

20th JULY 2021 PLANNING COMMITTEE

6b PLAN/2021/0014

WARD: Mount Hermon

LOCATION: 5 Barrens Close, Woking, Surrey, GU22 7JZ

PROPOSAL: Proposed two storey side extension and detached garage.

APPLICANT: Afsha Ahmed

OFFICER: Josey Short

REASON FOR REFERRAL TO COMMITTEE

The application is brought before the Committee as the applicants father in law is a Woking Borough Council councillor.

PROPOSED DEVELOPMENT

Planning permission is sought to erect a two storey side extension and detached garage.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)
- TPO Area

RECOMMENDATION

Refuse planning permission.

SITE DESCRIPTION

The application site is located on the west side of Barrens Close within the developed area of Woking. The application site comprises a detached chalet bungalow with a detached double garage. By virtue of the land levels of the location, the dwelling is at a higher level than the public road and is accessed by stairs. The detached garages are located at road level.

PLANNING HISTORY

TREE/2017/8220 - T1 Sycamore -Fell. T2 and T3 Conifer Species - Fell. (Works Subject to TPO 626/0075/1966) – Permitted

0019350 - PROV OF RDS AND EREC OF 17 DET HOUSES AND GARAGES – Permitted

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CONSULTATIONS

Trees – There are protected trees that could be affected by the proposed, therefore full arboricultural information at application stage will be required. This should be produced in line with BS5837 and be provided by a suitably qualified and experienced Arboricultural Consultant.

Highways - THE COUNTY HIGHWAY AUTHORITY has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.

REPRESENTATIONS

Thirteen (13) letter of objection received from south neighbouring dwelling raising concerns for:-

- The removal of the silver birch tree as a result of the proposed works
- Removal of trees on site in recent years resulted in a crack to rear of neighbouring garage. Concern this would worsen as a result of the proposed works.
(officer note: This would be a civil matter between the applicants and the garage owners and would not form a material planning consideration in the assessment of the application.)
- Misleading plans make it hard to perceive the house in its actual setting and relationship with neighbours, particularly being elevated above nearby surrounding properties. The plans also overstate the screening provided by trees.
- Overdevelopment of the site as the proposed extension is over 60% larger than the original house.
- The impact on neighbours in terms of privacy and overlooking.
- The plans show modifications to the main entrance to No. 5, directly off Barrens Close to enable to building of a further garage. Concerns for the use of the path to Nos 1, 2 and 3 during the construction period as the applicants do not have right of way.
(officer note: This would be a civil matter between the applicants and the garage owners and would not form a material planning consideration in the assessment of the application.)
- The property borders the Jack and Jill steps (public footpath linking Barrens Brae with White Rose Lane). The side of the extension would be up to the boundary of this footpath and therefore the development may result in disruption and an overbearing proximity to this public footpath.
- Concern that the materials used for the external finishing will not be in keeping with the existing houses in Barrens Close.
- The groundwork required for the works will require a lot of excavation which could impact on the foundations and drains of the properties below number 5. The infrastructure and drains for Barrens Close were installed nearly 60 years ago and may struggle to cope with the additional inhabitants of a much larger property
(officer note: This would be a civil matter between the applicants and the garage owners and would not form a material planning consideration in the assessment of the application.)
- The extension is described as two-storey in the application but its effect is to create a three storey property.
(officer note: Amendments to the scheme have reduced the extension to two storeys.)
- The properties in Barrens Close are all the same style, (chalet style, and single gabled) and, although most of the houses have had some alterations, these have not

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fundamentally changed the style and character of the residences. The proposed plans for No. 5 will make it out of character, both visually and in scale compared with the eight other properties in the Close.

- The proposed additional car parking space has been placed outside of the boundary of the property.
- The proposal would change the ratio of building to garden land on the plot significantly and should not create a precedent for this density of structure in the future.

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development

Section 12 – Achieving well-designed places

Woking Core Strategy (2012)

CS21 - Design

CS25 – Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

1. The main considerations within the determination of this application comprise the impact on the visual amenity, impact on neighbouring amenity, impact on highways and parking, and impact on trees.

Impact on Character of the Area

2. Section 12 of the NPPF (2019) states *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents'*.
3. Policy CS21 'Design' of the Woking Core Strategy 2012 states that *'proposals for new development should... respect and make a positive contribution to the street scene and the character of the area in which they are situated paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings'*.
4. Supplementary Planning Document 'Woking Design' (2015) states *'the additional mass should respect the existing building proportion, symmetry and balance'* and *"Side extensions are often the most convenient extension but the character of streets. Proposals must maintain rhythm and visual separation"*. It also states *"It is important to retain a minimum 1m gap between all two storey extensions and a side boundary"*.
5. Detached chalet bungalows on spacious plots, such as the host dwelling as existing, are characteristic of the street scene of Barrens Close. Though it is noted that there are examples of dwellings within the street scene which have been previously extended, the additions remain subordinate to the dwellings they serve and thus do not appear

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inconsistent within the street scene. By virtue of the positioning of the existing host dwelling, the east side elevation fronts the public realm. Additionally, the gradient of the road locates the dwelling at a higher level than the road and the existing garages, with access gained via a staircase from the public highway.

