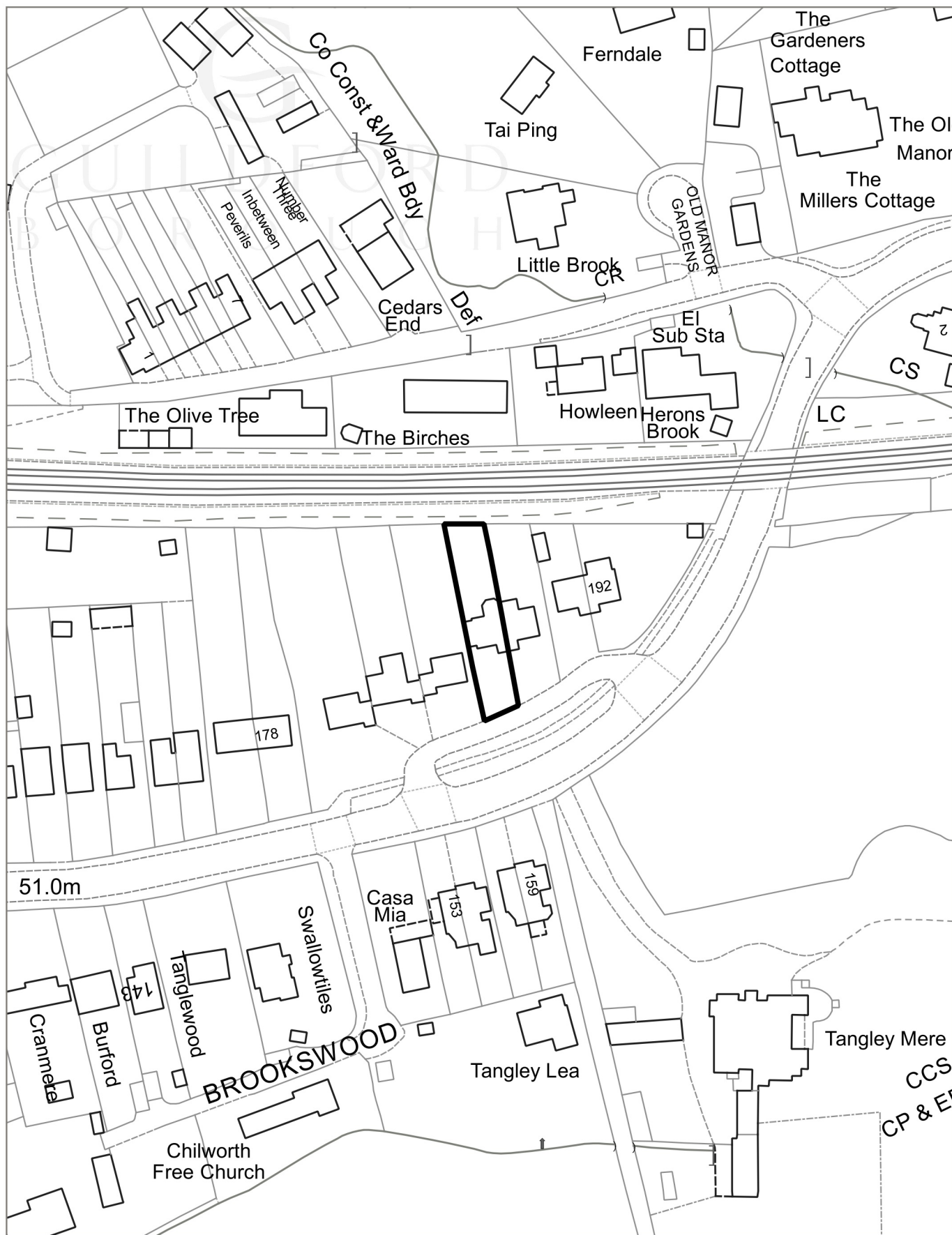


# 20/P/01936 - 186 New Road, Chilworth, Guildford



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Print Date: 18/01/2021



Not to Scale



GUILDFORD  
BOROUGH

20/P/01936 – 186 New Road, Chilworth



Not to scale

**App No:** 20/P/01936  
**Appn Type:** Full Application  
**Case Officer:** Lisa Botha

**8 Wk Deadline:** 18/01/2021

**Parish:** Shalford  
**Agent :** Andrew Day  
D-10 Architects Ltd  
30 Tilehouse Road  
Guildford  
GU4 8AL

**Ward:** Shalford  
**Applicant:** Mr Hunter  
186 New Road  
Chilworth  
Guildford  
GU4 8LX

**Location:** 186 New Road, Chilworth, Guildford, GU4 8LX

**Proposal:** Change of use from C3 Dwelling House to a sui generis larger HMO and erection of a single storey side extension following demolition of existing utility room.

### **Executive Summary**

#### **Reason for referral**

This application has been referred to the Planning Committee because Cllr Nagaty and Blows consider that the introduction of an HMO in a street of family homes would be out of character and would fail to comply with Policy H1 (8) of the Guildford Borough Local Plan: strategy and sites 2015-2034. They also consider that the proposal may result in noise and disturbance to neighbouring dwellings due to the intensification in the use of the building contrary to saved policy G1(3) of the Local Plan 2003 and that the level of parking provision may result in parking on the public highway resulting in an adverse impact on other road users contrary to Policy ID3 of the Guildford Borough Local Plan: strategy and sites 2015-2034. Concern is also raised with regard to fire safety in respect of the internal layout of the HMO.

#### **Key information**

This application is for a change of use from C3 Dwelling House to sui generis larger HMO and erection of a single storey side extension following demolition of existing utility room.

The site is located within an area inset from the Green Belt. The area is characterised by residential development comprising largely two-storey, semi-detached dwellings. The site itself comprises a two-storey, semi-detached dwelling with a side addition set back from the road with driveway parking.

The site is located within the 5-7km buffer zone of the Thames Basin Heaths Special Protection Area.

The proposed development includes the replacement of the existing single-storey side extension with an extension set on largely the same footprint but would extend slightly further to the rear in line with the rear wall of the existing dwelling and slightly forward of the existing front wall of the addition.

