

12 DECEMBER 2017 PLANNING COMMITTEE

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LOCATION: 5 Delta Road, Woking, GU21 5HL

PROPOSAL: Erection of part two storey, part single storey side and rear extensions and single storey front extension following demolition of existing single storey side projection. Conversion of existing 3 bedroom dwelling (including proposed extensions) to form 1no. 2 bedroom ground floor dwelling and 1no. 2 bedroom first floor dwelling (amended description and amended plans received 20.09.2017 and 25.09.2017).

TYPE: Full Application

APPLICANT: Mr S Hussain

OFFICER: Benjamin
Bailey

REASON FOR REFERRAL TO COMMITTEE

The proposal results in a net residential unit through a combination of conversion and new build; a development type which falls outside the Management Arrangements and Scheme of Delegations.

SUMMARY OF PROPOSED DEVELOPMENT

Erection of part two storey, part single storey side and rear extensions and single storey front extension following demolition of existing single storey side projection. Conversion of existing 3 bedroom dwelling (including proposed extensions) to form 1no. 2 bedroom ground floor dwelling and 1no. 2 bedroom first floor dwelling.

Site Area: 0.0295 ha (295 sq.m)
Existing units: 1
Proposed units: 2
Existing density: 34 dph (dwellings per hectare)
Proposed density: 68 dph

PLANNING STATUS

- Urban Area
- Priority Place
- High Density Residential Area
- High Accessibility Zone
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

Grant planning permission subject to recommended conditions and SAMM (TBH SPA) contribution secured by Legal Agreement.

SITE DESCRIPTION

No.5 Delta Road is a two storey semi-detached dwellinghouse located within the Urban Area within the Maybury area to the east of Woking Town Centre. The property is located within a High Density Residential Area and the High Accessibility Zone. The property benefits from a rear amenity area laid predominately to lawn with an area of patio hardstanding. A single storey extension projects to the side and rear.

RELEVANT PLANNING HISTORY

PLAN/2016/0757 - Erection of part two storey, part single storey rear extension.
Permitted subject to conditions (19.08.2016)

PLAN/2016/0739 - Erection of two storey (2 bed) dwelling to side of No.5 Delta Road with erection of part two storey, part single storey rear extension to existing dwelling.
Application Withdrawn (15.08.2016)

PLAN/2005/0173 - Erection of a single storey side extension.
Permitted subject to conditions (14.03.2005)

CONSULTATIONS

County Highway Authority (SCC):

Note that the application involves the on site provision of two parking spaces, however with the new extensions there appears to be insufficient room to the front of the property for these spaces. Please could the applicant supply an additional plan indicating where these two spaces will be, they should be a minimum of 4.8 metres x 2.4 metres and there should be no encroachment of vehicles parked in these spaces onto the footway.

National Grid Asset Protection Team:

No comments received.

REPRESENTATIONS

None received

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2012)

Section 4 - Promoting sustainable transport

Section 6 - Delivering a wide choice of high quality homes

Section 7 - Requiring good design

Section 11 - Conserving and enhancing the natural environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS5 - Priority Places

CS8 - Thames Basin Heaths Special Protection Areas

CS10 - Housing provision and distribution

CS11 - Housing mix

CS12 - Affordable housing

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CS18 - Transport and accessibility
CS21 - Design
CS25 - Presumption in favour of sustainable development

Development Management Policies DPD (2016)

DM11 - Sub-divisions, Specialist Housing, Conversions and Loss of Housing

Supplementary Planning Documents (SPDs)

Outlook, Amenity, Privacy and Daylight (2008)
Design (2015)
Parking Standards (2006)
Affordable Housing Delivery (2014)

Other Material Considerations

South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area
Thames Basin Heaths Special Protection Area Avoidance Strategy
National Planning Practice Guidance (NPPG)
Waste and recycling provisions for new residential developments
Technical Housing Standards - Nationally Described Space Standard (March 2015)

COMMENTARY

Amended plans were requested, and accepted, during consideration of the application to address concerns identified with the application as initially submitted. Amended plans made the following key changes:

- Initially proposed hip-to-gable roof extension to existing dwelling omitted in favour of retaining existing hipped roof form.
- Roof form of two storey element of side extension altered from initially proposed gabled form to hipped form to reflect hipped form of existing dwelling.
- Width of single storey front extension reduced.
- Internal layout of ground floor dwelling altered to provide 2 bedrooms (as opposed to initially proposed 3 bedrooms) and to avoid side-facing single aspect bedroom window.

