

WA/2021/0124 – Erection of extensions and alterations to existing dwelling to form 2 dwellings and associated works following demolition of existing garage and conservatory (as amended by plans received 03.03.21 and further amended by plans received 15.06.21) at 1 HOE LANE, HASCOMBE GU8 4JQ

Applicant : Mr G Ghinn
Ghinn & Co
Ward: Bramley, Busbridge and Hascombe Ward
Case Officer: Tracy Farthing

Neighbour Notification Expiry Date 02/03/2021

Committee Date: 14/07/2021

Expiry Date/Extended expiry date 24/03/2021

RECOMMENDATION That, subject to conditions, the decision for the application for permission be **GRANTED**

1. Summary

The application has been brought before the Area Committee at the request of Councillor Seabourne with the key consideration being off-road parking provision provided.

Members deferred the application at the June Eastern Planning committee due to concerns that neighbour amenity had not been fully assessed.

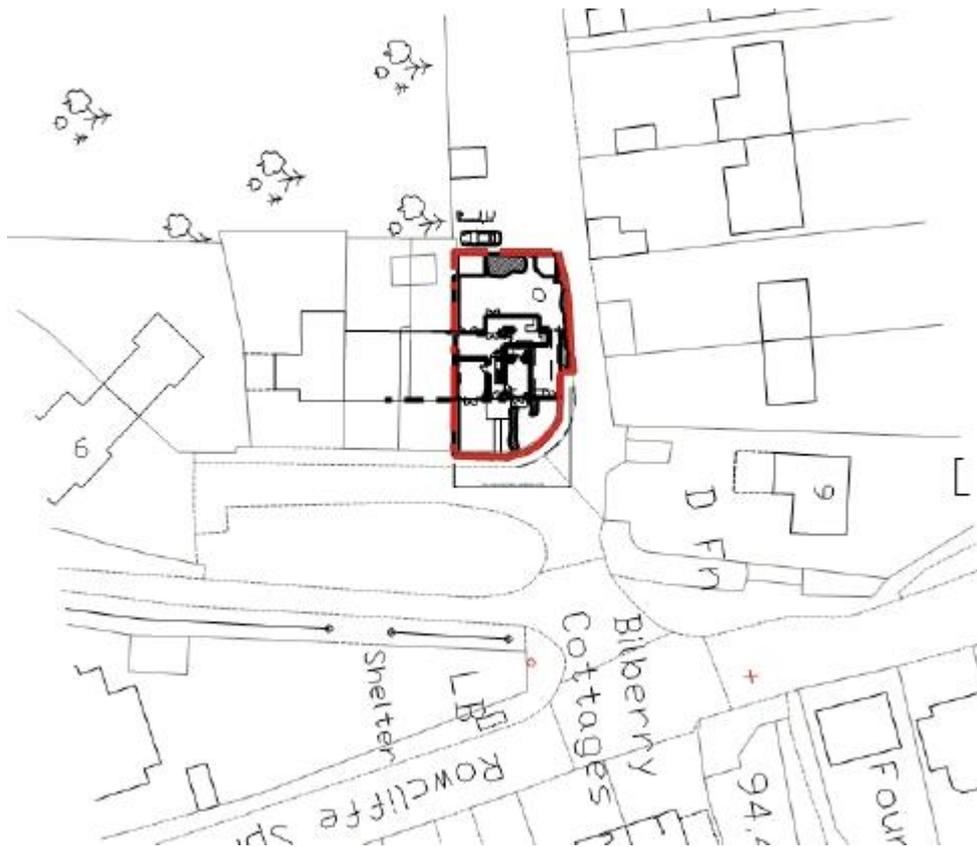
The proposal seeks permission for the erection of extensions to the existing dwelling to form two dwellings. Minor amendments have been made to the scheme following Member discussion at the previous Committee meeting. To summarise these are:

- The single storey rear extension has been reduced in width providing an 800mm offset from the boundary
- The proposed new dwelling has been changed from a 3-bed dwelling to a 2-bed dwelling. This is a result of internal changes only.

1.

2. Location Plan

3.



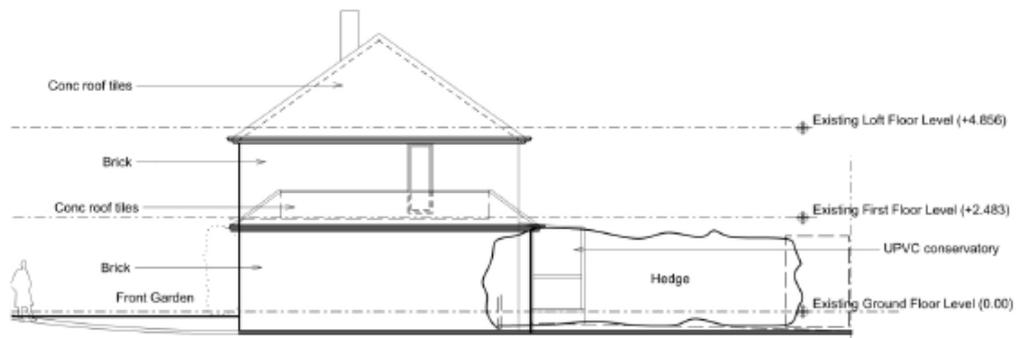
4. Site Description

The application site is located on the western side of Hoe Lane, a minor residential road branching from western side of The Street, Hascombe. The property is an end of terrace, two storey dwelling featuring a single storey side element, once a garage. The area is residential within a rural settlement and the site is level.

5. Proposal

Permission is sought for a two-storey extension following the demolition of the single storey former garage to form a new two storey dwelling. In addition, a single storey rear extension and rear dormer window is proposed.

6. Existing Elevations

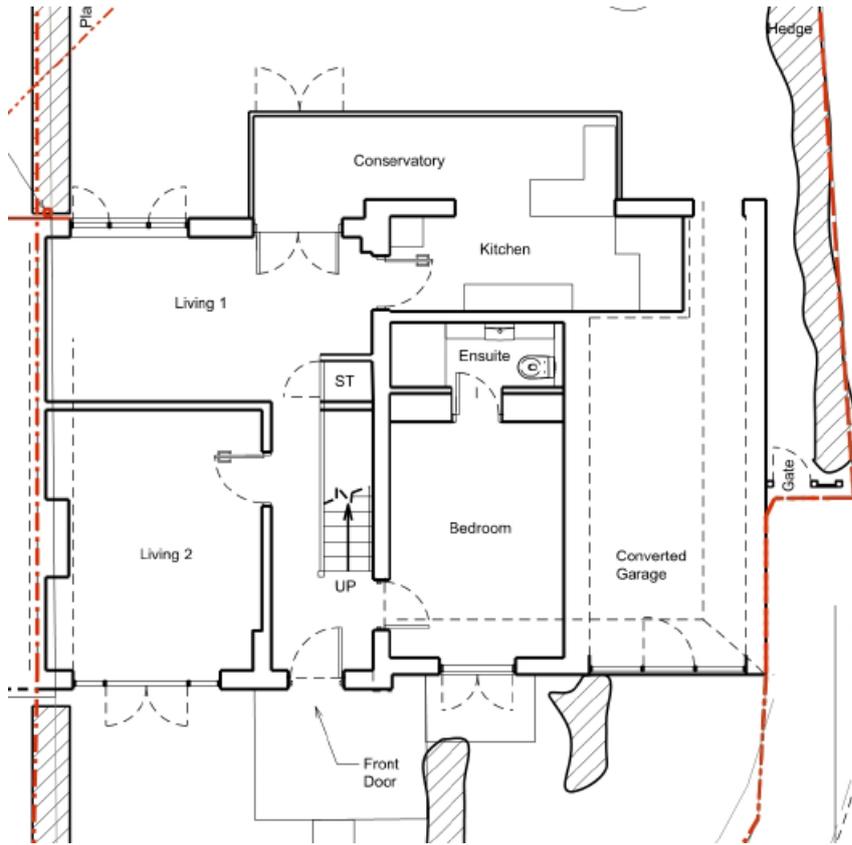


7.

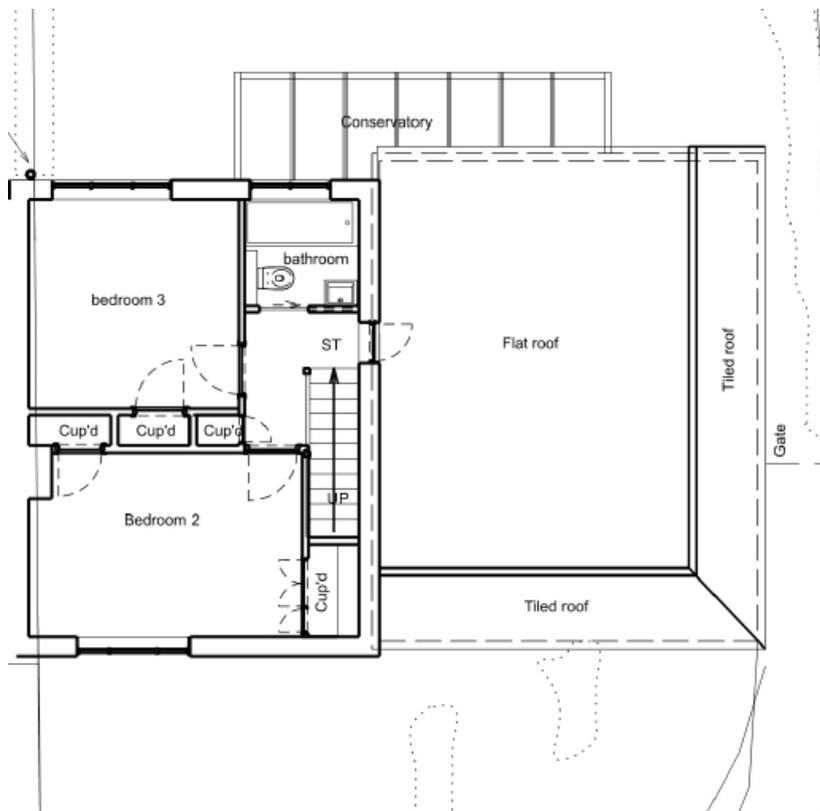


8. Existing Plans

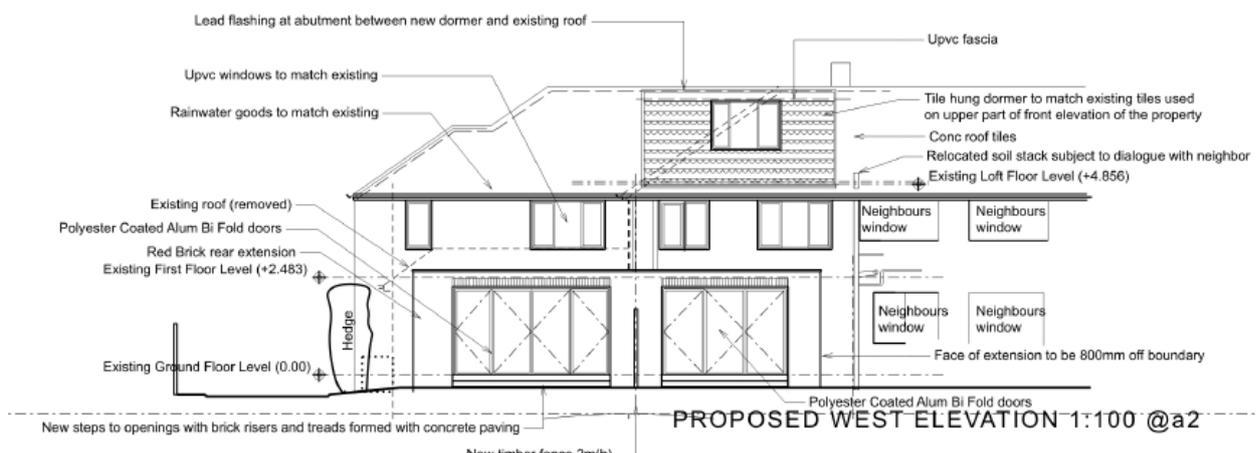
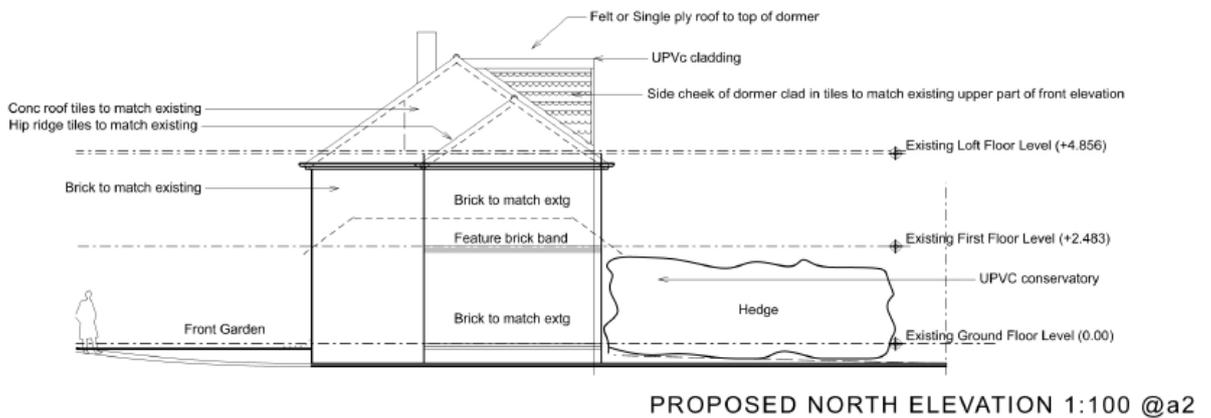
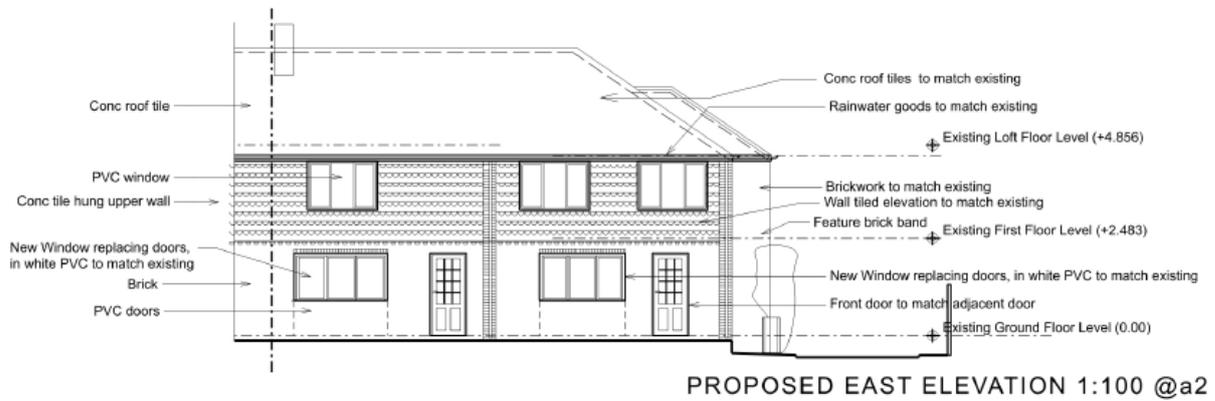
Ground Floor



