

PART B

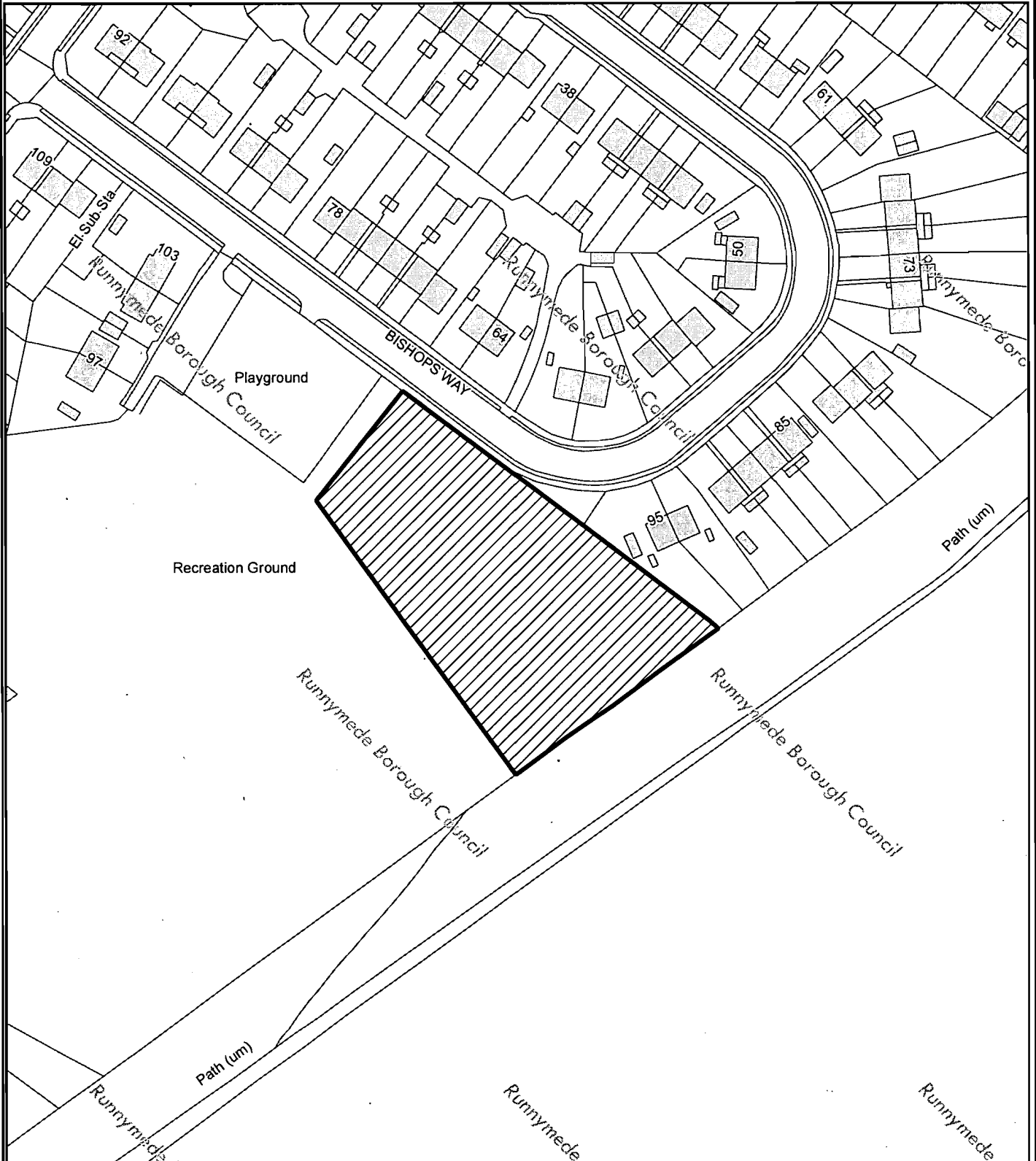


Planning Committee (06/10/2010)

RU.10/0636

Bishops Way Open Space, Bishops Way, Egham

Not to Scale



RU.10/0636	Date Reg: 8/07/10	Ward: EGHAM HYTHE
LOCATION:	BISHOPS WAY OPEN SPACE, BISHOPS WAY, EGHAM	
PROPOSAL:	CONSTRUCTION OF BMX TRACK INCLUDING CONSTRUCTION OF TRACK, EARTH BERMS AND WOODEN COVERED RAMPS AND ASSOCIATED TREE PLANTING	
TYPE:	FULL PLANNING PERMISSION	
APPLICANT:	Runnymede Borough Council	

Saved Local Plan Policies relevant to the consideration of the application: NE10, NE14, R1, SV2

As the applicant is Runnymede Borough Council this application needs to be determined by the Planning Committee

1. Site

- 1.1 Bishops Way open space is situated on the south western side of Bishops Way, and to the rear of Thorpe Lea Primary School and Huntingfield Way.
- 1.2 The open space covers an area of some 1.85 hectares, and currently contains a toddlers play area close to Bishops Way, an adventure play area at the rear of the school, and an open football pitch with goal posts in the central area running south west to north east across the site.
- 1.3 The site also contains a number of trees and shrubs, primarily positioned along the south eastern boundary of the site with the open land beyond, and isolated trees and groups of trees on the north eastern (known as the Millennium planting) and south western ends.
- 1.4 The open space is adjoined by residential and the school on 3 sides and by open land to the south east. The site is primarily accessed from Bishops Way, but there are also entrances from Devils Lane and Lacey Close.
- 1.5 The site is in the urban area and the majority of the site lies within the functional floodplain (zone 3b). The open land to the south east of the site is in the Green Belt.
- 1.6 This site is owned by Runnymede Borough Council.

2. History

- 2.1 RU.08/0376: Installation of a circular BMX track at northern end of open space comprising a 100 metre long track with 3no. ramps – Withdrawn July 2010.

3. Application

- 3.1 This application seeks permission to build a BMX track on the north eastern side of the open space. The track is to be 2.5m wide and 130m long, and would contain 5 ramps and berms (earth bunds with a slope on the inside) at each of the bends. The track surface is to be made of crushed stone.
- 3.2 Details have been provided of each of the ramps which are stainless steel structures with wooden riding surfaces with varying designs. Additional planting is proposed, with a narrow-leafed ash tree on the northern side of the track, and 2no. hawthorn trees on the eastern side.
- 3.3 A Design and Access Statement has been provided with the application. It includes details of public consultation undertaken prior to the submission of the 2008 application (which was subsequently withdrawn) regarding the open space and its layout and different designs for the additional facilities proposed. Over 80 residents took part in the consultation, 3 adding a comment that they did not want the track. The remainder primarily made comments about the design of the track and millennium planting. A second consultation with Magna Carta School prior to the submission of the current application was based on the design of the track
- 3.4 The Design and Access Statement comments that the location and shape of the track has been determined partly by the existing design/layout of the rest of the open space and comments received from local residents particularly at 95 Bishops Way (the nearest dwelling). The additional trees are proposed to limit visual impact from the road and this dwelling. A 5m buffer zone has been left between the BMX track and Millennium planting to the east of the track.
- 3.5 The development would be monitored by an existing CCTV camera mounted half way down the western boundary of the open space, and the track would be inspected by a member of the Parks Department on a monthly basis, and the direct Services Organisation (DSO) visits routinely to remove litter/debris, and it is proposed to erect a sign with contact details so that problems can be reported should they arise.
- 3.6 A Flood Risk Assessment and Green Belt Statement have been submitted in support of the application.

