

WA/2021/02275 – Erection of 4 dwellings together with landscaping and associated works to provide parking and amenity space following demolition of the existing two-storey dwelling and ancillary outbuildings (as amended by drawings received 08/11/2021) at Green Mantle CHARTERHOUSE ROAD GODALMING GU7 2AQ

Applicant: Mr Groot - Woodville Real Estate Ltd
Parish: Godalming CP
Ward: Godalming Charterhouse
Case Officer: James Kidger

Neighbour Notification Expiry Date: 13/10/2021
Expiry Date/Extended Expiry Date: 24/08/2021
Committee Meeting Date: Eastern 12/01/2022

RECOMMENDATION That, subject to conditions, permission be
GRANTED

1. Summary

The application is brought before the committee at the request of Councillor Williams owing to the objections received.

Permission is sought to replace the existing dwelling with four terraced units. The new building would be set further back from the road but would have a footprint around the same size as the existing. There would be no detriment to the mixed character street scene and no significant harm to the amenity of neighbours. Following the modifications made the impact to the plane tree at the rear is considered acceptable. Parking arrangements would be adequate, albeit relatively cramped, and the Highway Authority is content. The scheme is therefore recommended for approval.

2. Site Description

The application site comprises the existing two storey detached dwelling and associated curtilage, primarily garden, to the rear. Because of the change of levels the building appears single storey when viewed from the road. A large London Plane tree is located just outside the site at the rear corner.

3. Proposal

Planning permission is sought for the demolition of the existing building and the erection of a terrace of four dwellings. A minor amendment has been made to the scheme since submission, moving the proposed building around a metre to the east, in order to reduce the impact to the tree at the rear. Drawings are reproduced in an annexe at the end of this report.

4. Relevant Planning History

None.

5. Relevant Planning Constraints

- Developed Area
- Adjacent Listed Building
- Godalming Neighbourhood Plan Area
- Wealden Heaths I SPA 5km buffer zone
- Surface Water Flooding
- Tree Preservation Order (TPO)

6. Relevant Development Plan Policies and Guidance

Waverley Borough Local Plan Part 1: Strategic Policies and Sites (February 2018)

Policies SP1, SP2, ALH1, ST1, TD1, HA1, NE1, NE2, CC1, CC2, and CC4.

Waverley Borough Council Local Plan 2002 (retained policies February 2018)

Policies D1, D4, D6, D7, and HE3.

Godalming & Farncombe Neighbourhood Plan (April 2019)

Policies GOD5, GOD6, and GOD11.

Other guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Council's Parking Guidelines (2013)

7. Consultations and Town/Parish Council Comments

- Godalming Town Council: Objection on the grounds of overdevelopment, impact to neighbouring amenity, and impact to protected tree.
- Highway Authority: No objection subject to recommended conditions.
- Southern Water: Out of area.

8. Representations

Twelve (12) representations have been received objecting to the proposed development for the following reasons:

- Inadequate parking provision;
- Overlooking of neighbouring properties;

- Access problems arising from overspill parking, turning arrangements, bin collections, deliveries, construction works, and reduction in width of road at junction;
- Loss of visibility for pedestrians;
- Potential for damage to protected tree;
- Road safety issues;
- Land ownership and leasehold matters;
- Density too high;
- Loss of light to neighbouring properties;
- Drainage problems arising from additional hardstanding;
- Additional road congestion;
- Existing building should be reused rather than demolished;
- Overdevelopment of the site;
- Emergency vehicle access;
- Noise and light pollution to neighbouring properties;
- Cumulative impact of small developments on the Wealden Heaths SPA; and
- Overbearing impact to neighbouring properties.

Officer note: land ownership and leasehold matters, as well as temporary disruption due to building operations, are not material planning considerations.

One (1) representation has been received supporting the proposed development for the following reasons:

- Injection of much needed family friendly accommodation to the housing market; and
- Improvement to the aesthetics of the road to the benefit of the whole community.

9. Planning Considerations:

Principle of development

The site is located within the built-up area of Godalming where further residential development is considered acceptable in principle as per policy SP2. The dwellings would be within reasonable distance of the centre of both Godalming and Farncombe and would comprise sustainable development, subject to the detailed considerations explored below.