Due to the consideration that amended plans reduced the scale of the proposed development in comparison to that initially submitted, and the potential impact upon neighbouring amenity as a consequence, it was not considered necessary to undertake further public consultation on amended plans.

PLANNING ISSUES

1. The main planning issues to consider in determining this application are:
 - Principle of development
 - Design and impact upon the character of the host dwelling and street scene
 - Impact upon neighbouring amenity
 - Amenities of future occupiers
 - Highway safety and parking implications
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Affordable housinghaving regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

Principle of development

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2. The application site is situated within the designated Urban Area within a High Density Residential Area, outside of the 400m (Zone A buffer) of the Thames Basin Heaths Special Protection Area (TBH SPA) and outside of identified fluvial and surface water flood zones.
3. Policy CS10 of the Woking Core Strategy (2012) identifies that the Council will make provision for 4,964 net additional dwellings in the Borough between 2010 and 2027. The justification text for Policy CS10 states that new residential development within the Urban Area will be provided through redevelopment, change of use, conversion and refurbishment of existing properties or through infilling.
4. The text of Policy CS10 of the Woking Core Strategy (2012) sets out an indicative density range of between 30 - 40 dph for infill development within the rest of the Urban Area (ie. those areas outside of Woking Town Centre, West Byfleet District Centre and Local Centres). The reasoned justification text to Policy CS10 states that "*development proposals in the High Density Residential Area, as defined on the Proposals Map, will be permitted at densities generally in excess of 70 dph in order to make efficient use of land*". The application site falls within the High Density Residential Area, as defined on the Proposals Map. The existing density of the application site is 34 dph. The proposed density of the application site would be 68 dph, therefore according with the indicative density set out within the High Density Residential Area and making more efficient use of land than the existing situation, in accordance with Policy CS10.
5. Policy DM11 of the Development Management Policies DPD (2016) states that "*proposals for...the sub-division of existing dwellings of an appropriate size to two or more dwellings, including flats... will be permitted provided the following criteria are met:*
 - (i) the proposal does not harm the residential amenity or character of the area;*
 - (ii) a good quality of accommodation is provided by meeting any relevant housing standards;*
 - (iii) there would be no detrimental impact on the visual appearance of the area or that of the building itself;*
 - (iv) any proposed alterations, extensions or additional areas of hard surfacing required to enable the conversion of the dwelling are appropriate in scale, form and extent to the site and its surroundings;*
 - (v) maximum tree cover, mature planting, and screening is retained;*
 - (vi) boundary treatment to the street frontage of the property is retained and a sufficient area of amenity space is retained or provided;*
 - (vii) there is adequate enclosed storage space for recycling/refuse;*
 - (viii) access is acceptable and parking (including for cycles) is provided on site in accordance with the Council's standards;*
 - (ix) the traffic impacts of the proposal are considered acceptable;*
 - (x) the internal layout of the rooms within the proposed conversion will not cause undue disturbance to adjoining residential properties in the building;*
 - (xi) an appropriate contribution is made to avoid harm to the Thames Basin Heaths Special Protection Areas, as set out in Core Strategy Policy CS8, where relevant;*
 - (xii) there is a safe access and egress route during flood events.*

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6. Policy DM11 also states that *"in addition to the 'General Criteria' above, the sub-division of dwellings of an appropriate size to two or more dwellings will only be permitted where:*
 - (i) the proposal would not result in an overall loss of a family home; and*
 - (ii) each proposed dwelling has access to a suitable area of private amenity space.*
7. These criteria will inform assessment of the application in further detail within the paragraphs below.
8. SPD 'Outlook, Amenity, Privacy and Daylight (2008)' sets out that family accommodation will be taken to mean all houses with two bedrooms or more and exceeding 65 sq.m gross floorspace. Policy CS11 of the Woking Core Strategy (2012) sets out that the Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units.
9. The existing dwelling measures slightly in excess of 65 q.m gross floorspace and provides two or more bedrooms. Whilst the existing dwelling therefore constitutes family accommodation both of the resultant two dwellings would provide two bedrooms with the ground floor level dwelling measuring 66 sq.m in gross floorspace and the first floor level dwelling measuring 60 sq.m. Therefore the proposal would not result in the loss of a family home as a family home would be re-provided by the resulting dwelling at ground floor level. The proposal would therefore accord with Policy CS11 in this respect. Overall therefore the principle of development is considered to be acceptable subject to other material planning considerations as set out within this report.