4. Consultations

- 4.1 The application has been advertised on the Council's weekly list and letters sent to 25 properties close to the site. Two letters of objection have been received, summarised below:
- o Late night noise and anti-social behaviour problems will be exacerbated

- Track is an eyesore
 - Too close to houses – the park is big and under-used and the track should be located where the impact of noise will not be an issue and where the view will not be disturbed
 - Not sensible to have to remove existing trees to accommodate the track and then have to plant replacements.
 - Track should be put in Pooley Green
- 4.2 A letter of support has been received from the Runnymede Sports Council which comments that the scheme is in response to a specific request from the local community and the Bishops Way open space users group. The writer considers that the scheme is deserving of the Sports Council's support.
- 4.3 The Crime Reduction Officer does not raise any objections to the proposed track, but requests the provision of signage along the perimeter and entrances to the playing field making it clear that the track is not to be used by motorbikes, mopeds or similar vehicles.
- 4.4 The Environment Agency has no objections to the proposed development on the basis that compensation is being provided as part of the scheme to avoid unnecessary loss of floodplain storage and that ramps are open-sided to allow the free-flow of water underneath.
- 4.5 The Council's Environmental Protection Officer has raised some concerns about noise and annoyance from the proposed facility.

5. Planning Considerations

- 5.1 The site is in the urban area, an area liable to flood and in use as public open space. Planning Policy Guidance Note 17: Planning for Open Space Sport and Recreation (PPG17) encourages Local Authorities to improve existing open space and facilities to make better use of open spaces, but advises that compatibility with adjoining land uses, accessibility and reduction in crime should be considered in relation to any proposal. In this case impact on residential and visual amenity, trees and flood risk are important material considerations.
- 5.2 The Bishops Way open space was identified in the Runnymede Play Strategy as requiring development for younger people, and a scheme has been developed by the Council's Leisure Section to enhance play facilities at the site. To this end the toddlers play area has been refurbished and an adventure play area installed for older children. There is also an unmarked football pitch with goal posts across the main open part of the open space, which is used on an informal basis. It is understood that, in addition to the BMX track, there are further plans to provide a teen area, path system, trees and park furniture, should funding be available. The request to site a BMX track on the site arose out of consultations with young people and residents as part of the two wards project carried out in 2005 and its provision is included as a proposal in the Council's Play Strategy, 2007.

Indeed it is understood that young people had already been using the area within the millennium planting at the northern end of the site as an informal BMX track.

- 5.3 The BMX track would improve the range of facilities in the park, and its provision would be in accordance with the objectives of PPG17, and it has been the subject of consultation with local residents and park users. These points must weigh heavily in its favour when looking at the proposal overall.
- 5.4 In terms of the location of the proposed track, it is shown to be sited on the north-western side of the open space, some 22m south west of the site boundary with No. 95 Bishops Way and some 30m from the boundary with No. 64 Bishops Way (at the closest points). The millennium planting (which is to remain) would provide some visual screening of the majority of the track when viewed from the nearest 2 properties, and indeed from the road. However, concerns have been raised by the Council's Environmental Protection Officer with regard to potential noise and disturbance to the residents in the vicinity. There are a number of aspects to his concerns:
1. Use by motor bikes: The site is fenced, but access is via a variety of entrances of different types. The Leisure Department (the applicant) comment that the gates either have bike restriction gates or kissing gates designed to prevent anything other than a single pram getting through. The CCTV camera on site would allow unauthorised use to be monitored, and the police have commented that they would respond to complaints of motor bike use provided signs are in place to make it clear that motor bikes are unauthorised in the park. Ultimately the bike can be confiscated if repeat offences occur. A condition is recommended on any approval to require the erection of signs to prohibit motorbikes on this site.
 2. Noise from the use of the wooden ramps: Whilst it is understood that there is no data available regarding noise generated by these ramps, the Leisure Department (the applicant) advise that the timber planks on the ramps are substantial and comments that because of this, less noise is likely to be generated through resonance. The applicant comments that the track is to be sited more than 30m from any residential property; and lastly that the open design is necessary to allow flood water to flow underneath. Solid ramps would not be acceptable to the Environment Agency for flooding reasons.
 3. Noise and disturbance to No. 95 Bishops Way (and other nearby residents) caused by spectators: The Leisure Department (the applicant) comments that consultations have been undertaken with the occupant of No. 95 Bishops Road, and the additional planting of 2 trees is to be undertaken in accordance with the occupier's wishes to reduce the visual impact of the track, but the applicant states that the occupiers have not raised objections regarding noise.

- 5.5 Two written objections have also been received from local residents on the grounds of noise, and the track is positioned relatively close to the houses on Bishops Way. The Leisure Department has therefore been asked to comment on the proposed siting. The Leisure Department comment that during the feasibility stages of the BMX track, several locations within the open space were assessed as follows:

1. Repositioning of football pitch

This option involved repositioning the existing football pitch at a 90 degree angle to its existing position to accommodate the BMX track further away from the north eastern boundary. However, the width of the open space would not be able to accommodate the length of the football pitch at that orientation.

2. Location of track at the southern end of the Open Space

The area around the southern end (adjacent to Lacey Close) was considered for the proposed BMX track however the location of existing trees and proximity to the adjacent properties precluded the use of this location for the BMX track.

3. Location of track at northern area of site (favoured option)

The track at this location would be approximately five metres from the millenium trees and the existing football pitch would be shifted southwards slightly to accommodate the track. The track would be approximately 30m from the nearest residential property which is the minimum distance stipulated in the Fields In Trust Guidance. (This is an independent UK wide organisation dedicated to protecting and improving outdoor sports and play areas.)

- 5.6 The majority of the site is located within the Environment Agency's Flood Zone 3b (functional flood plain) and due to the type of development some of the flood plain storage area would be lost. Planning Policy Statement 25 : 'Development and Flood Risk' (PPS25) states that when a permitted development within the flood plain results in storage volume loss, flood plain compensation has to be implemented to cater for the loss. Within the entire site, the track is suitable at this particular location given the topography and site levels in this part of the site and the depression created to compensate for the storage loss. All potential locations on site were assessed and the most favourable location (his application site), was selected for the implementation of the proposed BMX track. The Environment Agency supports the application provided that the ramps are open-sided and the compensation scheme is undertaken.
- 5.7 With regard to the potential increase in crime and disorder at the site, a review of anti-social behaviour complaints shows that there were 7 reports of antisocial behaviour on the open space in 2009 (5 for criminal damage/vandalism/rowdy behaviour and 2 for litter). Whilst there is potential for such problems to increase at the site if the facility becomes

popular the intention behind the proposed BMX track is to provide an alternative acceptable activity for older children which could reduce anti-social behaviour. The Police (Crime Reduction Officer) do not raise objections to the proposal, and the CCTV camera and provision of signage to make it clear that motor bikes are unlawful with contact numbers will all assist should problems arise. The Leisure Department advises that the track proposed is small in scale and likely to only attract people living in the local area. He comments that people travelling into the area are likely to go to either Addlestone Moor (which features on some BMX forum sites) or the Lamas (in Spelthorne, just over the Chertsey Bridge).

