

29th JUNE 2021 PLANNING COMMITTEE

6f PLAN/2020/1126

WARD: Heathlands

LOCATION: Homeleigh, Guildford Road, Woking, GU22 7UP

PROPOSAL: Erection of 6No apartments following demolition of existing bungalow and garage

APPLICANT: Mr Nicolo Zummo

OFFICER: Josey Short

REASON FOR REFERRAL TO COMMITTEE

The proposal is for the erection of 6 x dwellings which falls outside of the scheme of delegated powers.

PROPOSED DEVELOPMENT

Planning permission is sought for the erection of 6No apartments following demolition of existing bungalow and garage.

PLANNING STATUS

- Thames Basin Heath Special Protection Area (TBH SPA) Zone B (400m-5km)
- Urban Areas
- High Density Residential Area

RECOMMENDATION

Grant planning permission subject to a S106 agreement to secure the SAMM contributions.

SITE DESCRIPTION

Homeleigh is located at the corner of Guildford Road and Wych Hill Lane and is directly north east of the Turnoak Roundabout. On the other side of Guildford Road, opposite the site, is the Mount Hermon Conservation Area. To the north of the site is Kesteven which is a detached dwelling and to the east is The Beeches which is a block of flats.

The application site comprises a detached bungalow with a detached garage to the north. To the front of the garage and part of the bungalows front (west) elevation is a gravel driveway which is accessed via Guildford Road. The property's garden wraps around part of the bungalows front elevation and its side (south) elevation. The sites southern boundary and part of its western boundary is bounded by a low brick wall and vegetation. Its northern and eastern boundaries are bounded by close boarded timber fencing.

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PLANNING HISTORY

PLAN/2019/1210 - New building containing six apartments following demolition of bungalow and detached double garage – Refused. Dismissed at appeal on 29th October 2020 for the following reasons:-

- The effect of the proposal upon the character and appearance of the area; and
- The effect of the proposal upon the living conditions of future residents, with particular regard to the outlook from the bedroom window of Flat 1.

PLAN/2019/0796 - Erection of a block of 6 flats (3 x 2-bedroom and 3 x 1-bedroom) following demolition of an existing bungalow and detached double garage – Refused 25.10.2019 for the following reasons:-

01. *The proposal would result in the demolition of a family dwelling. None of the proposed 2-bedroom flats would have a gross floor space that exceeds 65sqm meaning that they would not constitute family accommodation as set out in Woking Council's SPD Outlook, Amenity, Privacy and Daylight*

(2018). The proposal would therefore result in the loss of a family dwelling which is contrary to Policy CS11 of the Woking Core Strategy (2012) which seeks to retain family accommodation. The principle of development is therefore unacceptable which is contrary to Policy CS11 of the Woking Core Strategy (2012).

02. *The proposed building would have a very large area of flat crown roof which would be 14.25m at its widest point and 5.5m at its deepest point. This would make the roof appear unacceptably bulky and overdeveloped. Furthermore, nearby properties consist predominantly of hipped and pitched roof buildings so the large area of crown roof would create an incongruous feature within the street scene. The distance from the eaves to the highest point of the proposed roof would be 3.7m which is higher than that of the adjacent property The Beeches and this would further add to the bulky and incongruous appearance of the roof. The rear (east) elevation would have a relatively large 19.4m width and 5.5m eaves height which would be just 1.6 - 2.5m from the boundary with The Beeches. The combination of this mass and proximity to the boundary would add to the cramped and overdevelopment appearance of the building within the site. The proposed side (south) elevation would be set 3.2m beyond the front (south) elevation of The Beeches towards Wych Hill Lane. While it is noted that this would have the same building line as the existing bungalow on site it would increase the mass, bulk and height from single-storey to two-storey with accommodation in relatively a large roof space. This would further add to the overdeveloped appearance of the building within its site; which would be accentuated by the site's prominent corner position. For these reasons refusal reason 2 of PLAN/2011/0585 has not been overcome and the proposal would have an unacceptable impact on the character of the area by reason of its scale, height, massing, bulk and design which is contrary to Policy CS21 of the Woking Core Strategy (2012), Section 12 of the National Planning Policy Framework (2019) and the Woking Design SPD (2015).*

