

## 29 SEPTEMBER 2020 PLANNING COMMITTEE

6a PLAN/2019/1063

WARD: Pyrford

LOCATION: Tamarix, 153 Old Woking Road, Woking, Surrey, GU22 8PD

PROPOSAL: Demolition of existing dwelling and garage and erection of 2.5 storey block of 5 apartments (use class C3) with associated hard and soft landscaping and relocation of vehicular access to Lincoln Drive (amended scheme).

APPLICANT: Mr Afzal

OFFICER: James Kidger

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### **REASON FOR REFERRAL TO COMMITTEE**

The application is brought before the Committee at the request of Councillor Elson.

### **PROPOSED DEVELOPMENT**

Planning permission is sought to demolish the existing dwelling and detached garage, to erect a building containing five flats with associated parking and amenity space, and to relocate the vehicular access to Lincoln Drive.

The scheme has been amended during the course of the application in order to reduce the impact to the Lincoln Drive street scene and to the protected trees fronting Old Woking Road. As part of this the originally proposed seven flats have been reduced to five, the footprint of the proposed building reduced, and the proposed access arrangements reconfigured.

### **PLANNING STATUS**

- Pyrford Neighbourhood Area
- Surface Water Flooding
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)
- Tree Preservation Order

### **RECOMMENDATION**

GRANT planning permission subject to conditions and Section 106 legal agreement.

### **SITE DESCRIPTION**

The site is a corner plot and abuts Old Woking Road to the north-west and Lincoln Drive to the south-west, with vehicular access from the latter. It is covered by a tree preservation order (TPO) and is at risk of surface water flooding.

### **PLANNING HISTORY**

23951 – three dwellings – approved 8<sup>th</sup> April 1969.

### **CONSULTATIONS**

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- Arboricultural Officer – No objection subject to recommended conditions.
- Drainage & Flood Risk – No objection subject to recommended condition.
- Highway Authority – No objection subject to recommended conditions.
- Pyrford Neighbourhood Forum – Objection as the application does not comply with the Pyrford Neighbourhood Plan.

### **REPRESENTATIONS**

78 representations were received objecting to the originally proposed scheme for 7 units, for the following reasons:

- Inadequate off-street parking provision
- Lack of turning space on site for parked cars
- Cars parked on the road would cause traffic congestion
- Parked cars would overspill into the rest of the estate
- Cars may be parked in dangerous locations
- Proximity of vehicular access to junction with Old Woking Road
- Vehicular access to the site should be via Old Woking Road
- Additional vehicles would cause traffic congestion
- Uplift in traffic would be dangerous for pedestrians
- Loss of trees would result in harm to visual amenity
- Proposed development would not be in keeping with the area
- Removal of trees would result in additional noise from Old Woking Road
- Overlooking of neighbouring properties
- Existing sewage system would not support the proposed development
- Refuse collections would cause traffic congestion
- Undesirable precedent
- Unsustainable car reliant development
- Loss of value of nearby properties
- Multiple new flats not needed
- Density of development is too high
- Overdevelopment of the site
- Height of proposed building overbearing in the street scene
- Height of proposed building should match that of the existing property
- Damage to grass verges during building works
- Local school oversubscribed
- Development would be contrary to the Pyrford Neighbourhood Plan

47 representations have been received objecting to the amended scheme for 5 units, repeating many of the points made previously and for the following additional reasons:

- Increased congestion would inhibit emergency access to the estate
- Waste storage is inadequate
- Footprint of building too close to protected trees
- Flats designed for multiple occupation and would attract investors rather than owner occupiers

1 representation has been received in support of the amended scheme for 5 units, without giving any reason.

**RELEVANT PLANNING POLICY**

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development

Section 5 – Delivering a sufficient supply of homes

Section 9 – Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

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

Section 15 – Conserving and enhancing the natural environment

Development Management Policies DPD (2016):

DM2 – Trees and landscaping

DM10 – Development on Garden Land

Woking Core Strategy (2012):

CS1 – A spatial strategy for Woking Borough

CS8 – Thames Basin Heaths Special Protection Areas

CS9 – Flooding and water management

CS10 – Housing provision and distribution

CS11 – Housing mix

CS12 – Affordable housing

CS18 – Transport and accessibility

CS21 – Design

CS22 – Sustainable construction

CS24 – Woking's landscape and townscape

CS25 – Presumption in favour of sustainable development

Pyrford Neighbourhood Plan (2017):

BE1 – Maintaining the Character of the Village

BE2 – Parking Provision

BE3 – Spatial Character

OS5 – Trees

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Climate Change (2013)

Outlook, Amenity, Privacy and Daylight (2008)

**PLANNING ISSUES**

1. The main planning considerations material to this application are the principle of development on the site, the standard of accommodation to be provided, the impact on the character of the area, the impact on the amenity of neighbouring properties, and the impacts to transport, flooding and trees.