First Floor

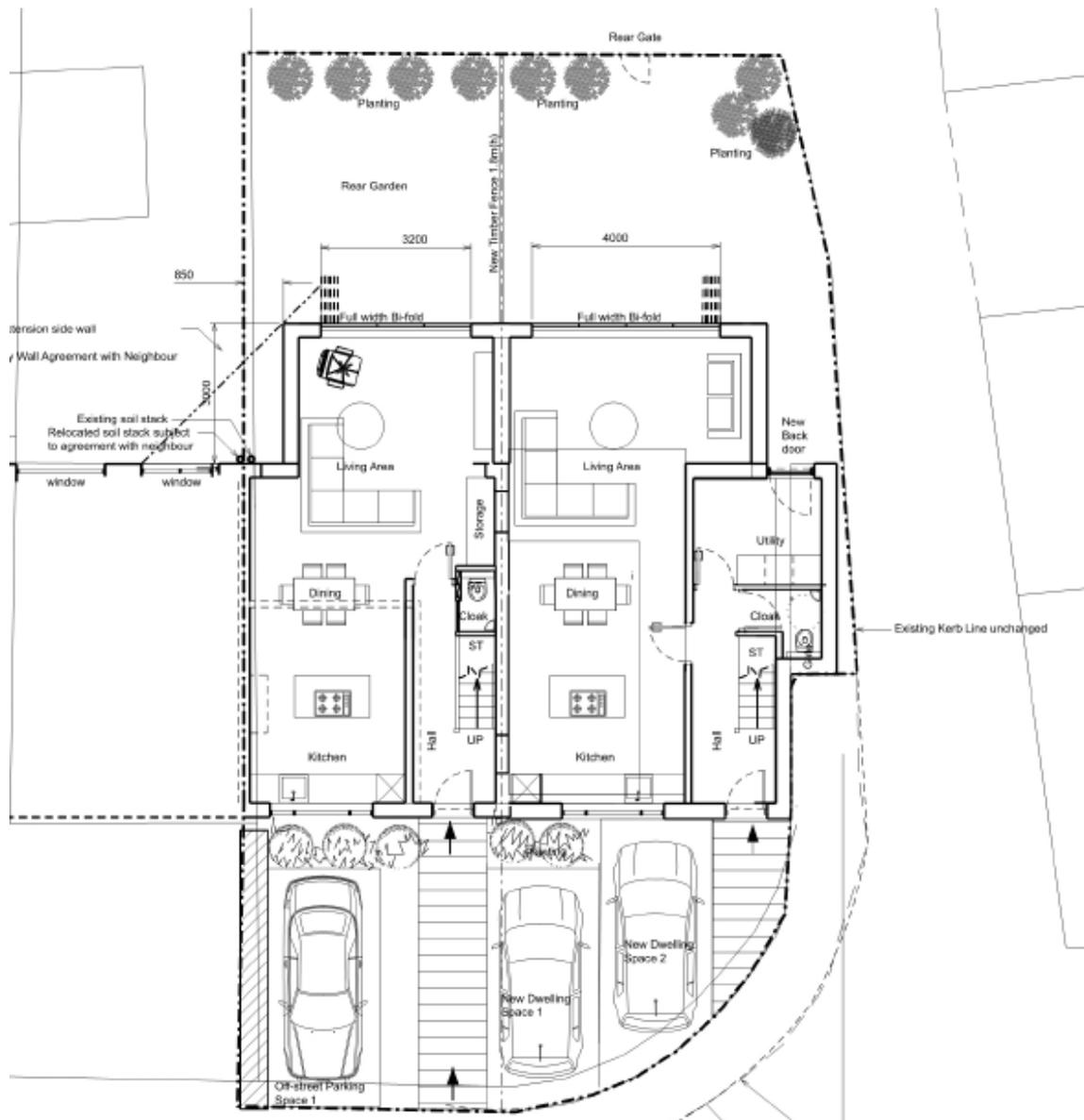


9. Proposed Elevations

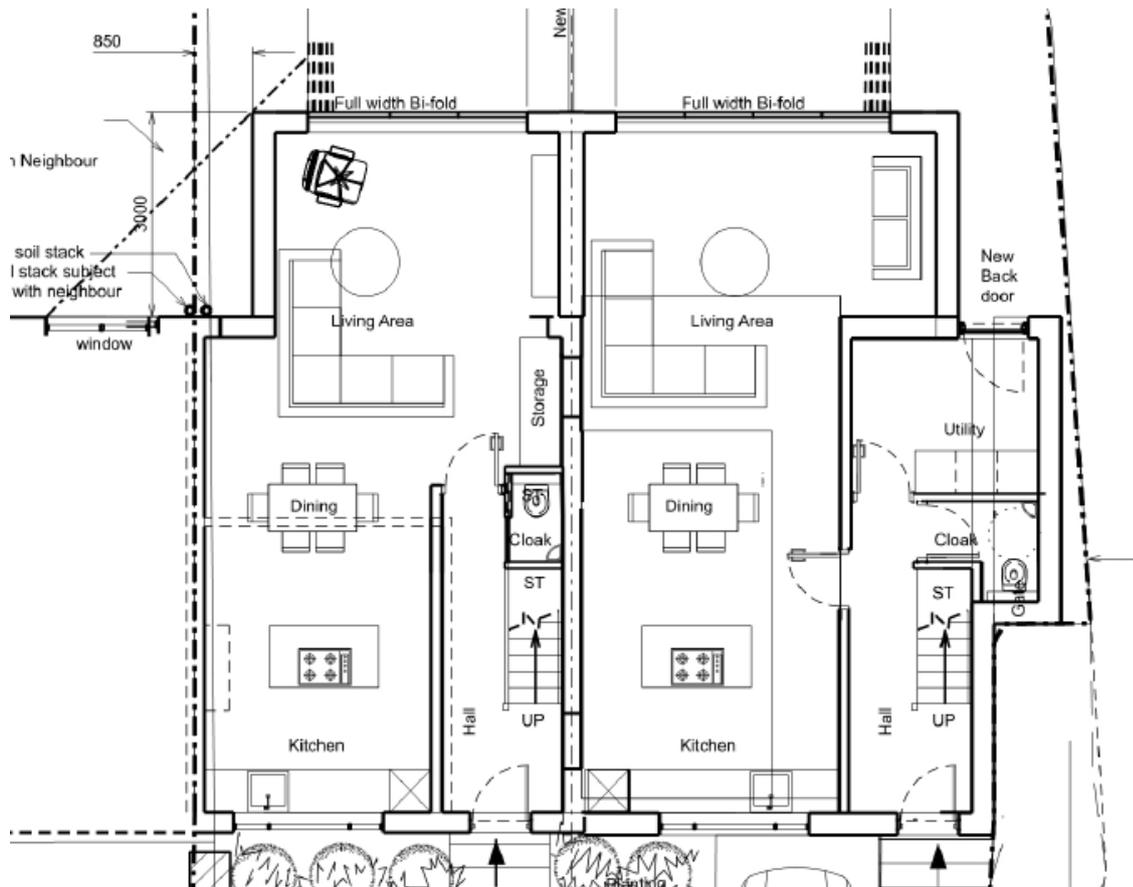


10. Proposed Plans

Block Plan



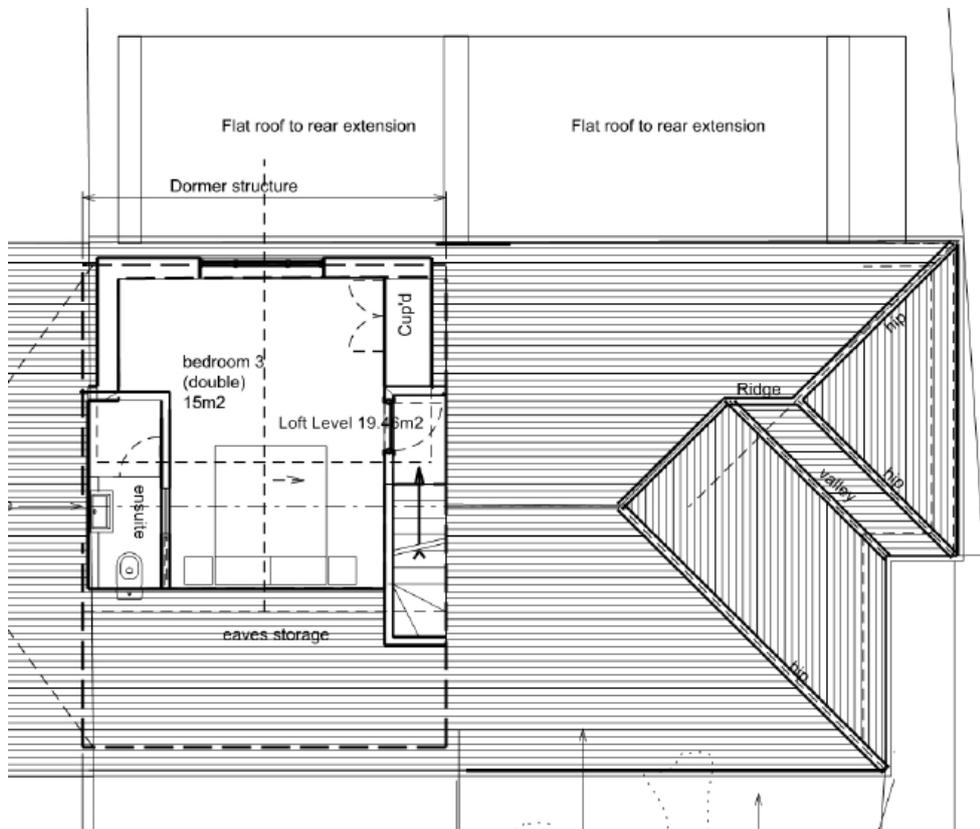
Ground Floor



11. First Floor



Second Floor



12. Relevant Planning History

Reference	Proposal	Decision
WA/1987/0607	Conversion of garage to provide shop	Full Permission 02/06/1987
WA/1983/0291	Erection of a single storey extension to provide bedroom, kitchen, wc and garage	Full Permission 27/04/1983

13. Relevant Planning Constraints

Green Belt within the rural settlement of Hascombe
Surrey Hills AONB & AGLV
Ancient Woodland 500m Buffer Zone

14. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, TD1, NE1, NE3, RE1, RE3
- Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4, RD1, 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)

15. Consultations and Parish Council Comments

Hascombe Parish Council	Objection on the ground of under provision of parking
Surry Highway Authority	No objection subject to conditions

16. Representations

15 letters have been received raising objection on the following grounds:

- Lack of parking
- Reliance on private vehicular use due to lack of public transport
- Disruption for the duration of the development
