

16 JULY 2024 PLANNING COMMITTEE

6A PLAN/2023/1003

WARD: HV

LOCATION: 18 Beaconsfield Road, Kingfield, Woking, Surrey, GU22 9ED

PROPOSAL: Demolition of existing dwelling and detached garage and erection of 2no semi-detached two-storey dwellings with associated landscaping and refuse and cycle storage.

APPLICANT: Mr M Alam

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The application has been called to the Planning Committee at the request of Councillor Forster as the application falls to be resolved by exercise of planning judgement.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks planning consent for the erection of a pair of two storey semi-detached dwellings with associated landscaping and cycle and refuse storage following demolition of the existing detached bungalow and detached garage.

PLANNING STATUS

- Urban Area
- Surface Water Flood Risk (Medium) (Partly)
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

GRANT permission subject to conditions and Section 106 Legal Agreement.

SITE DESCRIPTION

The application site relates to No.18 Beaconsfield Road, located close to the apex of the residential cul-de-sac off the south-western side of Kingfield Road. Properties within this cul-de-sac are varied between detached and semi-detached two storey and bungalow dwellings of a post-war construction set on commensurate plots. The application site, along with the neighbouring No.20 Beaconsfield Road, are atypically large compared to other neighbouring plots on the street.

The application bungalow is of a simple dual pitched roof design with a lean-to car port on its western side and single storey conservatory stemming off its eastern elevation. A detached single storey garage sits tight up against the western elevation within the rear amenity space which is enclosed by 1.8-metre-high close timber board fencing and some recently pruned trees along the rear boundary.

PLANNING HISTORY

No recent relevant planning history.

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PROPOSED DEVELOPMENT

Planning consent is sought to demolish the existing detached bungalow and garage and erect a pair of two storey semi-detached dwellings in their place. The building would adopt the appearance of a single building with a main two storey gable and subordinate half-hipped roof addition with wall dormers on the front and rear elevations. The building would spread to 13.5 metres in total width, 10.5 metres in total depth and stand at an overall height of 7.2 metres with both a pitched and half-hipped roof form.

CONSULTATIONS

County Highways Authority: No objection subject to condition (24.01.2024)

REPRESENTATIONS

There have been 7no third party letters of objection received in relation to the proposed development. The concerns raised in these letters are summarised as follows:

- Overdevelopment of the site which could lead to an undesirable precedent
- Proposed pair of two storey semi-detached dwellings out of character with this section of the cul-de-sac
- Loss of light to habitable rooms and garden
- Loss of privacy and overlooking
- Loss of views and detrimental visual impact (Officer Note: *the loss of views out over third-party land is not protected and is not considered a material planning consideration unless the proposed development would detrimentally reduce light or cause an overbearing impact*)
- Overshadowing to neighbouring sites
- Insufficient on-site parking for the proposed dwellings
- Increased traffic and on-street parking as a result of the development
- Disruption to neighbouring properties and traffic during the construction process with increased levels of noise (Officer Note: *the construction process is a transient operation necessary for development and would not be a perpetual issue. Should issues arise regarding unacceptable noise levels, the Council's Environmental Health team should be contacted*)

RELEVANT PLANNING POLICIES

National Planning Policy Framework

Section 2 - Achieving sustainable development

Section 5 – Delivering a sufficient supply of homes

Section 11 – making effective use of land

Section 12 – Achieving well-designed and beautiful places

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

Woking Borough Core Strategy

CS1 - A Spatial Strategy for Woking

CS7 - Biodiversity and nature conservation

CS8 – Thames Basin Heaths Special protection Areas

CS9 – Flooding and water management

CS10 – Housing provision and distribution

CS11 – Housing mix

CS12 – Affordable Housing

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CS18 – Transport and accessibility
CS21 – Design
CS22 – Sustainable construction
CS24 – Woking's landscape and townscape

Development Management Policies DPD 2015

DM2 – Trees and landscaping

South East Plan 2009 (Saved policy)