Principle of development

2. The proposed development comprises the demolition of the existing dwelling and the redevelopment of the site to intensify the residential use. The site is within the urban area where such schemes are broadly acceptable in principle, subject to compliance with the policies and planning considerations discussed below.

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3. Development on garden land is required to comply with policy DM10 of the Development Management Policies DPD. The policy states that such development “will be supported provided that it meets other relevant Development Plan policies and that:
  - (i) it does not involve the inappropriate sub-division of existing curtilages to a size substantially below that prevailing in the area, taking account of the need to retain and enhance mature landscapes;
  - (ii) 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;
  - (iii) 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
  - (iv) 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.”

These points are considered further below.

4. Policy CS10 of the Woking Core Strategy sets out an indicative density range of 30-40 dwellings per hectare (dph) for infill development, and goes on to state “Wherever possible, density should exceed 40 dwellings per hectare” and that “Higher densities than these guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of an area would not be compromised.”
5. The site area is just over 1000 square metres, and the proposed development of five flats would thus result in a density of 50dph. This compares to the existing dwelling at 10dph. The resulting density is considered consistent with the aims of policy CS10, and issues of sustainability and character are discussed below.
6. Policy CS11 of the Core Strategy states that “The Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss.”
7. The existing chalet bungalow is currently in use as a house in multiple occupation (HMO). It could however be converted back into a single family dwelling at any time, and its demolition is therefore considered to amount to the loss of a family home.
8. The proposed development would comprise three 2 bedroom flats and two 3 bedroom flats, all in excess of 65 square metres floorspace. All five units would thus fall within the definition of ‘family accommodation’ set out in the Outlook, Amenity, Privacy and Daylight SPD.
9. As such, the development would result in a net increase in family accommodation and is considered to accord with the provisions of policy CS11.

### Standard of accommodation

10. The ground floor of the proposed building would accommodate two 2 bed flats, the first floor a two bed and a three bed, and the roof space a three bed. All would be comfortably in excess of the floor areas recommended within the Government’s Nationally Described Space Standards.

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11. Each of the bedrooms would be adequately sized with reasonable outlook and natural lighting, and each flat would have a relatively spacious open plan kitchen/living area which would ensure sufficient circulation space.
12. Due to the constraints of the site and the nature of development proposed, only the two ground floor flats would benefit from private outdoor amenity space. However, this is not unusual for flatted developments and it is noted there would be some communal amenity space to the front of the building.
13. The Outlook, Amenity, Privacy and Daylight SPD suggests that, in dense urban locations where no suitable outdoor amenity space can be provided, the developer makes a contribution to off-site amenity provision to compensate. This contribution has since been incorporated within the Community Infrastructure Levy (CIL) which the development is liable for.
14. Though not ideal, the lack of private outdoor amenity space for three of the proposed flats is not considered sufficiently harmful to the amenity of future occupiers to warrant the refusal of the application, while some mitigation would be obtained via CIL.