Character

The proposed building would be of a similar footprint, overall height, and bulk to the existing, and would be sited further back from the road in order to make room for parking to the front. The primary visual change would be the provision of an additional storey within the roof space via the inclusion of gables to the front and rear, along with a flat roof at the apex. The existing building, with its relatively featureless and enclosed frontage, is of no great merit and the proposed replacement would have, if anything, greater visual interest. The flat roof element would not be unduly prominent in the street

scene due to the extent of the pitched elements at the sides, while the open frontage with parking spaces would not contrast unfavourably with the existing closed appearance, especially considering the garage opposite. Further landscaping details will be secured by condition. Overall, there would be no harm to the appearance of the street scene and wider surround.

In terms of the urban grain, the four units proposed would broadly correspond with those at nos. 34-44 Charterhouse Road to the south. The road is of mixed character, with large detached dwellings (Green Mantle itself), semis (Borough Cottages and Summersdale), terraces (nos. 34-44), and flats (Dean Court immediately south, and Newstead immediately north). The proposed intensification of use and smaller plot sizes are not considered harmful in this context.

Standard of accommodation

The floor areas of the proposed dwellings would be substantially greater than set out within the Nationally Described Space Standard. Although the Council has not yet adopted the Standard as policy it is considered indicative of adequate internal space. Habitable rooms would be adequately lit.

The outdoor amenity space at the rear of the proposed dwellings would be approximately equal to their footprint and is considered adequate.

Neighbouring amenity

The building line at the rear of the proposed dwellings would not be significantly beyond the rear elevation of Dean Court to the south, such that there would be no undue overbearing impact to the amenity space at the rear of the flats. It is understood that windows on the northern elevation of this building serve non-habitable windows.

The proposed building would be sited around 7m further west, and thus 7m closer to 2 Newstead Close at the rear, than the existing building. This, coupled with the addition of a further storey, would result in a greater degree of overlooking of the amenity space and side elevation of that property. However, buildings to either side of the proposed are already three storeys, while the second floor flat at the north-west corner of Dean Court features a balcony. As such the amenity space at the east side of no. 2 is already substantially overlooked. In this context, and considering that a substantive 25m gap would remain between the buildings, the additional overlooking facilitated is not considered to warrant refusal.

The proposed second floor side window on the north flank would facilitate limited overlooking of the gardens further north. The window does not serve a habitable room and obscure glazing would not unduly impact the living conditions of future occupiers. Such glazing will be secured by condition.

Future comings and goings to the dwellings proposed would give rise to some additional noise. However, the noise generated from a net increase of three dwellings

would necessarily be limited and is not considered significantly harmful to the amenity of neighbours, especially in the context of the proximity to Charterhouse Road.

Parking and highways

Ten off-road parking spaces would be provided: two at the front of each plot and an additional two adjacent Newstead. This would accord with the 2.5 per unit sought by policy GOD6. Space would be limited due to the site constraints and some manoeuvring would likely be required, but sufficient space would be provided on site to turn and exit from the spaces

The access to Charterhouse Road would be narrowed slightly in order to extend the footpath, fit tactile paving, and extend visibility splays. The Highway Authority considers that both vehicular and pedestrian safety would be improved at the junction, and that there would be no material impact on wider highway safety.

Many of the representations received contend that the proposed development would make the junction between Newstead Close and Charterhouse Road dangerous, or that it is already dangerous and would be made more so. For the avoidance of doubt, in the absence of any objection from the Highway Authority this is not a conclusion, in planning terms, that can reasonably be drawn.

Trees

The London Plane tree adjacent the site at the rear is covered by a TPO. An arboricultural report has been submitted which sets out how the tree would be protected during building operations. The report has been considered by the Council's Tree Officer, who has no objection subject to future control over development within the rear gardens. Relevant permitted development rights will therefore be removed by condition.

Drainage

The rear of the site is at low (1 in 1000 year) risk of surface water flooding, and elements of Newstead Close are at high (1 in 30 year) risk. A sustainable drainage scheme will therefore be sought by condition, in order to ensure the risk of flooding is not worsened. Permeable hardstanding will also be conditioned.

Other matters

The application site lies opposite the Grade II listed Scout Hut on the east side of Charterhouse Road. The proposed building would be set further back from the road than the existing and as set out above would not be detrimental to the character or visual amenity of the street scene. As such there would be no harm to the setting of listed building, which would be preserved in line with local and national policy.

The site is within 5km of the Wealden Heaths I Special Protection Area (SPA), some of the finest remaining heathland on the Lower Greensand and of national importance for its bird, reptile and invertebrate populations. The net addition of three dwellings is

not considered likely to have a significant effect on the SPA, and as such an Appropriate Assessment under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 is not required. In drawing this conclusion regard has been had to guidance provided to the Council by Natural England.

10. Conclusion

The proposed development would provide three additional units of accommodation in a sustainable location. The standard of accommodation would be acceptable, there would be no detriment to the character of the area, and no significant harm to neighbouring amenity. The application is therefore recommended for approval subject to conditions.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

The development hereby permitted shall be carried out in accordance with the approved plans listed below:

P21-003-P-002 Rev B - Proposed Block Plan - received 8th November 2021
P21-003-P-111 Rev A - Proposed Ground Floor Plan - received 29th June 2021
P21-003-P-112 Rev A - Proposed First Floor Plan - received 29th June 2021
P21-003-P-113 Rev A - Proposed Second Floor Plan - received 29th June 2021
P21-003-P-114 Rev A - Proposed Roof Plan - received 29th June 2021
P21-003-P-201 Rev A - Proposed Sections - received 29th June 2021
P21-003-P-301 Rev A - Proposed North Elevation - received 29th June 2021
P21-003-P-302 Rev A - Proposed East Elevation - received 29th June 2021
P21-003-P-303 Rev A - Proposed South Elevation - received 29th June 2021
P21-003-P-304 Rev A - Proposed West Elevation - received 29th June 2021
P21-003-P-305 Rev A - Proposed Street Scene - received 29th June 2021
P21-003-P-501 Rev A - Bike and Bin Store - received 29th June 2021
2021/5900/001 P5 - Proposed Access and Visibility Splays - received 20th October 2021

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 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 Local Plan 2002.

2. Condition:

No above ground development associated with the dwelling hereby permitted shall commence until details and samples of the materials to be used in the

external elevations 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:

To protect the visual amenities of the area in accordance with Policy TD1 of the Local Plan (Part 1) 2018 and retained Policies D1 and D4 of the Local Plan 2002.

3. Condition:

No above ground development associated with the dwelling hereby permitted shall commence until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority which specifies species, planting sizes, spaces and numbers of trees, shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the completion of the development and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies TD1 and NE1 of the Local Plan (Part 1) 2018 and retained Policies D1 and D4 of the Local Plan 2002.

4. Condition:

No development shall commence until details of a scheme for disposing of surface water by means of a sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to first occupation.

Reason:

To address the risk of flooding and to ensure that the development achieves a high standard of sustainability in accordance with Policies CC1 and CC4 of the Local Plan (Part 1) 2018. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

5. Condition:

All hardstanding hereby approved shall be permeable unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To address the risk of flooding and to ensure that the development achieves a high standard of sustainability in accordance with Policies CC1 and CC4 of the Local Plan (Part 1) 2018.

6. Condition:

Prior to the commencement of any above ground works in connection with the dwellings hereby permitted, written evidence shall be submitted to and approved in writing by the Local Planning Authority (LPA) demonstrating that the dwellings will achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence shall be in the form of a Design Stage water efficiency calculator. Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the LPA.

Reason:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policies CC1 and CC2 of the Local Plan (Part 1) 2018.

7. Condition:

Protective measures shall be carried out in strict accordance with the arboricultural information provided by SouthOaks Arboricultural Consultancy received on 8th November 2021, including arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed will require prior written approval from the Local Planning Authority.

Reason:

To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself, in accordance with Policies TD1, NE1, and NE2 of the Local Plan (Part 1) 2018.

8. Condition:

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no building, structure or other addition or alteration permitted by Classes A, AA, B, E, and F of Part 1 of Schedule 2 of that Order shall be erected or constructed on the application site without the prior written approval of the Local Planning Authority of an application made for that purpose.

Reason:

To protect the character of the area and the amenity and privacy of the occupants of neighbouring properties, and the health of the nearby protected tree, in accordance with Policies TD1, NE1, and NE2 of the Local Plan (Part 1) 2018 and retained Policies D1 and D4 of the Local Plan 2002.

9. Condition:

The second floor window in the side (north) elevation hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. Once installed the window shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To safeguard the amenities of the neighbouring properties in accordance with Policy TD1 of the Local Plan (Part 1) 2018 and retained Policies D1 and D4 of the Local Plan 2002.

10. Condition:

No part of the development shall be first occupied unless and until the proposed modified access to Charterhouse Road has been constructed and provided with tactile paving and visibility zones in accordance with the approved plans (Drawing No. 2021/5900/001 P5) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason:

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

11. 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. P21-003-P-002 Rev B) for vehicles and cycles 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 purposes.

Reason:

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

12. 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 to and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In the interests of achieving a high standard of sustainability with regards to electric vehicle charging infrastructure requirements, in accordance with Policy ST1 of the Local Plan (Part 1) 2018.

13. Condition:

No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) measures to prevent the deposit of materials on the highway

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

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

14. Condition:

A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason:

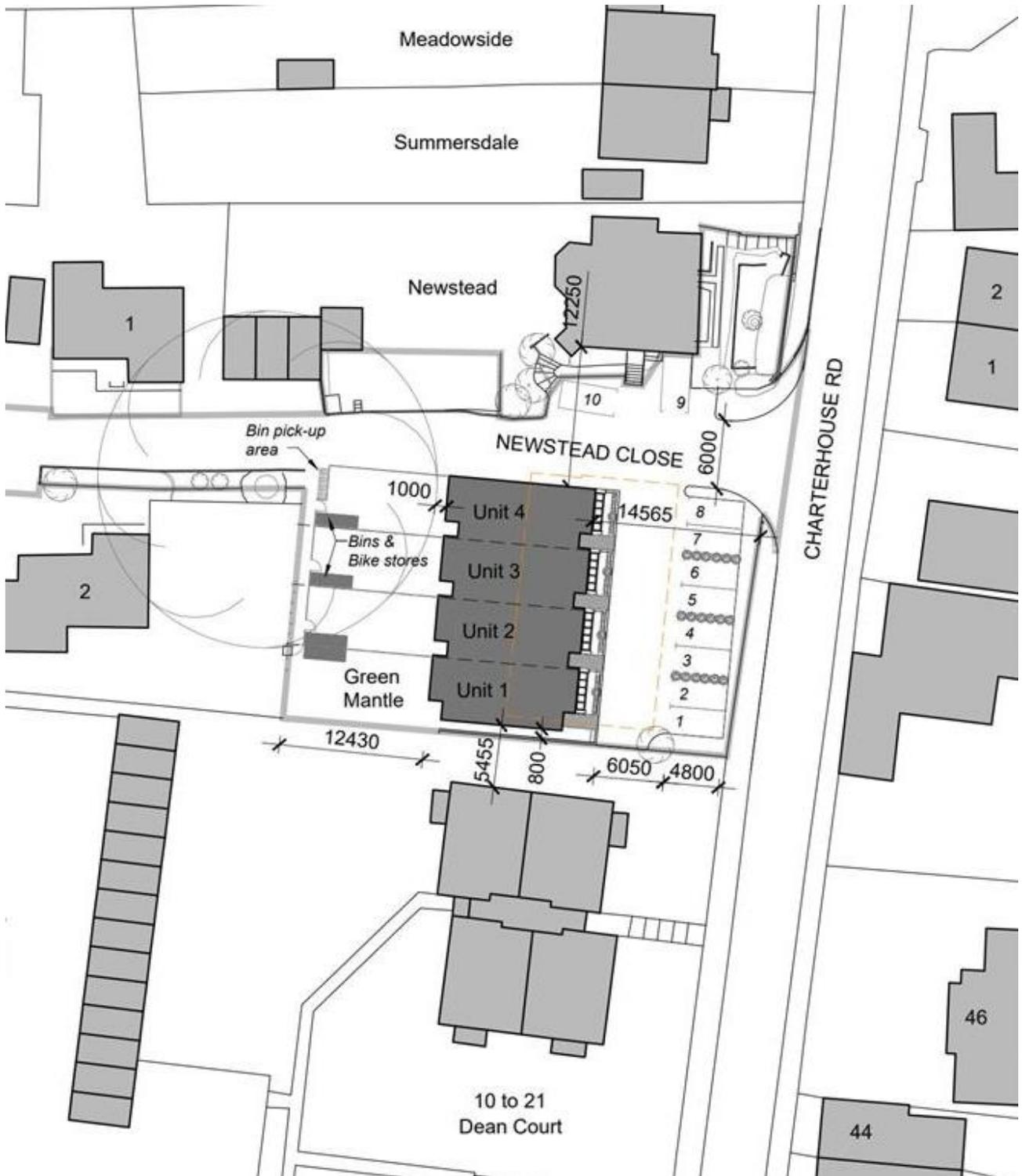
In order that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018.

Informatives:

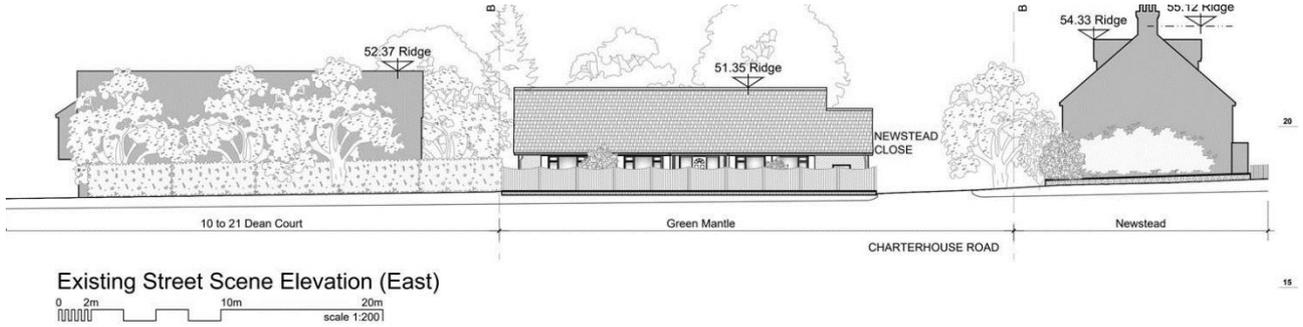
1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework.
2. The permission hereby granted shall not be construed as authority to carry out any works on 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>.
3. 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-management-permit-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.
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. 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.

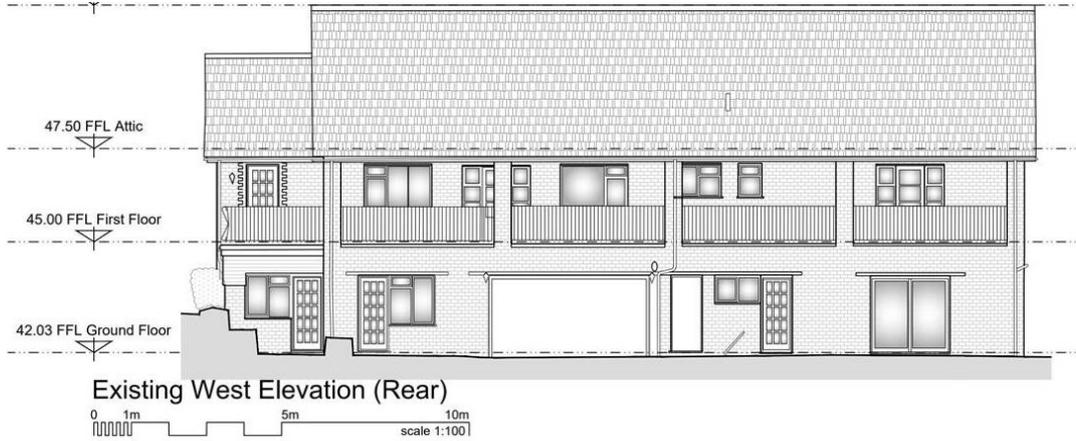
Proposed Block Plan



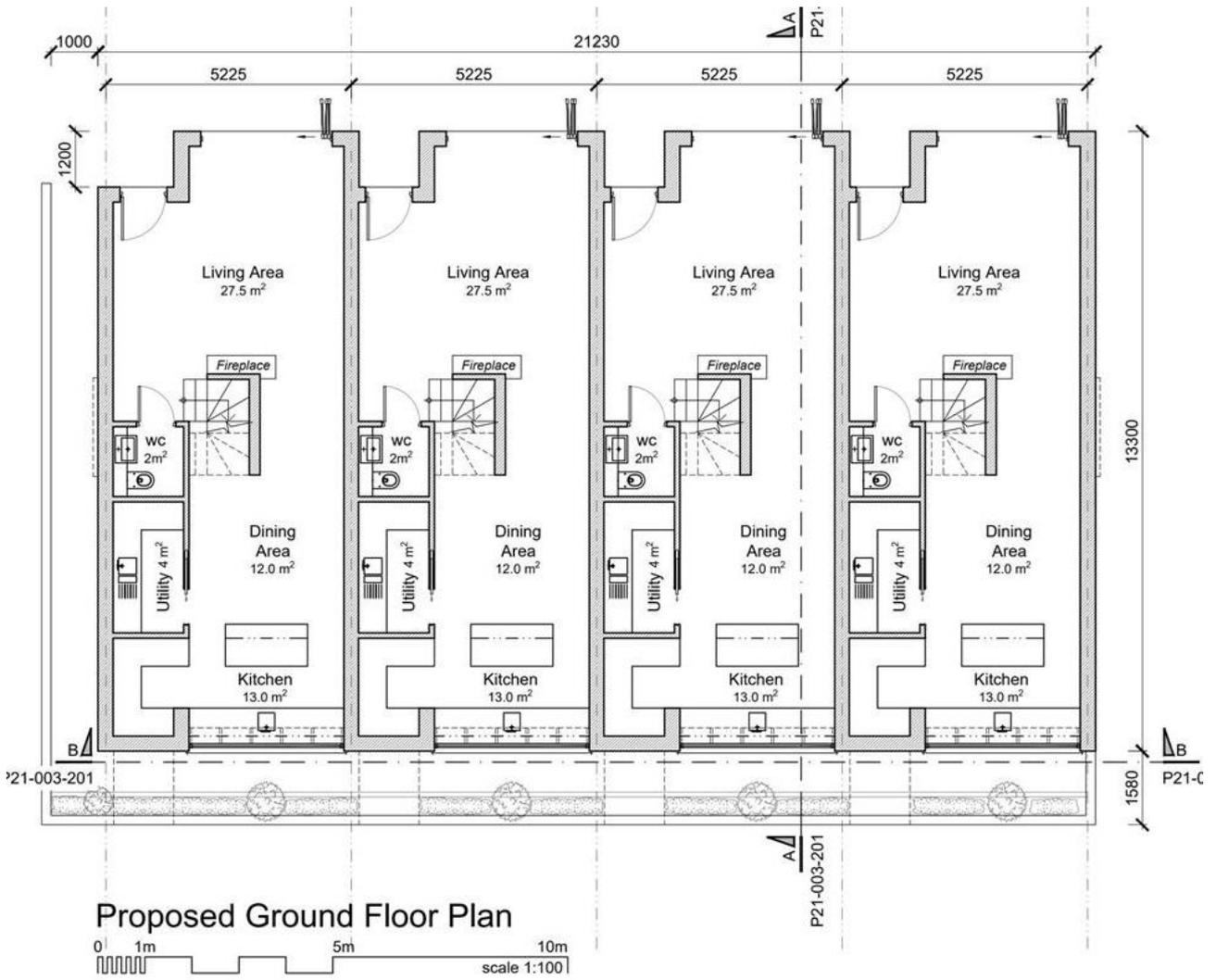
Street Scenes



