

4th SEPTEMBER 2018 PLANNING COMMITTEE

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LOCATION: Dormy Cottage & Dinnet Cottage, Jackman's Lane, St Johns, Woking, Surrey, GU21 7QU

PROPOSAL: Erection of new 5-bedroom detached dwelling at Dormy Cottage, a new garage at Dinnet Cottage, a new carport at Dormy Cottage and associated improved access and relocated boundaries following demolition of two existing garages and two outbuildings at Dinnet Cottage and Dormy Cottage (Amended drawings).

TYPE: Full

APPLICANT: Mr Salvatore De Piano

OFFICER: Tanveer
Rahman

REASON FOR REFERRAL TO COMMITTEE

The proposal involves the erection of a single dwelling which falls outside of the scheme of delegated powers.

RECOMMENDATION

GRANT planning permission subject to conditions and legal agreement.

PLANNING STATUS

- Urban Area
- Adjacent to Green Belt
- Adjacent to Site of Nature Conservation Importance
- Adjacent to Common Land
- Adjacent to Railway Line
- Archaeological Interest
- Thames Basin Heaths SPA Zone B (400m-5km)

SITE DESCRIPTION

The application site relates to garden land within the curtilage of part of Dormy Cottage and Dinnet Cottage. The site slopes down from Jackman's Lane and its southern boundary backs onto a railway line.

Dinnet Cottage's northern boundary is bounded by Jackman's Lane and the front (west) elevation of the house is accessed by a lane which leads off Jackman's Lane.

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The property has a detached garage in the south east corner of its curtilage which is accessed directly from Jackman's Lane.

To the south of Dinnet Cottage is Dormy Cottage. The front (west) elevation of this house is also accessed by the lane which leads off Jackman's Lane. The property has a detached garage next to its side (north) elevation and a large garden which wraps around its rear and side (south) elevations.

PLANNING HISTORY

Dormy Cottage & Dinnet Cottage

- PLAN/2016/1041: Demolition of existing detached dwelling house and garage. Erection of three detached dwelling houses with garages, access and landscaping. (amended red line, certificate and plans) - refused 01.02.2017 for the following reasons:

"01. The proposed development, by reason of its size, layout, design, height, scale and plot subdivision, is considered to result in an urbanising form of development which would fail to respect the prevailing semi-rural pattern and character of development in the area. The proposed development would therefore fail to make a positive contribution to the street scene and the character of the area contrary to Policies CS21 and CS24 of the Woking Core Strategy (2012), Policy DM10 of the Development Management Policies DPD (2016), Design SPD (2015) and the National Planning Policy Framework (2012).

02. In the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, it cannot be determined that the additional dwellings would not have a significant adverse impact on the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy (2012), the Thames Basin Heaths Avoidance Strategy (2010 - 2015) and saved Policy NRM6 of the South East Plan (2009), the National Planning Policy Framework (NPPF) and the Conservation of Habitats and Species Regulations 2010 (SI No. 490 - the "Habitats Regulations")."

Dinnet Cottage

- PLAN/2017/0016: Creation of new access drive across common land to parking space in front garden - withdrawn 18.09.2017.
- PLAN/2014/0198: Erection of a two storey side extension - permitted 11.04.2014.
- PLAN/1999/0523: Erection of conservatory and bay window - permitted 05.08.1999.
- PLAN/1996/0851: Erection of new front porch and conservatory to the rear – permitted 14.11.1996.
- 77/0264: ERECTION GARAGE - permitted 01.04.1977.

Dormy Cottage

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- 0015597: CONVERSION TO TWO SEMI-DETACHED HOUSES permitted 01.06.1962

PROPOSED DEVELOPMENT

(Case Officer's note: the LPA raised the following concerns about the scheme as it was originally submitted:

- *Overlooking towards Tallis's rear garden from the first floor front elevation window serving Bedroom 3.*
- *The garage intended to serve Dinnet Cottage would have an unacceptable impact on the character of the area by appearing too bulky. Furthermore, its size and design would enable it to be used as a separate residential unit which would not be acceptable in this location.*
- *The carport intended to serve Dormy Cottage would have 2.85m wide bays which are below the minimum width recommended in the Council's Parking Standards SPD (2018).*

The agent made the following main amendments to the scheme following these comments.