NRM6 - Thames Basin Heaths Special Protection Areas

Supplementary Planning Documents

SPD – Design 2015
SPD – Outlook, Amenity, Privacy and Daylight 2022
SPD – Parking Standards 2018
SPD – Climate Change 2023
SPD – Affordable Housing 2023

Thames Basin Heaths Special Protection Area Avoidance Strategy 2022

Community Infrastructure Levy (CIL) Charging Schedule (2015)

PLANNING ISSUES

1. The planning issues that need to be addressed in the determination of this application are; principle of development, whether the erection of a pair of semi-detached two-storey dwellings would be detrimental to the character of the area, layout and creation of acceptable residential development for proposed occupiers, whether the proposed development would cause material harm to the amenities of surrounding neighbours, impact on trees, impact on parking, sustainability, local finance considerations, affordable housing and impact on the Thames Basin Heath Special Protection Area.

Principle of Development

2. The National Planning Policy Framework and Policy CS25 promote a presumption in favour of sustainable development, with the overarching policies of both the NPPF and the Development Plan as a whole emphasising the need for new housing. Policy CS10 identifies that the Council will make provision for an additional 4,964 net additional dwellings in the Borough between 2010 and 2027, with an indicative number of 750 net additional dwellings as infill development in the rest of the Urban Area (i.e. outside of Woking Town Centre/West Byfleet District Centre/Local Centres). Infill development is defined as the development of a small gap in an otherwise continuous built-up frontage, or a small-scale redevelopment of existing properties within such a frontage.
3. The site is sustainably located within the Urban Area, within an established residential area and an accessible location close to the commercial centres of Kingsfield and Old Woking which provide access to day-to-day goods and services. As indicated, Policy CS10 sets out an indicative density range of 30-40 dwellings per hectare (dph) for infill development in the rest of the Urban Area (i.e. outside of Woking Town Centre/West Byfleet District Centre/Local Centres). With a proposed density of 54 dph, the development exceeds this density range. Whilst the proposal is above the indicative density range, the proposed density and character is in line with similar type properties

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towards the apex of this cul-de-sac and is located within a sustainable urban area where increased densities can be expected. Subject to further considerations with regards to character and amenity provision, this increase is not considered to significantly affected the underlying character and density of the area.

4. Policy CS11 also states that all residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs, as evidenced in the latest Strategic Housing Market Assessment (SHMA - 2015) to create sustainable and balanced communities. Policy CS11 does, however, state that the appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme. The proposed scheme would provide one net additional three-bedroom dwelling (in addition to replacing the existing 2-bedroom dwelling to be demolished).
5. It is acknowledged that not every development site will deliver the complete mix of unit sizes and that Policy CS11 operates, and is monitored, Borough wide. The provision of a two-bedroom house and a three-bedroom house is considered to be appropriate in this instance, reflecting the established character and density of the neighbourhood, and thus accord with Policy CS11 in this regard.
6. Overall, subject to the further, detailed planning considerations set out within this report, the principle of development is acceptable.

Design Considerations and Impact on Character

7. The application site contains a detached bungalow dwelling and garage set along the southern side of Beaconsfield Road where buildings stem along a relatively linear grain with a pair of semi-detached and detached bungalows at the apex. Dwellings within this residential cul-de sac are generally detached and semi-detached two-storey and bungalow dwellings set close to the highway albeit with the exceptions of the application bungalow and the 3no other bungalows towards the top of the road which contain a recess of between 7.5 - 11.5 metres from the highway. Set back approximately 7.5 metres from the highways, the application dwelling, being set along the linear grain, appears as atypical in this respect with other dwellings along the northern and southern side set a consistent distance from the highway.
8. It is proposed to demolish the existing bungalow and detached garage to the rear of it and subdivide the plot with the erection of a pair of two-storey semi-detached dwellings with associated rear amenity spaces, front car parking and landscaping. Associated bin storage and cycle parking is also proposed to serve both proposed units.
9. Section 12 of the National Planning Policy Framework states that *“the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*. Policy CS21 of the Woking Core Strategy 2012 states that new development should respect and make a positive contribution to the street scene and the character of the area within which it is located. Policy CS24 of the Core Strategy states that *“all development proposals will provide a positive benefit in terms of landscape and townscape character...(and) will be expected to conserve, and where possible enhance existing character”*.