6. The proposed detached garage would adjoin the north side elevation of the existing detached garage which is located adjacent to the highway, resulting in a row of 3 garages. Given that there are existing garages and driveways in this location, this element of the proposed works would not appear inconsistent in the street scene and thus would not have an adverse impact in this regard.
7. In terms of materiality, both the extension and garage would be constructed in matching brick. The central element of the extension would be clad in vertical timber. It is considered that the material palette proposed would appear sympathetic to the locality.
8. The proposed two storey extension would project from the west side elevation of the existing dwelling with a width of 9.9 metres and a depth of 10.1 metres. The depth would be greater than that of the existing dwelling and as such, the extension would project 1.5 metres beyond the north (front) elevation and 1 metre beyond the south (rear) elevation, when viewed from the public realm. The total width of the resultant dwelling would be 18 metres. The extension would encompass a gable ended roof which would mirror that of the existing dwelling with a flat roof element in the middle and by virtue of the width of the extension, these elements would also be visible from the street scene.
9. Whilst it is noted that the extension would largely be located to the rear when viewed from the road, by virtue of the large scale and mass proposed, it would be visible from the public realm. It is also noted that there are vantage points from the street scene where it is possible to view the front and rear elevations of the dwelling. By virtue of the overall scale, mass and bulk of the extension, it would dominate the host dwelling, particularly as the extension would be of a larger scale than the host dwelling. With this in mind, it would fail to harmonise with the host dwelling and thus would appear inconsistent within the street scene as it would not appear subordinate in scale. This would be further exacerbated by the change in land levels which locate the host dwelling at a higher level than the road which would make the works more evident from the public realm.
10. The resultant dwelling would have a width of 18 metres and would be positioned 0.85 metres from the west boundary of the site at its closest point, which is adjacent to the Jack and Jill steps public footpath. Though the extension would mimic the chalet bungalow proportions of the host dwelling, the west roof slope would also encompass a large dormer and thus is to be assessed as a two storey element. As such, the proposed development would fail to comply with the Woking Design SPD which states that two storey side extensions should maintain a minimum of 1 metre gap between the extension and the side boundary. Though it is noted that this boundary is not shared with another property and thus would not result in a terracing effect, the close proximity of the extension to this boundary exacerbates the overdevelopment of the plot as its spacious character is lost due to the cramped and contrived nature of the extension.
11. For the reasons set out above it is considered that the proposed development would result in significant harm to the character and appearance of the surrounding area by virtue of the proposed design and bulk of the resultant dwelling. The resultant dwelling would appear cramped and contrived on this plot location. The proposal is an overdevelopment of the site as indicated by the increased density and the significant harm to the character

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and appearance of the area and would be contrary to Policies CS21 of the Woking Core Strategy (2012), the Woking Design SPD (2015) and the NPPF (2019).

Impact on Neighbour Amenity

12. The Outlook, Amenity, Privacy and Daylight SPD (2008) details the minimum layout dimensions for outlook, amenity, privacy and daylight based on the distance between the elevations, which elevations they are and the number of storeys of the buildings. By virtue of the positioning of the dwelling, the front elevation of the resultant dwelling would front the rear boundary of No. 5 Barrens Brae whilst the rear elevation would front the rear boundary of No. 1 Barrens Close. The distance between the rear elevations of the host dwelling and 1 Barrens Close would be approximately 21 metres, whilst the distance between the host dwelling and 5 Barrens Brae would be approximately 29 metres. With this taken into account, the distance would comply with the Outlook SPD. With this taken into account, though it is noted that both the front and rear elevations would encompass first floor windows which would serve habitable rooms, they would not result in overlooking by virtue of the distance. By virtue of the positioning of the proposed extension and the distance it would be set away from the nearest neighbouring dwellings, it would not adversely impact the sunlight and daylight these dwellings currently receive.

Trees

13. The application site is located within a TPO area (reference 626/0075/1966) and as such the Council's Arboricultural Officer required arboricultural information prior to the determination of the application. No arboricultural information was submitted with the application.
14. For this reason, it is considered that it has not been demonstrated that the proposal would have an acceptable impact on the TPO area. The proposal is therefore contrary to Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies Development Plan Document (2016) and Section 15 of the National Planning Policy Framework (NPPF) (2019) and the Woking Design SPD (2015).