03. *The window serving the bedroom at 'Flat 1' on the ground floor would be directly next to two communal parking bays. This would result in an unacceptably poor quality of outlook from this bedroom as well as creating overlooking issues towards the bedroom from users of the communal carpark. For these reasons*

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refusal reason 1 of PLAN/2011/0585 has not been overcome and the proposal would therefore result in a poor quality of accommodation detrimental to the amenities of the future occupiers which is contrary to Policy CS21 of the Core Strategy, Section 12 of the National Planning Policy Framework (2019) and the Woking Design SPD (2015).

04. *In the absence of a Legal Agreement or other appropriate mechanism to secure contributions toward mitigation measures, refusal reason 3 of PLAN/2011/0585 has not been overcome as it cannot be determined that the proposed net additional dwellings would not have a significant impact on the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy (2010 - 2015), and saved policy NRM6 of the South East Plan (2009) and the Conservation of Habitats and Species Regulations 2017.*

PLAN/2011/0585 - Demolition of existing bungalow & detached double garage and erection of new building containing five 2 bed apartments and two 1 bed apartments complete with bin/cycle storage, parking and amenity – Refused 23.08.2011 for the following reasons:-

- “01. *The proposed development, by reason of its overall scale, siting and layout represents an overdevelopment of the site, in close proximity to the site boundaries with limited amenity space provision, a dominant area of hardstanding and an unsuitable residential environment with insufficient outlook from bedrooms 2 in both flats 2 and 4 contrary to BE1, HSG18, HSG19, HSG21 and HSG22 of the Local Plan (1999) and Planning Policy Statement 3: Housing.*
02. *The proposed development, by reason of its overall scale, siting, layout and design would appear cramped and dominant on the prominent plot and therefore out of character with the existing established character of the streetscene and area. This is contrary to Policies BE1 and HSG22 of the Local Plan 1999 and Planning Policy Statement 3: Housing.*
03. *The proposal fails to provide avoidance measures against its impact on the Thames Basin Heaths Special Protection Area contrary to policies NE1 of the Woking Borough Local Plan 1999, NRM6 of the South East Plan 2009 and the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015.”*

PLAN/2008/0250 – Replacement double garage with home office above – Permitted 24.04.2008

PLAN/2005/0947 – Dormer extensions to roof (side and front) – Permitted 07.10.2005

10564 – Detached bungalow and garage – Permitted 01.01.1958

10338 – Detached chalet bungalow – Permitted 01.10.1957

10245 – Erection of 2 dwellings outline – Permitted 01.09.1957

CONSULTATIONS

Heritage advisor – I have looked closely at the reasons for refusal and the inspector's dismissal report following the Appeal. The inspector was equivocal in his findings, so the redesign has retained elements which the Inspector did not object to, but has modified other elements to overcome the objections. I think the improvements shown on the modified scheme are

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significant, and bring the proposal over the boundary of acceptability. It remains a substantial block but with the reduction in bulk, is not inappropriate in this corner location. I have no adverse comments on this amended scheme.

Highways – The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends conditions be imposed in any permission granted relating to visibility zones, the laying out of parking spaces and turning areas prior to occupation, the submission and approval of a Construction Transport Management Plan prior to the commencement of works, the provision of parking, cycle parking prior to occupation and the provision of fast charging sockets.

REPRESENTATIONS

Three (3) letter of objection received from a neighbour raising concerns for;-

- Concern for overdevelopment of the site.
- The scheme only provides provision for 5 parking spaces. This is less than 1 per property and there is no provision for visitor parking.
- Whilst the extend of the forward projection has been reduced since the scheme of PLAN/2019/0120, the scale and bulk of the building has been increased by widening the building to accommodate 6 flats
- The east elevation would still be prominent and equally as featureless.
- Removal of a family home close to Woking Town Centre and replacement with a block of apartments
- Proposal not in keeping with the proportion or style of the neighbouring dwellings altering the character of the surrounding area.