- *Bedroom 3 was moved to the rear of the house and its first floor front elevation window was removed.*
- *A chimney was added to the front elevation of the proposed house.*
- *Two high-level roof lights and a high level window were added to the side (east) elevation of the proposed house.*
- *The height of the garage intended to serve Dinnet Cottage was reduced.*
- *The width of the carport intended to serve Dormy Cottage was increased.*

It is this amended scheme which will be described below and assessed in the 'Planning Issues' section.)

The application proposes to demolish two existing outbuildings within the rear garden of Dormer Cottage and erect a two-storey, hipped roof, 5-bedroom, detached dwelling with an attached garage. The house is proposed to be accessed from the north east corner of the site which currently serves as the vehicular access to Dinnet Cottage. The curtilage of this new dwelling is proposed to be bounded from the rear garden of Dormy Cottage by close board fencing and from the rear garden of Dinnet Cottage and by a dwarf wall with panel fencing above it.

The application proposes to demolish Dormy Cottage's and Dinnet Cottages's existing garages and to erect a new detached garage directly to the east of this. This garage is intended to serve Dinnet Cottage and to be accessed via the lane which leads off Jackman's Lane.

The application also proposes a carport to the north west of the proposed house. This carport is intended to be used by Dormy Cottage and to also be accessed by the access at the north east corner of the site.

SUMMARY INFORMATION

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Site area (part of Dinnet Cottage's curtilage and all of Dormy Cottage's curtilage)
0.234ha

Existing units	2 unit
Proposed units	3 units
Existing site density	8.5 dwellings/hectare
Proposed site density	12.8 dwellings/hectare

CONSULTATIONS

County Highway Authority (SCC): No objection.

Archaeological Officer (SCC): No objection.

Surrey Wildlife Trust: No objection.

LPA Senior Arboricultural Officer: No objection subject to condition.

Natural England: No response received.

LPA Senior Environmental Health Officer: No objection subject to condition.

LPA Chief Building Control Surveyor: *"The current application plans do not comply with B5, Paragraph 11.2 due to vehicle access for the dwelling house exceeding 45m. The plan is also not in accordance with paragraph 11.5 as turning facilities that are more than 20m long are not present. One way forwards may be to include a water suppression system in accordance Surrey Fire Brigade recommendations."*

Network Rail: No response received.

NEIGHBOUR REPRESENTATIONS

Two letters of objection were received following submission of the original scheme which made the following main statements:

- The proposed access is too narrow to provide access for fire engines and too far from the proposed house for a fire hose to reach.
- The proposed front gate would be out of character with the character of Jackman's Lane.
- The dormer in the proposed garage to serve Dinnet Cottage would create overlooking issues towards an objector's property.
- The proposal is better than the previously refused application at the site but still requires some amendments.
- The proposal would create more vehicle movements and would not improve vehicular access.
- The application has not provided great regard to biodiversity.
- The proposal would have a greater noise impact on neighbours.
- The proposed house should be situated further towards the south west.
- The proposed chimney should be situated on the opposite side of the house.

Neighbours were re-notified of the amended scheme. At the time of writing this report no further letters of representation had been received. The Committee will be updated verbally if any further representations are received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2018):

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 13 - Protecting Green Belt land
Section 15 – Conserving and enhancing the natural environment

Woking Core Strategy (2012):

CS1 - A Spatial Strategy for Woking
CS6 - Green Belt
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Area
CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS16 - Infrastructure Delivery
CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS21 - Design
CS22 - Sustainable Design and Construction
CS24 - Woking's Landscape and Townscape
CS25 - Presumption in Favour of Sustainable Development

Development Management Policies DPD (2016):

DM2 - Trees and landscaping
DM8 - Land Contamination and Hazards
DM10 - Development on Garden Land
DM13 - Buildings in and Adjacent to the Green Belt

Supplementary Planning Documents

Woking Design SPD (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Parking Standards (2008)

Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015

Climate Change (2013)

Affordable Housing Delivery (2014)

PLANNING ISSUES

The main issues to consider in determining this application are the principle of development, impact on the Green Belt, impact on character, impact on trees, impact on neighbours, quality of accommodation, impact on car parking provision and highway safety, impact on sustainability and the impact on the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan.

Principle of Development

1. The NPPF and Policy CS25 of the Core Strategy promote a presumption in favour of sustainable development. The application site is located within an established residential area with good road links. For these reasons the site location is considered to be suitably sustainable in the defined urban area of Woking. The principle of erecting one residential dwelling on the site is considered acceptable subject to further material considerations as set out in this report.

