



## 7 SEPTEMBER 2021 PLANNING COMMITTEE

PLAN/2016/1134 - Erection of a two-storey side extension and a first floor extension.  
Refused (20.12.2016) for the following reasons:

01. *The proposal represents an overdevelopment of the site which would have an unacceptable impact on the character of the host dwelling as well as the wider street scene by way of its scale, form and character appearing cramped and overdeveloped within the application site. The proposal is therefore contrary to policy CS21 of the Woking Core Strategy (2012), Woking Design SPD (2015) and Section 7 of the National Planning Policy Framework (2012).*
02. *The proposed development would have an unacceptable impact on neighbouring amenity by way of it creating unacceptable overlooking issues towards the first rear windows and rear garden of The Gables, creating unacceptable overlooking issues towards the rear garden of Pembroke Rough and by appearing unacceptably overbearing towards The Gables. The proposal is therefore contrary to guidelines in Outlook, Amenity, Privacy and Daylight (2008).*

PLAN/1994/0493 - Erection of entrance gate and wall to front of property.  
Permitted subject to conditions (18.08.1994)

WOK/77/0987 - The demolition of any existing buildings, the execution of site works and the erection of a detached bungalow and garage on land at rear of The Gables, Pembroke Road, Woking.  
Permitted subject to conditions (06.10.1977)

### **CONSULTATIONS**

**Senior Arboricultural Officer (comment dated 06.07.2021):** ...“there are no arboricultural objections to the garage”.

*(Officer Note: More detail in respect of the application process is provided within the ‘Commentary’ section below. As amended, by way of amended plans submitted on 29 July, the application now includes only (i) the erection of new attached garage following demolition of the existing garage and (ii) formation of side-facing first floor level windows (part-retrospective))*

### **REPRESENTATIONS**

x1 letter of objection has been received raising the following points:

- The new window is overlooking Simla and will cause loss of privacy
- The new garage is right on the boundary and the height will overshadow and cause a loss of light to the front of Simla
- St Pauls is a narrow single lane road. The existing structure is already large. Extra extensions would cause over development
- The distance from boundary with Simla has not been supplied. The boundary is not a perfect straight line and any permission should ensure the extension is not encroaching into my land.

*(Officer Note: The relationship between the proposed attached garage and the common boundary with Simla is shown on the submitted scaled plans. It is not necessary for the exact dimension to be annotated on plan. The applicant is content that the proposal is capable of being constructed on their land without encroachment to the land at Simla. Potential*

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*encroachment onto Simla would likely represent trespass although any such encroachment would be a civil matter between the relevant parties)*

- St Pauls is a narrow road with no parking. Any parking by construction workers should be limited inside the concerned property. The construction vehicles are spreading mud on the road when it is raining and wet. This is not safe for pedestrians. The muddy area in front of the concerned property should be made safe to allow any further construction  
*(Officer Note: St Pauls is a private road, which is not publicly maintained. In any case it would not meet the tests for planning conditions, as per paragraph 56 of the NPPF, to attach a condition requiring any transport construction plan or similar in this case given the small scale of the development proposed (i.e. householder extension) and the space available for contractor parking/construction material storage etc within the site)*

### **COMMENTARY**

As initially submitted (on 29 April) the application included only the erection of a new attached garage following demolition of the existing garage. Amended plans were subsequently submitted on 14 May to also incorporate (i) erection of single storey side extension to north-east and (ii) formation of side-facing first floor level windows (part-retrospective) into the application; as such neighbours were re-notified on 14 May with a further 21 days from that date provided for comments. Following concerns raised by the Senior Arboricultural Officer in respect of the erection of the single storey side extension to north-east further amended plans were submitted on 29 July to remove that element from the application; it is on this basis that this report has been prepared on that the application must be determined.

### **RELEVANT PLANNING POLICIES**

#### National Planning Policy Framework (NPPF) (20 July 2021)

Section 2 - Achieving sustainable development

Section 4 - Decision-making

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

#### Woking Core Strategy (2012)

CS9 - Flooding and water management

CS18 - Transport and accessibility

CS21 - Design

CS25 - Presumption in favour of sustainable development

#### Development Management Policies Development Plan Document (DM Policies DPD) (2016)

DM2 - Trees and landscaping

#### Supplementary Planning Documents (SPD's)

Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Parking Standards (2018)

#### Other Material Considerations

Planning Practice Guidance (PPG) (online resource)

Woking Borough Council Strategic Flood Risk Assessment (SFRA) (November 2015)

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Community Infrastructure Levy (CIL) Charging Schedule (2015)

### PLANNING ISSUES

01. The main planning considerations in determining this application are:
- Principle of development
  - Design and character
  - Neighbouring amenity
  - Parking
  - Private garden amenity space
  - Arboriculture
  - Flooding and water management
  - Local finance considerations
- having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

#### Principle of development

02. The site falls within the Urban Area, as defined by the Council's Proposals Map, in which the principle of extensions/alterations to existing dwellings is acceptable subject to the detailed planning considerations set out.