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10. The application site is relatively large in comparison to surrounding plots spanning a width of approximately 14 metres which is more than double the width of the average plot width along Beaconsfield Road at 6-7 metres. Depths of plots vary within the cul-de-sac and invariably reduce in depth as you progress towards the top of the cul-de-sac changing from elongated rectangular plots to more shortened rectangular shaped plots. The existing application bungalow sits behind the prevailing building line to the east setting itself out as an uncharacteristic kink in this linear grain and a site which conversely can accommodate off-street parking.
11. Subdivision of the plot would result in two plots of 6.6 metres and 7.3 metres in width respectively. Being located close to the apex of the road, the application site includes a depth of between 20–25 metres and towards the shallower end of plots in the area. Notwithstanding this, there are several plots within the area which include similar depths with shallow rear amenity spaces. Paragraph 135 of the National Planning Policy Framework states that planning decisions should ensure that developments *“are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities”*. The resultant plots, in reflecting the prevailing and overarching plot widths and appropriate plot depths would, therefore, correspond with and reflect the prevailing pattern and grain of development in the area.
12. Positioned behind the prevailing building line to the east, the proposed pair of two-storey semi-detached dwellings would reflect the position of the existing building to be demolished and the existing ‘kink’ in the building line. The reason for preserving this set back is clearly to retain sufficient space towards the front of the proposed dwelling to accommodate off-street parking. The pair of semi-detached dwellings would adopt the form of a single detached building albeit with a design to accommodate the pair of dwellings in a cohesive manner. The design, whilst somewhat conflicting with a dual pitched roof merged with a half-hipped gable on the opposite side, allows for seamless marriage and individual revision to semi-detached dwellings. Properties within Beaconsfield Road are varied in design with no underlying style prevalent. Whilst the proposal adopts an individual take on the style of semi-detached properties, this is not considered to be uncharacteristic in the street scene of Beaconsfield Road. The individual style of the proposal is considered to respect the form and layout of properties in the area whilst making a positive contribution to the street-scene paying due regard to prevailing scales, heights and proportions of buildings in accordance with Policy CS21 of the Core Strategy 2021.
13. In terms of design, both proposed dwellings would be accommodated within the building with architectural cues such as the pitched roof gable, wall dormers and even the half-hipped roof echoing existing architectural elements evident in the cul-de-sac. Whilst not collectively evident on any one dwelling, it is considered that they have been incorporated tastefully within the proposal without appear contrived or conflicting. External materials include a painted render and multi red brickwork again which reflects the existing materials in the area. A condition can be secured to ensure appropriate materials are used in the proposal.

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14. With regards to the areas to the front of both proposed dwellings, these would serve the on-site parking provision with a small section of soft landscaping to soften these. The character, in this regard, would remain largely unchanged from the existing area of open hard landscaping to the front of the dwelling. An appropriate planning condition can be attached in the event of an approval to ensure a suitable soft landscaping scheme for both plots.
15. The proposed pair of semi-detached dwellings would tie in with the prevailing dwellings within Beaconsfield Road maintaining the step back, appearance and commensurate amenity spaces to the rear. The new dwellings are, therefore, considered to present a frontage in keeping with the existing street scene, building orientation and visual separation between buildings. As such, the proposal is in accordance with Section 12 of the National Planning Policy Framework, Policies CS21 and CS24 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Design' 2015.