- The shared car park to the rear is already at capacity and will not accommodate further vehicles
- Over development

1 letter has been received expressing support for the following reasons:

- The division of the division and extension of the dwelling to provide two dwellings would be beneficial to Hascombe
- Parking is available in the shared car park to the rear of the application site

17. Planning Considerations:

18. Impact on the Green Belt

The site is located within the Green Belt in the rural settlement of Hascombe.

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. Proposals for the limited infilling of villages may not constitute inappropriate development within the Green Belt.

Paragraph 145 of the NPPF sets out that the construction of new buildings should be regarded as inappropriate development, exceptions to this include:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or

- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The proposal falls within one of the exceptions listed above; the limited infilling in villages. The proposal is therefore considered to be appropriate development in accordance with paragraph 145 of the NPPF and would accord with Policy RE2 of the Local Plan Part 1 (2018).

19. Design and impact on visual amenity and landscape character

The application site is within the Rural Settlement of Hascombe. Policy RD1 of the Local Plan states that development will only be permitted if it is well-related in scale and location to the existing development and:-

- a) Comprises infilling of a small gap in an otherwise continuous built up frontage or the development of land or buildings that are substantially surrounded by existing buildings; and
- b) Does not result in the development of land which, by reason of its openness, physical characteristics or ecological value, makes a significant contribution to the character and amenities of the village; and;
- c) Does not adversely affect the urban/rural transition by using open land within the curtilage of buildings at the edge of the settlement; and
- d) Takes account of the form, setting, local building style and heritage of the settlement; and
- e) Generates a level of traffic which is compatible with the environment of the village and which can be satisfactorily accommodated on the surrounding network.

The proposal would represent proportional extensions that would be well related in scale and location to the existing built form of the rural settlement and would comprise the infilling of a small gap in an otherwise continuous built up frontage and the development of land or buildings that are substantially surrounded by existing buildings.

