

8th JUNE 2021 PLANNING COMMITTEE

6D PLAN/2020/0999

WARD: Heathlands

LOCATION: Land at Hunts Farm, Egley Road, Woking, GU22 0NQ

PROPOSAL: Erection of 8 dwellinghouses, new access, parking, landscaping and amenity space.

APPLICANT: William Lacey Group Ltd

OFFICER: Josey Short

REASON FOR REFERRAL TO COMMITTEE

The proposal is for the erection of 8 x dwellings which falls outside of the scheme of delegated powers.

PROPOSED DEVELOPMENT

Planning permission is sought to erect 8 x dwellinghouses with associated new access, parking, landscaping and amenity space.

PLANNING STATUS

- EA and SFRA Flood Zone 2
- SFRA Flood Zone 3a
- Green Belt
- Mayford Settlement Area
- Thames Basin Heath Special Protection Area (TBH SPA) Zone B (400m-5km)
- TPO Area

RECOMMENDATION

Grant planning permission subject to conditions and a S106 agreement.

SITE DESCRIPTION

The application site is located on the east side of Egley Road within the Green Belt in the settlement of Mayford. The site is located within flood zone 2 and SFRA zone 3a, a TPO area and the Thames Heath Basic SPA. The application site comprises open amenity land between Mayford Motors garage to the north and White Gates to the south. The site is currently occupied by mature trees and hedgerow. The Hoe Stream is located to the east (rear of the site).

PLANNING HISTORY

None relevant.

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CONSULTATIONS

Conservation – The main concern is the effect, if any, on the setting of the grade II listed Hunts Farm and other listed buildings just to the east of it. The development site is separated from Hunts Farm by a pair of semi-detached houses which both have established boundaries. This limited development is protected from the road frontage by mature retained trees and to the rear by natural landscape associated with the open space and thus will not have any negative impacts of the setting of the two listed buildings. Therefore no adverse comments raised.

Environment Agency – The planning application is for development the EA do not wish to be consulted on.

Trees – In principle, the proposed is acceptable, however further information will be required including an engineering solution/design to install the bridge section for the entrance which should be constructed in a non-invasive manner and supported/included with an Arboricultural method statement which would be required for approval prior to the commencement of any works on site. Details of service runs will be required for approval prior to the commencement, these should be installed avoiding excavation within the RPAs of retained trees. It is confirmed that this information can be secured by pre commencement conditions.

Forestry Commission – As a non-statutory consultee, the Forestry Commission have provided information that may be helpful when considering the application relating to details of Government Policy relating to the ancient woodland and information on the importance and designation of ancient woodland.

Highways – The propose development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions relating to visibility zones, the closing of the layby, the laying out of parking, fast charging sockets and a Construction Transport Management Plan have been recommended in the event that planning permission is granted in this instance.

Drainage – Following a review of the submitted information, approval is recommend on drainage and flood risk grounds providing conditions are included if planning permission is granted requiring all development to be constructed in accordance with the submitted drainage strategy and a verification report to be submitted to and approved prior to the first occupation of the dwellings. These conditions will ensure the application complies with NPPF and Woking Borough Council's Core Strategy: Policy CS9.

Ecology - It is recommended that prior to determination of the application, clarity is sought regarding ownership of the orchard (i.e. whether the Local Authority have accepted the offer of the orchard, and, if not, who will be responsible for future management of the site) and the applicant to provide an appropriately detailed Management Plan for the orchard to demonstrate that no net loss of biodiversity will result from the proposed development and that measurable net gains, secure for the life time of the development, are sought.

REPRESENTATIONS

One (1) letter of objection received from a neighbour of Mayford Village raising concerns for:-

- The design of the proposed development is not in keeping with Mayford Village area overall and is also not in keeping with the directly adjacent properties; Whitegates, Holly Villa and Hunts Farm.

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- The design of the dwellings combined with the loss of greenery will visually impact the area in a negative manner by making it look too built up and will contribute towards Mayford losing its village style

One (1) letter was received from north neighbouring dwelling neither supporting the proposal.

