

17 MARCH 2020 PLANNING COMMITTEE

6h PLAN/2019/0822

WARD: BWB

LOCATION: 19 Sanway Road, Byfleet, West Byfleet, Surrey, KT14 7SF

PROPOSAL: Proposed change of use from a garage to habitable room (for family use) office space, games room (table tennis) recreational summer house, extra TV room (Retrospective).

APPLICANT: Ms Geraldine Milward

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The decision on whether to take enforcement action falls outside the scope of delegated powers.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks to retain a change of use of the garage for habitable use.

PLANNING STATUS

- Urban Area
- Flood Zone 3
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

That planning permission be REFUSED and authorise formal enforcement proceedings.

SITE DESCRIPTION

The application site is located on the eastern side of Sanway Road, a residential cul-de-sac consists of 23 detached and semi-detached chalet style and two storey dwellings within Flood Zone 3. A linked detached garage is located to the rear of the application site approximately 15 metres away from the dwellinghouse off a shared parking area and adjoined on its southern elevation. The rear amenity space is enclosed by 2 metre high close timber board fencing with a separate side gate providing access to this space.

PLANNING HISTORY

86/0366 - ERECTION OF 8 DETACHED BUNGALOWS AND GARAGES – Refused 22.07.1986 and Allowed on Appeal

87/0437 - AMENDMENTS TO THE PREVIOUS LAYOUT WHICH WAS ALLOWED ON APPEAL (REF 86/0366) – Permitted 04.08.87

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PROPOSED DEVELOPMENT

Retrospective planning consent is sought to retain the change of use of the linked/detached garage to habitable space.

CONSULTATIONS

None

REPRESENTATIONS

None received

RELEVANT PLANNING POLICIES

National Planning Policy Framework 2019

Section 2 - Achieving sustainable development

Section 9 – Promoting sustainable transport

Section 12 - Achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

Core Strategy Document 2012

CS1 - A Spatial Strategy for Woking

CS8 - Thames Basin Heaths Special Protection Area

CS9 – Flooding and water management

CS18 - Transport and accessibility

CS21 - Design

CS22 - Sustainable Design and Construction

CS24 - Woking's Landscape and Townscape

CS25 - Presumption in Favour of Sustainable Development

Development Management Policies DPD 2016

DM9 – Flats above Shops and Ancillary Accommodation

DM10 – Development on Garden Land

Supplementary Planning Guidance

Supplementary Planning Document 'Parking Standards' 2018

Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008

Supplementary Planning Document 'Design' 2015

Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015

PLANNING ISSUES

1. The planning issues that need to be addressed in the determination of this application are; principle of development, whether retention of the accommodation would be detrimental to the character of the area, whether the development causes material harm to the amenities of neighbours, whether the development would include acceptable layout for potential occupiers, highways and parking implications, impact on the Thames Basin Heaths Special Protection Area (TBH SPA) and local finance considerations.

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Principal of Development

2. The existing garage has been converted into habitable space with an independent kitchenette unit, bathroom including shower and toilet and in total covers an internal floor area of approximately 19 sq.m. Given the siting and internal floor area of the accommodation space, it is considered that, as a freestanding unit, it would be difficult to demonstrate that it would be genuinely ancillary to the occupation of the main dwellinghouse.
3. Policy DM9 of the Development Management Policies DPD 2016 states that:

“Ancillary residential extensions, including ‘granny annexes’ and staff accommodation, designed in accordance with Core Strategy policy CS21 and the Council’s Design SPD, will be permitted provided they share a common access with the main dwelling and are physically incorporated within it, and are designed in such a way that renders them incapable of being occupied separately from the main dwelling. Freestanding units that can demonstrate they are genuinely ancillary to the occupation of the main house will be considered in light of the character and amenities of the area and may be subject to conditions restricting their occupancy. Separate, freestanding, independent accommodation will be treated in the same way as a proposal for a new dwelling.”