Design and impact upon the character of the host dwelling and street scene

10. One of the core principles of the National Planning Policy Framework (NPPF) (2012) is to seek to secure high quality design. Furthermore Policy CS21 of the Woking Core Strategy (2012) states that buildings should respect and make a positive contribution to the street scene and the character of the area paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
11. The application property forms one of five two storey dwellings on the north-eastern side of Delta Road, which originally contained two pairs of semi-detached dwellings. The original semi-detached pair of No.1 and No.3 has been converted into a short terrace through the addition of an attached dwelling to the side of No.1 (Ref: PLAN/2011/0029). The south-western side of Delta Road contains two buildings at a height of two storeys. The street scene of Delta Road is such that the rear elevations of buildings fronting Boundary Road and Courtenay Road are apparent to the north-west and south-east respectively.
12. The proposal would extend at two storey level to the side and would appear subordinate to the host dwelling through a setback of 450mm from the front elevation and the subordinate maximum height. A separation gap of 1 metre would be retained to the common boundary with No.3 which would retain the rhythm of the street scene and visual separation between buildings in accordance with the guidance contained within SPD 'Design (2015)'. The 3.3m width of the side extension is considered proportionate to the 5.0m width of the host dwelling. The side extension would reflect the hipped roof form of the host dwelling. The overall height and depth of the side

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extension at two storey level would reflect that of the dwelling added to the side of No.1 (Ref: PLAN/2011/0029), and is considered to be appropriate having regard to the approximate 2.4m maximum depth at two storey level beyond the rear elevation of the host dwelling. A 2.5m deep single storey element to the rear would utilise a partially hipped roof form and would appear proportionate to the resulting dwelling, with the single storey scale reducing visibility within the street scene.

13. Part of the two storey extension to the rear would take the form of a 1.3m deep hipped element; this element would largely replicate part of the development previously permitted, as a house extension, under PLAN/2016/0739 and is considered to appear proportionate to the host dwelling and to integrate acceptably into the form and character of the host dwelling. The front extension would be single storey in scale and adopt a simple monopitched roof form. Whilst this element would project approximately 1.5m forwards of the front elevation of the host dwelling it would measure approximately 3.9 sq.m in ground area (measured externally) and approximately 3.2m in maximum height. It is a material consideration that a similar single storey front extension, albeit 0.2m lower in maximum height and 0.9 sq.m lower in ground area (measured externally) would constitute 'permitted development' under the provisions of Article 3, Schedule 2, Part 1, Class D of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and could therefore be constructed without planning permission. Having regard to this factor the single storey front extension is considered to be acceptable. External materials are proposed to match the existing and this can be secured via recommended condition 3.
14. Overall the proposed extensions would appear typical of domestic house extensions in scale, form and appearance and would not give rise to it being readily apparent that the resulting building encompassed two dwellings as opposed to a single extended dwelling. Furthermore the proposed extensions are considered to appear subordinate in scale to the host dwelling, to integrate acceptably into the form and character of the host dwelling and to retain sufficient spacing within the Delta Road street scene. The application is therefore considered to accord with Policy CS21 of the Woking Core Strategy (2012), SPD 'Design (2015)' and Section 12 of the National Planning Policy Framework (NPPF) (2012).

Impact upon neighbouring amenity

15. Policy CS21 of the Woking Core Strategy (2012) advises that proposals for new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, light, or an overbearing effect due to bulk, proximity or loss of outlook. Further guidance on assessing neighbouring amenity impacts is provided within SPD 'Outlook, Amenity, Privacy and Daylight (2008)'.