Layout and Creation of Acceptable Residential Development for Occupiers

16. One of the planning principles set out within Section 12 of the National Planning Policy Framework (NPPF) is to ensure that developments *“create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users”*.
17. Both dwellings have been designed to retain the step back in the building line on the southern side of the highway allowing for space at the front of the site for off-street parking. The proposed would result in 2no dwellings which would have internal floor areas of 86 sq.m and 118.7 sq.m respectively. This internal floor areas of both the 2-bedroom and 3-bedroom units accord with the minimum floor areas set out in the National Technical Housing Standards (2015) which calls for a 2-bedroom and 3-bedroom two storey 4 and 6-person dwellings to include a floor area of at least 79 and 102 sq.m respectively.
18. The Council's SPD 'Outlook, Amenity, Privacy and Daylight' 2022 sets out recommended minimum garden amenity areas, stating that for family dwelling houses with two bedrooms or more and 65 sq.m gross floorspace, as in this instance, a suitable area of private garden amenity in scale with the building, but always greater than the building footprint, should be provided. The private gardens of the dwellings to the rear would measure approximately 55 sq.m and 93 sq.m respectively, exceeding the buildings footprints. The proposal is, therefore, considered acceptable in terms of the overall size of the private rear garden area, which would also be of regular shape and sufficient depth (in excess of 6.5 metres) so as to provide a good standard of external amenity for future occupiers.

Impact on Residential Amenity

19. Policy CS21 of the Woking Core Strategy 2012 requires development proposals to *“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”*. Detailed guidance is provided within the Council's Supplementary Planning Documents 'Outlook, Amenity, Privacy and Daylight' 2022 and 'Design' 2015.
20. The application site is towards the end of the cul-de-sac with a side-to-side relationship with the neighbouring No.16 to the east with No.20 positioned

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towards the apex of the road and fronts onto the western elevation of the application dwelling albeit with a detached garage in front and a separation distance of approximately 20 metres. The site is also positioned opposite Nos.19, 21, 23 and 24 Beaconsfield Road. It has to be borne in mind that views out over third-party land are not protected and are not considered a material planning consideration unless the proposed development would detrimentally reduce light or cause an overbearing impact. The application site is within the defined Urban Area where one would expect the efficient use of land particularly of a plot of this scale. These dwellings on the opposite side of Beaconsfield Road are positioned approximately 17-21 metres from the front elevation of the proposed dwellings and in the case of Nos. 23 and 24, at a skewed angle. Having applied the 25° test which assesses access to light as per the Council's SPD on Outlook, Amenity, Privacy and Daylight, this passes, indicating that no significant loss of light would occur to these properties. Whilst the view from habitable room windows within these adjacent properties will change as a result of the development, these views out over third-party land cannot be protected particularly in a defined Urban Area of this character.

21. To the west, No.20 is set approximately 20 metres from the shared boundary with a detached garage (connected with No.20) set along this same boundary. The 25° test has been applied to the front elevation windows on this dwelling which pass comfortably indicating no significant loss of light. Further to this, much of the proposed development (western elevation) would be screened by the existing single storey pitched detached garage further mitigating potential harm in this respect. Notwithstanding this, whilst the views would change from the perspective of this property, similar to the adjacent properties, views out over third-party land are not protected and are not considered a material planning consideration unless the proposed development would detrimentally reduce light or cause an overbearing impact which is not the case in this instance.
22. No.16 to the east, is one of the few exceptions to the broader character of semi-detached properties in the street but is nevertheless set along the building line which sits tight up against the highway. The proposed replacement dwellings are proposed to be positioned atop the footprint of the existing dwelling whilst maintaining a gap of at least 1 metre off the eastern boundary to the single storey lean to addition and a 1.85 metre gap to the two-storey eastern side elevation. This gap is greater than the existing single storey element which sits tight up against the shared boundary on this side.
23. It is acknowledged that the proposed dwelling would project back 1.2 metres further than the existing dwelling but would maintain a gap of 1.85 metres at two storey level to the boundary and a gap of approximately 4.5 metres between both two storey side elevations. The level of development would increase along this boundary due to the uplift in height, but it is considered that given its increase in depth of 1.2 metres beyond the depth of the existing dwelling that this impact would not be significant. The proposal would be largely set opposite the western flank elevation of No.16 with a 3-metre projection beyond that. The 45° test as per the Council's SPD on Outlook has been applied to the first-floor rear elevation window which passes comfortably indicating no significant loss of light to this room.
24. There are a number of windows in the western side elevation of No.16, these primarily serve the stairwell and bathroom which do not hold the same level of

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protection for access to light. There is, however, a larger ground floor window in this elevation. This window serves a kitchen along with the smaller window to the south of this. The uplift in development would increase the amount of building opposite this window although the positioning of the dwelling opposite this window leaves little room opposite. In any event, upon assessment, it is considered that this kitchen is used solely for the cooking of food/cleaning and not for dining given the layout. There is no single legal definition of "habitable room", as its use and meaning is subject to context. The Town and County Planning (General Permitted Development) (England) Order 2015 (as amended) define "*habitable rooms*" in Part 3, paragraph X and Part 20, paragraph C.(1) as taken to mean "*any rooms used or intended to be used for sleeping or living which are not solely used for cooking purposes, but does not include bath or toilet facilities, service rooms, corridors, laundry rooms, hallways or utility rooms*".

25. As such, it is considered that the kitchen serving No.16 Beaconsfield Road is used for cooking purposes only, with the living and dining room separate. When taken together with the positioning of the proposed building, which is opposite this window (but not entirely with submitted plans showing the proposal not directly opposite the centre point of this window) it is considered that, whilst this window would be affected, it would not prove significantly detrimental to the amenities of the occupiers of this property.
26. The proposed dwellings would have a rear-to-rear relationship with neighbours at No.23 and No.25 Roseberry Crescent to the south. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD 2022 recommends minimum separation distances for different forms of development. For two-storey development, the SPD recommends a minimum separation distance of 10 metres between proposed rear elevations and rear boundaries and 20 metres between opposing rear elevations. The proposed rear elevations would be positioned between 6.3 and 9.4 metres to the boundary which sweeps around the layout of plots. There is, however, a section of land which falls outside of the application site and indeed the site to the South, No.25 Roseberry Crescent, that runs across the entirety of this neighbouring properties rear amenity space and to the rear of the proposed eastern plot. If applying the separation distances from the two storey rear elevations of both properties, this separation gap would increase to at least 8 metres. Notwithstanding this, the appropriate test in this instance would be the rear-to-rear relationship given the urban location and typical layouts in the area. The distances from the two-storey rear elevation of the proposed dwellings to the rear elevations of No.23 and No.25 Roseberry Crescent range from approximately 22–25 metres. These separation distances exceed the recommended minimum separation distances and are considered sufficient to avoid an undue loss of light, overbearing or overlooking impact on these neighbours.
27. Further to this, it is acknowledged that there is a recently pruned band of trees which runs along the rear boundaries of these neighbouring properties which provide a partial natural screen to these rear amenity spaces. Whilst retention of these cannot be secured in perpetuity, they do, at present, act as additional mitigation to loss of privacy/overlooking on top of the separation distances.
28. Considering the points raised above, the development is considered to be acceptable in terms of its relationship with neighbouring properties and will

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safeguard the outlook, amenity, privacy and daylight of existing properties, in accordance with Policy CS21 of the Woking Core Strategy 2012, Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2022 and the National Planning Policy Framework.

Impact on Highway Safety

29. The Supplementary Planning Document 'Parking Standards' 2018 recommends a minimum of 1 car parking space per 2-bedroom dwelling and 2 parking spaces per 3-bedroom dwelling. It is proposed to provide 2 off-street parking spaces for each dwelling towards the front of the plots with examples of soft elements of soft landscaping to soften harshness associated with this level of hardstanding whilst meeting the requirements of the SPD for on-site/off-street parking.
30. The 'Parking Standards' SPD 2018 also sets out cycle parking standards of 2 cycle spaces per dwelling. There are cycle stores proposed for both dwellings to the side and rear of the properties, which would provide secure cycle parking.
31. There has been a number of objections raised with regards to the proposed development and insufficient parking proposed. This has been addressed above, with the minimum and above minimum provisions proposed. Concern has also been raised with regards to the potential increase in the level of traffic along Beaconsfield Road. The development would result in uplift of one net additional dwelling along this street. Whilst it is accepted that parking along Beaconsfield Road is ad hoc, proposed parking would be on-site and it is not considered that the increase of one dwelling would lead to a significant increase in the amount of traffic that would be significantly harmful to the flow of traffic above or beyond that of the existing situation. Further concern is raised with regards to construction traffic should the development be approved. The construction process is an inevitable activity associated with development but is nevertheless a transient operation. Control of the free flow of traffic and disruptions to the highway would be addressed by the County Highways Authority should such an issue arise.
32. The proposal is considered to accord with Policy CS18 of the Woking Core Strategy 2012, Supplementary Planning Document 'Parking Standards' 2018 and provisions set out in the National Planning Policy Framework.