4. The wording *“freestanding units that can demonstrate they are genuinely ancillary to the occupation of the main house will be considered in light of the character and amenities of the area and may be subject to conditions restricting their occupancy”* within Policy DM9 of the Development Management Policies DPD 2016 is considered to be relevant in this instance. A ‘freestanding unit’ could be a smaller (than that subject to this application) building within the residential curtilage which contains habitable accommodation although does not contain all the requirements for separate freestanding accommodation. Given that the development includes an internal floor area of approximately 19 sq.m, together with the provision of a living room/kitchen/bedroom with separate toilet and shower provisions, in this instance it is considered that the current space represents separate, freestanding, independent accommodation. The internal facilities include running water, kitchen sink, fridge, washing machine along with grill/hob which points towards an independent living space and should, therefore, be treated in the same way as a proposal for a new dwelling as outlined by Policy DM9.
5. It is noted that this space represents a modest living space and falls short of the ‘Technical housing standards - nationally described space standard (2015) for a 1 bed, 1 person dwelling. However, since the introduction of Prior Approval Change of Use from Office to Residential (Class O Schedule 2 Part 3 of the General Permitted Development Order 2015 (as amended) 2015), it is apparent that a number of residential unit are commonly below the minimum standard as set out by the Department for Communities and Local Government and are still utilised and counted as independent dwellings.
6. The detached nature of the garage along with its separation and fact that it does not have to interact physically with the existing dwelling on site, with access to the garage gained through a gateway in the boundary fencing down along the southern side of the plot and not through it, indicates that the

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structure would be separate with no physically incorporated within the building therefore it would have no reliance on it.

7. It should be noted that separate, self-contained living accommodation (as per the application) would be incapable of being constructed by virtue of Article 3, Schedule 2, Part 1, Class E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as Class E requires a *“purpose incidental to the enjoyment of the dwellinghouse”*; separate, self-contained living accommodation is not considered incidental. Considering the paragraph above, there is, therefore, not considered to be a ‘fall-back’ position in this instance.
8. As such, the unauthorised development is not considered to constitute an ancillary annex and has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the garage would be genuinely ancillary to the occupation of the main dwelling considering the level of facilities available within this space including kitchenette with plumbed sink, fridge and separate toilet and shower room. The development is, therefore, contrary to Policy DM9 of the Development Management Policies DPD 2016 and will be assessed against National and Local Policies as a new detached dwellinghouse in the rear amenity space of 19 Sanway Road.

Impact on Character

9. Section 12 of the National Planning Policy Framework 2019 states that development should be *“sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change”*. Policy CS21 of the Woking Core Strategy 2012 echoes this provision and notes that new developments *“should respect and make a positive contribution to the street scene and the character of the area in which they are situated”*.
10. The ‘garage’ (building subject of the application) forms part of a pair of single storey linked garages sited off a communal parking/turning area with dwellings at 20-23 Sanway Road fronting onto. Sited approximately 15 metres from the dwellinghouse at 19 Sanway Road, the existing garage is located towards the terminus of the rear amenity space with a separate doorway providing access to the garage from this space. This separation coupled with its detached nature means that the garage does not share a common access with, nor is physically incorporated within, the main dwelling. Additionally, as outlined above, the unit has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the habitable space would be genuinely ancillary to the occupation of the main dwelling. The application is therefore considered to be similar to the creation of separate, freestanding, independent accommodation and is therefore assessed in the same way as a proposal for a new dwelling in line with Policy DM9 of the Development Management Policies DPD 2016.
11. The surrounding area is urban in character with the application dwelling forming part of a consistent linear grain of detached two storey dwellings with a rear amenity space of approximately 13-15 metres similar to the prevailing pattern. Policy CS21 of the Core Strategy 2012 notes that *“buildings should respect and make a positive contribution to the street scene and the character*

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of the area in which they are situated, paying due regard to the scale, height, proportions, building lines layout, materials and other characteristics of adjoining buildings and land". It is acknowledged that the garage was an original element to the permission granted under 86/0366 (granted at appeal) and therefore there would be no additional erection of buildings in connection with the application. The garage, however, was designed and indented to serve as a garage ancillary to 19 Sanway Road as part of this permission with Condition 5 of 87/0437 (a subsequent amendment to 86/0366) restricting the conversion of the garage into habitable space in order to preserve the car parking provision. The built form of the garage has, therefore, been previously found to be acceptable.