#### Design and character

03. Policy CS21 of the Woking Core Strategy (2012) states that "*proposals for new development should...Create buildings and places that are attractive with their own distinct identity; they 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.*" Paragraph 126 of the NPPF states that "*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development*". The proposed development includes, inter alia, an attached garage to the side (south-west), and which would project partially beyond the front building line, following demolition of the existing detached double garage to the front.
04. The 'Residential extensions' section (9D) of Supplementary Planning Document (SPD) Design (2015) provides more detailed design guidance stating that "*side extensions are often the most convenient way to extend a dwelling. However, they can also have a significant impact on the character and appearance of a property and that of the street scene*" and that "*single storey side extensions retain visual separation whereas two storey side extensions can create a 'terracing' effect*". SPD Design (2015) also states that "*significant extensions will usually be resisted where there is a well-established building line or where works will reduce the provision for off street parking*", that "*garages are usually best set back from the main building frontage*" and that "*the materials used and roof form should be in keeping with those used for the main dwelling*".
05. Little Cairns is a detached dwelling originally constructed as a bungalow in the late 1970's. Following implementation of planning permission ref:

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PLAN/2017/0182 the present dwelling (works to complete PLAN/2017/0182 are ongoing although appear substantially complete) now provides two storeys of accommodation with the accommodation at first floor level being provided largely within the roof and served by front and rear dormer windows and rooflights. The dwelling is set relatively centrally, and at an obliquely angled orientation, within an almost square plot which presents a very limited frontage to St Pauls Road, this frontage consists effectively only of the vehicular access to the site which is located between the adjoining plots of Simla and Wasdale House.

06. The existing detached, dual-pitched double garage is located very largely forwards of the main building frontage of the host dwelling and is orientated perpendicular to the host. These factors, together with its positioning within very close proximity to the main frontage of the host, results in the existing double garage rather dominating the character and appearance of the main frontage of the, albeit now extended, host dwelling upon entrance into, and views of, the plot from St Pauls Road. The applicant seeks to construct a replacement double garage, attached to the side (south-west) of the host, following demolition of the existing detached double garage.
07. The proposed attached garage would span between the host dwelling and the common boundary with adjoining Simla. It would vary in width between circa 9.5m (maximum) and circa 6.0m (minimum) with a depth of circa 8.0m. It would have a largely dual-pitched roof with a maximum height of circa 5.5m and an eaves height of circa 2.8m; a small element of flat roof would be utilised to the linking element between the host and the dual-pitched roof, demonstrating a height of circa 2.5m.
08. Whilst the attached garage would span between the host dwelling and the common boundary with Simla, be sited adjacent to part of the common boundary with Simla, and demonstrate a not insignificant maximum height of circa 5.5m, it would nonetheless be single storey in scale and therefore retain visual separation at first floor level between the host and the common boundary with Simla, thus giving rise to no 'terracing' effect. Whilst not insignificant in maximum height (circa 5.5m) the single storey scale of the attached garage would ensure sufficient subordination to the, now extended, host dwelling and its largely dual-pitched roof form would be visually acceptable, particularly as the attached garage would not appear prominently in views from St Pauls Road, and in such views it would in any case be more discretely positioned than the existing detached double garage which would first be demolished.
09. Although the attached garage would project forwards of the main building frontage of the host dwelling it would not do so significantly and its resultant positioning, and level of projection, in relation to the main frontage of the host dwelling would be much less visually and spatially obtrusive than that of the existing detached double garage which would first be demolished. Furthermore there is no well-established building line within St Pauls Road with dwellings orientated at readily differing angles, and with readily differing depths of building frontage. A tiled roof and brick elevations are proposed to match those of the host dwelling, this would be visually acceptable and can be secured through recommended condition 03.
10. The proposal also includes the formation of first floor level side-facing windows (south-west and north-east); unless precluded by a condition attached to a