Sustainability

33. Paragraph 157 of the NPPF states that *"The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."*
34. Policy CS22 of the Core Strategy sets out local policy relating to sustainable construction which new developments should achieve. It calls for new residential development on greenfield sites to meet Level 5 of the Code for Sustainable Homes. The Planning and Energy Act 2008 allows LPAs to set energy efficiency standards in their Development Plan policies that exceed

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the energy efficiency requirements of the Building Regulations. However, such policies must not be inconsistent with relevant national policies for England. A Written Ministerial Statement to Parliament, dated 25 March 2015, set out the Government's expectation that such policies should not be used to set conditions on planning permissions with requirements above the equivalent of the energy requirement of Level 4 of the (now abolished) Code for Sustainable Homes; this is equivalent to approximately 19% above the requirements of Part L1A of the 2010 Building Regulations. This is reiterated in Planning Practice Guidance (PPG) on Climate Change, which supports the NPPF.

35. Therefore, notwithstanding the requirements of Policy CS22, standards have been 'capped' at the equivalent energy performance standards of Code Level 4. Part L of the Building Regulations was updated in June 2022 and now requires an energy performance improvement of 31% compared to the 2010 Building Regulations. The current Building Regulations therefore effectively require a higher energy performance standard than what Policy CS22 would ordinarily require. It is not necessary to attach a condition relating to energy performance as more stringent standards are required by separate legislation. The LPA does, however, require all new residential development to achieve as a minimum the optional requirement set through Part G of the Building Regulations for water efficiency, which requires estimated water use of no more than 110 litres/person/day.

Affordable Housing

36. 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.
37. However, Paragraph 65 of the NPPF (2023), which is the more up to date policy, sets out that the provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).
38. Whilst it is considered that weight should still be afforded to Policy CS12 of the Woking Core Strategy 2012, it is considered that more significant weight should be afforded to the policies within the NPPF. The proposal is not major development and therefore no affordable housing contribution is sought.

Impact on Biodiversity

39. The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. This approach is supported by Circular 06/05 – Biodiversity and Geological Conservation and is reflected in Policy CS7 of the Woking Core Strategy 2012.
40. The application site is developed land within the Urban Area with no existing significant vegetation apparent, and sited adjacent to maintained private garden areas within the built-up area; therefore, the biodiversity implications

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of the proposal would be minimal. The proposed development relates to a 'small site' (i.e., is for 'minor' development as defined by the DMPO) and the planning application was submitted (and deemed valid) before 02 April 2024, mandatory Biodiversity Net Gain (BNG) does not apply in this instance. Notwithstanding this, biodiversity enhancement measures in line with Policy CS7 can be secured through planning condition to contribute to enhancements to the natural and local environments. Overall, subject to recommended condition, the proposed development would comply with Policy CS7, and the provisions of the NPPF, in respect of biodiversity.

Impact on the Thames Basin Heaths Special Protection Area

41. The Special Protection Areas (SPAs) in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Policy CS8 of the 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).
42. The Suitable Alternative Natural Greenspace (SANG) and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the Strategic Access Management and Monitoring (SAMM) element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMM contribution of £1,230 (£1,230 per dwelling with 3 bedrooms) in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (2022 update) as a result of the uplift of one net additional 3-bedroom dwelling which would arise from the proposal. This would need to be secured through a S106 Legal Agreement.
43. Subject to the completion of an appropriate S106 Legal Agreement, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBH SPA and therefore accords with Policy CS8 of the Woking Core Strategy 2012 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy'.

