

26th FEBRUARY 2019 PLANNING COMMITTEE

6h 18/1190 Reg'd: 21.11.18 Expires: 28.02.19 Ward: PY
Nei. 17.12.18 BVPI Minor (other) Number 14/14 On Yes
Con. Target of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: West Byfleet Golf Club, Sheerwater Road, West Byfleet, Surrey, KT14 6AA

PROPOSAL: Removal of 3No storage containers and erection of a single storey buggy and trolley storage shed

TYPE: Full

APPLICANT: West Byfleet Golf Club

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The application seeks planning permission for the erection of a new detached non-residential building which falls outside of the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

This is an application for the erection of a single storey detached building to accommodate golf buggies and trollies.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths SPA Zone B

RECOMMENDATION

GRANT planning permission subject to conditions.

SITE DESCRIPTION

West Byfleet Golf Club is located off Sheerwater Road and runs along the railway line within the urban area. The application site is located to the rear (West) of the clubhouse in close proximity to the driving range shelter. Tree lined boundaries along the northern and north-western side provide a natural screen to the golf club site with the railway line providing a physical barrier from residential properties on its northern side.

PLANNING HISTORY

Numerous. Of relevance;
PLAN/2005/1270 – Relocation and reduction of existing outbuilding to be used as a workshop and storage ancillary to Golf Club use – Permitted 21.12.2005

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PLAN/2001/1015 – Demolition of four existing sheds (used as equipment store and staff facilities) and erection of new single storey portal framed building to be used for storage and maintenance of greenkeeper's equipment – Permitted 25.05.1989

PROPOSED DEVELOPMENT

The application seeks permission to erect a single storey detached storage shed to facilitate the storage of golf buggies and trollies associated with the golf club. The building will measure 12.1 metres in width, 16.1 metres in length, stand at a maximum height of 3.7 metres and include a plastic coated sheets cladding. A simple dual pitch roof design is proposed on a building which will be sited amongst a cluster of buildings and additions off the main clubhouse and would cover a footprint of 194.8 sqm.

CONSULTATIONS

Highway Authority: Any comments received will be reported to committee

West Byfleet Neighbourhood Forum: No comment received

REPRESENTATIONS

None received

RELEVANT PLANNING POLICIES

National Planning Policy Framework 2018
Section 8 – Promoting healthy and safe communities
Section 12 – Achieving well-designed places

Core Strategy Publication Document 2012
CS1 - A spatial strategy for Woking Borough
CS17 - Open space, green infrastructure, sport and recreation
CS21 - Design
CS25 - Presumption in favour of sustainable development

Development Management Policies DPD 2016
DM3 - Outdoor Recreation and Sport

Supplementary Planning Guidance
Supplementary Planning Document 'Design' 2015
Supplementary Planning Document 'Parking Standards' 2018

PLANNING ISSUES

1. The main issues to consider in determining this application are; the principle of development, design considerations and the impact of the proposal on the character of the area, the impact on residential amenities and the impact on parking.

Principle of Development

2. The application site is located within the urban area. Policy CS1 sets out the Spatial Strategy for Woking Borough and states that most new development

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will be directed towards previously developed land in the Town, District and Local Centres. It goes on to state that *“whilst the preference is for the location of most new development to be in the main centres, infill development and/or redevelopment of previously developed land in the built-up area of the Borough will be acceptable in principle”*. The application site forms part of the golf club car park and would be described as previously developed land considering its use. Further to this, the hardstanding is utilised as car parking spaces between an existing two storey clubhouse and shelter for the driving range associated with the golf club.