- 5.8 The BMX track would be visible from Bishops Way, although partially screened by trees in the millennium planting. However, this is a public park, and it is not considered that the track would appear inappropriate or be harmful visually to the character and visual amenities of the area. It is sufficiently distant from the Green Belt, and also screened by vegetation to avoid harm to visual amenities and character of the Green Belt.
- 5.9 The track is to be positioned some 5m from the millennium planting, and it is not proposed to remove any existing trees or shrubs to facilitate the development. Indeed, additional planting is proposed to provide an enhanced visual screen from the road, and from No. 95 Bishops Way.
- 5.10 The site is in the functional floodplain. A Flood Risk Assessment (FRA) has been provided with the application and consultations undertaken with the Environment Agency. The Environment Agency do not object to the proposals, but do require the ramps to be open-sided and for the level of land to be reduced by some 0.1m to compensate for any loss of floodplain storage. These requirements have been incorporated into the scheme, which is considered to be acceptable under the terms of PPS25.
- 5.11 Consideration has been given to Articles 8 & 1 of the First Protocol of the European Convention on Human Rights. The objections raised have been taken into account. Clearly the track has potential to cause noise and disturbance, but provided measures are incorporated to limit potential noise and disturbance, it is considered that the wider public advantages of the scheme in terms of recreation outweigh the potential harm to residential amenity in this case.

Officers' Recommendation

GRANT subject to the following conditions:

1. Full Application – Standard Time Limit (C015)

2. Prior to the first use of the BMX track hereby permitted, details of the signs to be erected to alert users that motorbikes, are prohibited from use in the park and on the track shall be submitted to and approved by the Local Planning Authority. Such details shall include the proposed location, mounting, size and wording on the signs. The signs shall be erected as approved prior to the first use of the track hereby permitted, and permanently maintained thereafter.

Reason: To inform users that motorbikes are prohibited; to reduce crime and disorder and to protect the residential amenities of local residents.

3. The scheme shall be built in accordance with details in the Flood Risk Assessment submitted with the application to include open-sided BMX ramps and implementation of a floodplain compensation scheme maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority, in consultation with the Environment Agency.

Reason: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity and to comply with saved Policy SV2 of the Runnymede Borough Local Plan Second Alteration 2001.

4. The additional tree planting shall be undertaken and completed during the first planting season following the substantial completion of the development hereby approved.

Reason: To preserve and enhance the character and appearance of the surrounding area and to comply with saved Policies NE14 and NE15 of the Runnymede Borough Local Plan Second Alteration 2001.

5. Tree Replacement – Proposed Trees (C051)

Informatives:

1. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policies NE10, NE14, R1 and SV2 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>
Flood Risk Assessment and attached drawings dated February 2008 ES/154/03/04B, 02B, 01B, details of ramps	7/7/10

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.

(This page is left intentionally blank)

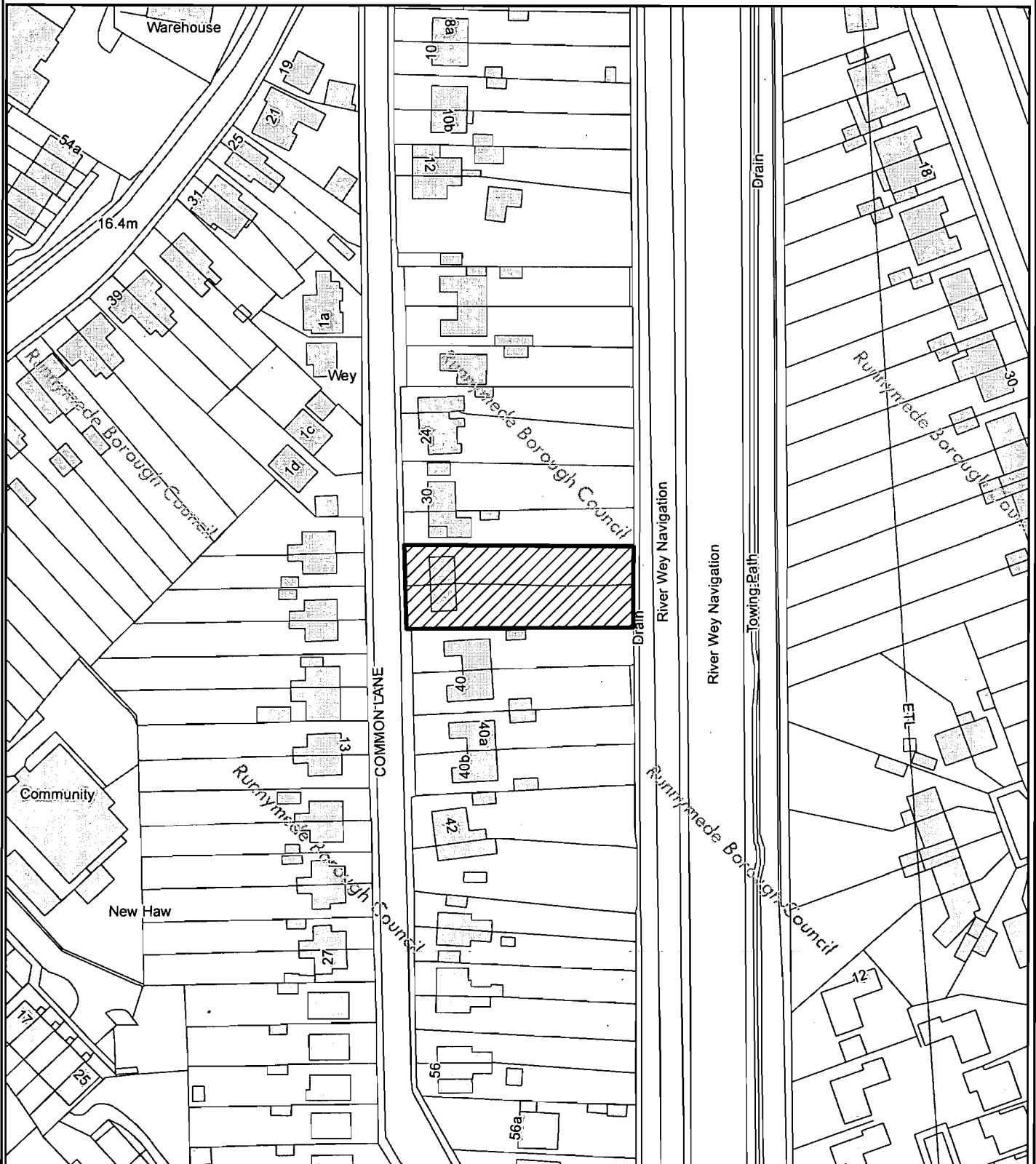


Planning Committee (06/10/2010)

RU.10/0682

34 and 36 Common Lane, New Haw

Not to Scale



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf 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 2010

RU.10/0682	Date reg: 23.07.10	Ward: NEW HAW
LOCATION:	34 AND 36 COMMON LANE, NEW HAW.	
PROPOSAL:	ERECTION OF THREE NO. 3 BEDROOMED DWELLINGS FOLLOWING THE DEMOLITION OF THE EXISTING COTTAGES.	
TYPE:	FULL PLANNING APPLICATION	
APPLICANT:	Messrs T & A Hillier & Pao.	

Local Plan: Saved policies relevant to the consideration of this application are: HO9, BE2, MV4, MV9, NE16, NE20, SV2.

1. Site

- 1.1 The application site comprises a pair of semi-detached single storey dwellings located within the urban area of New Haw. The site has an area of approximately 0.11 hectares. Neither property has a vehicular crossover from Common Lane. The neighbouring property to the north, No. 32 Common Lane, is a two-storey, semi-detached dwelling with an under-storey car port. No. 38 Common Lane to the south is a semi-detached bungalow with a single-storey rear extension, a rear dormer extension and a covered accessway along the side elevation facing the application site.
- 1.2 The Wey Navigation Conservation Area is located immediately to the east (rear) of the application site. The Wey Navigation is also designated as a Site of Nature Conservation Importance. In addition the western half of the site (where the existing dwellings are located) lies within Flood Zone 2 (medium risk). The site also falls within the 5km zone of the Thames Basins Heath Special Protection Area (SPA).

