

**WA/2021/0082** – Extension and alteration to rear single and two storey extension and existing conservatory with new vehicular access (as amplified and amended by email and plans received 18/03/2021 and 25/03/2021) at HEATHFIELD, THURSLEY ROAD, ELSTEAD GU8 6EB

Applicant: Mr & Mrs Hutcheson

Ward: Elstead and Thursley Ward

Case Officer: Wanda Jarnecki

Neighbour Notification Expiry Date 23/02/2021

Expiry Date/Extended expiry date 15/03/2021

Committee Meeting Date: Central Planning Committee 14/07/2021

RECOMMENDATION That, subject to conditions, permission be **GRANTED**

1. Summary

The application has been brought before the Area Committee because it falls outside of the Scheme of Delegation as the agent is an Elected Member. The proposed alterations and new access would not be visually harmful and would have no harmful impact on residential amenity or highway safety. The proposal is recommended for approval, subject to conditions.

Location Plan



## 2. Site Description

- The application site is 0.22 ha in size and is located to the east of Thursley Road.
- The property to which the application relates is a two-storey detached dwelling which has a single storey element to the rear and a single storey conservatory side extension.
- The character of the area is semi-rural.
- The site is level.
- There is a pedestrian access to the property from the road and from the parking area to its south.
- The parking area provides off street parking for at least two vehicles and is accessed via a shared driveway to its south.

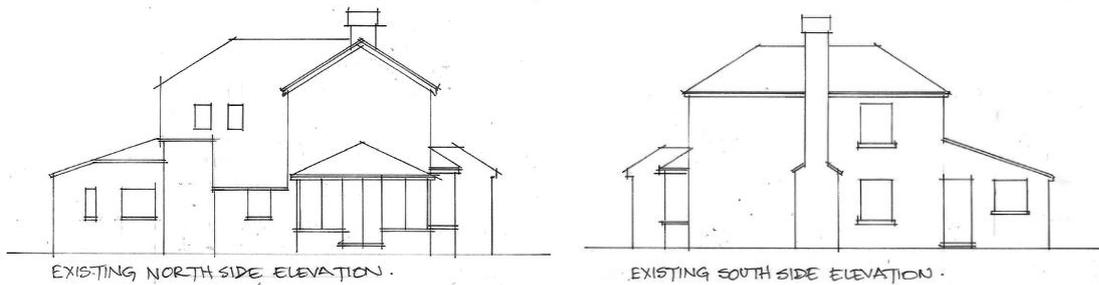
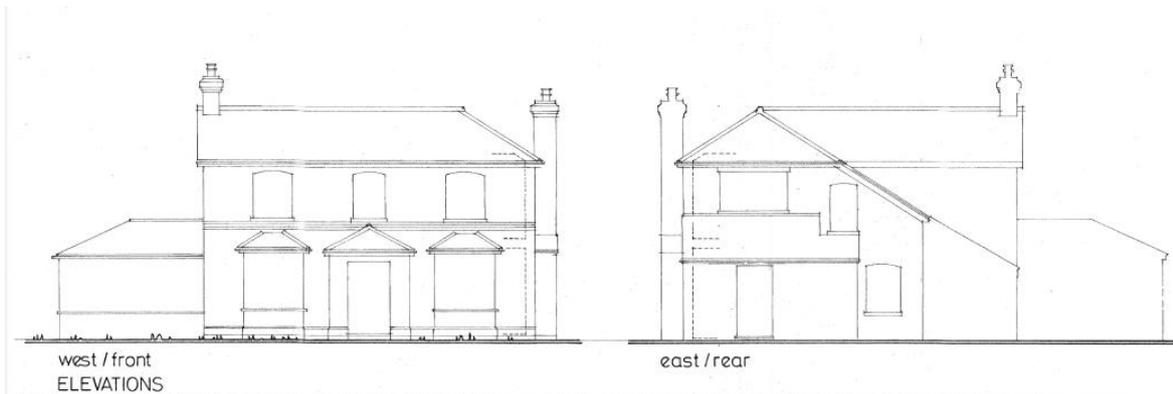
## 3. Proposal

Permission is sought for:

- The erection of a 4.42m x 3.81m two-storey side extension and a 9.34m wide single-storey rear extension with a depth of 4.30m – 5.90m following demolition of the single storey utility room to the rear of the existing dwelling.
- Alterations to north elevation to remove roof lights and introduce one window on the ground floor and one on the first-floor.