No.3 Delta Road:

16. No.3 Delta Road is situated to the south-east. The dwelling of No.3 is sited approximately 4.0m from the common boundary with a driveway, which leads to a detached garage located to the rear, intervening between No.3 and the common boundary. No.3 demonstrates an obscure-glazed fanlight style side-facing (north-west) ground floor window and a clear-glazed first floor side-facing (north-west) window which appears to serve the staircase/landing (non-habitable space). The two storey element of the proposed side extension would largely occur opposite the side profile of the dwelling of No.3, which contains only obscure-glazed and non-habitable

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room windows, and opposite the driveway to the side of No.3. Whilst the two storey extension to the side would project approximately 2.4m beyond the rear elevation of No.3 taking account of the retained 1.0m separation to the common boundary, and the siting of the dwelling of No.3 approximately 4.0m from the common boundary, it is not considered that any significantly harmful impact, by reason of potential overbearing effect due to bulk, proximity or loss of outlook, would occur to No.3 contrary to Policy CS21.

17. The 2.5m deep single storey rear element of the extension would remain 1.0m from the common boundary with No.3 and would present a relatively modest 2.5m eaves height at the closest point to the common boundary. Having regard to these combined factors the single storey rear element of the extension is not considered to give rise to significantly harmful impact, by reason of potential overbearing effect due to bulk, proximity or loss of outlook, to No.3 contrary to Policy CS21.
18. SPD 'Outlook, Amenity, Privacy and Daylight (2008)' states that "*significant loss of daylight will occur if the centre of the affected window (or a point 2m in height above the ground for floor to ceiling windows) lies within a zone measured at 45° in both plan and elevation*". The proposed extensions pass this 45° angle test and no significant loss of daylight is considered to occur to openings within the front (south-west) and rear (north-east) elevations of No.3. As previously noted, windows within the side (north-west) elevation of No.3 are obscure-glazed or serve non-habitable space and therefore any loss of daylight to these windows is not considered to be significantly harmful.
19. The single storey front extension would remain in excess of 4.0m from the common boundary with No.3. Taking account of the approximate 3.2m maximum height of this element no harmful amenity impacts are considered to occur to No.3 as a result of this element.
20. The single side-facing (south-east) window at first floor level within the proposed extension would serve a bathroom. Condition 4 is recommended to secure the obscure-glazing and high-level (ie. 1.7m above FFL) opening only of this window; subject to this recommended condition no harmful loss of privacy is considered to occur to No.3 Delta Road.
21. Overall the proposed extensions are considered to achieve a satisfactory relationship to No.3 Delta Road, avoiding significant harmful impact in terms of potential loss of privacy, light, or overbearing effect due to bulk, proximity or loss of outlook.

No.7 Delta Road:

22. No.7 Delta Road forms the opposing half of the semi-detached pair with No.5. The proposed single storey element adjacent to the common boundary measures approximately 2.3m in depth, being set in approximately 150mm from the common boundary, and demonstrating an eaves height measuring approximately 2.5m, pitching to a maximum height of approximately 3.0m. The depth of the two storey element adjacent to the common boundary measures approximately 1.35m, again set in approximately 150mm from the common boundary. Although within close proximity to the common boundary, given the modest depth of the two storey element, combined with the cumulative factors of the depth, design and height of the single storey element, the proposed extension is not considered to result in significantly harmful impact by reason of overbearing effect due to bulk, proximity or loss of outlook to No.7. Whilst the deeper elements of the proposed extensions would project

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approximately 2.4m beyond the rear elevation of No.7 at two storey level, and approximately 4.8m beyond the rear elevation of No.7 at single storey level, these elements would be located approximately 4.6m from the common boundary with No.7. This separation distance is considered to be sufficient to avoid a significantly harmful impact by reason of overbearing effect due to bulk, proximity or loss of outlook to No.7

23. SPD 'Outlook, Amenity, Privacy and Daylight (2008)' states that "*significant loss of daylight will occur if the centre of the affected window (or a point 2m in height above the ground for floor to ceiling windows) lies within a zone measured at 45° in both plan and elevation*". The proposed extensions pass this 45° angle test and no significant loss of daylight is considered to occur to openings within the rear (north-eastern) elevation of No.7.
24. The single storey front extension would remain approximately 2.2m from the common boundary with No.7. Taking account of the approximate 3.2m maximum height of this element, and approximate 1.5m projection, no harmful amenity impacts are considered to occur to No.7 as a result of this element.
25. No openings would face directly towards the common boundary with No.7 and therefore no harmful loss of privacy is considered to occur to No.7. Overall the proposed extensions are considered to achieve a satisfactory relationship to No.7 Delta Road, avoiding significant harmful impact in terms of potential loss of privacy, light, or overbearing effect due to bulk, proximity or loss of outlook.