2. History

- 2.1 *RU.07/1211* Erection of one pair of semi-detached and one detached two storey house. Refused December 2007.
- 2.2 *RU.10/0263* Erection of a terrace of 4no. x 2 bed two storey dwellings each with vehicular crossover. Refused December 2007.

3. Application

- 3.1 The applicant seeks full planning permission for the erection of 3 no. x 3 bedroom properties following the demolition of the existing single storey cottages. The dwellings would have individual gross external floor areas of 129 square metres (unit A), 126 square metres (unit B) and 123 square metres (unit C). The dwellings are designed with hipped tiled roofs extending to a maximum ridge height of some 7.7 metres (5.15 metres to eaves). The dwellings would be two-storey in scale, with a small single-storey element at the rear.

- 3.2 The proposed dwellings would be laid out in a terrace, set back from Common Lane by a minimum of 9.8 metres. Each dwelling would have a parking space within the site frontage in front of an integral single garage. The remainder of the frontage would be landscaped. There would be a minimum rear garden depth of 30 metres.
- 3.3 The applicant has submitted a Flood Risk Assessment, Design and Access Statement, Bat Survey, and a unilateral undertaking in respect of the Thames Basin Heaths SPA and Planning Obligations.
- 3.4 The applicant has undergone pre-application discussions with officers following the refusal of the previous applications. The current application has reduced the number of units from four to three, and increased the separation distances to side boundaries from 1 metre (as proposed under RU.07/1211) to 1.8 metres.
- 3.5 The applicant's submitted "Design and Access Statement" advises:

"In preparing our proposals we have been extremely mindful of the existing building lines, the local authority guidelines for sight lines emanating from adjacent properties and the need to provide a building which sits into the existing street scene by way of its appearance, height, bulk and design. We believe the current proposal built of traditional materials of tiles, brick and render will achieve this objective".

4. Consultations

- 4.1 The application has been advertised on the Council's list of weekly applications and 9 letters of notification have been sent out to neighbouring properties. Three letters of objection have been received, the main objections summarised as follows:
- Loss of light to neighbouring properties. Development should use the existing rear building line of No. 32 Common Lane.
 - Density should be reduced.
 - Loss of view towards canal.
 - Inadequate parking.
 - Unacceptable level of development in area during recent years.
 - Development not fitting with surrounding development.
 - Destruction of the serenity that homeowners should expect.
- 4.2 The County Highway Authority raises no objections subject to conditions.
- 4.3 The Environment Agency raises no objections.

4.4 The Surrey Wildlife Trust raises no objections subject to conditions.

4.5 The Council's Environmental Protection Section has no objections.

4.6 The Council's Land Contamination Officer has no objections.

5. Planning Considerations

5.1 The site lies within the urban area where the principle of residential development is acceptable subject to detailed planning considerations. The main issues for consideration in this application are impact on the streetscene and character of the area, including the neighbouring Conservation Area, impact on neighbouring residential amenities, flood risk, and the impact upon protected species. Consideration also needs to be given to the impact on the Thames Basin Heaths SPA.

5.2 In addition given the refusal of planning permission under reference RU.07/1211 and RU.10/0263, it is also necessary to consider whether the reasons for refusal of these previous applications have been overcome by the current proposal without introducing any new concerns.

5.3 Common Lane is characterised by a variety of dwelling types, including both single storey and two storey detached and semi-detached properties. Existing plot widths and frontage depths also vary. The application proposes three dwellings in a small terrace. Terraced houses are not an existing feature of Common Lane. However, the terrace has been restricted in width to provide spacing to the side boundaries which is reflective of the pattern and grain of development in the area. In addition, the terrace would be partly staggered to provide interest and relief to the front elevation. The generous set-back from the road frontage is also typical of Common lane. The depth of the terrace has been restricted to reflect the position of neighbouring dwellings. This has resulted in the retention of generous garden lengths which the majority of properties on the eastern side of Common Lane enjoy. The terrace would be sited in a similar position to the existing cottages and would not encroach into the main part of the garden areas behind.

5.4 The roof would have a shallow hip, with eaves level and ridge height similar to the two-storey dwelling to the north, No. 32 Common Lane. There is a variety of styles of front elevations of houses in Common Lane and the proposed elevational treatment would not be out of character with the other dwellings in the area. It is therefore considered that although the height of the proposed terrace would be greater than the existing dwellings, the scale and form of the development, combined with the spacing to the boundaries, reflects the character of the surrounding area and would integrate with the existing development in Common Lane. Letters of objection have raised concern about the principle of additional development in the Common Lane area. However, as the site is within the urban area, new development is considered to be acceptable in principle.

- 5.5 The proposed frontage treatment would incorporate a degree of hardstanding to provide a parking space in front of an integral garage for each property with the remainder subject to soft landscaping. Details of the landscaping and front boundary treatment have not been submitted. However, these can be secured by condition. Bin storage would be provided separately to the sides of the terrace. These would not have a significant impact on the streetscene, although further details would need to be submitted to clarify the access arrangements for the central unit. It is therefore considered that the proposal would not have an adverse impact on the streetscene, nor significantly affect the appearance of the area.
- 5.6 The garden depths of the proposed dwellings would be a minimum of 30 metres from the Conservation Area boundary to the rear. It is considered that there would not be any detrimental impact upon the neighbouring Conservation Area, given the scale and layout of the development and distances retained to the Conservation Area. It is therefore considered that the revised scheme has overcome the previous reasons for refusal under the 2007 and 2010 applications and will result in a form of development which now reflects the character of the surrounding area and is in line with advice contained within Planning Policy Statement 1: 'Delivering Sustainable Development' and Planning Policy Statement 3: 'Housing'.
- 5.7 The siting of the proposed terrace would reflect the stagger of buildings in this part of Common Lane, so that the position of the rear elevation would be similar to the neighbouring dwellings. There would be a minimum separation of 3 metres with No. 32 Common Lane and 4.5 metres to No. 38 Common Lane. These distances, combined with the siting of the building, would ensure that the proposal would not have an overbearing impact on either neighbour. The bungalow at No. 38 Common Lane has kitchen windows and obscurely glazed bathroom windows on the side elevation facing the application site. The occupiers of No. 38 Common Lane have raised concern about impact on these windows. However, it is considered that due to the separation distance between the proposal and these windows, there would not be an unacceptable relationship between the two sites. The end units of the terrace would have either a bathroom window (to be obscurely glazed) or a landing window at first floor level on the flank elevations. Subject to a condition securing these windows to be obscurely glazed and top-opening only, it is considered that there would be no significant overlooking or loss of privacy to either neighbour. It is therefore considered that the residential amenities of the neighbouring properties will be maintained. However, in order to maintain the residential amenities of the neighbours, a condition is recommended removing permitted development rights for future extensions and outbuildings. The proposal therefore satisfies saved Policy HO9 of the Local Plan.
- 5.8 The proposed terrace would be located within Flood Zone 2 (medium risk). The Environment Agency raises no objections on flood risk grounds but recommends that finished floor levels are set no lower than 300mm above existing ground level. It is therefore considered that subject to imposing a condition to satisfy the requirement of the Environment Agency, the proposed development would not raise any flood risk issues and would comply with saved Policy SV2 of the Local Plan and Planning Policy Statement 25 : 'Development and Flood Risk'.

