



Appeal Decision

Site visit made on 13 October 2020

by J Davis BSc (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30/10/2020

Appeal Ref: APP/R3650/W/20/3250178
4 New Road, Milford, Godalming, GU8 5BE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Broster, Longboard Property Ltd against the decision of Waverley Borough Council.
 - The application Ref WA/2019/1916, dated 12 November 2019, was refused by notice dated 28 February 2020.
 - The development proposed is for the erection of an attached dwelling with 2 parking spaces and extensions and alterations to the existing dwelling following demolition of existing single storey extensions, summerhouse and garage.
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Decision

1. The appeal is allowed and planning permission is granted for the erection of an attached dwelling with 2 parking spaces and extensions and alterations to the existing dwelling following demolition of existing single storey extensions, summerhouse and garage at 4 New Road, Milford, Godalming, GU8 5BE in accordance with the terms of the application, Ref WA/2019/1916, dated 12 November 2019, subject to conditions set out in the attached schedule.

Main Issue

2. The main issue is the effect of the proposal on the character and appearance of the area.

Reasons

3. The appeal proposal is for an attached dwelling to the side of No 4 New Road, following the demolition of existing single storey side and rear extensions. I noted from my site visit that a former garage to the rear of the dwelling has already been demolished.
4. New Road is highly mixed in character and appearance, comprising of detached, semi detached and terraced dwellings, of varying age, style and design. Whilst predominantly residential in character, there are other uses present. Given the varied character of New Road, there is also considerable variation in plot widths and overall plot sizes.
5. The proposed dwelling would be attached to No 4 New Road. A gap of 4.72 metres would be retained between the flank wall of the dwelling and No 2 New Road which is a more modern dwelling with its main entrance facing towards the appeal site. This distance is sufficient to ensure that there would be a visual

break between the proposed new dwelling and No 2 New Road. I also consider that the resultant frontage width of both the dwelling to be altered and the new dwelling would be in keeping with that of other terraced dwellings along New Road. Accordingly, I find that the proposed new dwelling would not appear cramped in relation to the street scene and would respect the existing pattern of development. Moreover, the design of the proposed dwelling would closely reflect that of adjoining houses and would be in keeping with the character and appearance of New Road in this regard. The proposal would comprise of infill development which is well related in scale and location to existing development and would comply with saved Policy RD1 of the Waverley Borough Local Plan (2002) in this regard.

6. Both No 4 New Road and the proposed dwelling would be provided with private amenity space to the rear. The rear gardens of both dwellings would be angled, narrowing to the rear. The dwellings would be provided with a usable patio area, with further private space beyond. I have not been referred to any specific amenity standards within an adopted local plan or supplementary planning document. I also note that along New Road there is considerable variation in the amount of amenity space provided for existing dwellings, with some, such as No 2 New Road, also having tapering gardens. I therefore find that the amount of amenity space provided would not lead to the proposal appearing cramped or out of character with the street scene.
7. An existing access driveway leading to the rear of the site would be widened and realigned to provide access to the proposed parking spaces to the rear. The existing and proposed dwelling would be provided with two parking spaces each together with turning space and this arrangement would not be indicative of a cramped form of development.
8. I conclude that the proposal would not have a harmful effect on the character and appearance of the area. In providing for development of a high quality design that responds to the distinctive local character of the area, the proposal would comply with Policy TD1 of the Waverley Borough Local Plan Part 1: Strategic Policies and Sites (2018) and Policies RD1, D1 and D4 of the Waverley Borough Local Plan (2002).

Other Matters

9. With regard to interested parties' comments regarding parking, on-street parking and highway safety, the Council has not raised any concerns in terms of parking provision or parking pressures. I also note that the Highway Authority raised no objection to the proposal subject to conditions. In the absence of any substantive evidence to the contrary, I conclude that the proposal is acceptable in this respect.
10. I also note interested parties' comments regarding precedence. However, any future proposals for new dwellings would be considered on their own merits.

Conditions

11. I have had regard to the conditions suggested by the Council. The approved plans condition is imposed for clarity. I have imposed a condition requiring the development to be constructed with matching materials in the interests of the visual amenity of the area. To protect the living conditions of occupiers of neighbouring properties it is necessary to include conditions in respect of hours

of construction and the submission of a Construction Method Statement, commensurate with the size of development proposed. I have also imposed a condition to prevent additional windows and other openings being formed on the north western elevation of the dwelling hereby approved. I have also imposed a condition removing permitted development rights for development falling within Classes A – E of Part 1, Schedule 2 of the Town & Country Planning (General Permitted Development) Order 1995 (as amended) in order to ensure adequate living conditions for existing and future occupants. Conditions are required to ensure adequate visibility and parking and turning space, in the interests of highway safety. Other necessary conditions are included to ensure the provision of adequate cycle parking and to ensure sustainable construction and design.

Conclusion

12. For the above reasons and having regard to all other matters, I conclude that the appeal should be allowed.

J Davis

INSPECTOR

Schedule

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 19008/01 Rev A; 19008/02; 19008/03 Rev A; 19008/04; 19008/05 Rev E; 19008/06 Rev A; 19008/07 Rev A; 19008/08 Rev E, 19008/09 and 19008/10 Rev B.
- 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those in the existing building.
- 4) Construction works, including works of site clearance and ground preparation, and including deliveries to and from the site, shall not take place other than between 08.00 – 18.00 hours Monday – Friday, 08.00 – 13.00 hours on Saturdays and at no times on Sundays or on Bank or Public holidays.
- 5) Prior to the first occupation of the proposed development, the existing vehicular access onto New Road shall be provided with 2.4 x 33m visibility splays in accordance with the approved plans (Drawing No. 19008/08 Rev E) and thereafter the visibility splays shall be permanently provided with no obstruction above 1.05m.
- 6) 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. 19008/08 Rev E) for four vehicles to be parked and 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.

- 7) 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

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.

- 8) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans (Drawing No. 19008/08 Rev E) for:
 - a) The secure parking of bicycles within the development site in covered bike stores, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 9) The development hereby approved shall not be occupied unless and until the proposed new dwelling is provided with a fast charge socket (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.
- 10) 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 first floor or above of the north western elevation without the written permission of the Local Planning Authority.
- 11) 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 development as defined within Part 1 of Schedule 2, Classes A-E inclusive of that order, shall be constructed on the site without the written permission of the Local Planning Authority.
- 12) Prior to the first occupation of the dwellings hereby 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.
- 13) 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.