Impact on the Green Belt

2. The closest part of the proposed development to the Green Belt land to the west would be the proposed detached garage which would be 9m at its closest point to the Green Belt. It is considered that this would not impact the openness or character of the Green Belt
3. It is therefore considered that the proposed development would have an acceptable impact on the Green Belt.

Impact on character

4. The proposed development would result in one additional dwelling on garden land within the curtilage of Dormy Cottage and garden land within the curtilage of Dinnet Cottage. Policy DM10 of the *Development Management Policies Development Plan Document* (2016) states that the principle of housing development on garden land is not unacceptable but only subject to four criteria. Two of these criteria relate to character and state that the development is acceptable providing:

“(i) it does not involve the inappropriate sub-division of existing curtilages to a size substantially below that prevailing in the area, taking account of the need to retain and enhance mature landscapes;

“(ii) it presents a frontage in keeping with the existing street scene or the prevailing layout of streets in the area, including frontage width, building orientation, visual separation between buildings and distance from the road;

“(iii) the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area; and

“(iv) suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality.”

5. Jackman's Lane contains residential properties with varied footprints, some of these are bungalows and some are two-storey dwellings. Plots widths vary along the street as do the depths of the frontages to the dwellings. It is also noted that garden areas and layouts vary throughout Jackman's Lane. For these reasons it is considered that the layout of the proposed house and its associated rear garden and frontage as well as the proposed garage and carport would not be out of keeping with the wider street scene. It is also considered that they would not leave Dormy Cottage and Dinnet Cottage with garden areas and layouts out

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of keeping the character of the street scene. It is therefore considered that the proposed development would comply with criteria (i) and (ii) of Policy DM10 of the DM DPD. Criteria (iii) will be addressed in the 'Impact on car parking provision and highway safety' section below and criteria (iv) will be addressed in the 'quality of accommodation' section below.

6. The NPPF points out that the overall scale, density, layout and materials of a proposed development should be guided by neighbouring buildings and the local area. *Woking Design SPD* (2015) echoes this guidance. Properties on Jackman's Lane vary in style although they are all generally of traditional character. The proposed house would have a maximum 25.2m width, 13.7m depth and 9.3m height. It would have a traditional form and character with an exterior materials palette of red facing brick, red hung tiles and red concrete interlocking roof tiles. The front elevation of the house would be approximately 1.25m lower than Jackman's Lane. It is considered that the combination of these factors would make the house appear in keeping with the character of the area subject to a condition requiring further details of external material. The proposed detached garage would have a 6.4m width, 7.7m depth and 5.1m ridge height. It would have a traditional form and character with an exterior materials palette of red facing brick and brown concrete interlocking roof tiles. It is considered that the combination of these factors would make the garage appear in keeping with the character of the area subject to a condition requiring further details of external materials. The proposed carport would have a 6.3m width, 6.6m depth and 4.75m ridge height. It would also have a traditional form and character with grey concrete interlocking roof tiles. It is considered that the combination of these factors would make the carport appear in keeping with the character of the area subject to a condition requiring further details of external materials.
7. The proposed development is therefore considered to have an acceptable impact on the character of Jackman's Lane subject to a condition 3 in respect of materials.

Impact on trees

8. The submitted Arboricultural Report Ref: 18 1527 states that no trees are proposed to be removed as part of the proposed development. The LPA Senior's Arboricultural Officer has raised no objection to the proposed protective measures contained report subject to condition.
9. The proposal is therefore considered to have an acceptable impact on trees subject to condition.

Impact on neighbours

10. The neighbours potentially most affected by the proposal are Tallis, Dormy Cottage and Dinnet Cottage.
11. The two roof lights and high-level first floor window in the east elevation of the proposed house would be just 1.5m from the side boundary with Tallis's rear garden. However according to the proposed section, the underside of the roof lights would be 1.7m from the floor level of the en-suite that they are intended to serve and the underside of the window would be more than 1.7m from the floor level of the dressing area it is proposed to serve. It is therefore considered that they would not create unacceptable overlooking issues towards Tallis but only subject to condition 5 requiring the 1.7m minimum height cill to be maintained.

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The closest part of the first floor window in the west elevation of the proposed house to the side boundary with Dormy Cottage would be 10m. It is considered that this is far enough not to create unacceptable overlooking issues towards Dormy Cottage.