- Erection of 0.70m x 3.20m porch on north elevation with open sides and a canopy roof.
- Alterations to elevations and roof of existing conservatory to add a brick and tiled finish with rooflights in order to convert its appearance to that of an orangery.
- Creation of an enlarged parking area with a new private access closer to the dwelling, following removal of existing access from the shared driveway.

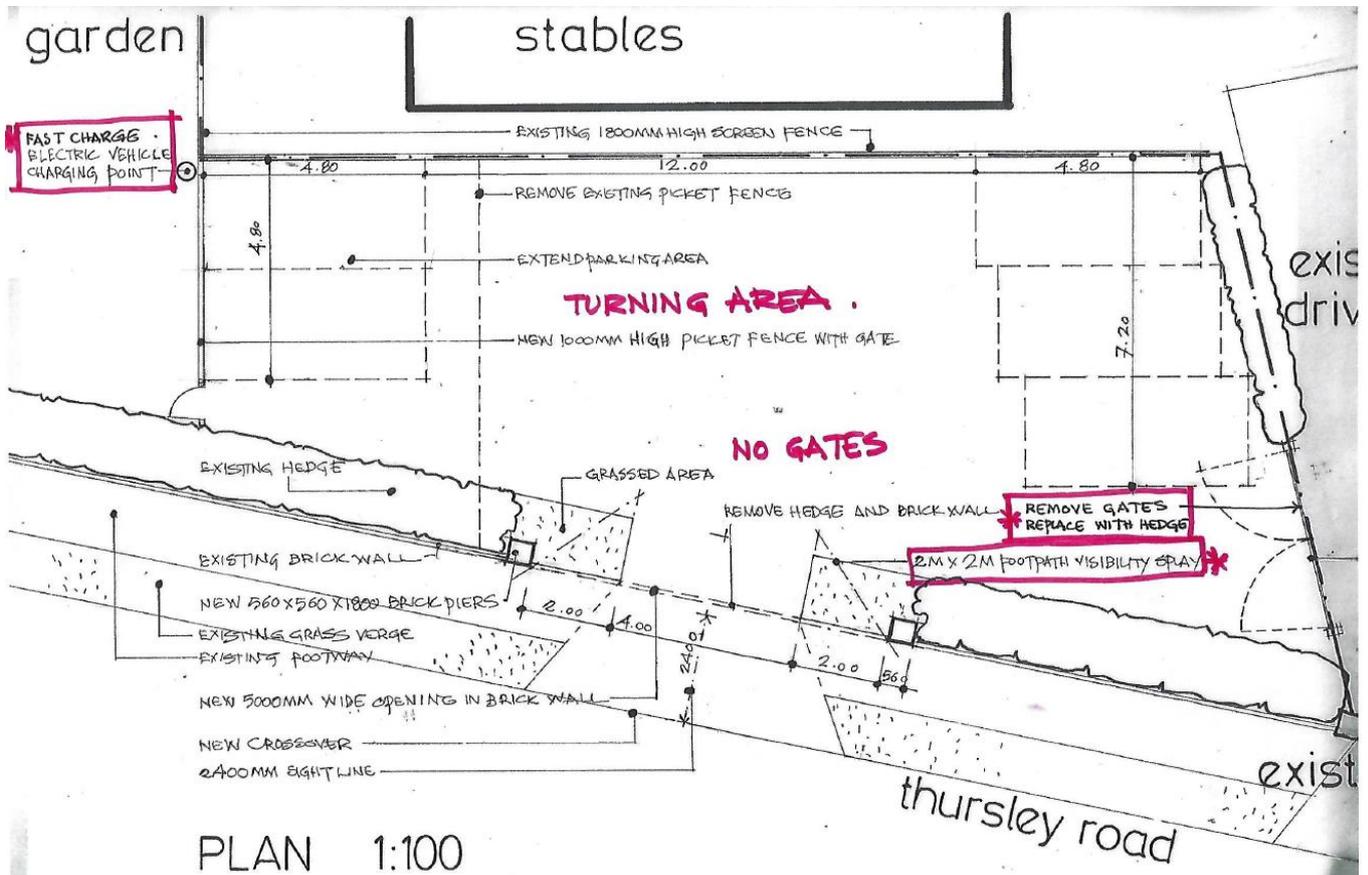
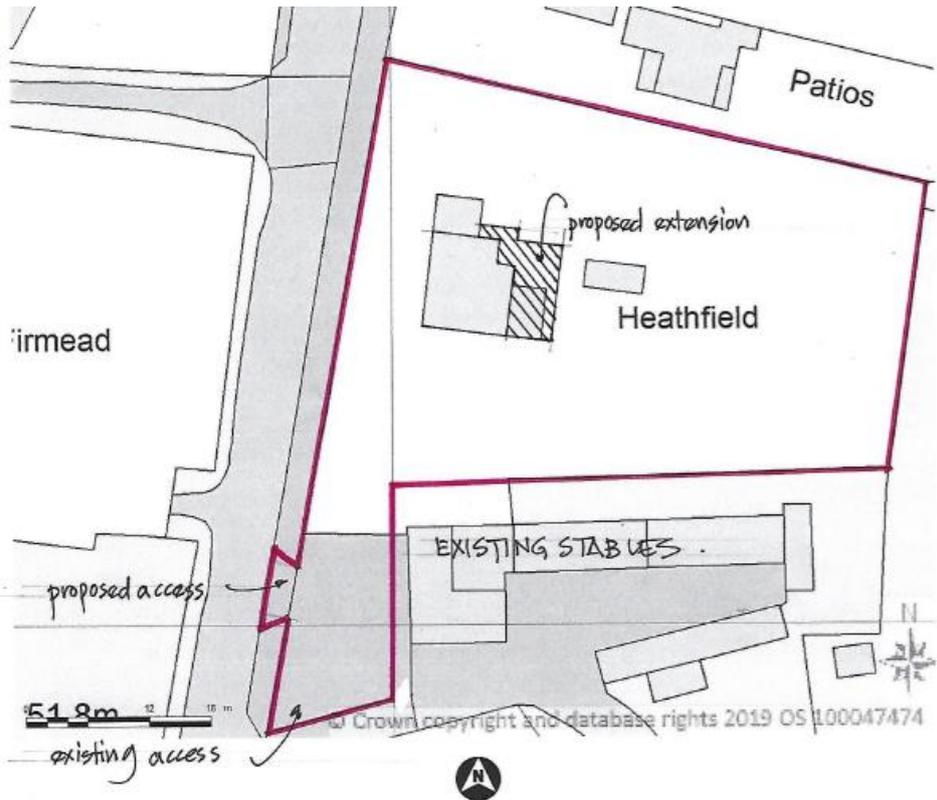
### Existing Elevations



