Report To South Area Planning Sub-Committee – List A – Applications For Decision

<table>
<thead>
<tr>
<th>Application No:</th>
<th>2017/1176</th>
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<tbody>
<tr>
<td>Case Officer:</td>
<td>Awais Awan</td>
</tr>
<tr>
<td>Location:</td>
<td>Salisbury House 20 Queens Road Weybridge Surrey KT13 9XE</td>
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<tr>
<td>Proposal:</td>
<td>Two-storey rear extension (127 sqm)</td>
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<tr>
<td>Applicant:</td>
<td>Portchester Estates</td>
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<tr>
<td>Agent:</td>
<td>Mr Malcolm Jux Amasia Architects Ltd Albury Estate Lower Barn Weston Farm Albury Guildford Surrey GU5 9BZ</td>
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<tr>
<td>Decision Level:</td>
<td>If Permit - Sub-Committee If Refuse - Sub-Committee</td>
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<tr>
<td>Recommendation:</td>
<td>Permit</td>
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**Representations:** Eighteen objections received in total, from ten neighbouring properties and Weybridge Society on grounds that:

- Inadequate parking provision & cramped car space provided.
- Affect further parking provision as adjacent neighbour ‘Clive House’ application under consideration
- Following amendments of plans, a deduction from 6 parking spaces to 3 parking spaces further reduces spaces for employees.
- Removal & loss of two trees.
- Out of keeping with the locally listed building & street scene
- Loss of light, privacy and overshadowing
- Overdevelopment

***This application qualifies for public speaking***

**Report**

**Description**

1. The application is located on corner of Queens Road and York Road, within a mixed-use area of Weybridge. The application site is currently occupied by a two-storey office building which has a lawful use as a Class B1. It has one vehicular access point located off York Road with six car parking spaces located to the rear of the building.

**Constraints**

2. The relevant planning constraints are:

- Queens Road Local Centre
- Locally Listed Building
- Classified A Road
Policy

3. In addition to the National Planning Policy Framework and the National Planning Practice Guidance, the following local policies and guidance are relevant to the determination of this application:

Core Strategy 2011
CS1 – Spatial Strategy
CS4 – Weybridge
CS17 – Local Character, Design and Density
CS18 – Town Centre Uses
CS23 – Employment Land Provision

Development Management Plan 2015
DM1 – Presumption in favour of sustainable development
DM2 – Design and amenity
DM6 – Landscape and Trees
DM7 – Access and parking
DM11 – Employment
DM12 – Heritage

Design and Character SPD 2012
Companion Guide: Weybridge

Developer Contributions SPD 2012

4. Relevant Planning History

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Decision</th>
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<tbody>
<tr>
<td>2007/2059</td>
<td>Renewal of planning permission 2002/1515 (Change of use from offices (Use Class B1) to Health Clinic (Use Class D1) with ancillary offices (Gross 212 sq ms))</td>
<td>Granted</td>
</tr>
<tr>
<td>2002/1515</td>
<td>Change of use from offices (B1) to Health Clinic (D1) with ancillary offices</td>
<td>Granted</td>
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Proposal

5. This is a planning application for a two storey rear extension with office space in the roof space, an increase in floor space of 127 sqm.

6. During the process of the application, the proposed initial parking layout comprising six parking spaces was not acceptable by Surrey County Council (Highways) on grounds that 'The informal parallel parking arrangement with over-concentration of car parking spaces within the site courtyard, leaving no vehicular maneuvering space therein, would result in undue vehicular conflict at this location. Following these remarks, the agent resubmitted a revised set of plans reducing the parking spaces from six to three on 16th June 2017. The amended plans were subject to further public consultation. This application is considered with the revised parking layout and further County Council (Highways) response made to this layout.

Consultations

7. Listed Building Consultant – No objections. On purely design grounds, I find that the rear extension, being set back from the flank wall of Salisbury House, does not dominate the host building. It would still retain its prominent corner presence, which is mainly visible from the principal road.
8. Surrey County Council (Highways) – Following a site inspection the Highway Authority has assessed the impact of the proposal on highway safety and capacity and raised no objections subject to conditions/informative. The development is considered to be in accordance, with policy DM7 of Development Management Plan 2015.

Positive and Proactive Engagement

9. In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of 186-187 of the NPPF by making available pre-application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

10. Pre-application advice has been sought. The proposal was to replicate the roof design and form a three storey building with two storey rear extension. This scheme was discouraged as it was likely to affect the setting of the locally listed building and the street scene. The applicant was advised to liaise with Surrey County Council (Highway) with regards to the parking provision provided.

Planning Considerations

11. The main planning considerations in the determination of this application are:

- Impact on the character of the street scene and the surrounding area
- Impact on residential amenities
- Impact on highway, including access and parking
- Heritage Assets
- Employment
- Impact on trees

Impact on the character of the street scene and the surrounding area

12. The proposed development is for an extension to the rear of the existing property located within the urban area. For the purposes of the principle of development, it is considered that this proposal represents development on previously developed land within a sustainable location. It is within the Queens Road, Weybridge Local Centre where a mix of uses are encouraged, in a location which has good access to public transport and local amenities and community facilities.