### Character of the area

15. The site comprises a corner plot, fronting Old Woking Road to the north-west and flanked by the westerly end of Lincoln Drive. The surrounding area is residential in character, with the Old Woking Road street scene mainly composed of single, often large, private dwellinghouses set back from the road, and partially disguised by mature trees and landscaping. The notable exception to this is Crann-Mor, the adjacent building to the north-east, a large former dwelling now in use as a care home. Lincoln Drive, on the other hand, leads after the first few plots to a 1950s housing estate with a more close-knit urban grain.
16. The proposed building would be two storeys with accommodation within the loft space, and its footprint would be similar to that of the existing chalet bungalow. It would not exceed the building line of Crann-Mor toward Old Woking Road, nor that of 1 Lincoln Drive toward Lincoln Drive. The overall scale and massing would be similar to those of nos. 126-128 on the other side of Old Woking Road.
17. The proposed building would front Old Woking Road and this façade, with its prominent double gables and centrally located entrance porch, is clearly the primary elevation. The side elevation fronting Lincoln Drive does not amount to a façade in design terms and features a number of secondary windows and rooflights, which is indicative of a secondary elevation. It is therefore considered that the proposed building would be perceived in the context of the relatively larger buildings fronting Old Woking Road, rather than the smaller chalet bungalows at the westerly end of Lincoln Drive.
18. In this context the proposed building would sit comfortably at the side of Crann-Mor and opposite nos. 126-128. Even when compared to the smaller properties on Lincoln Drive, the proposed building would not be significantly outsized, particularly as the immediate neighbour no. 1 has recently been remodelled to a greater scale. Beyond this are two storey properties of similar height to the proposed.
19. Though the proposed building would have the appearance of a single private dwellinghouse, it would contain flats – unlike most of the other dwellings in the vicinity. However, the character of the use – residential accommodation – would be unchanged, while the use of Crann-Mor as a residential care home also differs from

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the majority of dwellings in the vicinity. As such, the provision of flats rather than houses is not considered harmful per se.

20. The provision of flats does however necessitate a greater level of off-street parking than that of a single dwelling, and due to the constraints of the site – notably trees – this would be located at the south side fronting Lincoln Drive. A number of smaller trees would be lost to facilitate the hardstanding and relocated vehicular access, which would be visible in the street scene. There would be some detriment to the sylvan character of the streetscape, but subject to a condition requiring a landscaping scheme this is not considered to warrant refusal. It is further noted that a similar element of hardstanding and reduced foliage is already in situ at 1 Lincoln Drive.
21. Overall the proposed building would fit into the urban grain in this location and is not considered harmful to the character of the area. It would therefore comply with policy DM10 as set out above, and with policies BE1 and BE3 of the Pyrford Neighbourhood Plan.

### Impact on neighbouring amenity

22. The proposed building would be between 1 and 1.8m from the north-east side boundary, and Crann-Mor beyond is another 1.8 to 2.5m distant. These distances accord with the recommendation for side to boundary separation within the Outlook, Amenity, Privacy and Daylight SPD.
23. The proposed building would be set further forward than the existing dwelling and the distance to 1 Lincoln Drive at the rear would increase from 5m to around 9m. It is considered that this would counteract the increase in height, and as such there would be no greater overbearing impact to 1 Lincoln Drive. In any case, the north-west side elevation of 1 Lincoln Drive does not contain any windows, and thus in practice the impact would be negligible.
24. The rear elevation of the proposed building would face the featureless side elevation of 1 Lincoln Drive. Due to the layout of the plots, the rear garden area of 1 Lincoln Drive would be at an oblique angle from the proposed building and only the most northerly of the windows would notionally overlook it. However, the approximate 25m distance and multiple lines of foliage would in practice reduce this to a point where there would be no significant harm to amenity.
25. The first floor and dormer windows within the rear elevation would also notionally overlook – albeit again at an oblique angle – the rear amenity space at Crann-Mor. However, in practice this would be significantly curtailed by the line of Cypress trees on the Crann-Mor side of the boundary. In any case, the expectation of privacy is much lower within a shared amenity space such as that of a care home, and any resulting overlooking is not considered significantly harmful.

### Transport

26. The proposed development would involve the relocation of the vehicular access to Lincoln Drive to a point around 9m further away from the junction with Old Woking Road. This arrangement is considered acceptable by the Highway Authority, and would allow refuse collection lorries to leave the road completely when making collections.
27. Many of the representations received contend that the proposed development would make the junction between Lincoln Drive and Old Woking Road dangerous, or that it

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is already dangerous and would be made more so. For the avoidance of doubt, in the absence of any objection from the Highway Authority this is not a conclusion, in planning terms, that can reasonably be drawn.