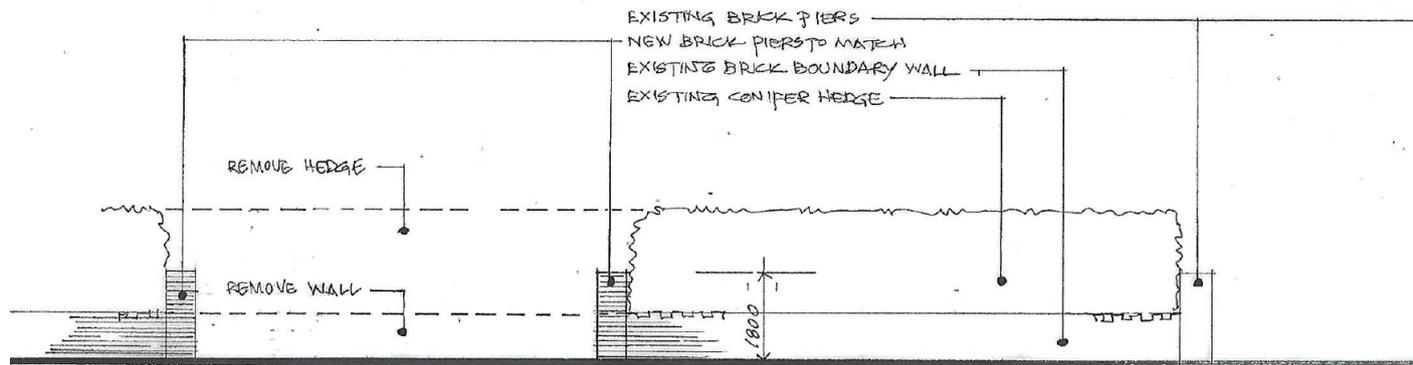
### Proposed Elevations







## Proposed Access - Elevation



### 4. Relevant Planning History

Reference	Proposal	Decision
WA/1999/1325	Erection of a porch following demolition of existing porch (as amplified by letter dated 11/10/99)	Full Permission 13/10/1999

### 5. Relevant Planning Constraints

Green Belt – outside of defined settlement boundaries  
 Surrey Hills AONB & AGLV  
 Ancient Woodland 500m Buffer Zone  
 Wealden Heaths I SPA 400m Buffer Zone  
 Wealden Heaths I SAC 2km Buffer Zone  
 Wealden Heaths II SPA 5km Buffer Zone

### 6. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, TD1, NE1, NE3, RE2, RE3, ST1
- Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4, RD2

Other guidance:

- The National Planning Policy Framework 2019 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Residential Extensions Supplementary Planning Document 2010 (SPD)
- Council's Parking Guidelines (2013)
- Surrey Vehicular and Cycle Parking Guidance (2018)
- Surrey Hills AONB Management Plan (2020-2025)
- National Design Guide (2019)
- Elstead Village Design Statement

7. Consultations and Parish Council Comments

Elstead Parish Council	No objection - subject to Highways approval
County Highway Authority	Objection to layout of parking and gates as originally proposed.  Further to amendment of plans - no objection subject to conditions

8. Representations

Original proposals:

One letter was received raising objection on the following grounds:

- the proximity of the proposed access to that at Firmead would be unsafe if vehicles from each access were simultaneously turning into Thursley Road; and
- the proposed gate arrangement would prevent vehicles from turning such that access onto Thursley Road would not be possible.

Amended proposals:

The applicant has submitted amended access plans to remove the proposed gates, set the proposed piers further back from the road and widen the proposed entrance to the parking area and provide 2m visibility splays in the form of grassed areas either side of the access.

Following notification of amended plans no further comments have been received.

9. Planning Considerations:

9.1 Principle of development / impact on the Green Belt

Policy SP1 of the Local Plan (Part 1) 2018 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

The site is located within the Green Belt outside any defined settlement area. Policy RE2 of the Local Plan (Part 1) 2018 outlines that the Green Belt will continue to be protected from inappropriate development. Inappropriate development will not be permitted unless very special circumstances can be demonstrated.

Certain forms of development are considered to be appropriate and will be permitted provided they do not conflict with the exceptions listed in paragraphs 145 and 146 of the NPPF.

Local planning authorities are required to give substantial weight to any harm which might be caused to the Green Belt by the inappropriate development.

Retained Policy RD2 of the Local Plan 2002 is accorded significant weight owing to its consistency with the NPPF 2019.

Proportionate extensions are considered appropriate Green Belt development. In assessing whether a proposed extension is disproportionate, account will be taken of the relative increase in floorspace together with the form, bulk and height of the proposal in comparison to the original dwelling.

As a guideline, a proposal which individually or cumulatively increases the floor space of the original dwelling (or as existing in December 1968) by more than 40% will unlikely be considered proportionate and therefore would constitute inappropriate development.

Heathfield has an original floor space of 165.79 sq. m. Extensions have taken place and the current dwelling measures 187.37 sq. m. The proposed development would add 32.46 sq. m. on the ground floor and 12.74 sq. m. on the first floor. The resultant dwelling would have a total gross floor area of 232.57 sq. m. which would represent an increase of 40% over and above that of the original dwelling. The increase would be within the guidelines given in Policy RD2. Therefore, the proposed additions would be considered appropriate development and would comply with retained Policy RD2 of the Local Plan 2002 and Policy RE2 of the Local Plan (Part 1) 2018.

#### 9.2 Design and impact on visual amenity/ AGLV & AONB

Policy TD1 of the Local Plan (Part 1) 2018 requires development to be of high-quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are attributed substantial and full weight respectively due to their level of consistency with the NPPF 2019.

The site is located within the AONB and AGLV. Policy RE3 of the Local Plan (Part 1) 2018 sets out that new development must respect and where appropriate, enhance the character of the landscape in which it is located.

The Surrey Hills Management Plan 2020-2025 sets out the vision for the future management of the Surrey Hills AONB by identifying key landscape features that are the basis for the Surrey Hills being designated a nationally important AONB.

- The extensions would appear subservient to the main dwelling and would be proportionate in scale and acceptable in bulk and massing.
- Materials would match those of the existing dwelling and the design of the proposed development would be in keeping with the style of the existing dwelling and would be sympathetic to the character of the neighbourhood.
- The dwelling is set back from the highway and the site is well screened by mature vegetation and close board fencing on its boundaries such that the proposed development would have very little impact in the street scene and would result in no material harm to visual amenity or to the AGLV/ AONB.
- There would be brick piers spaced 8.0m apart on either side of the proposed access which would match the brick piers of the existing access.
- The proposed parking area would retain the existing hedge at the western boundary except for the 4.0m wide access driveway and the 2.0m wide verges on either side of the driveway which would be laid to grass and which would provide the required visibility splays.