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development

Section 4 – Decision making

Section 5 – Delivering a sufficient supply of homes

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

Section 13 – Protecting Green Belt land

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

Section 15 – Conserving and enhancing the natural environment

Section 16 – Conserving and enhancing the historic environment

South East Plan (2009) –

(Saved Policy) NRM6 – Thames Basin Heaths Special Protection Area

Woking Core Strategy (2012)

CS6 – Green Belt

CS7 – Biodiversity and nature conservation

CS8 – Thames Heath Basin Special Protection Areas

CS9 – Flooding and water management

CS10 – Housing provision and distribution

CS11- Housing Mix

CS12 – Affordable Housing

CS17 – Open space, green infrastructure, sport and recreation

CS18 – Transport and accessibility

CS20 – Heritage and conservation

CS21 – Design

CS24 – Woking's landscape and townscape

CS25 – Presumption in favour of sustainable development

Development Management Policies Development Plan Document (DMP DPD) (2016)

DM2 – Trees and landscaping

DM6 – Air and water quality

DM7 – Noise and light pollution

DM13 – Buildings in and adjacent to the Green Belt

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Other Material Considerations:

Community Infrastructure Levy (CIL) Charging Schedule (2015)

PLANNING ISSUES

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1. The main considerations within the determination of this application comprise
 - Principle of development
 - Impact on the green belt
 - Design and impact on visual amenity
 - Impact on Listed Buildings
 - Impact on residential amenities
 - Standard of residential accommodation
 - Highways and parking.
 - Flooding and drainage
 - Trees
 - Sustainability
 - Ecology
 - Affordable housing
 - Impact on the Thames Basin Heaths Special Protection Area
 - Local finance contributions

Principle of development

2. The NPPF (2019) and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. Policy CS10 of the Woking Core Strategy (2012) identifies that the Council will make provision for an additional 4,964 net additional dwellings in the Borough between 2010 and 2027. The reasoned justification text to Policy CS10 states that limited infill development will be permitted in Mayford Settlement Areas in line with national policy set out in policy CS6; Green Belt.
3. The proposal would redevelop the land to the rear of Hunts Farm and to the east of Egley road and construct 8 x dwellings. While the principle of an additional dwelling in the urban area is acceptable, this is subject to further material considerations set out in this report.

Impact on the Green Belt

4. The site is located in the Green Belt. Paragraph 145 of the NPPF (2019) makes clear that the construction of new buildings in the Green Belt should be regarded as inappropriate development which is by definition harmful to the Green Belt. However, an exception to this is limited infilling in villages.
5. Policy CS6 of the Core Strategy (2012) and policy DM13 of the Development Management Policies DPD are consistent with this approach and states that Mayford Village is designated as an infill only settlement within the Green Belt on the Councils Proposals Map and details that within the village infill development will be permitted where:
 - it is for a purpose acceptable in PPG2 Green Belts,
 - it is on land which is substantially surrounded by existing development and which forms a gap within a built up frontage
 - the proposed buildings would be used either for residential purposes or for another use which would not be harmful to residential amenity
 - for residential development, proposals are in accordance with the policies applied to new and replacement houses in the urban area.
6. The information in the Glossary of the Core Strategy states that infilling should:-
 - have no greater impact on the purposes of including land in the Green Belt than the existing development
 - not exceed the height of the existing buildings; and
 - not lead to a major increase in the developed proportion of the site.

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7. The application site is located within Mayford village which is identified as a village settlement by the Councils Core strategy. The site is located on the east side of Egley Road in an existing gap between Mayford Garage (north of the site) and White Gates (south of the site). Egley Road has an established built up frontage which comprises a combination of residential and commercial properties. The proposed development would consist of 8 residential units. With the above taken into account, it is considered that the proposed development would comply with policy CS6 of the Councils Core Strategy and paragraph 145(e) of the NPPF.
8. Irrespective of the above, it is considered that it would be reasonable and necessary to remove permitted development rights for the dwellings for Classes A, B and E in order to manage future development and its impact on the Green Belt location. With this taken into account, a condition to this affect would be included in the event of planning permission being granted in this instance.