13. Compared to the existing built form, whilst areas of the existing hardstanding and soft-landscaping would be reduced, the proposal would result in an increase of the building's footprint, scale, bulk and height. However, the massing, bulk and height of the proposal complies with guidance and creates an extension subservient to the existing building. Due to the shape of the plot, the proposal is angled to follow the road and the design incorporates modest scale side and front dormers, and rear rooflights. The separation distance of this element from the side and rear boundaries with neighbouring properties are considered acceptable, thus would not cause any visual harm when viewed from these properties.

14. The style and materials would match the existing building. While the proposed two storey rear extension is a large addition, this addition will not project beyond the front building line with neighbouring property No. 5 York Road and rear building line with neighbouring property 12-18 Queens Road retaining about 1.6m from the two storey element to the side boundary to this building. The extension will not appear dominant and is well designed to integrate with the host building, and as such will not be detrimental to the street scene.

Impact on residential amenities

15. The nearest residential properties to the application site are 5 York Road; Nos. 1 to 9 (odd) Norwood Lodge, York Road; 12-18 Queens Road to the west, a commercial property; and No. 37 Queens Road opposite to the site.
16. In terms of overlooking to 5 York Road, the Council’s adopted SPD on ‘Design and Character’ states a notional degree of privacy is achieved through the conventional requirement to ensure about 22m between rear elevations facing each other. The guidance continues that in more compact contexts it may not be possible to achieve the conventional distances. The rear proposal provides a separation distance in excess of some 18m between the edge of the proposed rear terrace and the nearest corner edge of 5 York Road. It is also taken into account that the proposal is for office rather than residential use. In view of the back to side relationship between the application site and this nearby residential dwelling, this separation distance, although marginally short of the SPD requirement, is considered to be sufficient to maintain the privacy of this property.

17. Given the proposed height, the separation distances between the proposed building and the aforementioned neighbouring residential properties, Nos. 1 to 9 (odd) Norwood Lodge, York Road and 12-18 Queens Road to the west; it is considered that the proposed development would not result in any adverse overlooking and loss of privacy; or appear unduly imposing or overbearing when viewed from the windows of those neighbouring properties.

Impact on highway, including access and parking

18. The proposal would utilise the existing access and parking area. In terms of parking provision, it is accepted that given the commercial use of this part of Queens Road the adjacent roads can be subject to some level of on-street parking stress. However, the Council’s Core Strategy does give weight to zero parking on sites in suitable locations such as Town Centres and there are parking restrictions in the area. The site is located in a sustainable local centre, with a bus stop in close proximity and Weybridge Railway Station within 1 mile. Given the above, the Council’s Core Strategy and loss of three parking spaces, the proposal is unlikely to result in significant harm to parking and highway safety in the area. Surrey County Council, as Highway Authority, was consulted on the application and raised no objection on highway safety or capacity grounds to the revised layout. As such it is considered that the proposal would not result in a significant adverse impact upon the public highway.

19. The County Council have reviewed the revised parking layout revisions in terms of loss of parking spaces provided on site from existing six spaces to proposed three parking spaces and are satisfied with the proposed layout. They seek to impose relevant conditions and an informative in order not to prejudice highway safety nor cause inconvenience to other highway users. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe. Based on the above, it is considered that the proposal would not result in any severe highway implications.

Heritage Assets

20. The design complements the existing locally listed building and is not considered affecting its settings. The Listed building consultant has raised no objections.

Employment

21. It is considered that the proposed expansion of office accommodation (Class B1) within an existing employment site would not be to the detriment of the objectives, function, vitality and viability of Weybridge Town Centre.

Impact on trees

22. There are a number of small trees around the site adjacent to York Road, of which two are to be removed. These trees are not considered as significant trees that contribute to the street scene and considering that they are not protected trees, it is not considered that their removal would cause harm to the wider surrounding area.
Matters raised in Representations

23. Adjacent to the site is a commercial building that currently has an application for redevelopment (application 2016/4126 for part three/part four-storey detached building with basement, to provide 30 flats (age restricted) with associated landscaping and parking following demolition of the existing building and refuse store). This application has been refused, and as such the proposal has to be assessed in relation to the existing building.

24. All other concerns have been dealt in the above report.

Conclusion

25. On the basis of the above, and in light of any other material considerations, the proposal is considered to be in accordance with the development plan. Accordingly, the recommendation is to grant permission.

Recommendation: Grant Permission

Conditions/Reasons

1   TIME LIMIT (FULL APPLICATION)
The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 51 of Part 4 of the Planning and Compulsory Purchase Act 2004.

2   LIST OF APPROVED PLANS
The development hereby permitted shall be carried out in strict accordance with the following list of approved plans: AAL-16-201-P04 received on 12th April 2017 and proposed site plan AAL-16-201-P01 rev A received on 16th June 2017.

Reason: To ensure that the development is carried out in a satisfactory manner.

3   MATERIALS TO MATCH
The materials to be used in the construction of the external surfaces of the extension shall match as nearly as is practically possible those of the existing building to which it is attached, in colour, type, finish and profile.

Reason: To ensure that a satisfactory external appearance is achieved of the development in accordance with Policy DM2 of the Elmbridge Development Management Plan 2015.

4   HIGHWAYS REQUIREMENT
The development hereby approved shall not be first occupied unless and until the redundant vehicular access to York Road has been removed and the associated footway segment reconstructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policy DM7 of the Elmbridge Development Management Plan 2015.
Informatives

1 HIGHWAY AUTHORITY
The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs.