



Appeal Decision

Site visit made on 4 November 2025

by **G Ellis BSc(Hons), MSc, MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 19 November 2025

Appeal Ref: APP/D3640/W/25/3372087

Willow Wood, Upper Verran Road, Camberley, Surrey GU15 2JL

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a failure to give notice within the prescribed period of a decision on an application for [outline] planning permission.
 - The appeal is made by Mr Michael Clare against Surrey Heath Borough Council.
 - The application Ref is 25/0618/FFU.
 - The development proposed is the erection of two 2m high brick piers, 1.8m high wrought iron electric sliding gate and 1.8m high wrought iron railings to front of property. Erection of 1.8m high mesh fencing to front righthand side boundary.
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Decision

1. The appeal is allowed, and planning permission is granted for the erection of two 2m high brick piers, 1.8m high wrought iron electric sliding gate and 1.8m high wrought iron railings to front of property. Erection of 1.8m high mesh fencing to front righthand side boundary at Willow Wood, Upper Verran Road, Camberley, Surrey GU15 2JL in accordance with the terms of the application, Ref: 25/0618/FFU, subject to the conditions set out in the attached schedule.

Procedural Matters

2. The appeal is made against non-determination. The Council, however, has advised that it would have refused planning permission had it made a decision on the proposal.
3. During the application process, a set of amended plans were submitted to respond to the highway authority's request for information in relation to visibility splays. Whilst the Council advises that these were not formally accepted, the Council have seen these plans and the highway authority has provided updated comments. As such, I see no prejudice to considering these plans (references 125.PP 02 rev A, 125.PP 05 and 125.PP 06), which primarily provide additional information, with a corresponding splay to the alignment of the railings, and do not fundamentally change the proposal.

Main Issues

4. The main issues are the effect of the development on the character and appearance of the area and on highway safety.

Reasons

Character and Appearance

5. Willow Wood is a detached property set back some distance from the road and on higher ground. The open frontage comprises a driveway with parking spaces and a grassed area with large trees close to the road. The property is part of the Western Urban Area (WUA), within the Hedged Estate Character Area. The WUA Character Supplementary Planning Document (SPD) 2016 describes this area as generous plots accommodating detached dwellings and enclosure of the street scene with hedges and street trees.
6. Principle 9.1 of the Council's Residential Design Guide SPD expects all boundary treatments to be high quality and reflect the character. The appeal property is within a section of Upper Verran Road with properties only to one side, with Camberley Cricket Club to the other, enclosed by post and mesh fencing. It is on the edge of the Hedged Estate character area and does not exhibit the boundary hedging found along the adjoining roads of Kingsley Avenue and Park Avenue.
7. Willow Wood is the only property within the row to have no demarcation to the front boundary. The boundary treatments to the other properties vary in form and height, with a mix of walls, railings, and fencing. The immediate neighbour to the west, Milton House, has entrance pillars and gates not dissimilar in appearance to those proposed. The railings to the rest of that boundary follow the setback arrangement with planting in front. However, on the other side, Pasocli has a boundary wall along the front edge of the plot, and this alignment of boundary treatment continues for the rest of the row of properties, extending up to the bend in the road where the character area changes.
8. The proposed railings would be taller than some of the neighbouring boundaries. Although my attention has also been drawn to a number of examples in the surrounding area of gates of a similar height, including some positioned along the edge of their plots. The proposed railings are to be wrought iron painted black, and the piers are to be constructed of brick to match the house. There is nothing to suggest that they would not be a high-quality product.
9. Through their form, the gates and railings would not create a hard, solid enclosure, allowing views through the gaps. Therefore, whilst providing definition and security, an element of openness would remain. There would also be no direct loss of greenery. The existing trees in the front garden are tall, and their visual contribution to the street scene would be maintained. These trees are, however, a physical constraint to the positioning of the boundary. The accompanying arboricultural report¹ provides details of the proposed approach to construction to protect the trees, which is agreed with the Council as an appropriate methodology. The alignment of the boundary would also create connections with those of the adjoining neighbours on each side.
10. While the arrangements do not directly reflect the identified boundary treatment for this character area set out in the WUA SPD, in my view, the proposal would harmonise with the existing street scene. This stretch of Upper Verran Road does not have the same appearance as other parts of the character area, and the boundary treatments in the area have changed since the SPD was prepared.
11. Overall, I find that the proposal would maintain the visual appearance of the area, including the landscape setting and would be in keeping with the character and

¹ BS5837 Arboricultural Impact Assessment & Method Statement dated May 2025 prepared by Tamla Trees

appearance of the area. Thus, the proposed development would accord with the design principles of policy DM9 of the Surrey Heath Core Strategy and Development Management Policies (2012), which, amongst other things, promote high-quality design, respect for the area's character, and the protection of trees.

Highway Safety

12. The highway authority has confirmed, based on the amended plans, that visibility splays can be satisfactorily achieved. They do, however, advise that the gates should be set five metres back from the highway. The proposed gates would be positioned on the same general alignment as those adjacent to Milton House, and, as sliding gates, extra depth to allow for the gate swing is not necessary.
13. Upper Verran Road is wide enough to allow for a vehicle to park and others to pass, and there are pavements on both sides. From my observations, it is a relatively low-traffic road. Whilst this is only a small snapshot in time, there is also no evidence before me of any particular safety or capacity issues.
14. The proposed positioning of the gates is sufficient that any potential overhang from a vehicle awaiting entry would be limited. There are existing driveways with gates to the back edge of the pavement, and whilst I acknowledge, as the Council set out, that gates of the proposed height in that position could not be erected under permitted development rights, a 1m gate would also create a barrier to vehicles. Vehicles entering and exiting driveways are part of the existing vehicle movements along the road, and I have not been referred to any policy or guidance requiring a specific setback distance within a residential estate. Appropriate visibility can be achieved, and, having regard to the character of the area, there is no evidence that the proposal would directly interfere with the free flow of traffic or pose a significant risk to highway safety.
15. I therefore find that the proposal accords with the provisions of Policy DM11 of the Core Strategy and Development Management Policies Document (2012), which requires all development to ensure safe and well-designed vehicular access and to protect against development which would adversely impact the safe and efficient flow of traffic movement.

Conclusion and Conditions

16. Conditions are imposed in relation to the statutory timescales, the plans, and the materials for clarity and certainty. Conditions are also necessary to ensure that the trees are protected and that the visibility splays are retained. As the development relates to an existing residential property, and these details have been provided, I have slightly altered the wording of these conditions to those suggested by the Council so that they do not restrict occupation.
17. I have found that the positioning of the gates is acceptable, and therefore, the condition suggested by the highway authority is not needed.
18. For the reasons set out and having regard to all other matters raised, the appeal is allowed.

G Ellis

INSPECTOR

Schedule of Conditions

1. The development hereby permitted shall be begun within three years of the date of this permission.
2. The proposed development shall be built in accordance with the following approved plans: Location Plan - PP-13992537v1, Proposed Layout Plan, Drawing reference: 125.PP-02-rev A, Gate Elevation - Rev A, Railing Elevation – Rev A, Proposed Visibility Splays- 125.PP-05, Visual Splay – 125.PP-06 and Tree Constraints Plan, Drawing reference: 05360P_TCP_01.
3. The development, hereby approved, shall be constructed in accordance with the materials referenced on the application plans and planning application form.
4. The development shall be implemented in full accordance with the approved Arboricultural Impact Assessment and Method Statement (Reference: 05360R) and Tree Constraints Plan (Drawing reference: 05360P_TCP_01). This includes the requirement for hand dig excavation for the piers and appropriate lining of the hand dug holes prior to pouring of concrete (or similar).

Nothing shall be stored or placed in any area construction exclusion zone, in accordance with this condition and the agreed fencing is to remain in situ for the duration of the construction of the development, the ground levels within those protected areas shall not be altered, nor shall any excavation be made, without the prior written approval of the Local Planning Authority.

5. The approved visibility splays are to be implemented as shown on plans 125.PP 05 and 125.PP 06 and shall be kept permanently clear of any obstruction above 0.6 metres in height (measured from carriageway level) and maintained thereafter.