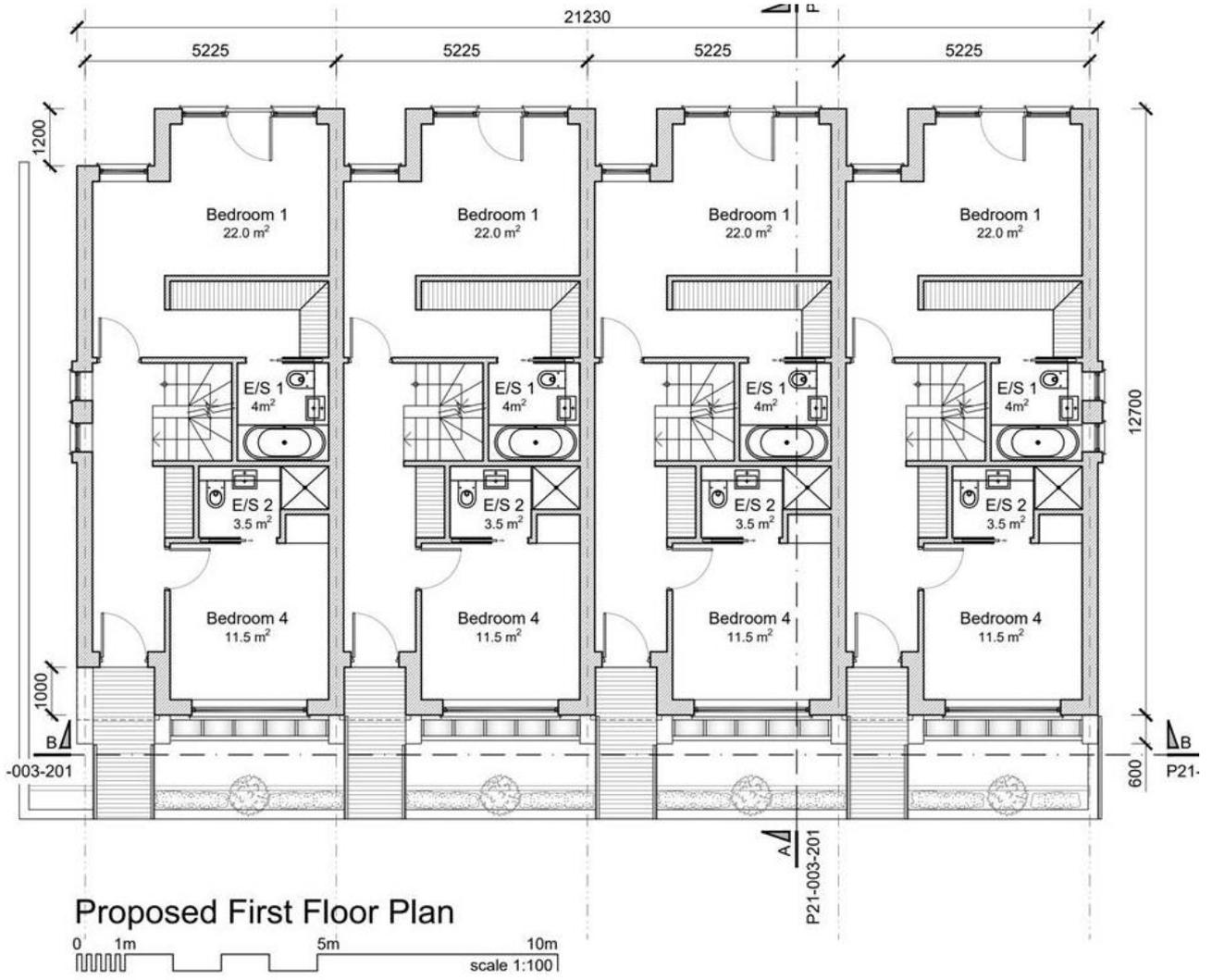
Rear



Ground Floor



First Floor



Proposed First Floor Plan

0 1m 5m 10m
scale 1:100

Second Floor