Local Finance Considerations

44. 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 provisions in the Borough. In this case, the proposed residential development will increase the floor space by 112.8 sq. m uplift over the existing floor area. This would incur a cost of £125 per sq. m which equates to a contribution of £20,741.70 (2024 indexation).

Conclusion

45. The principle of development is considered to be acceptable with the proposal incorporating a satisfactory design tying in with the prevailing character along Beaconsfield Path. The proposed semi-detached pair of dwellings would not significantly affect the amenities of neighbours along Beaconsfield Road or Roseberry Crescent with the highway safety and the landscaping information provided considered acceptable subject to a number of conditions.

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46. The proposal is considered to be an acceptable form of development that complies with the provisions of the National Planning Policy Framework (2023), Policies CS1, CS7, CS8, CS10, CS11, CS12, CS18, CS21, CS22, CS24 and CS25 of the Woking Core Strategy 2012, Policy DM2 of the Development Management Policies DPD 2016, Supplementary Planning Documents 'Outlook, Amenity, Privacy and Daylight' 2022, 'Parking Standards' 2018, 'Design' 2015 and 'Climate Change 2023, Policy NRM6 of the South East Plan 2009, Thames Basin Heaths Special Protection Area Avoidance Strategy 2017 (SI No.1012 - the "Habitats Regulations") and is accordingly recommended subject to legal agreement and the recommended conditions.

BACKGROUND PAPERS

1. Site visit photographs.
2. Response from County Highways Authority (24.01.2024)

RECOMMENDATION

Permit subject to legal agreement and the following condition(s):

01. The development for which permission is hereby granted must 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. ++ Notwithstanding the details submitted with the application (including any shown/annotated on the approved plans listed within this notice and within the application form) prior to the application of external materials/finishes to a development, hereby permitted, full details of all external facing materials of the development must first be submitted to and approved in writing by the Local Planning Authority. The submitted details must include details of all brickwork, render, roof covering materials, downpipes/gutters/soffits/fascias (including colour and material) and RAL colour and material for window and door frames.

The submitted details must generally accord with the type and quality of materials indicated within the application. The respective dwellinghouse must thereafter be carried out and permanently maintained in accordance with the approved details unless the Local Planning Authority first agrees in writing to any variation.

Reason: To ensure the development respects and makes a positive contribution to the street scenes and the character of the area in which it is situated in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the National Planning Policy Framework (NPPF).

03. The development hereby permitted should be carried out in accordance with approved plans;

- Location Plan Drawing No. L.01 (Received by the LPA 04.12.2023)
- Block plan Drawing No. B.01 (Received by the LPA 04.12.2023)
- Proposed Site Layout Drawing No. P.01 (Received by the LPA 03.01.2024)
- Proposed Elevations Drawing No. P.06 (Received by the LPA 04.12.2023)
- Proposed Ground Floor Plan in relation to No.16 Drawing No. P.08 (Received by the LPA on 05.04.2024)

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- Proposed First Floor Plan in relation to No.16 Drawing No. P.09 (Received by the LPA on 05.04.2024)

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

04. No part of the development shall be first occupied unless and until the proposed vehicular / pedestrian / cycle / modified access to Beaconsfield Road has been constructed and provided with visibility zones in general accordance with the approved plan drawing P04 by the Local Planning Authority. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

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

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 by the Local Planning Authority for vehicles to be parked. Thereafter the parking areas shall be retained and maintained for their designated purpose(s).

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

06. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in general accordance with the approved plans drawings P01/P04 by the Local Planning Authority 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: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023.

07. The windows in the first floor south-western and south-eastern side elevations hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the windows 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.

08. Notwithstanding any details shown on the approved plans listed within condition 03 of this notice the development, hereby permitted, must not be first occupied until hard and soft landscaping has been implemented for the development in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

- a) full details of tree planting, including confirmation of location, species and sizes at planting;
- b) full details of soft planting, including of grassed/turfed areas, shrubs and herbaceous areas detailing species, sizes and numbers/densities;
- c) full details of enclosures including type, dimensions and treatments of any walls, fences and hedges; and
- d) full details of hard landscaping, including location, extent and specifications of all hard and ground surface materials.