Impact on visual amenity

9. The NPPF (2019) sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development. Paragraph 122(d) sets out that planning decisions should support development that makes efficient use of land taking into account the desirability of maintaining an area's prevailing character and setting (including residential gardens) or of promoting regeneration and change.
10. Policy CS21 of the Core Strategy (2012) states "*Proposals for new development should...respect and make a positive contribution to the street scene and the character 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 further stated that developments should incorporate landscaping to enhance the setting of the development and provide for suitable boundary treatment(s).
11. Policy CS24 of the Woking Core Strategy 2012 states that '*development will be expected to...respect the setting of, and relationship between, settlements and individual buildings within the landscape*' and to '*conserve, and where possible, enhance townscape character*'.
12. The proposed development would be constructed on an existing pieces of amenity land on the east side of Egley Road, which forms an existing gap between Mayford garage and the cottages at the junction with Guildford Road to the south. By virtue of this positioning the proposal would be readily apparent from the public realm. The street scene in this part of Egley Road is characterised by a combination of residential and commercial properties. It is noted that the dwellings on Egley Road are of a variety of styles and finishes with the south of Egley Road being a prime example of this both on the east and west sides of the road. It is also noted that the residential dwellings within the street scene are set back from the public realm vary in appearance in terms of height, design and materiality.
13. The proposal would comprise 4 x semi-detached units forming 8 x residential dwellings (4 x 2 bedroom dwellings and 4 x 3 bedroom dwellings), associated parking to the front and private amenity space to the rear. The dwellings would be set back from the public realm by a distance of approximately 26 metres at the closest point, with a large area of soft landscaping immediately to the front of the site with an opening for vehicular access and egress. The scheme would comprise a row of 4 buildings of 2 designs. It is noted that

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the smaller of the 2 designs would be located on the outer sides of the row, closest to the neighbouring properties whilst the larger would be located centrally. The buildings would be two storeys and encompass barn hipped roofs. The smaller of them (plots 1, 2, 7 and 8) would have a maximum height of 8.6 metres, whilst the larger units (plots 3, 4, 5 and 6) would have a maximum height of 9.4 metres. Though it is noted that the proposed dwellings would result in a loss of amenity land in this location, by virtue of the set back from the public realm in combination with the overall scale and mass of the proposed dwellings, it is considered that they would not be visually prominent when viewed from the public realm. Additionally, it is considered that the setback, the scale of the dwellings and the landscaping to the front would appear sympathetic to the street scene.

14. Plot 1's dwelling, which is located to the south of the site, closest to neighbouring dwelling White Gates, would be positioned 1 metre from the side boundary of the plot. It is also noted that a 3 metre maintenance access path would be maintained between the side boundaries of plot 1 and White Gates. Similarly, the dwelling on plot 8, which is located closest to the north boundary of the site, would also maintain a minimum distance of 1 metre from the side boundary which would be approximately 16 metres from the nearest building to the north; Mayford Garage. With this taken into account, it is considered that the level of spaciousness between the proposed dwellings and the existing surrounding buildings would be maintained.

Impact on Listed Buildings

15. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that *"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"*. This is reflected by Policy CS20 of the Woking Core Strategy (2012) which states that *'new development should make a positive contribution to the character, distinctiveness and significance of the historic environment'* and goes on to state that *'the heritage assets of the Borough will be protected and enhanced in accordance with relevant legislation and national guidance as set out in the NPPF'* and policy DM20 of the Development Management Policies DPD (2016) reflects this.
16. It is noted that there are listed buildings to the south and west of the application site and thus it is necessary to assess the impact the proposed development would have on their historic interest. Given the distance which would remain between the proposal and the nearby listed buildings, it is considered that their historic interest would be preserved in line with policies DM20 and CS20.

Neighbour Amenity

17. The sites nearest neighbouring dwellings would be Mayford Garage to the north and White Gates (residential) to the south. Proposed plot 1 would be closest to the boundary with White Gates. The proposed dwelling on this plot would be positioned 1 metre from the side boundary whilst also allowing 3 metre maintenance access path between the side boundaries of plot 1 and White Gates. It is noted that this neighbouring property has an existing single storey side extension which is constructed up to the side boundary, however the side elevation of the main dwellinghouse is set in 3.5 metres from the side boundary. Consequently, there would be a minimum distances of approximately 4 metres between the side elevation of the proposed dwelling and that of White Gates side extension, and approximately 7.5 metres between the two dwellings at first floor level. By virtue of this distance in combination with the orientation of the site, the proposal would

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not have an adverse impact on the sunlight and daylight this neighbouring dwelling currently receives. Similarly, a distance of approximately 16 metres would be maintained between plot 8 and the north neighbouring property, Mayford Garage. Given this distance and the commercial nature of this property, it is considered that the proposal would also not adversely impact the sunlight and daylight this property receives.