12. In terms of grain and pattern of development, the properties along Sanway Road are set out in a relatively linear grain with generously sized curtilages. The exceptions to this are the 4no linked/detached properties towards the southern terminus of the cul-de-sac which front onto a shared communal turning/parking area to which the application garage also fronts onto. The proposal seeks to retain the linked/detached garage as separate accommodation which is to be considered in the same light as a dwelling as per Policy CS9 of the Development Management Policies DPD 2016, resulting in a second tier of development or garden/tandem development with the garage forming part of the rear amenity space of 19 Sanway Road. Policy DM10 (Development on Garden Land) of the Development Management Policies DPD 2016 states that housing development on garden land and/or that to the rear or side of an existing property will be supported provided that it meets the other relevant Development Plan policies and that:

- it does not involve the inappropriate sub-division of existing curtilages to a size below that prevailing in the area, taking account of the need to retain and enhance mature landscapes;
- it presents a frontage in keeping with the existing street scene or the prevailing layout of streets in the area, including frontage width, building orientation, visual separation between buildings and distance from the road;
- the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area; and
- suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality.

13. As noted earlier, dwellings along Sanway Road are primarily consistent in that they front onto the highway with generous rear amenity spaces. The garage has been designed to serve as an ancillary building to the main dwelling and does not include a frontage which is consistent with the prevailing pattern forming part of a semi-detached pair of garage fronting onto a parking turning area proposed to serve as parking for 19 Sanway Road. It is considered that the garage does not relate to the prevailing character of two storey detached and semi-detached dwellings with rear amenity spaces and would appear

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discordant in terms of the character of dwellings in the locality and would fail to successfully integrate with the prevailing character of dwellinghouses.

14. Due to the location of the unauthorised unit, it is considered that in order to provide the separate dwelling with a suitable amenity provision, the subdivision of the plot to facilitate this would involve the inappropriate subdivision of an existing curtilage to a size below that prevailing in the area. It is considered that the unauthorised unit would appear discordant in terms of the character of the area and would fail to respect and make a positive contribution to the character of the area. The development is, therefore, contrary to provisions outlined in the National Planning Policy Framework, Policies CS21 and CS24 of the Woking Core Strategy 2012, Policies DM9 and DM10 of the Development Management Policies DPD 2016 and Supplementary Planning Document 'Design' 2015.

Impact on Neighbour Amenities

15. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new developments should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, loss of daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Detailed guidance on assessing neighbouring amenity impacts is provided within Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008. The garage is an original element of the development under 87/0437 and therefore its presence is not deemed to conflict with the amenities enjoyed by neighbours. The conversion of the garage, however, may raise other issues which may be detrimental to neighbours, in terms of parking, which will be assessed in the relevant section of this report.
16. While the development may be considered acceptable, in terms of impact on neighbour amenities, this does not outweigh the fact that the development would fail to comply with both National and Local Policies with regards to principal of development and impact on the character of the area.

Layout and Creation of Acceptable Residential Development for Proposed Occupiers

17. One of the Core planning principles set out within Section 12 of the National Planning Policy Framework is to *"secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings"*.
18. The garage is currently fitted out to serve as a separate, freestanding, independent accommodation to the rear of 19 Sanway Road and off a shared communal parking/turning area. The accommodation previously served as an ancillary garage to the host dwelling and amounts to approximately 20 sqm of gross internal area (GIA). Further to this, the fenestration provision is limited with just a single door and two pane window on the northern elevation serving the internal accommodation. Given these facts, this level of GIA would amount to just over half the minimum standards of the 'Technical housing standards - nationally described space standard (2015) for a 1 bed, 1 person 1 storey dwelling at 37 sq.m falling a significant 18 sq.m short of the relevant minimum gross internal floor area and would therefore fail to provide a good standard of amenity for future occupants, contrary to Policy CS21 of the

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Woking Core Strategy (2012) and the core planning principles of the National Planning Policy Framework.

19. Furthermore, the window serving the accommodation would be the sole source of natural light to the unit. This window is North facing and sited towards the north-eastern corner of the internal space which would provide very little outlook or daylight penetration to and from the unit, thereby further exacerbating the poor standard of amenity which would be provided for future occupiers.
20. The Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008 states, in paragraph 4.10, that " *dwellings 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 65sq.m floorspace*". The unauthorised development would be one bedroom and less than 65sq.m floorspace and therefore no objection is raised to the lack of private amenity space to serve the unit however this factor does not outweigh other concerns with the proposal.
21. Overall, by reason of the very restricted gross internal floor area, the limited floor and the relationship of openings serving the unit, the accommodation would fail to provide a good quality of accommodation and good standard of amenity for future residential occupiers contrary to the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Design' 2015.

Highways and Parking Implications

22. The proposal is considered to be similar to the creation of separate, freestanding, independent accommodation and is therefore assessed in the same way as a proposal for a new dwelling in line with Policy DM9 of the emerging Development Management Policies DPD 2016.
23. The resulting residential unit would provide studio accommodation. The existing main dwellinghouse provides 4 or more bedrooms. Supplementary Planning Document 'Parking Standards' 2018 identifies a car parking standard for dwellings providing 4 or more bedrooms of 3 car parking spaces, and of 1 space per 1 bedroom/studio unit; cumulatively a parking standard of 4 spaces across both resulting units is therefore required. The submitted plans show an area of hard-standing to the front of the garage site to provide car parking spaces which could accommodate 2-3 cars with no parking restrictions evident along this section of Sanway Road thereby providing sufficient space to meet the required provision.
24. While the development may be considered acceptable, in terms of impact on parking, this does not outweigh the fact that the development would fail to comply with both National and Local Policies with regards to principal of development, impact on the character of the area and the substandard level of accommodation provided.

Impact on Flooding

25. The application site is located within Flood Zone 3 (high probability of flooding), as identified on the Flood map for planning, and therefore fluvial

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flood issues arise. Policy CS9 of the Woking Core Strategy 2012 states that *“the Council will determine planning applications in accordance with the guidance contained within the NPPF”*. Paragraph 163 of the NPPF states that *“when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (footnote 50 - a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3). Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.”*

26. Paragraph 164 of the NPPF goes on to states that *“applications for some minor development and changes of use (footnote 51 - this includes householder development) should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 50”*. Therefore, whilst the sequential or exception tests are not relevant to the proposal the requirements of Paragraph 163 are relevant. The application has not been submitted with a flood-risk assessment (FRA), site specific or otherwise, and the submission of an FRA has not been requested during consideration of the application due to the fact that the conversion has already occurred.

27. Therefore, having regard to the location of the application site within Flood Zone 3, and in the absence of a site specific flood-risk assessment, the development is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework.

Local Finance Considerations

28. CIL is a mechanism adopted by the Woking Borough Council which came into force on 1st April 2015, as a primary means of securing developer contributions towards infrastructure provisions in the Borough. The Local Planning Authority considers the development to constitute the creation of an independent self-contained residential unit by way of conversion of the pre-existing ancillary garage. Therefore the proposal would be liable for the Community Infrastructure Levy (CIL) on internal GIA. 24 of sq.m and therefore liable to the measure of £3,853.85 (including the 2020 Indexation). The development, therefore would be liable to a total CIL contribution of £3,853.85 which would be payable in the event of an approval.

Impact on the Thames Basin Heaths Special Protection Area

29. The application site falls within the 400m - 5km (Zone B) of the Thames Basin Heath Special Protection Area (TBH SPA) buffer zone. The Thames Basin Heath Special Protection Area (SPA) is a European designated site afforded

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protection under the Conservation of Habitats and Species Regulations 2010 as amended (the Habitats Regulations). The Habitats Regulations designate the Local Planning Authority as the Competent Authority for assessing the impact of development on European sites and the LPA must ascertain that development proposals will not have an adverse effect on the integrity of the site, alone or in combination with other plans and projects, either directly or indirectly, before granting planning permission. The TBH SPA is designated for its internationally important habitat which supports breeding populations of three rare bird species: Dartford Warbler, Woodlark and Nightjars. The Conservation Objectives of the TBH SPA are to ensure that the integrity of the site is maintained or restored as appropriate, and to ensure that the site contributes to achieving the aims of the Wild Birds Directive.

30. Policy CS8 of the Woking Core Strategy 2012 requires new residential development beyond a 400m threshold, but within 5 kilometres, of the SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM).
31. The Suitable Alternative Natural Greenspace (SANG) and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the Strategic Access Management and Monitoring (SAMM) element of the SPA tariff is required to be addressed outside of CIL. The applicant has not submitted a Legal Agreement to secure the relevant SAMM contribution of £515 (1 studio unit at £515 per unit) in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy as a result of the uplift of a studio unit that has arisen from the conversion. Due to other substantive concerns with the application proposal, the applicant was not requested to provide a signed and completed Legal Agreement during assessment of the application.
32. In view of the above, and in the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, the Local Planning Authority is unable to determine that the additional dwellings would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan 2009 and The Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations").

Conclusion

33. To conclude, by reason of its detached nature, internal accommodation and siting in relation to the main dwelling, the converted garage would not share a common access with, nor be physically incorporated within, the main dwelling. Additionally the accommodation has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the accommodation would be genuinely ancillary to the occupation of the main dwelling. The proposal is, therefore, contrary to Policy DM9 of the emerging Development Management Policies DPD. The proposal represents the creation of an independent self-contained residential unit and would involve the inappropriate sub-division of an existing curtilage to a size below that prevailing in the area. Additionally, the layout would appear discordant in

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terms of the character of the area and would fail to respect and make a positive contribution to the character of the area.

34. The development is tantamount to the creation of an independent self-contained residential unit sited within close proximity to the existing two storey dwelling at 19 Sanway Road. It has not been demonstrated that a good standard of residential amenity would be retained for 19 Sanway Road or achievable for potential future occupiers.
35. Furthermore, having regard to the location of the application site wholly within Flood Zone 3, and in the absence of a site specific flood-risk assessment, the development is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework.
36. In addition, in the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures or to secure the proposed units as affordable housing, the Local Planning Authority is unable to determine that the additional dwellings would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policies CS8 and CS12 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan 2009 and The Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations").
37. Consequently it is considered that the development is contrary to provisions outlined in the National Planning Policy Framework, Policies CS8, CS9, CS21 and CS24 of the Woking Core Strategy 2012, Policies DM9 and DM10 of the Development Management Policies DPD 2016, the Council's Supplementary Planning Documents on 'Design' 2015 and 'Outlook, Amenity, Privacy and Daylight' 2008, the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 and the Conservation of Habitats and Species Regulations 2017 (SI No. 1012 - the "Habitats Regulations") and is, therefore, recommended for refusal for the reasons outlined below. It is further recommended that enforcement action to ensure the unauthorised accommodation is reverted back to its original state as a garage for parking/storage.

BACKGROUND PAPERS

1. Site visit photographs.

RECOMMENDATION

It is recommended that planning permission be REFUSED for the following reason:-

1. By reason of its scale, internal accommodation and the size of the accommodation in relation to the main dwelling, the accommodation proposed to be retained as part of this application has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and has not been demonstrated to be genuinely ancillary to the occupation of the main dwelling. The proposal is therefore contrary to Policy DM9 of the Development Management Policies DPD 2016.
2. Retention of the separate accommodation would appear as an anomaly and discordant to the prevailing plot characteristics of the surrounding area failing

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to make a positive contribution to the area contrary to guidance outlined in the National Planning Policy Framework, Policies CS21 and CS24 of the Woking Core Strategy, Policies DM10 of the Development Management Documents DPD 2016 and Supplementary Planning Document 'Design' 2015.

3. By reason of the restricted gross internal floor area, the limited floor and the relationship of openings serving the accommodation, the unit fails to provide a good quality of accommodation and good standard of amenity for future residential occupiers contrary to the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Outlook, Amenity, privacy and Daylight' 2008.
4. The application site is in Flood Zone 3 and a Flood Risk Assessment (FRA) has not been submitted to demonstrate that the development would be suitably protected from flood risk and would not in itself unacceptably increase flood risk. It has not therefore been demonstrated that the proposal would have an acceptable impact on flood risk. This is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework 2019.
5. In the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, the Local Planning Authority is unable to determine that the additional dwelling would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan (2009), the Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations") and Policy DM11 of the Development Management Policies DPD 2016.

It is further recommended that:-

The Head of Legal Services be instructed to issue an Enforcement Notice under Section 172 of The Town & Country Planning Act 1990 (as amended) in respect of the above land requiring the remedy of the breach of planning control to be achieved through:

1. Enforcement action be authorised to remedy the breach of planning control within three months of the date of the Enforcement Notice takes effect by reverting the unauthorised development back to its original state as a garage for parking/storage.

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 the National Planning Policy Framework 2019.
2. The plans/particulars relating to the development hereby refused are numbered / titled:

Block Plan (Received 23.01.20)

Photographs (Received 14.08.19)