

15 JANUARY 2019 PLANNING COMMITTEE

6b 18/0078 Reg'd: 05.02.18 Expires: 02.04.18 Ward: HV
Nei. 05.11.18 BVPI Minor - 18 Number >8 On No
Con. 05.11.18 Target Target? Target?
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Day:

LOCATION: Land rear of No.1a Rydens Parade, Rydens Way, Old Woking, GU22 9DH

PROPOSAL: Erection of a detached single storey garage following demolition of the existing garage (Amended Plans)

TYPE: Full Planning Application

APPLICANT: Mr Ede

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The proposal includes the erection of a detached building and is not a Householder Planning Application and so falls outside the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the erection of a single storey flat-roofed detached garage on land to the rear of No.1a Rydens Parade following the demolition of an existing pre-fabricated garage.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

GRANT planning permission.

SITE DESCRIPTION

The proposal relates to a detached single storey garage with a dual-pitch roof. The garage is of a pre-fabricated concrete construction and is positioned on land to the rear of No.1a Rydens Parade which forms part of a small parade of shops with flats above. The proposal site borders a private access track leading to the rear of Rydens Parade which is characterised by open, undeveloped land and is used for informal parking.

PLANNING HISTORY

- 4109 – Erection of garage – Permitted 01/03/1950
- 1336 – Erection of 7x shops with dwellings above – Permitted 25/07/1939

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CONSULTATIONS

None.

REPRESENTATIONS

One representation received raising the following summarised concerns:

- We believe the applicant does not own or have control over the land in question
- The Block Plan is inaccurate and shows the access track as wider than in reality (*Officer note: revised plans have been received which are considered to address this point*)
- Proposed building is likely to be used for commercial purposes
- Proposal would intensify the use of the garage
- Proposal would narrow the access track and hinder vehicular access
- The proposed building would be larger than the existing and out of character with a residential area
- Applicant intends to connect the building with electricity

Neighbours were re-consulted on amended plans on both 23/05/2018 and 22/10/2018 and additional representations were received on both occasions which reiterated the comments summarised above and raised the following additional concerns:

- The chamfered corner makes the garage look contrived.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 12 - Achieving well-designed places

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough

CS18 - Transport and accessibility

CS21 - Design

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

Woking Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

BACKGROUND

Amended plans were received on 01/05/2018 which altered the footprint of the proposed garage. Further amended plans were received on 17/10/2018 which altered the proposed garage from a pitched roof to a flat roof. Updated existing and proposed Block Plans were received on 21/11/2018 which clarified the width of the existing access track. During the course of the application the issue of land ownership was also clarified and 'Certificate B' on the application form was signed. The proposal has been assessed based on these plans and documents.

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PLANNING ISSUES

Impact on Character:

1. The existing garage is of a pre-fabricated construction with pebble-dashed concrete walls and a corrugated roof. The existing garage is considered to have no notable architectural merit and its replacement can therefore be considered acceptable subject to the scale and design of the proposed replacement garage.
2. The location of the proposal site is in a 'backland' site to the rear of a shopping parade where outbuildings and garages are not uncommon features. There is an existing flat-roofed building immediately to the south of the proposed garage and smaller outbuildings to the rear of other properties and the proposal would be viewed in the context of these existing buildings. In this context, the proposed garage is not considered an incongruous structure. The proposal site is not prominent in views from Rydens Way due to its position to the rear of Rydens Parade. The proposed garage adopts a conventional flat roof and is identified as being finished in brickwork with a roller shutter. Although the proposed garage would have a chamfered corner, this has been designed to respond to the constraints of the site and is not considered to result in a building which is visually harmful.
3. The proposed garage would be single storey with a maximum height of 3m, a depth of 7m and a maximum width of 5.7m. The scale of the proposed building is considered appropriate to the context and position of the proposal site and is not considered an unduly large or dominating structure. The proposed garage would be larger than the existing and would make use of existing space to the sides and rear of the existing building.
4. Overall the proposed replacement garage is considered a visually acceptable form of development which would have an acceptable impact on the character of the surrounding area. The proposal therefore accords with Core Strategy (2012) policy CS21 'Design', the Woking Design SPD (2015) and the NPPF (2018).