Properties fronting Delta Road and Omega Road:

26. The proposed two storey extensions would remain in excess of 16.0m from the common (rear) boundary with properties fronting Omega Road and in excess of 18.0m from the front elevations of dwellings on the opposing (south-western) side of Delta Road. Having regard to these retained levels of separation, and to the scale and form of the proposed extensions, no significantly harmful impact, by reason of potential loss of light or overbearing effect, is considered to occur to properties fronting Delta Road and Omega Road. These retained levels of separation exceed the relevant recommended minimum separation distances for achieving privacy as set out within SPD 'Outlook, Amenity, Privacy and Daylight (2008)' and therefore no harmful loss of privacy is considered to occur to properties fronting Delta Road and Omega Road.

Amenities of future occupiers

27. The resulting dwellings would both provide two bedrooms with the ground floor level dwelling measuring 66 sq.m in gross internal floor area and the first floor level dwelling measuring 60 sq.m. Although not locally adopted the Technical housing standards - nationally described space standard (March 2015) identifies a minimum gross internal floor area for 2 bedroom 1 storey dwellings of 61 sq.m. The 66 sq.m ground floor level dwelling would exceed this floor area. Whilst the first floor level dwelling (60 sq.m) would fall 1 sq.m short of this standard this very minor level of shortfall is not considered to be harmful to the amenities of future occupiers. It is considered that a good standard of outlook, daylight and sunlight would be achieved to habitable rooms within both resulting dwellings.
28. SPD 'Outlook, Amenity, Privacy and Daylight (2008)' recommends an area of private garden of at least 30 sq.m to serve flats exceeding 65 sq.m in floorspace, as such flats are suitable for family accommodation. The resulting ground floor level flat would provide two bedrooms and exceed 65 sq.m in floorspace and would therefore be

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suitable for family accommodation. Whilst this is the case the rear garden area would be retained for use of the resulting ground floor level flat, which would benefit from access directly from the kitchen. The resulting rear garden area would exceed 130 sq.m and is therefore considered to provide a good standard of amenity to future occupiers of the resulting 66 sq.m ground floor level flat.

29. The resulting first floor level dwelling would measure 60 sq.m gross floorspace, falling below the 65 sq.m gross floorspace which SPD 'Outlook, Amenity, Privacy and Daylight (2008)' identifies as being suitable for family accommodation. SPD 'Outlook, Amenity, Privacy and Daylight (2008)' states that "*dwelling specifically designed not to be used for family accommodation do not require any specific area to be set aside for each as private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65 sq.m floorspace*". It is therefore considered that the absence of amenity space to serve the resulting first floor level dwelling is acceptable, particularly when balanced with the provision of a net residential unit within the High Density Residential Area within relatively short distance of Woking Town Centre.
30. The rooms within the ground floor dwelling and first floor dwelling would stack vertically. The proposal is therefore considered to achieve an acceptable relationship between the two resulting dwellings.

Highway safety and parking implications

31. SPD 'Parking Standards (2006)' sets maximum parking standards, with the objective of promoting sustainable non-car travel. It advises that where car parking provision falls below the stated maximum standard the scheme needs to be examined to ensure it does not have an adverse impact upon highway safety, the free flow of traffic or parking provision in the locality. More recently, Policy CS18 of the Woking Core Strategy (2012) highlights the Council's commitment to sustainable transport modes. With this in mind new development is steered to urban locations served by a range of sustainable transport options.
32. The NPPF (2012) states that in setting local parking standards local planning authorities should take into account the accessibility of the development; the type and mix of the development; the availability and opportunities for public transport; local car ownership levels; and the need to reduce the use of high emission vehicles.
33. The application site contains an existing area laid to hardstanding to the south-eastern side which appears to be used, albeit seemingly intermittently, for off street car parking. Whilst this appears to be the case there is no existing dropped kerb apparent at the application property on to Delta Road. Whilst it has been stated within the submitted application form that existing and proposed on site parking provision exists for two cars it has not been demonstrated how, following construction of the proposed extensions, the provision of off street parking for two cars would be provided on the site. The County Highway Authority (SCC) has commented in this regard as set out in the consultations section of this report. The submitted application form also sets out that there are no new or altered vehicle accesses proposed to or from the public highway as part of the proposed development.
34. Whilst this is the case the application site is within the designated High Accessibility Zone, which represents a reasonable walking time to and from Woking station using key pedestrian routes. The proposed development would provide two 2 bedroom dwellings in lieu of the existing single 3 bedroom dwelling. SPD 'Parking Standards