RELEVANT PLANNING POLICY

National Planning Policy Framework (2019):

- 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 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

- CS8 - Thames Basin Heaths Special Protection Area
- CS10 - Housing provisions and distribution
- CS12 - Affordable housing
- CS18 - Transport and Accessibility
- CS20 - Heritage and Conservation
- CS21 - Design
- CS22 - Sustainable Construction
- CS24 - Woking's Landscape and Townscape
- CS25 - Presumption in Favour of Sustainable Development

Development Management Policies DPD (2016):

- DM2 - Trees and landscaping

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- DM20 - Heritage Assets and their settings

Supplementary Planning Documents

- *The Heritage of Woking* (2000)
- *Woking Design SPD* (2015)
- *Outlook, Amenity, Privacy and Daylight* (2018)
- *Parking Standards SPD* (2018)
- *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015*
- *Climate Change* (2013)
- *Affordable Housing Delivery SPD* (2014)

Other Material Considerations:

Community Infrastructure Levy (CIL) Charging Schedule (2015)

South East Plan (2009 – Saved Policy) NRM6 – Thames Basin Heaths Special Protection Area

PLANNING ISSUES

1. The main considerations within the determination of this application comprise
 - Principle of development
 - Design and impact on visual amenity
 - Impact on locally Listed Building
 - Impact on residential amenities
 - Standard of residential accommodation
 - Highways and parking.
 - Sustainability
 - 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.
3. The proposal would redevelop the land at Homeleigh on the east side of Guildford Road at the junction with Turnoak Roundabout to construct an apartment block containing 6 residential units in place of the sites existing bungalow, resulting in a net gain of 5 units. While the principle of additional dwellings in the urban area is acceptable, this is subject to further material considerations set out in this report.

Impact on visual amenity

4. 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.

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5. 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).
6. 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*’.
7. The proposed development would be constructed on the site of the existing bungalow; Homeleigh, to the east side of Guildford Road at the junction with Turnoak Roundabout. By virtue of this positioning the proposal would be visually prominent when viewed from the public realm. The proposal is similar in design to that of the scheme dismissed at appeal as part of PLAN/2019/1210, with the following notable changes to the external appearance:-
 - The width of the building (as viewed from Guildford Road) has been reduced by 2.6 metres
8. The aforementioned reduction in the overall width of the building would bring it in line with the existing building line on created by the principal elevations of The Beeches and Sparrows which both front Wych Hill Lane. With this taken into account, it is considered that this reason for refusal, as detailed within the appeal decision for application PLAN/2019/1210 has been overcome by this amendment.
9. The overall height of the building would be similar to those of the surrounding properties. Though the proposal would encompass a crown roof, which would be in contrast to the nearby dwellings, the proposals design would not appear out of keeping when viewed from the south and the west elevations. Additionally, by virtue of the substantial size of the properties on the western side of Guildford Road, it is considered that the overall design and appearance of the building would be in keeping with the pattern and nature of the development to the west. The proposal would also retain the landscaping around the boundary of the site. Whilst it is noted that it would not screen the proposed development, it would reduce its impact on the street scene.

Impact on Locally Listed Buildings

10. Policy CS20 of the Woking Core Strategy (2012) 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.
11. The sites east neighbouring dwelling, The Beeches is a locally listed building 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 building, it is considered that their historic interest would be preserved in line with policies DM20 and CS20.