- 5.9 Due to the position of the site in relation to the Basingstoke Canal, the applicant has submitted a bat survey. This report had not been submitted with the previous application. The survey confirms that there is no evidence of bats present at the site. The Surrey Wildlife Trust have reviewed the survey and raise no objection. The proposal therefore complies with saved Policy NE20 of the Local Plan.
- 5.10 Letters of objection raise concerns about parking. Each dwelling would have one garage space and one parking space, which would comply with the Council's maximum adopted parking standards for dwellings of this type. It is therefore considered that the parking provision is acceptable. The County Highway Authority has raised no objection on parking, traffic generation or highway safety.
- 5.11 The applicant has submitted a completed unilateral undertaking to secure a contribution of £2,630 to provide mitigation in accordance with the Council's Interim Guidance on the Thames Basin Heaths Special Protection Area. The applicant has also agreed to a financial contribution of £9,296.78 towards the infrastructure tariff in compliance with the Council's Adopted Supplementary Planning Guidance Planning Obligations.
- 5.12 The applicant has not submitted details of how the development would secure renewable energy measures. However, as the proposal is acceptable in all other respects, it is considered that this matter can be satisfactorily dealt with by condition.
- 5.13 It is considered that the proposed development has overcome previous reasons for refusal and complies with the relevant saved policies in the Local Plan and Government guidance.
- 5.14 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:

- (i) £2,630 towards the cost of facilitating, upgrading and maintaining the SANGs; and
- (ii) £9,296.78 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 (side) elevation of Unit A and the southern (side) elevation of Unit C”. Remove all reference to “extensions”.
7. The first floor side windows in the northern elevation of Unit A and the southern elevation of Unit C shall be obscure glazed and top-opening only. The obscure glazing shall be obscure Pilkington Level 5, or equivalent, and no variations shall be made without the prior approval in writing of the Planning Authority.

Reason: In order to protect the amenity and privacy of the adjoining residential properties and to comply with saved policy H09 of the Runnymede Borough Local Plan Second Alteration April 2001.

8. The development hereby permitted shall maintain a minimum separation distance of 1.8 metres to the northern and southern side boundaries as shown on drawing number 1127/10A received 14.07.10.

Reason: In order to accord with the terms of the application and to ensure that the development harmonises with and improves the character of the area and to comply with saved policies H09 and BE2 of the Runnymede Borough Local Plan Second Alteration April 2001 and advice contained within Planning Policy Statement 1: Delivering Sustainable Development, and Planning Policy Statement 3: Housing.

9. Permitted Development Rights Removed – Classes A to E in Urban Area (C035) (make reference to revised GPDO) Insert “These dwellings” “their curtilage”
10. Soft Landscape Details (C059)
11. Boundary Treatment – General (C061)
12. Renewable Energy – Statement Not Submitted but Additional Details Required (C064A)
13. Sustainable Urban Drainage Systems (C173)

14. The finished floor levels within the proposed development shall be no lower than 300mm above existing ground levels.

Reason: To protect the future occupiers from flood risk and to comply with Planning Policy Statement 25 : 'Development and Flood Risk'.

15. Ground Levels (C171)

16. Before the development is occupied, the proposed vehicular access to Common Lane shall be provided with visibility zones in accordance with the approved plans, all to be permanently maintained to the satisfaction of the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies MV4 and MV9 of the Runnymede Borough Local Plan Second Alteration 2001.

17. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked. The parking area shall be maintained exclusively for its designated use.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies MV4 and MV9 of the Runnymede Borough Local Plan Second Alteration 2001.

18. Soakaways (C176)

19. Storage of Spoil – Sites Partially Within Floodplain (C179)

20. Notwithstanding the details shown on plan 1127/10A, further details shall be submitted for approval by the Local Planning Authority of the arrangements for refuse storage for Unit B, prior to commencement of development.

Reason: To protect the visual and residential amenities of the area, especially nuisance by reason of smell, insects or rodent pests and to comply with saved Policy SHO7 of the Runnymede Borough Local Plan Second Alteration 2001.

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

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Informatives:

1. Details of Planning Obligation (I3)
2. Notification by Landowner/Developer of Date of Commencement of Development (I17) - '3'
3. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown:-

<u>Drawing Number:</u>	<u>Date Received:</u>
1127/08	14.07.10
1127/09A	08.09.10
1127/10A	14.07.10
Bat survey report	14.07.10
Flood Risk Assessment	14.07.10
Design and Access Statement	14.07.10
E-mail confirming the Environment Agency's requirements will not result in any further increase in ridge height.	03.09.10
Unilateral undertaking	14.07.10

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

4. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policies HO9, BE2, MV4, MV9, NE16, NE20 and SV2 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.

(This page is left intentionally blank)

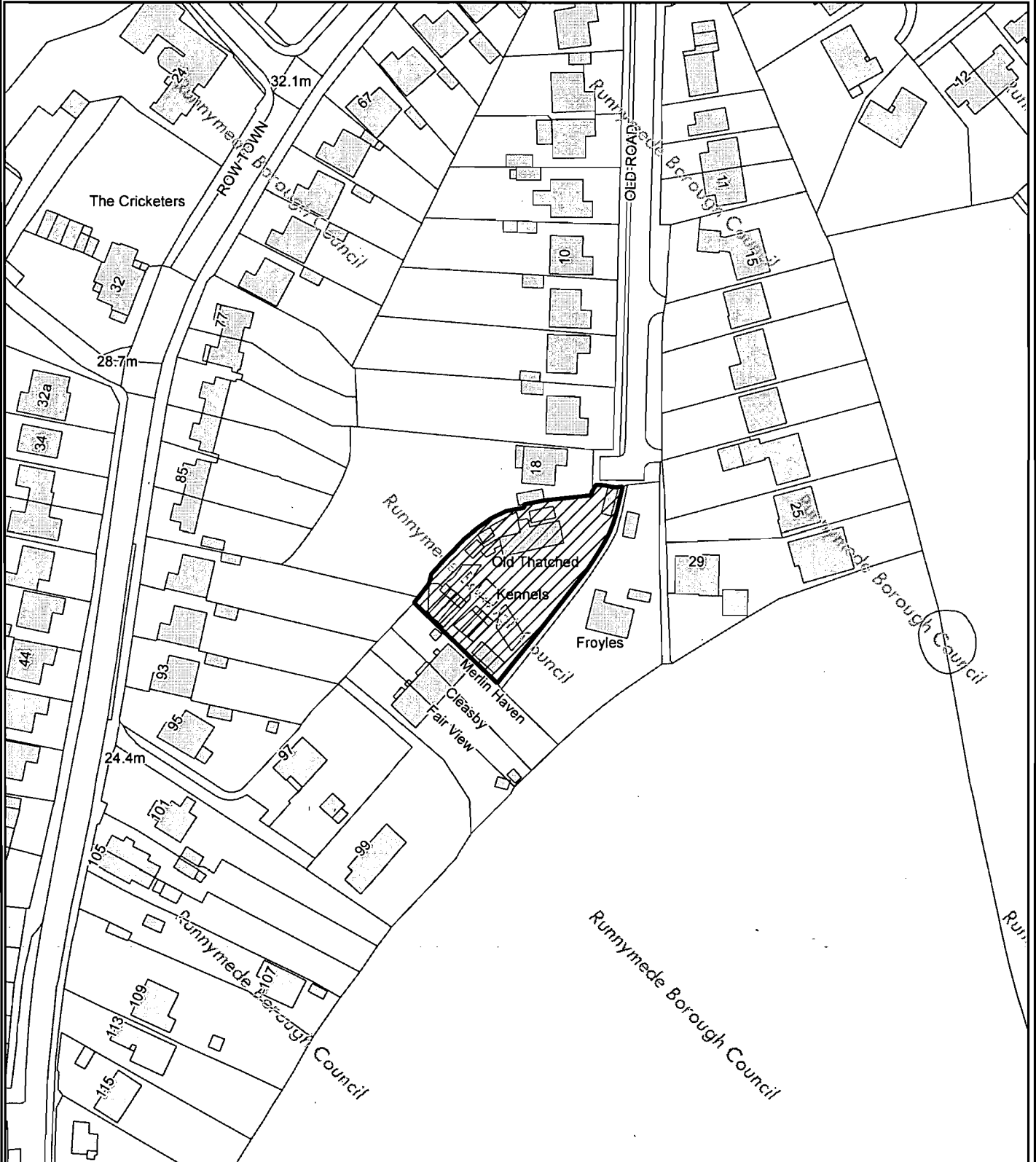


Planning Committee (06/10/2010)

RU.10/0711

Old Thatched Cottage, Old Road, Rowtown

Not to Scale



This map is based upon Ordnance Survey material
with the permission of Ordnance Survey on behalf 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 2010

RU.10/0711 Date reg: 29.07.10 Ward: ADDLESTONE BOURNESIDE/ CHERTSEY SOUTH

LOCATION: OLD THATCHED COTTAGE, OLD ROAD, ROWTOWN.
PROPOSAL: ERECTION OF A BRICK WALL AND PIERS TO THE ENTRANCE OF THE PROPERTY.
TYPE: FULL PLANNING APPLICATION
APPLICANT: Mr & Mrs Lynch.

Local Plan: Saved policies relevant to the consideration of this application are: H09, BE2, BE10, NE14, and NE12.

This application has been referred to the planning committee on the basis that the applicants are related to a staff member of Runnymede Borough Council.

1. Site

- 1.1 The Old Thatched Cottage is a Grade II listed building located within the urban area of Rowtown. The existing building is a residential dwelling. The application site is also utilised as a cattery. The application site is located at the southern end of Old Road and has a site area of 0.12 hectares.
- 1.2 An existing pathway runs along the south eastern side boundary of the application site, which leads to existing residential properties towards the rear of the application site.
- 1.3 Tree Preservation Order (TPO) 295 covers existing trees to the north east of the application site on the opposite side of Old Road.

2. History

- 2.1 *RU.88/0560*: Replacement of 16 kennels with cat boarding chalets and erection of garage. Granted October 1988.
- 2.2 *RU.88/1190*: Renovation of defective roofs and replacement of garage (LBC) and dog kennels with cat kennels. Granted October 1988.
- 2.3 *RU.89/1183*: Demolition of part flat, part tiled pitched roof, raising of walls and provision of new thatched roof. Granted November 1989.
- 2.4 *RU.89/1184*: Demolition of part flat, part tiled pitched roof, raising of walls (LBC) and provision of new thatched roof. Granted November 1989.
- 2.5 *RU.92/0774*: Replacement of existing kitchen. Granted January 1993.
- 2.6 *RU.92/0775*: Replacement of existing kitchen. (LBC) January 1993.

- 2.7 *RU.93/0491:* Demolition of existing kitchen and new extension. Granted (LBC) July 1993.
- 2.8 *RU.97/0720:* New boundary walls and gates: Withdrawn.
- 2.9 *RU.97/0721* New boundary walls and gates. Permitted development. (LBC)
- 2.10 *RU.99/0103:* New cat cabins and store. Granted March 1999.
- 2.11 *RU.99/0421:* New cat cabins and store. Granted June 1999.
- 2.12 *RU.02/0157:* Single storey extension. Granted April 2002.
- 2.13 *RU.02/0170:* Single storey extension. Granted April 2002.

3. Application

- 3.1 The applicant seeks full planning permission to erect a brick wall extending to a maximum height of 1.350 metres along part of the south eastern side boundary of the application site immediately adjacent to the existing northern vehicular access to the site. The wall would have a length of 4.150 metres and would be adjacent to the existing pedestrian pathway running along the south eastern boundary of the application site. The wall would be constructed in red stock brickwork.

4. Consultations

- 4.1 The application has been advertised in the local paper and 9 letters of notification have been sent out to neighbouring properties. No letters of representation have been received.
- 4.2 The County Highway Authority has no objections to this proposal.

5. Planning Considerations

- 5.1 The main issues for consideration include the design, scale and siting of the proposed new brick wall and its impact upon the character of the surrounding area, the setting of the listed building, impact upon existing trees, highway safety and neighbouring residential amenities.
- 5.2 The proposed new brick wall is considered to be sensitively designed in terms of its design, scale and positioning. The wall will not exceed 1.35 metres at the front of the site, adjacent to Old Road and its height will reduce to a minimum of 1.05 metres within the site. The length of the wall is limited to 4.15 metres, and existing boundary planting will be retained along the majority of the existing south eastern side boundary. The height of the wall is similar in scale to existing boundary screening at the neighbouring dwelling "Froyles" located to the south east of the application site.

- 5.3 The main building within the application site is a statutory Grade II listed building. The proposed new wall would be located some 15 metres from this building. This distance coupled with the positioning and design of the new boundary wall is considered to respect the setting of this statutory listed building. It is therefore considered that the proposal would have no detrimental effect on the character or setting of the neighbouring listed building.
- 5.4 Existing trees to the north east of the application site on the opposite side of Old Road are covered by TPO 295. Given the positioning of the wall it is not considered that the proposal will detrimentally affect these existing mature trees.
- 5.5 Given the siting of the new boundary wall, there is not considered to be any detrimental impact upon existing parking or turning within the application site or highway safety. The County Highway Authority has no objections to this proposal.
- 5.6 The proposed new boundary wall will not be located in close proximity to existing neighbouring residential dwellings, and will instead abut a shared pedestrian accessway. On this basis, the proposed wall is not considered to detrimentally affect the amenities of neighbouring residential dwellings.
- 5.7 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 Required (C005)
Reason “ and to comply with saved Policies H09, BE2 and BE10”

Informatives:

1. Land Ownership (I7)
2. The development hereby granted consent has been assessed against the following Development Plan policies – saved Policies H09, BE2, BE10, NE14, and NE12 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.

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

Drawing Number:

Date Received:

3027/1

29.07.10

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.

(This page is left intentionally blank)