12. The proposed detached garage would pass the '45° test' as set out in the Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) towards all windows in the rear elevation of Dinnet Cottage and it would also pass the '25° test' as set out in the SPD towards the window in the side (south) elevation of Dinnet Cottage's conservatory. It is therefore considered that the proposed garage would not unacceptably impact the sunlight/daylight levels towards Dinnet Cottage. The proposed carport would pass the '25° test' towards the facing windows in the rear elevation of Dormy Cottage. It is therefore considered that the proposed development would not unacceptably impact the sunlight/daylight levels towards Dormy Cottage either.
13. The side (east) elevation of the proposed dwelling would have a 12.9m depth of wall which would be approximately 1.5m from the side boundary with Tallis. This depth would have an eaves height ranging from 4.0m - 5.0m. There would also be a chimney projecting of this wall with a width of 0.5m and a height of 8m. While it is noted that the proposed dwelling would be close to Tallis's rear garden it would be located towards the rear of this garden and not close to what is considered to be Tallis's main area of private amenity space. For these reasons it is considered that the proposed dwelling would not appear unacceptably overbearing towards Tallis. The proposed garage (intended to serve Dinnet Cottage) would have a 7.7m depth, a 2.4m eaves height and would be directly in line with Dinnet Cottage's rear garden. On balance it is considered that its massing and location would not make it appear unacceptably overbearing towards Dinnet Cottage. The proposed carport would have a 6.6m width, 4.7m ridge height, a 2.3m eaves height and would be directly in line with the north east corner of Dormy Cottage's rear garden. On balance it is considered that its massing and location would not make it appear unacceptably overbearing towards Dormy Cottage.

Quality of accommodation and private amenity space

14. The proposed dwelling is considered to achieve an acceptable size and standard of accommodation with acceptable quality of outlook to habitable rooms.
15. An Environmental Noise Survey and Noise Impact Assessment Report Ref: 23413/NIA1 Rev1 and a Train Induced Vibration and Assessment Report Ref:23413/VAR1 Rev1 were submitted with the application. The Council's Senior Environmental Health Officer reviewed this information and raised no objection subject to the information being complied with in full. It is therefore considered that the railway line would not have an unacceptable noise and vibration impact on the proposed dwelling.
16. *Outlook, Amenity, Privacy and Daylight* (2008) recommends that houses should have private amenity space that is at least equal in area to the footprint of the house and also in scale with the house. The proposed dwelling would have a footprint of 220sqm and a rear/side garden area of 470sqm. Dormy Cottage has a footprint of 205sqm and would be left with a rear/side garden with an area of 590sqm. Dinnet Cottage has a footprint of 73.5sqm and would be left with a rear garden with an area of 390sqm. All of the houses would therefore have private amenity space in line with guidelines in the SPD.

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17. The proposed development is therefore considered to be acceptable in terms of quality of accommodation and private amenity space.

Impact on car parking provision & highway safety

18. *Parking Standards* (2018) recommends that a dwelling with five or more bedrooms should have a minimum parking provision for three cars. It also goes on to state that where a garage contributes to this provision each space should be at least 6m x 3m. The proposed dwelling's internal garage would have an internal area of 6m x 6m which is considered to provide space for two cars and it is considered that its driveway would have enough space to park more than one car. It is considered that the proposed detached garage at Dinnet Cottage and the proposed carport at Dormy Cottage would not lead to a loss of parking provision at these two properties.
19. The County Highway Authority (SCC) has raised no objection and has not recommended any conditions.
20. For these reasons it is considered that the proposed development would have an acceptable impact on car parking provision and highway safety.

Sustainability

21. Planning policies relating to sustainable construction have been updated following the Government's withdrawal of the Code for Sustainable Homes. Therefore in applying Policy CS22 of the Core Strategy, the approach has been amended and at present all new residential development shall be constructed to achieve a water consumption standard of no more than 105 litres per person per day indoor water consumption and not less than a 19% CO2 improvement over the 2013 Building Regulations TER Baseline (Domestic). A Condition has been recommended to secure this.

Affordable Housing

22. The application site is garden land. Woking Council's *Affordable Housing Delivery SPD* (2014) states that "*the Council must treat garden land to the front, side and rear of an existing dwelling as Greenfield land and seek a 50% affordable housing provision from any development scheme*". This is reflected in Policy CS12 of the Core Strategy.
23. However, following the Court of Appeal's judgment of 11th May 2016 (Secretary of State for Communities and Local Government v West Berkshire District Council and Reading Borough Council [2016] EWCA Civ 441), wherein the Secretary of State for Communities and Local Government successfully appealed against the judgment of the High Court of 31st July 2015 (West Berkshire district Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin)), it is acknowledged that the policies within the Written Ministerial Statement of 28th November 2014, as to the specific circumstances where contributions for affordable housing and tariff-style planning obligations should not be sought from small scale and self build development, must once again be treated as a material consideration in development management decisions.

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24. Additionally the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016) sets out that there are specific circumstances where contributions for affordable housing planning obligations should not be sought from small scale and self-build development. This follows the order of the Court of Appeal judgment dated 13th May 2016, which again gives legal effect to the policy set out in the Written Ministerial Statement of 28th November 2014 and should be taken into account. These circumstances include that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor space of no more than 1000sqm.
25. Whilst it is considered that weight should still be afforded to Policy CS12 of the Core Strategy it is considered that greater weight should be afforded to the policies within the Written Ministerial Statement of 28th November 2014 and the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016). As the proposal represents a development of 10 units or less, and has a maximum combined gross floorspace of no more than 1000sqm, no affordable housing financial contribution is therefore sought from the application scheme.

Local finance consideration

26. The proposal would lead to a gross internal area of 380sqm outside of the designated town centre. It will therefore be liable to a contribution to the Community Infrastructure Levy (CIL) of **£58,644.23** according to the current financial year's price index.

Impact on the Thames Basin Heaths Special Protection Area

27. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Policy CS8 of the Core Strategy requires new residential development beyond a 400m threshold but within 5 kilometers of the SPA boundary to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
28. 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. A SAMM contribution of **£1,041** in line with the *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015* (April 2018 update) as a result of the uplift of one five-bedroom dwelling that would arise from the proposal would be required.
29. A signed Unilateral Undertaking will be used to secure this financial contribution.

CONCLUSION

Overall the principle of development is considered to be acceptable and it is considered that it would have an acceptable impact on the Green Belt, character, trees, neighbours, quality of accommodation and amenity space, car parking provision and highway safety, sustainability and the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan. The proposal therefore accords with sections 5, 9, 11, 12, 13 and 15 of the *National Planning Policy Framework* (2018), policies CS1, CS6, CS7, CS8, CS10, CS11, CS12, CS16, CS17, CS18, CS21, CS22, CS24 and CS25 of the *Woking Core*

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Strategy (2012), policies DM2, DM8, DM10 and DM13 of the *Development Management Policies DPD* (2016), *Working Design SPD* (2015), *Outlook, Amenity, Privacy and Daylight* (2008), *Parking Standards* (2006), *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015*, *Climate Change* (2013) and *Affordable Housing Delivery* (2014).

BACKGROUND PAPERS

Site visit photographs (20.07.2018)

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	Provision of £1,041 contribution to provide SAMM.	To accord with the Habitat Regulations and associated Development Plan policies and the Council's Adopted Avoidance Strategy.

RECOMMENDATION

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

1. The development hereby permitted shall 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).

2. The development hereby permitted shall be carried out in accordance with the approved drawings listed below:
 - 1:1250 location plan and 1:250 proposed block plan Drwg no.P1288.201 Rev.C (received by the LPA on 13.08.2018)
 - 1:250 proposed materials layout block plan Drwg no.P1288.202 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed heights layout block plan Drwg no.P1288.203 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed parking layout block plan Drwg no.P1288.204 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed refused layout block plan Drwg no.P1288.205 Rev.A (received by the LPA on 07.08.2018)
 - 1:100 proposed ground floor plan Drwg no.P1288.PH.201 Rev.A (received by the LPA on 07.08.2018)
 - 1:100 proposed first floor plan Drwg no.P1288.PH.202 Rev.C (received by the LPA on 08.08.2018)
 - 1:100 proposed roof plan Drwg no.P1288.PH.203 Rev.A (received by the LPA on 07.08.2018)

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- 1:100 proposed front elevation Drwg no.P1288.PH.204 Rev.B (received by the LPA on 07.08.2018)
- 1:100 proposed side elevations Drwg no.P1288.PH.205 Rev.B (received by the LPA on 08.08.2018)
- 1:100 proposed side elevations Drwg no.P1288.PH.206 Rev.B (received by the LPA on 07.08.2018)
- 1:100 proposed section AA Drwg no.P1288.PH.207 (received by the LPA on 08.08.2018)
- 1:200 proposed site section Drwg no.P1288.SS.02 Rev.A (received by the LPA on 07.08.2018)
- 1:100 proposed garage drawings Drwg no.P1288.DC.GAR.201 Rev.A (received by the LPA on 01.08.2018)
- 1:100 proposed carport drawings Drwg no.P1288.DC.GAR.201 Rev.A (received by the LPA on 01.08.2018)

