- 08/0411 Egham Hill Connect (Formerly Egham Hill Services Station), Egham Hill, Egham
Advertisement consent for the display of 4 illuminated wall mounted signs and additional panel to the existing freestanding MID sign
DECISION: GRANT
- 08/0413 The Heights, Malt Hill, Egham
Erection of first floor side extension incorporating front, rear and side dormers
DECISION: GRANT
- 08/0414 8 & 8A Brox Road, Ottershaw, Chertsey
Conversion of 2 retail units on the ground floor into 1 unit and installation of new frontage to Unit 8A including new shopfront
DECISION: GRANT
- 08/0416 Spring Cottage, 420D Woodham Lane, Woodham, Addlestone
Certificate of Existing Lawfulness for covered seating area, pergola, garage and dog house
**DECISION: SPLIT DECISION FOR CERTIFICATE OF
LAWFULNESS**
- 08/0418 11 Trotsworth Avenue, Virginia Water
Erection of first floor rear extension
DECISION: GRANT
- 08/0465 Former Dunollie House, Heather Drive, Sunningdale, Ascot
Consultation by Windsor & Maidenhead Borough Council for the erection of a detached dwelling with integral garage following demolition of existing new brick piers and gates. (Amendment to planning 07/03305)
DECISION: NO OBJECTION

DELEGATED DECISIONS IN CONSULTATION WITH CHAIRMAN & VICE CHAIRMAN

<u>APP. NO.</u>	<u>LOCATION AND PROPOSAL FOLLOWED BY DECISION</u>
08/0326	17 Danehurst Close, Egham To remove one Wellingtonia on the northern boundary and reduction of crown on one Cedar on the southern boundary covered by Tree Preservation Order 261 DECISION: GRANT
08/0331	Wayside, Foxhills Road, Ottershaw, Chertsey Erection of single storey side extension DECISION: GRANT
08/0354	Stoneleigh, Sheerwater Avenue, Woodham, Addlestone Erection of single storey rear extensions incorporating rooflights following demolition of existing single storey side extension and sheds DECISION: GRANT
08/0367	6 High Meadow Place, Chertsey Erection of a two storey rear extension DECISION: GRANT
08/0375	26 Trotsworth Avenue, Virginia Water Roof alterations to provide habitable accommodation to include two front facing dormers, rooflights to rear and both side elevations, single storey rear and side extension and new front porch DECISION: GRANT
08/0391	Stonelight, Sheerwater Avenue, Woodham, Addlestone Erection of a two storey rear extension and single storey side extension incorporating rooflights following demolition of existing single storey side extension and sheds DECISION: REFUSE
08/0417	12 Dickens Drive, Addlestone Erection of a single storey front extension and associated enlargement of roof at front and rear, and two side dormer extensions. (Amended description 14th May 2008) DECISION: GRANT
08/0483	Sayes Court Junior School, Sayes Court Farm Drive, Addlestone Consultation by Surrey County Council for construction of new paved area and canopy, access ramp, internal fencing works and roof-mounted plant DECISION: NO OBJECTION