Impact on Neighbours:

5. No.1 and No.2 Rydens Parade have both been converted into residential accommodation at ground floor level and also feature flats at first floor level. The proposed garage would be positioned 12.2m from the rear elevations of these neighbours at its nearest point and the proposed garage would have a height of 3m. Views of the garage would be partially obscured by the existing brick structure immediately to the south. The separation distance to these neighbours and neighbours to the west at No.134 Rydens Way and neighbours to the north on Selwood Road is considered sufficient to avoid an undue overbearing or loss of light impact. Overall the proposal is therefore considered to form an acceptable relationship with adjoining neighbours.

Transportation Impact and Land Ownership:

6. The proposal site borders a private vehicular access track which leads to land to the rear of Rydens Parade which appears to be used for informal parking serving properties in Rydens Parade. Concerns have been raised in representations that the siting of the proposed garage would hinder access to the rear of Rydens Parade. Immediately to the south of the proposed garage is an existing brick-built outbuilding and the distance between this building and the fence which separates the access track from No.134 Rydens Way is approximately 4.5m. The flank elevation of the

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proposed garage would align with that of the existing outbuilding to the south and would have the same separation distance to the fence as the existing building. Whilst the garage would be approximately 0.5m closer to the access track, the proposed garage would be in-line with the existing neighbouring brick-built building and so would not unduly hinder the width of the access track compared to the existing situation. The north (front) elevation of the proposed garage would align with the position of the existing garage and would maintain a width of at least 5m to the fence opposite the garage to the north.

7. The proposed building has been designed with a chamfered corner to ease vehicular movements around the corner of the garage. This is considered to increase the amount of space for a vehicle to manoeuvre around the corner of the building compared to the existing garage which overlaps the footprint of the proposed garage. The proposed garage is therefore considered to create less of a 'pinch-point' compared to the existing situation. When considering this, along with the fact that the flank of the proposed garage would align with an existing building, overall the proposal is not considered to unduly restrict vehicle movements along the access track compared to the existing situation.
8. The representations also allege that the proposed garage would encroach onto land not owned by the applicant. Following on from a Land Registry search, it is clear that whilst the existing garage is registered under a separate title, the access track is also owned by the applicant along with two other individuals. The applicant has therefore signed 'Certificate B' on the application and served notice on the other owners. A third party also has access rights over the track however as discussed above, access is not considered to be unduly impinged. Although land ownership is not a material planning consideration, Officers are satisfied that the proposed development would take place within land owned and controlled by the applicant and the correct Land Ownership Certificate has been signed.

Use of Garage:

9. Concerns have been raised in representations that the garage could be used for commercial purposes. The garage is understood to be used for storage and its use is considered akin to a conventional 'lock-up' garage which are relatively common. No change of use is proposed and the proposal is not considered to result in an undue intensification of use of the building. Any change of use would require planning permission in its own right. A condition is recommended (Condition 3) to ensure that the garage is only used for parking and storage.

Community Infrastructure Levy:

10. The proposed increase in floor area does not exceed 100m² and is not CIL liable.

CONCLUSION

11. Overall, for the reasons discussed above, the proposed replacement garage is considered an acceptable form of development which would have an acceptable impact on the character of the surrounding area, on the amenities of neighbours and on the accessibility of the access track. The proposal therefore accords with the Development Plan and is recommended for approval subject to conditions.

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BACKGROUND PAPERS

1. Site visit photographs
2. Representations

RECOMMENDATION

GRANT Planning Permission subject to the following conditions:

1. 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).

2. Prior to the commencement of any above-ground works in connection with the development hereby permitted a written specification of all external materials to be used in the construction of the development hereby permitted shall be 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 first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area

3. 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), the garage hereby permitted shall only be used for the parking of vehicles and for storage and for no other use and shall be retained thereafter solely for those purposes unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining properties.

4. The development hereby permitted shall be carried out in accordance with the approved plans listed below:

42-17 1-2 (Location Plan and Existing Plans) received by the LPA on 16/01/2018
42-17 2-2 (Proposed Floor Plans and Elevations) received by the LPA on 17/10/2018
42-17 SK 1-2 (Existing Block Plan) received by the LPA on 21/11/2018
42-17 SK 2-2 (Proposed Block Plan) received by the LPA on 21/11/2018

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

Informatives

1. 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 National Planning Policy Framework (2018).
2. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

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3. The applicant is advised that this permission does not convey the right to enter or build on land not within their ownership.
4. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-
 - 8.00 a.m. - 6.00 p.m. Monday to Friday
 - 8.00 a.m. - 1.00 p.m. Saturday
 - and not at all on Sundays and Bank Holidays.