3. Policy DM3 (Outdoor Recreation and Sport Facilities) of the Development Management Policies DPD 2016 states that *“proposals for the provision of outdoor sport and recreational facilities or extensions to, or intensification of use of, existing facilities will be permitted subject to other Development Plan policies and provided that they meet the following criteria:*
 - *the development is of an appropriate design, scale and layout relative to its intended use and surrounding area;*
 - *the development will not have an adverse visual impact;*
 - *the development, if involving agricultural land, is located on the lowest practicable grade and seeks to avoid the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) unless there are overriding planning benefits for the development;*
 - *the development will not cause harm to a site of nature conservation, landscape or historic value that cannot be satisfactorily mitigated;*
 - *the re-use of any existing buildings is prioritised and, in the case of a new facility, is satisfactorily integrated with existing buildings where present;*
 - *the development will not generate unacceptable activity or give rise to loss of amenity by virtue of noise, smell, light pollution, overlooking, traffic or other general disturbance; and*
 - *opportunities are taken to connect to the surrounding Green Infrastructure Network”*.
4. With regard to Golf Facilities, Policy DM3 also states that *“in addition to the criteria under ‘General Principles’ above, proposals for the development of new golf courses and extensions to existing golf courses will be permitted provided that the following criteria are met:*
 - *the development preserves and respects important natural features and topography of the landscape including trees and water features; and*
 - *proposals only include buildings which are genuinely ancillary and which are sited so as to avoid damage to the open character of the area and minimise noise and disturbance to residents”*.
5. It is proposed to erect the detached buggy and trolley shed to serve as storage facilities in association with the golf club providing a secure facility allowing members and users to store heavy equipment such as golf carts and cart batteries without the need to park in the northern car park, closest to the clubhouse, and to avail of the additional parking facilities towards the southern end of the site. The building would replace the existing temporary storage containers sited towards the western side of the clubhouse and would be in line with facilities considered reasonably necessary for the running of a golf course.

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6. Policy DM3 of the Development Management Policies DPD 2016 outlines a criteria for facilities for outdoor sport shown in Paragraph 3 of this report with extensions to golf course explored in more detail in Paragraph 4. Set amongst an existing group of buildings, including the clubhouse and driving range shelter, with minimal views from the adjacent public domain considering the natural tree barriers along the northern side boundary and clubhouse screening it along Sheerwater Road, the detached building would appear as an ancillary structure to the golf course.
7. Further to this, the existing structures to be removed are considered to be unsympathetic to the clubhouse appearing as alien flat roofed temporary storage additions abutting the existing clubhouse. The proposed trolley shed, situated between the clubhouse and shelter associated with the driving range, is considered to be more in line with the surrounding character and would be constructed so as to minimise its visual presence at single storey level with a Juniper Green external colour adhering to the provisions outlined in Policy DM3 of the Development Management Policies DPD 2016.
8. Overall, it is found that the proposed trolley and buggy shed would be acceptable in principle within the urban area tying in appropriately with the surrounding buildings and context. The proposal therefore complies with Policy CS1 of the Woking Core Strategy 2012, Policy DM3 of the Development Management Policies DPD 2016 and Section 8 of the National Planning Policy Framework 2018.

Design Considerations and the Impact of the Proposal on the Character and Appearance of the Surrounding Area

9. Policy CS21 requires new development to pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land; to achieve a satisfactory relationship to adjoining properties. One of the core principles of the National Planning Policy Framework is to seek to secure high quality design. Para 124 echoes the provisions of the Core Strategy Policy CS21 stating that *“the creation of high quality buildings and places is fundamental to what the planning and development process should achieve”*. In this instance, there is no distinct underlying local character as the only other building in close proximity is the clubhouse which is a two storey pitched roofed building with no significant or defining architectural characteristics. The proposed trolley store would adopt the appearance of an agricultural outbuilding with a dual pitched roof form and relatively low level height. Furthermore, the building is to adopt plastic coated forward box profile metal sheets on the external elevations which will be coloured Juniper Green in a bid to tie in with the existing driving range shelter as well as to correlate with the mild Sylvan setting formed by the vegetated boundaries.
10. The proposed building will stand at 3.7 metres in height, measure 16.1 metres in length and cover a width of 12.1 metres. Set on existing hardstanding currently serving as car parking spaces, the building would be positioned between the rear of the clubhouse and the driving range shelter to the West. The proposed single storey shed would form a substantial structure on this parcel of hardstanding, in terms of footprint, but considering its location between two existing built structures, its impact on the character of the area is much more muted than it would be if it were to be located in an isolated position. The proposal would form part of a built cluster between existing buildings as

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well as a band of trees along the northern boundary which provides a natural background/foreground to it. At single storey in height and adopting a dual pitched roof, the trolley shed would not appear out-of-character with the existing buildings or indeed the mild Sylvan setting of the area. Fleeting views of the buildings are obtainable from passing golf course and train users but given the tight knit cluster of development, the proposal will be read in the same context as the flanking buildings.