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All plantings must be completed in accordance with the approved details during the first planting season following practical completion of the respective dwellinghouse(s) or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. Any new planting which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced during the following planting season. Unless further specific written permission has first been given by the Local Planning Authority replacement planting must be in accordance with the approved details.

Reason: To ensure a high-quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the National Planning Policy Framework (NPPF).

09. Prior to the progression of any works beyond superstructure stage pursuant to the construction of the dwellings, hereby permitted, details of measures for the enhancement of biodiversity on the site must be submitted to and approved in writing by the Local Planning Authority together with a timetable for the implementation of such measures. Biodiversity enhancements could include, but are not limited to, the following:

- Providing a wildlife friendly soft landscaping scheme, including using a range of native species when planting new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for site conditions and complimentary to surrounding natural habitat. Planting should focus on nectar-rich flowers and/or berries as these can also be of considerable value to wildlife;
- Including log piles within areas of boundary vegetation, to provide habitat for a range of species;
- Providing bird boxes erected on or integral within the new building and/or on suitable trees. Their design and placement should follow best practice guidance; and
- Providing bat roosting features erected on or integral within the new building and/or on suitable trees. Their design and placement should follow best practice guidance.

The measures as are approved must be implemented in full accordance with the agreed details prior to the first occupation of the dwelling and thereafter be permanently retained for the lifetime of the development unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that there is a net gain in biodiversity on the site in accordance with Policies CS7 and CS21 of the Woking Core Strategy 2012 and the provisions of the NPPF.

10. Notwithstanding the provisions of Article 3 and Schedule 2, Part 1 and Classes A, B, C, E and F 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 the provision of any other building or hardstanding within the curtilage other than as expressly authorised by this permission shall be carried out without planning permission being first obtained from the Local Planning Authority.

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Reason: The Local Planning Authority considers that further development of the site or dwelling could cause detriment to the provision of an appropriate amount, and quality, of private amenity space to serve the host dwelling or character of the surrounding area and for this reason would wish to control any future development.

11. Prior to the commencement of superstructure works on a residential buildings, hereby approved, written evidence must be submitted to, and approved in writing by, the Local Planning Authority demonstrating that the dwellings within the development will achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence must be in the form of a Design Stage water efficiency calculator.

Development must be carried out wholly in accordance with such details as may be approved and the approved details must be permanently maintained and operated for the lifetime of the relevant dwelling(s) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy 2012, the Climate Change SPD 2013 and the provisions of the National Planning Policy Framework (NPPF).

12. The development hereby permitted must not be first occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the respective dwellinghouse has achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence must be in the form of the notice given under Regulation 37 of the Building Regulations.

Such approved details must be permanently maintained and operated for the lifetime of the respective dwellinghouse unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2014) and the provisions of the National Planning Policy Framework (NPPF).

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 2023.

02. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

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You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

03. 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.

04. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from: http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

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

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

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

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

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

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

05. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-

08.00 - 18.00 Monday to Friday

08.00 - 13.00 Saturday

and not at all on Sundays and Bank/Public Holidays.

06. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

07. 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

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

08. 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.

09. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

10. 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).

11. Glazing to provide privacy is normally rated on a scale of 1-5, with 5 providing the most privacy. To meet the requirements of condition 08 the upper-floor window(s) in any part of the side of the house should be obscure-glazed to minimum of level 3. Obscure-glazing does not include one-way glass or film applied to the glazing.

12. The applicant is advised that clearance of any vegetation or piles of logs, brash, compost, rocks or other similar debris should be undertaken carefully and by hand. Any excavations left open overnight should include a ramped means of escape for any animals that may fall in and open pipework capped overnight to avoid species becoming trapped. The applicant is also strongly encouraged to provide suitable gaps in any new boundary fencing to allow species such as hedgehogs to move through the site post-development.