Neighbour Amenity

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12. Policy CS21 of the *Woking Core Strategy* (2012) advises that proposals for new development should achieve “a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook”.
13. The sites nearest neighbouring dwellings are The Beeches which adjoins the east boundary. Due to the sites corner plot location, the east boundary would be the sites rear boundary, however would form The Beeches’ side boundary The north side boundary of the site adjoins Kesteven, which also forms this dwellings side boundary.
14. Given the relationship between the proposed building and neighbouring residential properties it is considered that it would not appear unacceptably overbearing towards them
15. *Outlook, Amenity, Privacy and Daylight* (2008) contains a 25° test to determine whether a proposed new building would have an acceptable impact on the daylight levels received by neighbouring windows which would face it. Whilst it is noted that drwg no. CDA/290/050 illustrates a 45 degree angle drawn from the neighbouring dwellings, it is noted that this method relates to extensions and as such the 25 degree test would be applied in this instance. The proposed building would fail this test towards the ground floor window in the side extension at The Beeches (approved as part of PLAN/2018/0929). However, this window is not proposed to serve a habitable room and it is therefore considered that the proposal would not have an unacceptable impact on the daylight levels received by The Beeches. The proposed building would pass the test towards the dormer window in the south elevation of Kesteven and in any case this window does not appear to serve a habitable room.
16. The proposal would encompass windows within all elevations at ground and first floor levels, whilst the second floor would encompass front facing dormer windows and side and rear rooflights. Given the 1.8 metre close boarded fencing which bounds the side and rear boundaries, the proposed ground floor windows would not result in overlooking or a loss of privacy to the nearest neighbouring dwellings. The north side elevation would encompass windows serving a W/C and bedroom at first floor and a rooflight serving a kitchen/lounge at second storey. It would be reasonable to condition that the proposed W/C window and rooflight are obscurely glazed and non-opening given that they serve a non-habitable room and provide a secondary window. The window serving the bedroom would be pointed with the north east window pane obscurely glazed and non-opening and the North West window pane clear glass and openable. The clearly glazed element of this window would front the highway and public realm and thus would not result in overlooking or a loss of privacy. The rear elevation would encompass first floor windows serving a bathroom and kitchen which are both proposed to be high level and rooflights serving bathrooms at second floor level. The west elevation of The Beeches which is closest to the shared boundary does not encompass any first floor windows and it is noted that this building is a flatted development and thus does not benefit from permitted development rights. With this taken into account, it is considered that the proposed first floor windows would not result in a loss of privacy. Irrespective of this, the west facing roof slope of the Beeches includes 4 rooflights. As the proposed rooflights would not serve habitable rooms it would be reasonable to condition that they are obscurely glazed and non-opening to avoid the perception of overlooking given that they would be adjacent to the neighbouring existing rooflights. Given the positioning of the south and west elevations, the proposed windows would not result in overlooking or a loss of privacy.

Standard of residential accommodation

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17. 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 6 x single storey dwellings (2 x 2 bedroom dwellings and 4 x 1 bedroom dwellings) of varying bedspaces, as set out in the table below.

Apartment No. (as detailed in proposed floor plans)	No. bedspaces proposed	Gross Internal Floor Area
Apartment 1	4 bedspaces	70 sq.m
Apartment 2	1 bedspace	44 sq.m
Apartment 3	4 bedspaces	70 sq.m
Apartment 4	1 bedspace	44 sq.m
Apartment 5	1 bedspace	45 sq.m
Apartment 6	1 bedspace	39 sq.m

18. As per the information set out above, all dwellings would exceed the minimum standards.
19. Regard is also had for the quality of accommodation in terms of the light the rooms receive and the outlook available. The scheme would include windows serving both habitable and non-habitable rooms in the front, sides and rear elevations. Though it is noted that ground floor the habitable rooms in the front elevation serving lounges, it is noted that there would be landscaping providing a buffer area between the window and the parking area to the front of the site. It is also noted that these windows are not positioned directly in front of parking spaces. The windows serving the bedrooms of apartment 1, within the north side elevation, would front the private garden the scheme proposes for this unit. The windows would be positioned approximately 2.9 metres (as measured from dwg no. CDA/290/050) from the north boundary of the site which is shared with Kesteven. This boundary is bounded by 1.8 metre close boarded fencing. Given the distance which would remain between the windows and the boundary treatment and that they would be located within this apartments private garden, it is considered that the outlook available would be acceptable for the living conditions of future occupants.
20. Appendix 1, Table 2 of the Outlook, Amenity, Privacy and Daylight (2008) SPD recommends that flats or duplex apartments suitable for family accommodation or over 65 sq. metres gross floorspace require a suitable area of private garden amenity as a first priority (recommended minimum of 30m² for each dwelling) however a shared amenity space, roof garden or balcony/terrace may be acceptable if it has equal provision for family amenity. It goes on to detail that in all cases, evidence of quality of amenity provision and compatibility with the character of the local context will be of greater importance than dimensional compliance. Apartments 1 and 3 would exceed 65 sq. metres and as such would be suitable for family accommodation. Drawing No. CDA/290/050 illustrates that apartment 1, which is a ground floor apartment, would have a private garden with an area of 48 sq. metres, which would wrap around the north east corner of the building and with boundary treatment closing it off from the rest of the site. Apartment 3 would be at first floor and though it is noted that there would not be a private garden provided for it, the proposal includes a large communal garden to the south which has an area of 234 sq. metres. With this taken into account alongside the sites location within the urban area, it is considered that the communal garden would provide sufficient amenity space for apartment 3.

Highways and Parking

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21. The scheme proposes to maintain the sites existing highway access from Guildford Road which would serve the 6 dwellings. The Highway Authority were consulted on the application and raised no objections subject to conditions relating to relating to visibility zones, the laying out of parking spaces and turning areas prior to occupation, the submission and approval of a Construction Transport Management Plan prior to the commencement of works, the provision of parking, cycle parking prior to occupation and the provision of fast charging sockets 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.
22. The proposed 2 bedroom dwellings would require off street parking provision for 1 vehicle each and the 1 bedroom dwellings would require parking for 0.5 vehicles each, resulting in a total of 4 spaces required for the development in line with the Parking Standards SPD (2018). Submitted Site Plan (drawing No. CDA/290/050) illustrates that the scheme would provide 5 parking spaces allocated to apartments 1, 2, 3, 4 and 5 and thus would exceed the requirement set out in the Parking Standards.

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.

Affordable Housing

25. 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.
26. 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).
27. 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 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.

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Impact on the Thames Basin Heaths Special Protection Area

28. 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.
29. 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 **£2956** based on a net gain of 5 properties 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.
30. 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

31. 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 173sqm (as set out in the additional information form submitted in support of the application). As such, the chargeable amount would be **£27,803.57**.

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.

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BACKGROUND PAPERS

Site Photographs dated 08th June 2021.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the above legal agreement and the following conditions:

01. 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).

02. 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.

03. The window(s) in the first floor north side elevations serving an ensuite and the north east window pane of the bay window serving a bedroom of the building hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window(s) which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. The rooflights within the east roof slope of the building hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window(s) which can be opened are more than 1.7 metres above the 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.

04. Visibility zones in accordance with the approved plans, shall be kept permanently clear of any obstruction over 0.6m 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.

05. 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.

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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.

06. 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
- (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.

07. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for the secure parking of 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.

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.

08. The development hereby approved shall not be occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by 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.

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

Proposed Site Plan – CDA/290/050 – dated November and received by the LPA on 09.12.2020

Proposed Ground and First Floor Plans – CDA/290/051 - dated November and received by the LPA on 09.12.2020

Proposed Second and Roof Plans – CDA/290/052 - dated November and received by the LPA on 09.12.2020

Proposed Bin and Cycle Store – CDA/290/057 - dated November and received by the LPA on 09.12.2020

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Proposed North and East Elevations – CDA/290/054 - dated November and received by the LPA on 09.12.2020

Proposed South and West Elevations – CDA/290/053 - dated November and received by the LPA on 09.12.2020

South Elevation Street Scene – CDA/290/056 - dated November and received by the LPA on 09.12.2020

West Elevation Street Scene – CDA/290/055 - dated November and received by the LPA on 09.12.2020

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 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).
04. 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.