Whilst the main ridge height of the proposed extension over the single storey existing element is not set down from the ridge of the host dwelling, the continuation of the ridge line is considered to be visually acceptable. A two storey projection on the north

eastern elevation is set down from the main ridge and stepped back from the front elevation. A single storey extension to the rear of the properties is proposed featuring a flat roof and whilst the form is acceptable, this element will not be visible within the main streetscene of Hoe Lane.

The proposal includes the erection of a rear dormer to the southern dwelling, which would become a terraced dwelling. The design and scale of the dormer is typical with a flat roof and would be consistent with the volume permissible under permitted development. It is noted that the rear elevation of this dwelling does not feature within the streetscene and the dormer is unlikely to cause harm to the character of the area.

The proposal does not retain a 1m separation to the side boundary. However, to the side, there is an access road, and then beyond the road the rear gardens of properties on Mare Lane. Given the separation distances, the proposal would not result in a terracing effect.

Therefore acceptable and in accordance with Policies TD1 of the Local Plan (Part 1) 2018, RD1, D1 and D4 of the Local Plan 2002 and the Residential Extensions SPD.

20. Impact on residential amenity

The proposal includes a single storey rear extension to the rear of what is at present No 1 Hoe Lane and this would also extend along the rear of the newly proposed dwelling. The extension is set back from the boundary of No 2 Hoe Lane by 0.8m and the extension would fully accord to the 45 degree line indicating that no material loss of light would occur to No 2. Given the single storey nature of this addition it is not considered that it would appear as overbearing.

The proposed development would include additional windows to the rear of the property to include the dormer window. The inclusion of the rear windows is not considered to give rise to a material level of overlooking to neighbours over and above that which the current rear windows allow.

No windows are proposed on the northern elevation that could impact upon the privacy or introduce overlooking to Nos 6-8 Mare Lane.

Therefore acceptable and in accordance with Policies TD1 of the Local Plan (Part 1) 2018, D1 and D4 of the Local Plan 2002 and the Residential Extensions SPD.

21. Standard of Accommodation

Policy TD1 of the Local Plan (Part 1) 2018 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through the provision of appropriate private, communal and public amenity space, appropriate

internal space standards for new dwellings, on site playspace provision, appropriate facilities for the storage of waste and private clothes drying facilities.

The Government Technical Housing standards – nationally described space standards (2015) requires dwellings to meet certain internal space standards in order to ensure that an appropriate internal standard of accommodation has been provided for future occupiers. Until the Council has a Local Plan Policy in respect of these standards, they should only be given limited weight and used as guidance to inform the decision on this proposal.

The table below outlines the required floor area required for the dwellings:

Number of Bedrooms	Number of bed spaces	1 storey dwellings (m2)	2 storey dwellings (m2)	3 storey dwellings (m2)	Built-in storage (m2)
1 bed	1 person	39 (37)			1.0
1 bed	2 people	50	58		1.5
2 bed	3 people	61	70		2.0
2 bed	4 people	70	79		2.0
3 bed	4 people	74	84	90	2.5
3 bed	5 people	86	93	99	2.5
3 bed	6 people	95	102	108	2.5

The proposed 3 bed, 3 storey dwelling has an internal floor area of 108.5m². Floor plans show two double bedrooms and one single bedroom and therefore the likely occupation would be up to 5 people. The floor area therefore exceeds the recommended size.

The proposed 2 bed, 2 storey dwelling has an internal floor area of 101m². Floor plans show two double bedrooms and therefore the likely occupation would be up to 4 people. The floor area therefore exceeds the recommended size.

Adequate storage is included and the external space would allow for typical requirements such as drying clothes, sitting outside and to provide an adequate, albeit small, playspace area.

Based on the above, the proposal is considered to provide an adequate standard of accommodation for future residents.

22.

23. Parking and Highway Safety

The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is

satisfied that the application would not have a severe impact on the safety and operation of the adjoining public highway, subject to conditions.

With specific reference to parking the Highway Authority states that the Waverley Borough Council Adopted Parking Guidelines state that a provision of 2.5 spaces should be provided for a 3-bed dwelling and 2 spaces for a 2-bed dwelling not in a Town Centre location.

The existing parking layout for the dwelling at No.1 Hoe Lane provides 1 off-street parking space and has a 1.5 space under provision.

The proposed parking layout of this development provides 3 off-street parking spaces for the 2 dwellings which provides 2 spaces for the new proposed 2 storey dwelling. The parking for the existing 3-bed dwelling would remain at the current level. The parking for the newly created dwelling is therefore in accordance with Waverley's Parking requirements.