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previous grant of planning permission the formation of upper-floor window(s) in a wall or roof slope forming a side elevation of a dwelling can be undertaken as 'permitted development' (PD) by virtue of Article 3, Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO) providing that the window(s) in question are obscure-glazed 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. No conditions attached to relevant previous planning permission refs: PLAN/2017/0182 and 77/0987 removed such PD rights and therefore condition 04 is recommended to ensure that these first floor level side-facing windows are comparable to the PD requirements. Therefore, in the situation secured by recommended condition 04, the formation of these windows would be PD and as such no grounds for objection exist to this element of the proposal in relation to design and character.

11. Overall, for the reasons set out, it is considered that the proposal is a visually and spatially acceptable form of development which would respect the character and appearance of the surrounding area.

### Neighbouring amenity:

12. Policy CS21 of the Woking Core Strategy (2012) states 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.*" More detailed guidance is provided by both Supplementary Planning Documents (SPD's) Outlook, Amenity, Privacy and Daylight (2008) and Design (2015).
13. It must be borne in mind that the potential loss of enjoyment of a view is not a ground on which planning permission can be refused although the impact of a development on outlook is a material planning consideration and stems on whether the proposed development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses. It must also be noted that Policy CS21 of the Woking Core Strategy (2012) refers to significant harmful impact (emphasis added); this is the threshold which must be reached in order to form any potentially robust, and defensible, reason for refusal on neighbouring amenity grounds (i.e. at appeal).
14. In respect of daylight, and where existing habitable room windows/openings are orientated at 90° in relation to a proposed development, SPD Outlook, Amenity, Privacy and Daylight (2008) states that "*significant loss of daylight will occur if the centre of the affected window (or a point 2m in height above the ground for floor to ceiling windows) lies within a zone measured at 45° in both plan and elevation*". Where existing habitable room windows/openings are directly opposite a proposed development the SPD identifies that suitable daylight is achieved where an unobstructed vertical angle of 25° can be drawn from a point taken from the middle of the existing opening.
15. In this instance the neighbouring amenities to consider in respect of the proposed attached garage are:

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### *Simla, St Pauls Road:*

16. Adjoining Simla is a detached dwelling situated to the side (south-west), which was granted planning permission in the late 1960's (Ref: 22035) and has since been subject to several subsequent extensions, which result in Simla presently being formed of two adjoined dual-pitched two storey elements (laid out in a stepped manner) with a single storey flat roofed extension to the rear of the more rearward of these adjoined elements, and an attached open-sided car port on its north-eastern side which is set close to the common boundary with the site. A single storey extension and attached car port were permitted in early 1972 to the side (north-east) of Simla under planning permission ref: 26872; this (at that time) single storey element was subsequently extended at first floor level during the 1980's (Ref: 84/0109) but at ground floor level the development permitted by planning permission ref: 26872 appears to remain in the same form and layout today. The frontage of Simla is largely laid to hardstanding to provide car parking and the private garden area of Simla is situated to the rear (north-west) and extends back to Pembroke Road. The attached car port of Simla is not a habitable part of the dwelling (and indeed is open-sided) and the drawings of Simla on the Council's planning register, coupled with site visit observations, do not show any side-facing (north-east) openings at ground or first floor levels within the closer, more forward element of Simla, which is opposite the location of the proposed attached garage. In any case, at ground floor level, any openings within the side (north-east) elevation of this element of Simla would be 'below' the flat roof of its attached car port.
17. Whilst the proposed attached garage would adjoin the common boundary with Simla it would largely be situated opposite the attached, open-sided car port of Simla, would not project beyond the rear of the car port of Simla and would project a modest circa 1.9m forwards of the car port of Simla, forwards of which is frontage hardstanding used for car parking purposes (i.e. this frontage area is not as sensitive to potential overbearing/overshadowing effects as an area of private garden would be for example).
18. Whilst not insignificant in maximum height (circa 5.5m) the gabled form of the side (south-west) elevation of the proposed attached garage (which would face towards the common boundary with Simla) means that this maximum height would only occur for the narrow width towards the top of the gable (i.e. the triangle) with the dual-pitched roof sloping down at both the front and rear to an eaves height of circa 2.8m. These factors, combined with the non-habitable nature of the attached car port at Simla, which the attached garage would be located largely opposite, means that the proposed attached garage would achieve a satisfactory relationship to adjoining Simla, avoiding significant harmful impact by reason of loss of daylight or sunlight, or overbearing effect due to bulk, proximity or outlook. No windows or other openings are shown within the side (south-west) elevation of the proposed attached garage (which would face towards the common boundary with Simla) and the potential future formation of such as 'permitted development' (PD) can be precluded through recommended condition 05, which is recommended due to the close proximity of this side elevation (i.e. less than 1.0m distant) to the common boundary with Simla. Only garage/pedestrian door openings are shown within the front elevation of the proposed attached garage, and no openings are shown within the rear elevation; in any case these front and rear elevations would not directly face towards the common boundary with Simla and thus it would not meet the

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tests for planning conditions, as per paragraph 56 of the NPPF, to preclude the potential future formation/alteration of such openings as PD.

19. Overall, subject to recommended condition 05, the proposed attached garage would avoid significantly harmful impact upon adjoining Simla by reason of loss of privacy, daylight or sunlight or overbearing effect.

*The Gables, Pembroke Road:*

20. The Gables is a detached part two storey, part single storey property with further accommodation within the roof space which is located to the rear (north-west) of the site and is in use for the provision of residential care. Whilst the land associated with The Gables has been edged in a blue line on the submitted plans (indicating it is also within the ownership of the applicant) The Gables is nonetheless a separate planning unit to the application site. At its closest the attached garage would be located circa 7.8m away from the common boundary, beyond which is an area of private garden associated with The Gables. This retained level of separation would exceed the 5.5m maximum height of the attached garage and therefore, taken together with the single storey nature of the attached garage, the proposed attached garage would give rise to no significant harmful loss of privacy, daylight or sunlight, or overbearing effect to The Gables.

*Wasdale House, St Pauls Road:*

21. Wasdale House is a detached single storey dwelling located to the front (south-east) of the site. At its closest the attached garage would be located in excess of 14.0m away from the common boundary. This retained level of separation would exceed the 5.5m maximum height of the attached garage and therefore, taken together with the single storey nature of the attached garage, the proposed attached garage would give rise to no significant harmful loss of privacy, daylight or sunlight, or overbearing effect to Wasdale House.

*Pembroke Rough, Pembroke Road:*

22. Pembroke Rough is a detached part two storey, part single storey dwelling located to the rear (north-east) of the site. Whilst the dwelling of Pembroke Rough is located some distance to the north-east of the host dwelling (i.e. fronting Pembroke Road) the private rear garden of Pembroke Rough adjoins the side of the site. At its closest the attached garage would be located in excess of 21.0m away from the common boundary. This retained level of separation would exceed the 5.5m maximum height of the attached garage and therefore, taken together with the single storey nature of the attached garage, the proposed attached garage would give rise to no significant harmful loss of privacy, daylight or sunlight, or overbearing effect to Pembroke Rough.

*First floor level side-facing windows:*

23. The application also includes the formation of first floor level side-facing windows (south-west and north-east); unless precluded by a condition attached to a previous grant of planning permission the formation of upper-floor window(s) in a wall or roof slope forming a side elevation of a dwelling can be undertaken as 'permitted development' (PD) by virtue of Article 3, Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted

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Development) (England) Order 2015 (as amended) (the GPDO) providing that the window(s) in question are obscure-glazed 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. No conditions attached to relevant previous planning permission refs: PLAN/2017/0182 and 77/0987 remove such PD rights and therefore condition 04 is recommended to ensure that these first floor level side-facing windows are comparable to the PD requirements. Therefore, in the situation secured by recommended condition 04, the formation of these windows would be PD and as such no grounds for objection exist to this element of the proposal in relation to neighbouring amenity.

### Parking:

24. Policy CS18 of the Woking Core Strategy (2012) states that minimum car parking standards will be set for residential development (outside of Woking Town Centre), as in this instance. Accordingly Table 3 of SPD Parking Standards (2018) sets out a minimum residential parking standard of x3 spaces for 5+ bedroom houses; the approved plans for previously permitted PLAN/2017/0182 (works to complete PLAN/2017/0182 are ongoing although appear substantially complete) show the provision of x5 bedrooms within the host dwelling. There would be no material difference in comparison to the existing parking situation on the site as the existing detached double garage would be demolished and replaced with an attached double garage.
25. However section 4.2 of SPD Parking Standards (2018) - which was not adopted during 2017 when previous PLAN/2017/0182 was permitted - states that "*due to the predominance of garages being used for storage or converted into living space garages do not fully contribute towards parking provision*" and that "*garages only contribute 50% towards overall parking provision*" (i.e. 1.5 out of 3 spaces in this case) and that "*the minimum size of a garage, when contributing towards parking provision, should be 6m x 3m*" (internal floorspace). Whilst the proposed attached double garage meets the 6m x 3m requirement, so as to provide x1 of the x3 required parking spaces, it is clear that sufficient space for the parking of a further x2 cars externally, and in line with Table 3 of the SPD, would be provided on the existing hard surfaced drive within the site. Condition 06 is recommended to secure the use of the proposed attached garage for the parking of at least x1 car.
26. Overall, subject to recommended condition 06, the proposal complies with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF and parking implications are acceptable.

### Private garden amenity space:

27. Policy CS21 of the Woking Core Strategy (2012) states that "*Proposals for new development should...ensure schemes provide appropriate levels of private and public amenity space*". The approved plans for previously permitted PLAN/2017/0182 (works to complete PLAN/2017/0182 are ongoing although appear substantially complete) show the provision of x5 bedrooms and the host dwelling, as it would result from implementation of that planning permission, to provide circa 238 sq.m gross floor area (excluding the existing detached double garage). Taking into account the further (albeit non-habitable) 55 sq.m gross floor area which would be provided by the attached double garage proposed

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under the present application the overall gross floor area of the resulting host dwelling would measure circa 293 sq.m.

28. The retained area of useable private garden wrapping around the host dwelling would measure circa 453 sq.m, thus remaining greater than the overall gross floor area of the extended building (circa 293 sq.m - including proposed attached garage), in accordance with Policy CS21 of the Woking Core Strategy (2012) and the guidance within Table 2 of SPD Outlook, Amenity, Privacy and Daylight (2008) in respect of large family dwelling houses (i.e. 150 sq.m+). The retained private garden would remain appropriate in size and shape for the outdoor recreational and domestic needs of existing and future occupiers; private garden amenity space implications are therefore acceptable.

### Arboriculture:

29. Policy CS21 of the Woking Core Strategy (2012) requires proposals to incorporate landscaping, including the retention of any trees of amenity value and other features. Policy DM2 of the Development Management Policies DPD (DMP DPD) (2016) sets out that the Council will not normally permit development proposals which would result in the loss of trees of amenity value.
30. A protected Scots Pine tree (Ref: TPO/0004/2020) is located within the site, close to the north-eastern boundary. Following concerns raised by the Senior Arboricultural Officer in respect of the formerly proposed single storey side extension to the north-east of the host dwelling, due to its close proximity to the protected Scots Pine tree, that extension was removed from the present application by way of amended plans submitted on 29 July. In their consultation response dated 6 July the Senior Arboricultural Officer confirms that "*there are no arboricultural objections to the garage*" (i.e. the extension which remains within the application). The formation of first floor level side-facing windows (south-west and north-east) have no arboricultural implications. On this basis the present proposal, as amended during the application process by way of amended plans, complies with Policy CS21 of the Woking Core Strategy (2012) and Policy DM2 of the DM Policies DPD (2016), and the relevant NPPF provisions, in respect of arboriculture.

### Flooding and water management:

31. Paragraphs 159-169 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 of the Woking Core Strategy (2012) states that the Council will determine planning applications in accordance with the guidance contained within the NPPF and that the Council expects development to be in Flood Zone 1.
32. The site falls entirely within Flood Zone 1 (low risk), as identified on the Flood map for planning, and is located significant distances from Flood Zones 2 and 3 (medium and high risk respectively); therefore no fluvial flood issues arise. Whilst the Council's Strategic Flood Risk Assessment (SFRA) (November 2015) identifies parts of the site to be at medium and high risk of surface water flooding the existing detached garage to be demolished has a built footprint of 34 sq.m and the proposed attached garage a built footprint of 58 sq.m; because the additional built footprint (i.e. +24 sq.m) falls below 30 sq.m surface water matters would be addressed under other regulatory provisions (i.e. such

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as the Building Regulations) and do not represent a planning constraint in this instance.

### Local Finance Considerations

33. The gross floorspace would not exceed 100 sq.m. The proposal is not Community Infrastructure Levy (CIL) liable.

### Conclusion

34. Overall the principle of development is acceptable and, subject to recommended conditions, the proposed development is acceptable in respect of design and character, neighbouring amenity, parking, private garden amenity space, arboriculture and flooding and water management.
35. Subject to recommended conditions the proposal complies with Policies CS9, CS18, CS21 and CS25 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016), SPD's Design (2015), Outlook, Amenity, Privacy and Daylight (2008) and Parking Standards (2018) and Sections 2, 4, 12, 14 and 15 of the NPPF (2021), the PPG and SFRA and is recommended for approval. In considering this application the Council has had regard to the provisions of the Development Plan, so far as material to the application, and to any other material considerations. In making the recommendation to grant planning permission it is considered that the application is in accordance with the Development Plan of the area.

### **BACKGROUND PAPERS**

x1 Letter of objection

Consultation response(s) from Senior Arboricultural Officer

### **RECOMMENDATION**

**Grant** planning permission subject to the following conditions:

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

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

02. The development hereby permitted must be carried out only in accordance with the following approved plans numbered / titled:

AGO299 001 Rev - (Location & Block Plans), dated 13.04.21 (rec'd by LPA 29.07.2021)

AGO204 002 Rev - (Site Plan), dated 20.07.16 (rec'd by LPA 29.07.2021)

AGO204 003 Rev - (Plan), dated 20.07.16 (rec'd by LPA 29.07.2021)

AGO204 004 Rev - (Roof Plan), dated 20.07.16 (rec'd by LPA 29.07.2021)

AGO299 005 Rev - (Elevations), dated 13.04.21 (rec'd by LPA 29.07.2021)

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AGO299 007 Rev A (Elevations), dated 29.07.21 (rec'd by LPA 29.07.2021)

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

03. The external finishes of the development hereby permitted must only be as shown/annotated on the approved plans listed within condition 02 of this notice and as stated within Section 5 (Materials) of the submitted application form. The development hereby permitted must thereafter be permanently maintained as such unless the Local Planning Authority first agrees in writing to any variation.

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

04. First floor level window(s) within both the north-east and south-west (side) elevations of the host dwelling must be glazed entirely with obscure glass and non-opening unless the parts of the window(s) which can be opened are more than 1.7 metres above the finished floor level of the room(s) in which the window(s) are installed. Where such window(s) are on a staircase or landing (i.e. not in a room) the 1.7 metre measurement must be made from the stair or point on a landing immediately below the centre of the window(s), upwards to the opening part of the window(s). Once installed the window(s) must be permanently retained in that condition.

Reason: To protect the residential amenity and privacy of the occupiers of adjoining Simla and Pembroke Rough in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD's Outlook, Amenity, Privacy and Daylight (2008) and Design (2015) and the provisions of the National Planning Policy Framework (NPPF).

05. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order(s) revoking and/or re-enacting that Order with or without modification(s)) window(s) or other additional openings must not be formed in the side (south-west) elevation of the attached garage hereby permitted without planning permission being first obtained from the Local Planning Authority.

Reason: To protect the residential amenity and privacy of the occupiers of adjoining Simla in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD's Outlook, Amenity, Privacy and Daylight (2008) and Design (2015) and the provisions of the National Planning Policy Framework (NPPF).

06. The attached garage hereby permitted must at all times remain capable of accommodating the parking of at least x1 vehicle and must only be used for purposes incidental to the residential use of the dwellinghouse of Little Cairns.

Reason: To preserve the residential amenities of the area and ensure the provision of sufficient on-site parking in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the National Planning Policy Framework (NPPF).

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### Informatives

01. This statement is provided in accordance with Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. Woking Borough Council seeks to take a positive and proactive approach to development proposals. The Council works with applicants in a positive and proactive manner by:
  - Offering a pre-application advice service; and
  - Where possible officers will seek minor amendments and/or additional information to overcome issues identified during the application process.Following the submission of amended plans to overcome arboricultural concerns identified during the application process the application was considered to be acceptable.
02. 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.
03. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and/ or utilising water supply to wet areas of the site to inhibit dust.
04. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Please refer to the following address for further information:  
<https://www.gov.uk/party-walls-building-works>
05. The applicant is advised that under the Control of Pollution Act 1974, demolition and building works - audible at the site boundaries - should be restricted to the following hours:
  - 0800 - 1800 hrs Monday to Friday (inclusive);
  - 0800 - 1300 hrs Saturdays; and
  - not at all on Sundays and Bank/Public Holidays.