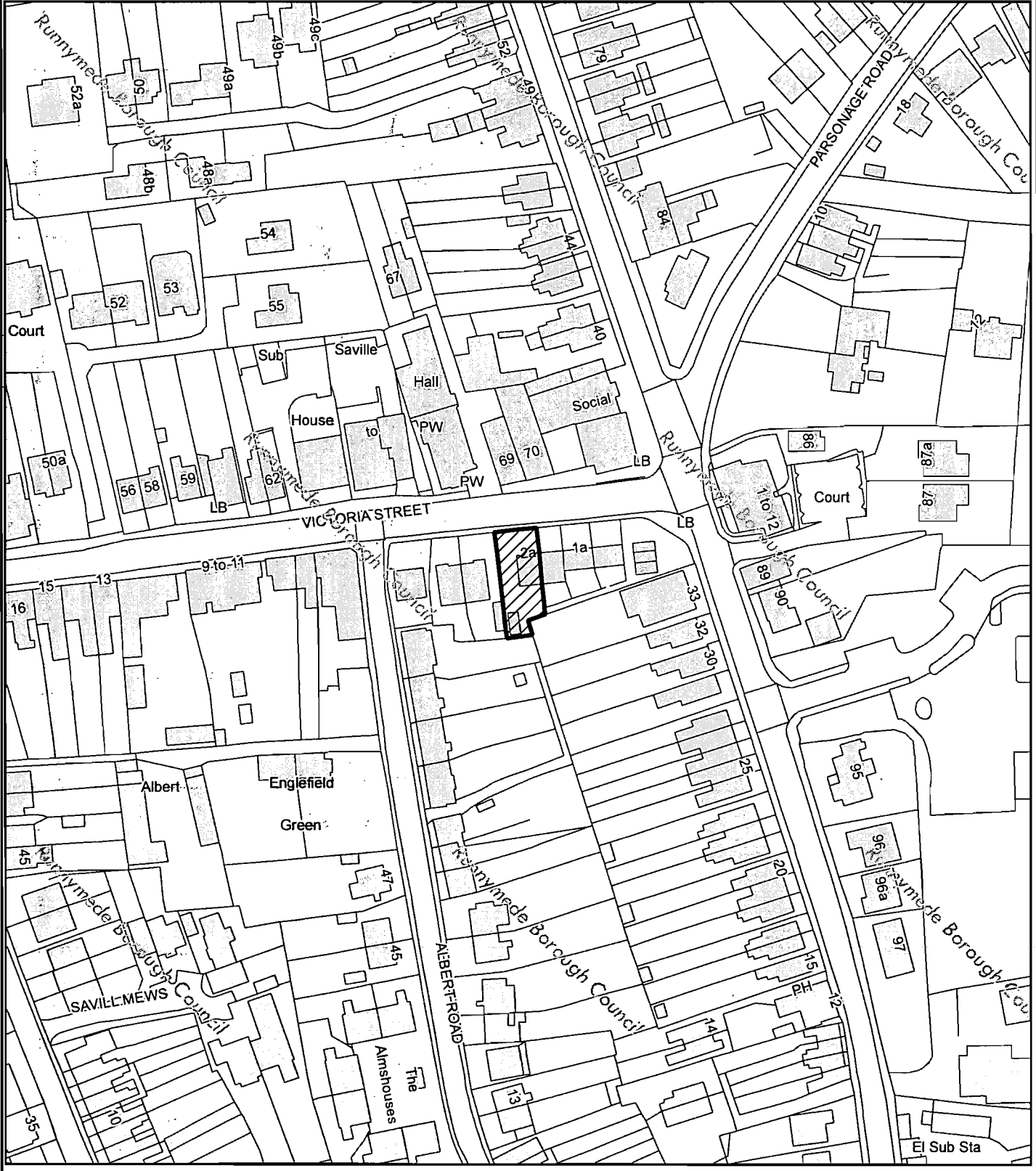


Planning Committee (06/10/2010)

RU.10/0716

2A Victoria Street, Englefield Green

Not to Scale



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf 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 2010

RU.10/0716 Date reg: 30/07/10 Ward: ENGLEFIELD GREEN EAST

LOCATION: 2A VICTORIA STREET, ENGLEFIELD GREEN
PROPOSAL: ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR
EXTENSIONS AND CONVERSION OF THE PROPERTY TO
PROVIDE 2 NO. X 2 BED FLATS
TYPE: FULL PLANNING PERMISSION
APPLICANT: Mr and Mrs Scott

Local Plan: Policies relevant to the consideration of this application are:
Second Alteration April 2001: H09, BE2

1. Site

- 1.1 No 2A Victoria Street is a two storey end of terrace dwelling on the southern side of Victoria Street some 35m west of its junction with Harvest Road.
- 1.2 This terrace of dwellings was built with the frontages facing south over the gardens and the rear of the properties facing Victoria Street. The other three houses in the terrace are accessed from a path running from the rear of the garages adjacent to No 1 Victoria Street along the side boundary of No 33 Harvest Road. No 2A is accessed from Victoria Street.
- 1.3 A single storey garage is sited at the southern end of the site accessed from a driveway to the west of the property.
- 1.4 The site is located within the urban area.

2. History

- 2.1 Outline planning permission was refused in 1960 for the erection of 4 shops with flats over and 3 garages (EGH.60/6126).
- 2.2 Outline planning permission was refused in 1960 for the development of the land for 2 houses (EGH.60/6349).
- 2.3 Outline planning permission was refused in 1960 for the development of the site for 6 flats (EGH.60/6557). A subsequent appeal was dismissed in 1961.
- 2.4 Outline planning permission was refused in 1961 for the erection of a block of 4 flats (EGH.61/7254).
- 2.5 Outline and full planning permission was granted in 1962 for the erection of a block of 4 flats (EGH.62/7435 and EGH.62/8235)
- 2.6 Outline planning permission was granted in October 1963 for the erection of 4 terraced houses on the site of 1 and 2 Victoria Street (EGH.63/8707) followed by planning permission 1964 (EGH.63/8707/2)

2.7 Planning permission was granted in 1975 for the erection of a brick wall surmounted by a fence to a height of 1.8m (RU.75/0661).

2.8 Planning permission was granted in February 2010 for the erection of a two storey side and single storey rear extension (RU.09/1083). The application was determined by the Chairman and Vice Chairman in consultation with the Director of Technical Services as one letter of objection was received from the neighbouring property, No. 3 Victoria Street.

3. Application

3.1 This application proposes the erection of a two storey side and single storey rear extensions and the conversion of the extended property to provide 2no x 2 bed flats. The proposed extension is the same size as that approved in February 2010 under RU.09/1083.

3.2 The proposed two storey side extension would be 2.3m in width, 9.3m in depth on the ground floor, 7.5m on the first floor, 4.9m in height to eaves level with a maximum ridge height of 6.7m. It would be set back 300mm from the wall fronting onto Victoria Street.

3.3 The single storey rear extension would extend across the width of the existing dwelling and the proposed two storey rear extension. It would have a depth of 1.7m, a width of 8.7m and would be 2.3m in height to eaves level, 3.1m in height where it adjoins the existing building/proposed two storey extension.

3.4 The side extension would be erected on the existing drive leading to the garage at the rear of the site. The garage would be demolished and two parking spaces provided on the frontage of the site. The existing crossover would be widened to provide access to the parking spaces.

3.5 The application proposes the conversion of the extended property into 2 no. x 2 bed flats. The proposed ground floor flat would be accessed from a new door created in the flank wall of the two storey side extension and the first floor flat from a replacement door in the elevation facing Victoria Street. The existing rear garden would be subdivided to provide a separate amenity area for each flat.

3.6 In support of the application a design and access statement has been submitted by the applicant. The main points are summarised as follows:

- The proposal seeks to utilise the existing dwelling and proposed extensions approved under RU.09/1083 to provide 2 no. x two bedroom self contained residential apartments.
- The proposal makes more efficient use of previously developed land.
- The subdivision of the property into 2 flats is in keeping with the increasing precedent for flats along Victoria Street.

- The proposed two parking spaces is marginally lower than the maximum standards. This level of parking provision is justifiable because of the site's sustainable location close to public transport facilities and within easy walking distance of local shops and facilities.

4. Consultations

4.1 The application was advertised on the weekly list and letters sent to 8 properties nearby. Eight letters of objection have been received from residents of Englefield Green and a letter from the Englefield Green Residents Association.