The County Highway Authority does not deem this to be a significant increase to the parking stress of the surrounding network when compared to the existing use. It is not considered that the proposed development will result in a significant increase in vehicular trips on the surrounding highway network.

24. Accessibility

Policy AHN3 of the Local Plan Part 1 (2018) states that the Council will require the provision of new developments to meet Building Regulations M4 (2) Category 2 standard: "Accessible and adaptable dwellings" to meet the needs of older people and those with disabilities.

The supporting text to the policy states that this will be delivered through the implementation of planning permissions. As such, this will be picked up by the building control process if or when planning permission is implemented.

25. Sustainability

Policy CC2 of the Local Plan 2018 seeks to ensure all new development includes measures to minimise energy and water use. The Policy goes on to say that new dwellings shall meet the requirement of 110 litres of water per person per day. A condition is recommended requiring the submission of details to confirm that the dwellings have been designed and completed to meet the requirement of 110 litres of water per person per day, prior to the occupation of the dwelling.

Conditions would also be attached to ensure that the proposed dwelling is provided with the highest available speed broadband infrastructure and an Electric Vehicle

Charging Point in order to promote sustainable patterns of development in accordance with Policy CC2 of the Local Plan 2018.

26. Third Party Representations

A number of representation have been received referencing parking concerns. It is noted that many representations were received prior to amendments to the plans to increase the available parking on the site, from 1 space to 3 spaces. It is considered that the issue of parking has been addressed within the body of the report, following comments from the County Highway Authority. Officers also consider that the reference to overdevelopment of the site has been addressed within the visual amenity and standard of accommodation sections of this report.

27. Conclusion

The planning balance assessment concludes that the proposal is in accordance with the Development Plan. The proposal is considered to be appropriate Green Belt development and no harm has been identified in relation to visual or residential amenity. In addition Officers are satisfied that the parking proposed would be acceptable. As such, planning permission is recommended for approval.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

Condition:- The plan numbers to which this permission relates are: 296 PL: 001 Rev 1, 002 Rev 3, 003 Rev 3, 004 Rev 1, 005 Rev 2, 006 Rev 6, 007 Rev 13, 008 Rev 3 and 009 Rev 4. 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:

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 (Part 1) 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.-

2. Condition:

Condition:- The materials to be used in the construction of the external surfaces of the development shall match the existing.-

Reason:

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:

No vehicle shall access the two dwellings at this site from Hoe Lane unless and until the- proposed vehicular accesses hereby approved have been constructed and provided with- visibility zones in accordance with a scheme to be submitted to and approved in writing by- the Local Planning Authority and thereafter the visibility zones shall be kept permanently- clear of any obstruction over 0.60m high.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2018 and in accordance with Policy ST1 of Waverley Borough Council's Local Plan (Part 1) 2018.

4. Condition:

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (Drawing No. 269 PL006 Rev6) for vehicles to be parked. Thereafter the parking 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 Section 9 "Promoting Sustainable Transport" in the National Planning Policy

Framework 2018 and in accordance with Policy ST1 of Waverley Borough Council's Local Plan (Part 1) 2018.

5. Condition:

The development hereby approved shall not be occupied unless and until each of the proposed dwellings are 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 Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2018 and in accordance with Policy ST1 of Waverley Borough Council's Local Plan (Part 1) 2018.

6. Condition:

Condition:- Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no windows/dormer windows or other openings other than those expressly authorised by this permission shall be constructed in the south eastern or north elevation of the roof extension hereby permitted without the written permission of the Local Planning Authority

Reason:

Reason:- In the interests of neighbouring residential amenity, 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. -

7. Condition:

Condition:- Prior to the occupation of the dwellings, details shall be submitted to and be approved in writing by the Local Planning Authority to confirm that the dwellings have been completed to meet the requirement of 110 litres of water per person per day.-

Reason:- To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018).-

8. Condition:

Condition:- Prior to the first occupation of the dwellings here by permitted the highest available speed broadband infrastructure shall be installed and made available for use unless otherwise agreed in writing by the Local Planning Authority.-

Reason:

Reason:- To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018).-

2. Informatives

1. Community Infrastructure Levy (CIL)

The development hereby permitted is CIL liable.

'CIL Form 6: Commencement Notice' must be received by the Council prior to the commencement of development. Commencement of development is defined in Regulation 7 of the CIL Regulations 2010 (as amended).

Failure to adhere to the CIL Regulations and commencing work without notifying the Council could forfeit any rights you have to exemptions, payment by instalments and you may also incur surcharges.

For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk

2. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.

Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

3. The developer is advised that Public Footpath Number 208b runs near to the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

4. 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>. 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.

5. 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 <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs>.

6. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail

waverley.snn@waverley.gov.uk

For further information please see the Guide to Street and Property Naming on Waverley's website.

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.