11. For the reasons set out above, the proposed development is considered to demonstrate an appropriate design, scale and layout and would result in an acceptable impact upon the character, appearance and visual amenities of the existing buildings and surrounding area in accordance with Policy CS21 of the Woking Core Strategy, Supplementary Planning Document 'Design' 2015' and Section 12 of the National Planning Policy Framework.

Impact on Residential Amenity

12. There are no dwellings in close proximity to the proposed development which would be affected by it.

Impact on Parking

13. It is proposed to erect the trolley and buggy shed on existing car parking bays to the rear of the clubhouse. This will result in the loss of 21 car parking spaces in this section of the golf course. In a bid to alleviate the loss of these spaces, as part of the application it is proposed to increase the number of car parking spaces along the northern boundary extending the existing spaces by an additional 7. While this reduces the number of lost spaces, there would still be a net loss of 14 spaces.
14. The Council's Supplementary Planning Document 'Parking Standards' recommends a maximum of 60 car parking spaces for this D2 Use Class (1 space per 0.3 holes). While there would be a net loss of car parking spaces, towards the northern end of the site (where the application building is to be positioned) there would be approximately 40 spaces retained with supplementary parking spaces towards the southern end of the site which is understood to accommodate in excess of 60 parked cars. This on-site provision (100+) therefore meets the provisions for car parking spaces as set out in the Council's SPD 'Parking Standards' 2018.
15. The County Highway Authority have been consulted on this application and raise no comment. As such, the proposed development is not considered to cause a detrimental impact, in terms of parking provision or indeed on highway safety.

Local Finance Consideration

16. CIL is a mechanism adopted by the 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 additional floorspace would be within class D2 use as per the existing golf course use. Class D2 use is Nil rated within the Council's Community Infrastructure Levy (CIL) Charging Schedule and therefore the proposal is not CIL liable.

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Conclusion

17. To conclude, it is considered that the proposed trolley and buggy shed would provide appropriate facilities for outdoor sport or recreation in line with the golf club use and ancillary to the running of the course. Further assessments have been considered with regard to impact of the building on the character of the area, impact on neighbouring residential properties as well as impact on parking, where it was found that it would have acceptable impacts on all the above.
18. The proposal is consequently considered to be an acceptable form of development that complies with policies CS1, CS17, CS21 and CS25 of the Woking Core Strategy 2012, Supplementary Planning Documents 'Design' 2015 and 'Parking Standards' 2018, Sections 8 and 12 of the National Planning Policy Framework as well as Policy DM3 of the Development Management Policies DPD 2016. Approval is accordingly recommended subject to the recommended conditions.

BACKGROUND PAPERS

1. Site visit photographs.
2. Site Notice (04.01.17)

RECOMMENDATION

It is recommended that planning permission be Granted 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. ++ (Notwithstanding the material details outlined on the approved plans), the development hereby permitted shall not commence until details and/or samples and a written specification of the materials to be used in the external elevations and fencing 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:

In the interests of the visual amenities of the area.

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

Site Layout Plan (Received 02.11.18)

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Proposed Elevations (Amended Plan)(Received 21.01.19)
Proposed Floor Plan (Amended Plan)(Received 21.01.19)
Proposed Roof Plan (Amended Plan)(Received 21.01.19)

Reason:

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

4. The outbuilding hereby permitted shall only be used for purposes ancillary and incidental to activities associated with 'West Byfleet Golf Club' unless otherwise first agreed in writing by the Local Planning Authority.

Reason:

To protect the appearance and character of the area

5. ++ Prior to the first occupation of the shed hereby approved, the existing 3no storage containers and their bases shown to be removed on 'Site Plan Layout' (Received 02.11.18) shall be fully removed from the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the storage containers are removed and In the interest of visual amenity and to safeguard the appearance of the site.

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 requirements of the National Planning Policy Framework 2018.
2. 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.
3. 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.

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.

4. 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:-

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08.00 – 18.00 Monday to Friday

08.00 – 13.00 Saturday

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