4.2 The main points raised in the objection letters are summarised as follows:

- Overdevelopment and reduction in visual amenity by reducing the gap between Nos. 2A and 3 Victoria Street.
- Loss of light and overshadowing
- An increase the number of students occupying the property resulting in noise and disturbance to neighbouring properties.
- The proposal effectively switches the house round as they were built with front doors at the rear and consideration should be given as to why they were built this way round.
- Insufficient parking for the proposed flats.
- The proposed plans propose a wider vehicular access which will reduce the on street parking bay on Victoria Street. It is not accepted that this parking bay is currently only of sufficient length for 3 cars as previously advised by the County Highway's Authority.
- Loss of a potential family home.
- The proposal sets a precedent for further intensification of development and reduction in visual amenity in the street.
- Increased traffic to and from the site.
- No yellow notice has been displayed. (There is no legal requirement for the yellow site notice to be displayed; this is at the discretion of the applicant.)
- Inadequate consultation on this and the previous application. (The application was advertised on the Council's weekly list of planning applications and eight letters of consultation have been sent out to neighbouring properties notifying them of the proposal which is sufficient to meet the Councils obligation. It is confirmed that consultation letters were sent to 1 Albert Road at the rear of the site on both the previous application (RU.09/1083) and the current application although the owner/occupier of this property advises these letters had not been received.)

- The conversion of existing houses into flats increases density and have a huge impact on parking and the use of cars.
 - The shops and services in Englefield Green do not meet the needs of the average householder, but cater for the student market.
- 4.3 The Englefield Green Residents Association advise of strong resistance from local residents to the proposed development as Englefield Green has been beset with problems relating to parking for several years and anything which exacerbates the problem is likely to cause even more distress. The local area consists of tightly packed houses in narrow streets. The problems have mainly been caused by students from Royal Holloway who park indiscriminately and on occasion block residents' entrances. Any proposal with inadequate parking can only cause more trouble and distress to local residents.
- 4.4 The County Highways Authority raise no objection subject to conditions to ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users.
- 4.5 The Council's Land Contamination Officer raises no objection subject to two conditions being attached to any grant of planning permission.

5. Planning Considerations

- 5.1 The site is located within the urban area where additional development is normally acceptable in principle, subject to detailed considerations. Planning permission was granted in February 2010 (RU.09/1083) for the erection of a two storey side and single storey rear extensions which are the same size as the proposed extensions. Therefore the principle of an extension to this property of this size and scale has already been established this year. Consequently the main consideration with this application relates to the conversion of the extended dwelling into two self contained flats.
- 5.2 The main planning issues are the impact of the proposed conversion of the extended property into 2 self contained flats on the character of the area and residential amenities of neighbouring dwellings; impacts on the highway and parking and the loss of family housing (and use of the dwelling for student accommodation).
- 5.3 In terms of visual impact the only external alterations proposed to the extended property as approved under the extant permission RU.09/1083 are (i) the relocation of the door in the southern elevation facing Victoria Street from adjacent to No 2A Victoria Street to more centrally on the extended building; (ii) reduction in the size of the first floor window over the relocated door and (iii) the insertion of a new door in the side elevation facing 3 Victoria Street. It is not considered that the proposed alterations would be visually detrimental to the street scene.

- 5.4 The proposed entrance door to the ground floor flat in the side elevation would provide access directly into the living room of the ground floor flat. It would face the obscure glazed entrance door and hall window of No. 3 Victoria Street. Nos. 2 and 3 Victoria Street are separated by a 1.8m high close boarded timber fence. It is considered the siting of the proposed door would not seriously adversely affect the residential amenities of the occupiers of No 3.
- 5.5 The prevailing character of the area is mixed including commercial and residential buildings comprising of single dwelling houses and flats. In the vicinity of the application site are properties which have been converted to provide self contained flats including Nos 7 Victoria Street (converted into 3 no. x 2 bed flats (RU.05/0004)) and 33 Harvest Road directly to the rear of the site (converted into 3 no. x 2 bed and 2 no. x 2 bed flats (RU.06/0239)). It is therefore considered that the conversion of the property into 2 flats would not be out of character with the immediate area.
- 5.6 The rear garden of this property is more than double the size of the gardens of the other 3 bedroom dwellings forming part of this terrace. It is considered that the subdivision of the rear garden to provide private amenity space for each of the proposed flats would be commensurate with the size of the amenity space for the existing dwellings in this terrace.
- 5.7 The application proposes two off street parking spaces, one for each flat. The Council's parking standards require a maximum of 1.5-2 spaces for each 2 bedroom dwelling. The proposed number of parking spaces therefore complies with the Council's parking requirements. It is also a material consideration that the County Highways Authority has no objection to the proposal in terms of highway safety, traffic generation or parking subject to conditions..
- 5.8 The proposal includes the widening of the existing crossover to two parking spaces sited at right angles to the road, resulting in the reduction in the length of the on-street parking bay by 1.4m. The on street parking bay provides short term parking for a maximum of 30 minutes from 8 a.m. to 6.00 p.m Mondays to Saturdays and therefore cars cannot be parked throughout the day. The County Highway Authority has advised that the existing length of the on-street parking bay is sufficient only for three cars including space for manoeuvring and that the proposed shortening of the parking bay would not reduce the number of on-street parking spaces as the bay would still be of a sufficient length for 3 cars.
- 5.9 Neighbours have expressed concern regarding the use of the two flats as student accommodation. The applicants have advised that it is their intention to rent the proposed flats for the private market, which may appeal to young professional couples but could also mean that the flats are occupied by students or house sharers. It is not, however, under the remit of the Planning Authority to control or discriminate against the likely tenant or occupier. In planning terms, as already explained, the change of use is acceptable and so it is unreasonable to refuse the application on grounds of occupation.

- 5.10 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. C015 Full Application – Standard Time Limit
2. C005 – External materials –samples required
3. C008 – Approval of surfacing materials
4. C021 – No additional windows *northern and western elevations
5. C022 – 'the glazed door in the western elevation'
6. C032 – Retention of car parking spaces
7. C038 – Details of levels
8. C044 – Minimum distance to boundaries *4m to western boundary
9. No development shall take place until details of the means of enclosure of the amenity space for each of the flats has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the adjoining residential properties, and the occupiers of the flats the subject of this permission and to comply with Policy BE2 and H09 of the Runnymede Borough Local Plan Second Alteration 2001.

10. Before the development is occupied the proposed modified access and off street parking space shall be designed/constructed with a gradient of no greater than 1 in 10 in accordance with the approved plan PL-300D.

Reason: In the interests of highway safety and to comply with Policy MV4 and MV9 of the Runnymede Borough Local Plan Second Alteration 2001.

11. The development shall not be occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked. The parking area shall be used and retained exclusively for its designated purpose.

Reason: In the interests of highway safety and to comply with Policy MV4 and MV9 of the Runnymede Borough Local Plan Second Alteration 2001.

12. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the Hydrocarbon-vapour proof membrane which shall be laid under the floor of the extension hereby approved. The approved details shall be fully implemented and retained for the life of the development.

Reason: To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors and to comply with Planning Policy Statement 23 (PPS23) Planning and Pollution Control.

13. In the event that contamination is found at the site during construction of the extension hereby approved, work shall stop immediately, a site investigation carried out by a competent person and a report shall be submitted in writing to the Local Planning Authority for approval. No further works shall be undertaken unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors and to comply with Planning Policy Statement 23 : 'Planning and Pollution Control' (PPS23).

Informatives:

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

<u>Drawing Number:</u>	<u>Date Received:</u>
PL-100, 101, 102B, 200, 201D, 400, 401C	30/07/10
PL-300D	17/09/10

2. The permission 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 Local Transportation service before any works are carried out to any footway, footpath, carriageway, verge or other land forming part of a highway.
3. Permission is required to shorten the on-street car parking bay and will need to be assessed during the next Runnymede Parking review. Please contact Surrey County Council Parking Strategy and Implementation Team on 0300 200 1003.