18. The proposed dwellings would encompass windows which would serve ground, first and second floor accommodation. The windows proposed within the front and rear elevations of the dwellings would front the public realm and the private rear gardens of the dwellings and consequently would not result in overlooking or a loss of privacy.
19. The side elevations of the dwellings within plots 1 and 8, which are closest to the north and south boundaries of the site would encompass first floor side facing windows which would serve a bathroom and staircase. Given that neither of these are habitable rooms, it would be reasonable to condition that these windows are permanently fitted with obscured glazing and non-opening below 1.7 metres of the internal floor level to prevent overlooking or a loss of privacy to the nearest neighbouring properties to the north and south. Similarly, it would be necessary to condition the side windows at first floor level and above for all other dwellings proposed to prevent overlooking or a loss of privacy between the proposed dwellings. It is considered this would not be necessary for the proposed ground floor windows given the proposed boundary treatment between the dwellings. Whilst it is noted that the side facing windows serving the second floor accommodation on plots 3, 4, 5 and 6 would serve bedrooms, given that these windows would be secondary windows to the bedrooms they serve, it would not be unreasonable to condition that they are obscurely glazed and non-opening below 1.7 metres of the internal floor level in the event of planning permission being granted in this instance.

Standard of residential accommodation

20. The Technical housing standards – nationally described space standard (DCLG – 2015) set out the minimum gross internal areas and storage for new dwellings dependant on the number of bedrooms, bed spaces and storeys. The proposal would comprise 8 x 2 storey dwellings (4 x 2 bedroom dwellings and 4 x 3 bedroom dwellings). The proposed 2 bedroom dwellings would have 4 bed spaces per dwelling and as such the minimum gross internal floor area would be 79 sq. metres per unit, whilst the 3 bedroom dwellings would have 6 bed spaces per dwelling and thus the minimum gross internal floor area would be 102 sq. metres per unit. The two bedroom dwellings would have a minimum gross internal floor area of 79.06 sq. metres (as per drawing No. P1704.2B.01) and the 3 bedroom properties would have an internal floor area of 128.09 sq. metres (as per drawing No. P1704.3B.01) and thus all dwellings would exceed the minimum standards.
21. Regard is also had for the quality of accommodation in terms of the light the rooms receive and the outlook available. The windows serving the habitable rooms would primarily be located on the front and rear elevations at both ground and first floor level and as such it is considered that the light and outlook available would be well served by natural light with meaningful outlook. Though it is noted that the dwellings would also encompass windows within the side elevations, these would be secondary windows to habitable rooms or serving non-habitable rooms. With this taken into account, though it is noted that some of the ground floor windows would be within close proximity of the boundary treatment between the dwellings and thus the quality of the outlook these side windows would be poor, these would serve as secondary windows with the large windows to the front and rear elevation being the main source of light and outlook to the room.
22. Appendix 1, Table 2 of the of the Outlook, Amenity, Privacy and Daylight (2008) SPD recommends that dwellings with two bedrooms or more and over 65 sq. metres of gross

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floorspace require a suitable garden area of private garden amenity in scale with the building but always greater than the buildings footprint. The proposal includes private amenity space to the rear of each of the dwellings. The proposed rear gardens would exceed the footprint of the proposed dwellings and thus the scheme is considered to be compliant.

Highways and parking

14. The scheme proposes to construct a highway access from Egley Road which would serve the 8 dwellings. The Highway Authority were consulted on the application and raised no objections subject to conditions relating to visibility zones, the closing of the layby, the laying out of parking, fast charging sockets and a Construction Transport Management Plan, which have been recommended in the event that planning permission is granted in this instance. It is considered that the conditions suggested by the Highway Authority meet the 5 part test for planning conditions as set out in paragraph 55 of the NPPF and thus would be included in the event of planning permission being granted in this instance.
15. The proposed 2 bedroom dwellings would require off street parking provision for 1 vehicle each and the 3 bedroom dwellings would require parking for 2 vehicles each, resulting in a total of 12 spaces required for the development in line with the Parking Standards SPD (2018). Submitted Site Plan (drawing No. P1704.11) illustrates that each dwelling would have 2 parking spaces, totalling 16 spaces and thus would exceed the requirement set out in the Parking Standards.

Flooding and drainage

16. The Hoe Stream is located to the rear of the site. The rear of the site falls within floodzones 2 and 3, the 1 in 100 and 1 in 1000 SFRA areas and within a medium risk area of surface water flooding. As such, the flooding and drainage team were consulted on the scheme. Based on the flooding and drainage information submitted in support of the application, approval is recommended on drainage and flood risk grounds providing conditions are included to ensure the application complies with NPPF and Woking Borough Council's Core Strategy: Policy CS9, in the event of planning permission being granted in this instance. The conditions detailed would require the works to be carried out in accordance with the submitted and approved Drainage Strategy rev. 4.0 (dated 18/12/2020) and Schematic Drainage Layout Drawing no. A20245/0200 rev. P3 (dated 10/11/2020) and no dwelling shall be occupied until a verification report has been submitted to and approved by the LPA. Given the nature of these conditions, it is considered that they would pass the 5 part test for planning conditions as set out in paragraph 55 of the NPPF (2019) and as such will be included in the event of granting planning permission in this instance.