28. The recommended minimum parking standard for the proposed development, as set out in the Parking Standards SPD, amounts to one off-road parking space per flat, plus a further 10% allowance for visitors. The six spaces proposed would meet this standard. It is therefore considered that “sufficient off-street parking”, as per policies BE1 and BE2 of the Pyrford Neighbourhood Plan, would be provided.
29. It is noted that the Highway Authority have recommended a condition be added requiring a Construction Transport Management Plan (CTMP). However, as these issues are covered by separate legislation, such a condition would fail to meet the tests set out within the Planning Practice Guidance (PPG), particularly those of relevance and enforceability. No condition is therefore recommended.

### Flooding

30. Parts of the site are at medium (1 in 1000 year) and high (1 in 100 year) risk of surface water flooding, and areas at very high (1 in 30 year) risk can be found on Lincoln Drive and to the rear of Crann-Mor. A condition will therefore be added requiring a drainage scheme as per the recommendation of the drainage and flood risk officer.

### Trees

31. The site is covered by a group TPO made in 1962. An arboricultural report has been submitted, and details the impact to trees on site and how retained trees would be protected during building works.
32. This report – including the removal of two Scots Pine trees (T7 and T8) on the Old Woking Road frontage – is considered acceptable by the Council's arborist and will be secured by condition, while replacement planting will be required as part of a landscaping scheme which will also be conditioned.

### Thames Basin Heaths Special Protection Area (TBH SPA)

33. The site is within 5km of the TBH SPA and the proposed development would result in additional residential units. Natural England have demonstrated that additional residential development within such proximity can have a significant effect upon the rare bird population of the SPA.
34. Policy CS8 of the Woking Core Strategy requires an appropriate contribution toward Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM) in order to mitigate these effects. An appropriately worded legal agreement under Section 106 of the Town and County Planning Act 1990 securing this contribution will therefore be required prior to any grant of planning permission.

### Affordable housing

35. Policy CS12 of the Woking Core Strategy states that new residential development on greenfield land (garden land is classified as such) will be expected to provide 50% affordable housing, or a financial contribution toward the provision of affordable housing off-site.

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36. However, paragraph 63 of the National Planning Policy Framework (NPPF) (2019) states that provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas. The site is not within a designated rural area and does not constitute major development (development where 10 or more dwellings will be provided or, if the number of dwellings is not known, the site has an area of 0.5 hectares or more).
37. Whilst weight should still be afforded to policy CS12 it is considered that greater weight should be afforded to the policies within the NPPF. As such, given that the proposed development would not be major development no affordable housing or financial contribution is sought.

### **Sustainability**

38. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This was expected to happen alongside the introduction of Zero Carbon Homes policy in late 2016. The government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
39. Until the amendment is commenced, Local Planning Authorities are expected to take this statement of the Government's intention into account in applying existing policies and setting planning conditions. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4. Subject to such conditions, the proposal is considered acceptable in terms of sustainability.

### **Local Finance Considerations**

40. The proposed development would result in new residential units and would thus be liable for a financial contribution under the Community Infrastructure Levy (CIL). CIL would be payable on the gross new build floor space of the development, less the floor space of the existing structures.

### **CONCLUSION**

The proposed development would provide four additional units of accommodation in the Borough. The standard of accommodation to be provided is considered acceptable and there would be no significant harm to the character of the area or to neighbouring amenity. The application is therefore recommended for approval subject to a legal agreement securing a SAMM contribution.

### **BACKGROUND PAPERS**

Site Photographs dated 3<sup>rd</sup> February 2020 and 4<sup>th</sup> September 2020.

### **RECOMMENDATION**



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It is recommended that planning permission be GRANTED subject to the completion of a legal agreement securing a SAMM contribution and the following conditions:

1. The development for which permission is hereby granted shall be commenced not later than the expiration of three years beginning with 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 approved plans listed below:

18123 Sk L01 Rev A – Proposed Block Plan – received 2<sup>nd</sup> July 2020  
18123 Sk 201 Rev G1 – Proposed Site Plan – received 2<sup>nd</sup> July 2020  
18123 Sk 202 Rev C – Ground and First Floor Plans – received 1<sup>st</sup> Sept 2020  
18123 Sk 203 Rev B – Mansarde and Roof Plans – received 2<sup>nd</sup> July 2020  
18123 Sk 204 Rev A – Proposed Front Elevation – received 2<sup>nd</sup> July 2020  
18123 Sk 205 Rev A – Proposed Side Elevations – received 2<sup>nd</sup> July 2020  
18123 Sk 206 Rev A – Proposed Rear Elevation – received 2<sup>nd</sup> July 2020  
18123 Sk 01 Rev B – Proposed Bin Enclosure – received 3<sup>rd</sup> July 2020

Reason: For the avoidance of doubt and to ensure that the development is completed in accordance with the approved plans.