Highways and Parking

15. Table 3 of the Parking Standards SPD (2018) sets out the minimum on site vehicle parking spaces required per dwelling and makes clear that these standards would only be relaxed in Woking Town Centre. The proposed works would create 2 additional bedrooms at the dwellinghouse, resulting in a 4 bedroom property which would require off street parking provision for 3 vehicles in line with the standards.
16. The Parking Standards SPD (2018) also states that "*Garages only contribute 50% towards overall parking provision*" and "*The minimum size of a garage, when contributing towards parking provision, should be 6m x 3m*".
17. The proposed works would create an additional 2 bedrooms at the dwelling, resulting in a 4 bedroom property which would require off street parking provision for 3 vehicles. The existing dwelling has a single detached garage and hardstanding to the front. There is sufficient hardstanding to the front of this garage provides the 1 required space for the existing dwelling and thus, an additional 2 spaces would be required to provide sufficient parking for the proposed works to the dwelling.
18. The proposal would construct an additional garage to the side of this which would have internal dimensions of 3.2 metres x 5.7 metres, and thus cannot contribute towards the

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parking provision. Additionally, the space shown to the front of this garage would overhang the application site. Given that this may overhang the highway, it is considered that this space is also not sufficient. As such, the works would result in a deficit of 2 parking spaces.

19. Consequently, the proposal would result in an increase of on street parking pressure resulting in residents having to park their cars in locations away from their homes, which in turn would cause inconvenience to the detriment of the amenities of the area. Though it is noted that there are no parking restrictions on Barrens Close, there are limited opportunities for on street parking which would be further exacerbated by the proposed development. Additionally, it is noted that due to the width of White Rose Lane, where Barrens Close is accessed from, there is also no capacity for safe on-street parking bays within the wider locality. Additionally, the lack of sufficient parking provision at the site is indicative of a contrived overdevelopment of the site which would impact the amenities of the area
20. It has not been demonstrated that the proposed development would be capable of achieving satisfactory parking provision. As such, the additional parking provision required for the resultant dwelling would car parking in Barrens Close which in turn would have a detrimental impact on the amenity of the area. The proposal is therefore contrary to Woking core Strategy (2012) policy CS18 and CS21 and the Parking Standards SPD (2018).

Local Finance Considerations

20. The Community Infrastructure Levy (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 provision in the Borough. The proposed new build residential floor space would exceed 100m² and thus would be liable for a financial contribution under the Community Infrastructure Levy (CIL). In this case, the proposed extensions would result in a GIA of 195 sq. metres. However, the assumption of liability submitted in support of the application details that the applicants would claim self-build in this instance.

CONCLUSION

The proposed development would result in significant harm to the character and appearance of the surrounding area by virtue of the addition of a bulky and incongruous form of development which is inconsistent with the character of the area. The resultant dwelling would appear cramped and contrived on this plot resulting in overdevelopment which would fail to provide a dwelling which is characteristic of the area.

It has not been demonstrated that the proposal would have an acceptable impact on the TPO area.

It has not been demonstrated that the proposed development would be capable of meeting the minimum parking standard required by Supplementary Planning Document 'Parking Standards' (2018).

The proposed development is contrary to Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016), the Woking Design SPD (2015), the Parking Standards SPD (2018) and sections 12 and 15 of the National Planning Policy Framework (NPPF)(2019). It is therefore recommended that planning permission is refused.

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BACKGROUND PAPERS

Site Photographs dated 4th March 2021.

RECOMMENDATION

Refuse for the following reason(s):

01. The proposed development would result in significant harm to the character and appearance of the surrounding area by virtue of the proposed design and bulk of the resultant dwelling. The resultant dwelling would appear cramped, contrived on this plot location and result in overdevelopment of the site contrary to Policies CS21 of the Woking Core Strategy (2012), the Woking Design SPD (2015) and Section 12 of the National Planning Policy Framework (NPPF)(2019).
02. The proposal fails to demonstrate that the proposed development would be capable of achieving satisfactory parking provision and thus the development would result in a deficit of 2 parking spaces. More on street parking in this locality would have a detrimental impact on the character and amenities of the area by reason of the loss of landscaping features and the inconvenience caused by residents not being able to park close to their dwellings. Consequently the Local Planning Authority cannot be satisfied that there would be no adverse effect upon car parking provision or the amenities of the local area given the location's high parking demand. The proposal is therefore contrary to Policy CS18 and CS21 of the Woking Core Strategy (2012) and Supplementary Planning Document 'Parking Standards' (2018).
03. It has not been demonstrated that the proposal would have an acceptable impact on trees with the TPO area location. The proposal is therefore contrary to Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies Development Plan Document (2016) and Section 15 of the National Planning Policy Framework (2019).

Informatives

01. The plans relating to the application hereby refused are numbered:

Site and Proposed Block Plan - 2010-05BC-001 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Front and Rear Elevations - 2010-05BC-006 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Elevations with Landscaping - 2010-05BC-007 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Side Elevations - 2010-05BC-008 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Side Elevations with Landscaping - 2010-05BC-009 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Floor Plans - 2010-05BC-011 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

Proposed Roof Plan - 2010-05BC-012 Rev A2 dated June 2021 - received by the Local Planning Authority on 23.06.2021

02. 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 2019, however, it is considered that the principle issue of

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the insufficient parking provision could not be overcome through negotiation as part of the current planning application and the scheme is therefore fundamentally contrary to relevant policy. Additionally, it is noted that pre app has not been sought for the proposed development prior to the submission of the application.