Trees

17. There is a Tree Preservation Order Area to the front of the site, adjacent to the highway (reference TPO/0009/2018). As such, the council's arboriculture officer has been consulted on the proposal. On assessment of the information submitted in support of the application relating to the TPO area, the proposed is considered to be acceptable in principle, however further information will be required including; an engineering solution/design to install the bridge section for the entrance which should be constructed in a non-invasive manner and supported/included with an Arboricultural method statement this will be required for approval prior to commencement of any works on site. Details of service runs will also be required for approval prior to commencement, these should be installed avoiding excavation within RPA's of retained trees. Given the nature of these

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conditions, it is considered that they would pass the 5 part test for planning conditions as set out in paragraph 55 of the NPPF (2019) and as such will be included in the event of granting planning permission in this instance.

Sustainability

23. Following a Ministerial Written Statement to Parliament on 25th March, 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.
24. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential development which seeks the equivalent water and energy improvements of the former Code Level 4. Had the development been otherwise acceptable, the above requirements and standards could have been secured by way of planning conditions.

Ecology

25. Surrey Wildlife Trust were consulted on the application and recommended that prior to determination of the application, clarity is sought regarding ownership of the orchard (i.e. whether the Local Authority have accepted the offer of the orchard, and, if not, who will be responsible for future management of the site) and the applicant to provide an appropriately detailed Management Plan for the orchard to demonstrate that no net loss of biodiversity will result from the proposed development and that measurable net gains, secure for the life time of the development, are sought. It is noted that the design and access statement submitted in support of the application states “ *Land to the rear of the site adjoining Hoe Stream is being offered to the Local Authority as an extension to the Hoe Valley Park Nature Reserve, which will benefit from maintenance access between the proposed plot 1 and White Gates as part of these proposals.*”, however, this offer would not be necessary in order to make the planning application acceptable and as such cannot be considered as part of the planning application. Mindful of this, it is not considered that it would be reasonable nor necessary to require clarity of the ownership of the orchard nor a management plan for the orchard to be demonstrated prior to determination.

Affordable Housing

26. 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 and that, on sites providing fewer than five new dwellings, the Council will require a financial contribution equivalent to the cost to the developer of providing 10% of the number of dwellings to be affordable on site.
27. Paragraph 63 of the National Planning Policy Framework (NPPF) (2019) sets out 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 homes will be provided or the site has an area of 0.5 hectares or more).
28. Whilst it is considered that weight should still be afforded to Policy CS12 (Affordable housing) of the Woking Core Strategy (2012) it is considered that greater weight should

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be afforded to the policies within the NPPF 2019. As the proposal represents a development of less than 10 units, and has a maximum combined gross floor space of no more than 1000sqm, no affordable housing financial contribution is therefore sought from the application scheme.

Impact on the Thames Basin Heaths Special Protection Area

29. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Core Strategy states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes of the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the "Habitat Regulations 2017")). An Appropriate Assessment has therefore been undertaken for the site as it falls within 5 kilometres of the TBH SPA boundary.

25. Policy CS8 of 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), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The proposed development would require a SAMM financial contribution of **£6636** based on a net gain of 4x two bedroom dwellings (£716 per unit) and 4x three bedroom dwellings (£943 per unit) which would arise from the proposal. The Appropriate Assessment concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted. For the avoidance of doubt, sufficient SANG at Horsell Common has been identified to mitigate the impacts of the development proposal.

26. Subject to securing the provision of the SAMM tariff and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

Local Finance Considerations

15. The Community Infrastructure Levy (CIL) is a mechanism adopted by Woking Borough Council which came into force on 1st April 2015, as a primary means of securing developer contributions towards infrastructure provision in the Borough. In this case, the proposed residential development would incur a cost of £125 per sq. metres (plus indexation for inflation) on a chargeable floorspace of approximately 856sqm (as set out in the additional information form submitted in support of the application). As such, the chargeable amount would be **£137,571.43**.

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CONCLUSION

The proposed development is not considered harmful to the character of the area and locality in general subject to a S106 agreement to secure the SAMM contribution.

BACKGROUND PAPERS

Site Photographs dated 11th January 2021.