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(2006)' identifies a maximum car parking standard, within the High Accessibility Zone, of 1 car parking space per 1 and 2 bedroom dwelling and of 1.5 parking spaces per 3 or more bedroom dwelling, stating that "*for car parking the standards define the maximum acceptable provision for the most common forms of development. Provision above this level will not normally be permitted. A minimum requirement will not normally be imposed unless under provision would result in road safety implications*". The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Paragraph 32).

35. Taking into account the factors discussed above within paragraph 33 the proposed development has been assessed on the basis that no on site car parking to serve the two dwellings would be provided. The maximum level of car parking provision, in line with the SPD, would be 2 spaces for the proposed development. However it is a significant material consideration that the existing maximum level of car parking provision for the 3 bedroom dwelling, in line with the SPD, is 1.5 spaces. The difference between the existing maximum car parking standard and that for the proposed development is therefore 0.5 spaces.
36. Furthermore the application site is located within a highly accessible and sustainable location within close proximity of Woking Town Centre and the wide range of retail, business, leisure, arts, culture and community facilities and other public transport connections, such as bus, cycle and pedestrian facilities, available within Woking Town Centre. Furthermore Delta Road and its wider environs fall within Controlled Parking Zone (CPZ) 2, with on-street parking between the hours of 08:30-18:00 Mondays to Saturdays (inclusive) being controlled through voucher parking with a 3 hour limit and permits only.
37. In light of the above, and taking into account the locational characteristics of the site within close proximity to Woking Town Centre, including its proximity to key services and public transport accessibility, it is not considered that the absence of on-site car parking to serve the proposed two 2 bedroom dwellings would result in undue pressure upon the availability of off-site parking in the locality or have a materially adverse impact upon the free flow of traffic and highway safety over and above the parking provision required to serve the existing 3 bedroom dwelling. The proposal is therefore considered to comply with the National Planning Policy Framework (2012), Policy CS18 of the Woking Core Strategy (2012) and SPD 'Parking Standards (2006)'.

Thames Basin Heaths Special Protection Area (TBH SPA)

38. The site falls within the 400m - 5km (Zone B) buffer of the Thames Basin Heaths Special Protection Area (TBH SPA). The TBH SPA is a European designated site afforded protection under the Conservation of Habitats and Species Regulations 2010 (as amended).
39. Policy CS8 of the Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres, of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM).
40. The Suitable Alternative Natural Greenspace (SANG) element of the TBH SPA avoidance tariff is encompassed within the Community Infrastructure Levy (CIL) however the Strategic Access Management and Monitoring (SAMM) element of the TBH SPA avoidance tariff is required to be addressed outside of CIL. The applicant

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has agreed to make a SAMM contribution of **£660** in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy as a result of the uplift of 1no. 2 bedroom dwelling which would arise from the proposal. The applicant is preparing a Legal Agreement to secure this financial contribution.

41. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBH SPA and therefore accords with Policy CS8 of the Woking Core Strategy (2012) and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy'.

Affordable housing

42. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development will be expected to contribute towards the provision of affordable housing. However, following a Court of Appeal judgment in May 2016, the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016) sets out that there are specific circumstances where contributions for affordable housing planning obligations should not be sought from small scale and self-build development. These circumstances include that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000 sq.m.
43. Whilst it is considered that weight should still be afforded to Policy CS12 of the Woking Core Strategy (2012) it is considered that greater weight should be afforded to the policies within the Written Ministerial Statement of 28th November 2014 and the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016). As the proposal represents a development of 10-units or less, and has a maximum combined gross floorspace of no more than 1000 sq.m, no affordable housing financial contribution is therefore sought from the application scheme.

LOCAL FINANCE CONSIDERATIONS

44. The proposal would be Community Infrastructure Levy (CIL) liable to the sum of **£5,068** (including the April 2017 Indexation).