On this basis, the proposed extension would comply with Policy TD1 of the Local Plan Part 1 2018, retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002, Elstead Village Design Statement and the Residential Extensions SPD.

### 9.3 Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained Policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2019.

- The separation distance between the proposed development and any neighbours to the front, rear or south side is such that there would be no harm to the residential amenities of these neighbours arising from the proposed development from loss of light, overbearing effect or overlooking.
- There would be no harm to the neighbour to the north from overbearing effect or loss of light.
- The proposed first floor window on the north elevation would be within 20.0m of the side elevation of the neighbour to the north in which there are two windows at first floor level. The separation distance would therefore be less than the 21.0m recommended in the Council's Residential Extensions SPD. However, the proposed window would serve a shower room and obscure glazing could therefore be secured by condition to prevent any harm from overlooking.

Therefore, the proposed development would be acceptable and in accordance with Policy TD1 of the Local Plan Part 1 2018, retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002, and the Residential Extensions SPD.

#### 9.4 Impact on Highways

Policy ST1 of the Local Plan (Part 1) 2018 states that development schemes should be located where it is accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

The proposed development would include the construction of a new access which would be 8.0m wide and which would be positioned to the north of the existing access. An enlarged parking area would be provided in the location of the existing parking area which would provide sufficient off-street parking for 5 vehicles.

The neighbour at Firmead objected to the proposed access arrangement of the original proposal on the basis of its proximity to their access and on concerns regarding turning areas. The applicant has since amended the proposal. There would be at least 6.0m separation between the two accesses and the proposed piers would be set back further from the highway than those originally proposed to improve visibility. The proposed access has been amended to include a 2.0m grass verge on either side of the access to provide visibility splays.

The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and, following amendments submitted in response to initial objections raised by the County Highway Authority, the Authority is now satisfied that, subject to conditions to ensure sufficient space for turning in the parking area and maintenance of vegetation to preserve visibility zones, the application would not have a harmful impact on the safety and operation of the adjoining public highway.

#### 10. Conclusion

The planning balance assessment concludes that the proposal is in accordance with the Development Plan, as such, planning permission is recommended for approval.

## **Recommendation**

That permission be GRANTED subject to the following conditions:

1. Condition:

The plan numbers to which this permission relates are Location Plan at 1:1250, Block Plan at 1:500, unnumbered existing side elevation plan, Plan Nos. 2512.001, 2512.201 rev. A, 2512.202 rev. A, received on 18/01/2021, unlabelled access layout plan and unlabelled access elevation plan, received 18/03/2021 and sight lines plan 2512.203 rev. A received on 25/03/2021. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason:

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

2. Condition:

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plan shall be made without the prior written consent of the Local Planning Authority.

Reason:

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan (Part 1) 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

3. Condition:

The proposed first floor window in the north elevation shall be glazed with obscure glazing to the extent that intervisibility is excluded and shall thereafter be retained as such.

Reason:

Having regard to the relationship with neighbouring properties and to accord with Policy TD1 of the Local Plan Part 1 2018 and Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

4. Condition:

The proposed vehicular access hereby approved shall not be first brought into use unless and until it has been constructed and the visibility zones provided in full accordance with the approved plans (Drawing No. 2512.203 Rev. A) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF.

5. Condition:

Within 1 month of the first use of the vehicular access hereby approved, the existing gated access to the east of the proposed parking area shall be fully removed and permanently closed in accordance with the approved plans (Drawing No. 2512.203 Rev. A).

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF.

6. Condition:

Prior to the first use of the vehicular access hereby approved, space shall be laid out within the site in accordance with the approved plans (Drawing No. 2512.203 Rev. A) for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF.

7. Condition:

The proposed access hereby approved shall not be first brought into use unless and until it has been provided with a pedestrian inter-visibility splay measuring 2m by 2m on each side of the access to Thursley Road, the depth measured from the back of the footway and the widths outwards from the edges of the access, in accordance with the approved plans (Drawing No.2513 Rev. A). No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF.

8. Condition

The development hereby approved shall not be occupied unless and until the Heathfield dwelling is provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF.

Informatives

1. 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 or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-ordropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-ordropped-kerbs).

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement 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. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-managementpermit-scheme>.
3. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
4. 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 Paragraph 38 of the National Planning Policy Framework 2019.