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	Provision of £6636 contribution to provide SAMM	To accord with the Habitat Regulations and associated Development Plan policies and the Councils Adopted Avoidance Strategy.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the above legal agreement 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 external finishes of the development hereby permitted shall be in accordance with those specified in the application unless any different materials are first agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

In the interests of the character and appearance of the building and the visual amenities of the area.

3. Notwithstanding the provisions of Article 3 and Schedule 2, Part 1 and Classes A B and E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any orders amending or re-enacting that Order with or without modification) no extension, enlargement or other alteration of the dwelling(s) or detached outbuilding other than as expressly authorised by this permission shall be carried out without planning permission being first obtained from the Local Planning Authority.

Reason:

The Local Planning Authority considers that further development of the site or dwelling could cause detriment to the openness of the Green Belt and for this reason would wish to control any future development.

4. The window(s) in the first and second floor north and south side elevations of the dwellings hereby permitted shall be glazed entirely with obscure glass and non-

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opening unless the parts of the window(s) 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.

5. No part of the development shall be first occupied unless and until the proposed vehicular access to Egley Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

6. No part of the development shall be first occupied unless and until the layby on Egley Road has been permanently closed and any kerbs, verge, footway, fully reinstated, in general accordance with the approved plans.

Reason:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

7. 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:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

8. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

9. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials

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(c) storage of plant and materials

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

10. All development shall be constructed in accordance with the submitted and approved Drainage Strategy rev. 4.0 (dated 18/12/2020) and Schematic Drainage Layout Drawing no. A20245/0200 rev. P3 (dated 10/11/2020) unless otherwise first approved in writing by the Local Planning Authority.

Reason:

To ensure the flood risk is adequately addressed for the development and not increased in accordance with policy CS9 of the Woking Core Strategy 2012 and the policies in the NPPF."

11. No dwelling shall be first occupied until a verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structures and control mechanisms.

Reason:

To ensure that the development achieves a high standard of sustainability and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF."

12. Prior to the commencement of any development related works on site , information will be required including an engineering design to install the bridge section for the entrance which should include an Arboricultural method statement to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the agreed details.

Reason:

To ensure retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development.

13. Prior to the commencement of any development related works on site , the details of service runs shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the agreed details.

Reason:

To ensure retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development.

14. The development hereby permitted shall be carried out in accordance the approved plans listed in this notice.

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Proposed Site Layout - P1704.01 - dated August 2020 and received by the LPA on 10.11.2020

Materials Layout - P1704.02 - dated August 2020 and received by the LPA on 10.11.2020

Height Layout - P1704.03 - dated August 2020 and received by the LPA on 10.11.2020

Parking Layout - P1704.05 - dated August 2020 and received by the LPA on 10.11.2020

Refuse Layout - P1704.06 - dated August 2020 and received by the LPA on 10.11.2020

Enclosures Layout -P1704.07 - dated August 2020 and received by the LPA on 10.11.2020

Site Layout - P1704.09 - dated September 2020 and received by the LPA on 10.11.2020

Site Plan - P1704.11 - dated August 2020 and received by the LPA on 10.11.2020

Proposed Elevations - Type 2B - P1704.2B.02 dated October 2020 and received by the LPA on 10.11.2020

Proposed Floor and Roof Plans - Type 2B - P1704.2B.01 dated October 2020 and received by the LPA on 10.11.2020

Proposed Ground and First Floor Plans - Type 3B - P1704.3B.01 dated October 2020 and received by the LPA on 10.11.2020

Proposed Second Floor and Roof Plans - Type 3B - P1704.3B.02 dated October 2020 and received by the LPA on 10.11.2020

Proposed Front and Side Elevations - Type 3B - P1704.3B.03 dated October 2020 and received by the LPA on 10.11.2020

Proposed Side and Rear Elevations - Type 3B - P1704.3B.04 dated October 2020 and received by the LPA on 10.11.2020

Location Plan and Site Section - P1704.SS.01 - dated August 2020 and received by the LPA on 10.11.2020

Street Scene and Rear Elevations - P1704.SS.02 - dated September 2020 and received by the LPA on 10.11.2020

Street Scene Elevation received by the LPA on 10.11.2020

Rear View Elevation received by the LPA on 10.11.2020

Site Section Colour received by the LPA on 10.11.2020

Reason:

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

Informatives

01. 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.
02. You are 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.
03. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs.

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www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs

04. In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.
05. 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.
06. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.
07. 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.
08. The developer 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).
09. When 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 developer's expense.