CONCLUSION

45. Overall the principle of development is considered to be acceptable and the proposed development is considered to respect the character of the host dwelling and street scene of Delta Road. The proposed development is considered to result in an acceptable impact upon neighbouring amenity, to provide a good standard of amenity to future occupiers and to result in acceptable highway safety and parking implications. Thames Basin Heaths impacts can be mitigated by way of the adopted Avoidance Strategy.
46. Having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance the proposal is therefore considered to be an acceptable form of development which complies with Sections 4, 6, 7 and 11 of the National Planning Policy Framework (NPPF) (2012), Policies CS1, CS5, CS8, CS10, CS11, CS12, CS18, CS21 and CS25 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2016), Supplementary Planning Documents 'Outlook, Amenity, Privacy and Daylight (2008)', 'Design (2015)', 'Parking Standards (2006)' and 'Affordable Housing Delivery (2014)', South East Plan (2009) (Saved policy) NRM6, the Thames

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Basin Heaths Special Protection Area Avoidance Strategy and the National Planning Practice Guidance (NPPG). It is therefore recommended that planning permission is granted subject to conditions and planning obligations as set out below.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation response from County Highway Authority (SCC)

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	£660 SAMP (TBH SPA) contribution.	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (SPA) Avoidance Strategy.

RECOMMENDATION

Grant planning permission subject to the following conditions and SAMP (TBH SPA) contribution secured by way of Legal Agreement:

1. The development hereby permitted shall be commenced not later than three years from the date of this permission.

Reason: To accord with the provisions of Section 91 (1) of The Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans numbered/titled:

2017/SH/01 Rev A (Existing Ground Floor and Existing First Floor), undated and received by the Local Planning Authority on 18.07.2017.

2017/SH/02 Rev A (Proposed Ground Floor), undated and received by the Local Planning Authority on 20.09.2017.

2017/SH/03 (Proposed First Floor), undated and received by the Local Planning Authority on 18.07.2017.

2017/SH/04 (Existing Front, Rear and Side Elevations), undated and received by the Local Planning Authority on 18.07.2017.

2017/SH/05 Rev A (Proposed Front, Rear and Side Elevations), undated and received by the Local Planning Authority on 20.09.2017.

2017/SH/06 Rev B (1:1250 Scale Location Plan and 1:200 Scale Site and Roof Plan), undated and received by the Local Planning Authority on 25.09.2017.

Reason: For the avoidance of doubt and in the interests of proper planning.

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3. The external finishes of the development hereby permitted shall match those used in the existing building in material, colour, style, bonding and texture.

Reason: To preserve the visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD 'Design (2015)' and Section 7 of the National Planning Policy Framework (NPPF) (2012).

4. The first floor level window(s) within the south-east (side) elevation of the part two storey, part single storey side and rear extensions hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window(s) which can be opened are more than 1.7 metres above the finished floor level of the room in which the window(s) are installed. Once installed the window(s) shall be permanently retained in that condition unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining property of No.3 Delta Road in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD 'Outlook, Amenity, Privacy and Daylight (2008)' and the provisions of the National Planning Policy Framework (NPPF) (2012)

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework (NPPF) (2012). Amended plans were requested, and accepted, during consideration of the application to overcome concerns identified with the application as initially submitted. Following the submission of amended plans the application was considered to be acceptable.
2. The applicant is reminded that the planning permission hereby granted is granted solely on the basis of the amended plans submitted during consideration of the application and as listed within condition 02 above.
3. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
0800 - 1800 Monday to Friday
0800 - 1300 Saturday
and not at all on Sundays and Bank/Public Holidays.
4. This decision notice should be read alongside the related legal agreement.
5. The development hereby permitted is subject to the Community Infrastructure Levy (CIL). The charge becomes due when development commences. A Commencement Notice, which is available from the Planning Portal website (Form 6: Commencement Notice:
https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf) must be issued to the Local Planning Authority and all owners of the relevant land to notify them of the intended commencement date of the development.
6. The applicant is advised that the term 'fixed' or 'non-opening window refers to a window where the glazing is fitted directly into a permanent fixed frame which contains no opening or openable casement or other device or mechanism to permit opening. Fixing an openable casement with screws or bolts into the frame is not acceptable.

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7. The applicant is advised that where windows are required to be fitted with obscure glazing the glass should have a sufficient degree of obscuration so that a person looking through the glass cannot clearly see the objects on the other side. 'Patterned' glass or obscured plastic adhesive are not acceptable.