3. ++ No above ground development associated with the development hereby permitted shall commence until details and samples of the materials to be used in the external elevations have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To protect the visual amenities of the area.

4. ++ Protective measures shall be carried out in strict accordance with the arboricultural report provided by Advanced Tree Services and received on 29th June 2020, and shall include the convening of a pre-commencement meeting with the Local Authority tree officer and arboricultural supervision of any works within the root protection areas of retained trees. No works or demolition shall take place until details of service and drainage runs have been submitted to and approved in writing by the Local Planning Authority, and the tree protection measures set out in the report have been implemented. Any deviation from the works prescribed or methods agreed will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

5. ++ No development shall commence until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority which specifies species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the completion of the development and maintained thereafter. Any

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retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality.

6. No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme should demonstrate the surface water run-off generated up to and including the 1 in 100 plus climate change critical storm will not exceed the run-off from the existing site following the corresponding rainfall event.

The drainage scheme details to be submitted for approval shall also include:

I. Calculations demonstrating no increase in surface water runoff rates and volumes discharged from the site compared to the existing scenario up to the 1 in 100 plus climate change storm event.

II. Calculations demonstrating no on site flooding up to the 1 in 30 storm event and any flooding between the 1 in 30 and 1 in 100 plus climate change storm event will be safely stored on site ensuring no overland flow routes.

III. Detail drainage plans showing where surface water will be accommodated on site.

IV. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The surface water drainage scheme shall be implemented in accordance with the approved details prior to the first use of the development hereby permitted and thereafter it shall be managed and maintained in accordance with the approved details in perpetuity.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and to ensure the future maintenance of these in accordance with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

7. ++ Prior to the commencement any above ground works in connection with the development hereby permitted, written evidence shall be submitted to and approved in writing by the Local Planning Authority (LPA) demonstrating that the development will:
  - a. Achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New

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Dwellings (2013 edition). Such evidence shall be in the form of a Design Stage Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and

- b. Achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence shall be in the form of a Design Stage water efficiency calculator.

Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policy CS22 of the Woking Core Strategy 2012.

8. No part of the development shall be first occupied unless and until the proposed vehicular access to Lincoln Drive has been constructed and provided in accordance with the approved plans and thereafter shall be kept permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

9. The development hereby approved shall not be first occupied unless and until existing access from the site to Lincoln Drive has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

11. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans:

(a) Secure parking for bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority; and

(b) Fast charge sockets for electric vehicles, of which at least one shall be active, shall be fitted to two of the parking spaces in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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Reason: In the interests of achieving a high standard of sustainability with regards to cycle storage and electric vehicle charging infrastructure requirements.

12. The roof lights in the development hereby permitted shall be sited so that their lower edges are a minimum of 1.7 metres above the floor of the room in which they are installed. Once installed the roof lights shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the neighbouring properties.

13. The first floor window in the side (north-east) elevation hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. Once installed the window shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining properties.

### **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 applicant is advised that Council Officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
3. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours: 8.00 a.m. - 6.00 p.m. Monday to Friday; 8.00 a.m. - 1.00 p.m. Saturday; and not at all on Sundays and Bank Holidays.
4. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential extensions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

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[http://www.planningportal.gov.uk/uploads/1app/forms/form\\_6\\_commencement\\_notice.pdf](http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

Claims for relief must be made on the appropriate forms which are available on the Council's website at:

<https://www.woking.gov.uk/planning/service/contributions>

Other conditions and requirements also apply and failure to comply with these will lead to claims for relief or exemption being rendered void. The Local Planning Authority has no discretion in these instances.

For full information on this please see the guidance and legislation here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

<http://www.legislation.gov.uk/all?title=The%20Community%20Infrastructure%20Levy%20Regulations%20>

Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

5. The applicant's attention is specifically drawn to the condition(s) above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.
6. The applicant is advised that the permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement 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. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).
7. The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

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8. The applicant is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. The applicant is advised that when a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.