Reason:

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

3. Notwithstanding the materials stated on the approved drawings no above-ground work on the development hereby permitted shall not commence until details and a written specification of the materials to be used in the external elevations, hard surfaced areas and boundary walls have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason:

To protect the visual amenities of the area in accordance with the principles set out in the NPPF and Policy CS21 of the Core Strategy.

4. Protective measures shall be carried out in strict accordance with the Arboricultural Report Ref: 18 1527 (received by the LPA on 12.06.2018) including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protective measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason:

To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself to comply with Policy CS21 of the Core Strategy.

5. The windows at first floor level and above in the east facing elevation of the new dwelling hereby approved shall have a minimum internal cill height of 1.7 metres above finished floor level.

Reason:

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In the interests of amenity of neighbouring properties in accordance with Policy CS21 of the Core Strategy.

6. The integral garage, detached garage and carport hereby permitted shall only be used for the parking of vehicles (and storage) ancillary and incidental to the residential use of the associated dwellinghouses and shall be retained thereafter solely for that purpose and made available to the occupiers of the property at all times for parking purposes unless otherwise first agreed in writing by the Local Planning Authority.

Reason:

To preserve the amenities of the neighbourhood and ensure the provision of off-street parking facilities in accordance with Policies CS18 and CS21 of the Core Strategy.

7. Above-ground works on the development hereby permitted shall not commence until details have been submitted for the written approval of the Local Planning Authority demonstrating that the development will be constructed to achieve a water consumption standard of not more than 105 litres per person per day maximum indoor water consumption and not less than a 19% CO2 improvement over the 2013 Building Regulations TER Baseline (Domestic). Such details as may be approved shall be installed prior to the first occupation of the development and maintained and operated in perpetuity, unless otherwise 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 and to comply with policies CS21 and CS22 of the *Woking Core Strategy* (2012).

8. Notwithstanding the provisions of Article 3 of *The Town and Country Planning (General Permitted Development) Order 2015* (as amended) (or any order revoking and re-enacting that Order with or without modification) no building, structure, extension or other alteration permitted by Class A, B, C, D, E, F and G of Part 1 of Schedule 2 of that Order shall be erected on the application site without the prior written approval of the Local Planning Authority of an application made for that purpose.

Reason:

To protect the amenity and privacy of the occupants of neighbouring properties in accordance with policy CS21 of the *Woking Core Strategy* (2012).

9. The development hereby permitted shall be carried out in accordance with the stipulations of the Environmental Noise Survey and Noise Impact Assessment Report Ref: 23413/NIA1 Rev1 (received by the LPA on 01.06.2018) and the Train Induced Vibration and Assessment Report Ref:23413/VAR1 Rev1 (received by the LPA on 01.06.2018).

Reason:

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To safeguard the health and amenity of future occupiers of the development in accordance with Policy CS21 of the Core Strategy.

10. Above-ground works on the development hereby permitted shall not commence until details of any modifications to boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The approved modifications shall be implemented prior to the occupation of the dwelling hereby approved and permanently maintained thereafter.

Reason:

To ensure adequate security and a satisfactory appearance of the completed development in accordance with policy CS21 of the *Woking Core Strategy* (2012).

11. If during development, contamination not previously identified is found present at the site then no further development (unless otherwise first agreed in writing by the Local Planning Authority) shall be carried out until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall thereafter be implemented in accordance with the approved details.

Reason:

In accordance with the NPPF and policy DM8 of the *Development Management Policies DPD* (2016) which require development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution and to ensure that adequate site investigation information, prepared by a competent person, is presented.

12. Prior to the commencement of any above ground works to construct the development hereby permitted details of a scheme for disposing of surface water by means of a sustainable drainage system shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to the first occupation of the development and thereafter maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the development achieves a high standard of sustainability and to comply with Policies CS9 and CS16 of the *Woking Core Strategy* and the provisions of the NPPF.

Informatives

01. Site Inspections:

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.

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

03. 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 full 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>

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

04. 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:-

0800 - 1800 Monday to Friday

0800 - 1300 Saturday

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