The property would have a floor area of 172.5 sq m with a large area of the ground floor given over for communal living within the kitchen, living room, conservatory, utility room and store and as such would provide adequate living areas for the occupants of the HMO and would comply with the floor area requirements of the national standards which require a floor area of 119 sq m for a 5 bedroom, 7 person, two-storey dwelling of 119 sq m.

## **Summary of considerations and constraints**

There is no in principle objection to an extension to the existing dwelling and its conversion into a House in Multiple Occupation. The proposed extension would be in keeping with the scale and character of the existing dwelling, and would be only marginally larger than the existing addition that it would replace.

No changes are proposed to the driveway area or rear garden and as such the site would retain its existing character as a family dwelling. Adequate living conditions would be provided for future occupants of the site.

Whilst it is noted that the intensification in the use of the building would increase from its existing use as a dwelling, it is unlikely that any increase in noise and disturbance experienced would be so material as to result in an unreasonable amount of noise and disturbance.

Parking provision would be provided to the front of the dwelling within the existing driveway which would accommodate two vehicles. Such provision is considered acceptable for a HMO as it is not anticipated that all of the occupants would require a parking space.

Furthermore, the site is located within a walking distance to a bus stop, school, local convenience shop and a railway station, and as such the site is considered to be located within in a sustainable location that would encourage walking and the use of other more sustainable modes of transport such that increased parking provision would not be required.

The proposal is therefore recommended for approval subject to conditions.

## **RECOMMENDATION:**

### **Approve - subject to the following condition(s) and reason(s) :-**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 3198\_110, 3198\_100 received 13/11/20 and 3198\_101 revision A received 06/01/21.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

3. Prior to the first occupation of the dwelling as a sui generis House in Multiple Occupation, details for the storage of waste on the premises, including the design and position of storage facilities for bins and recycling shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented and thereafter maintained for the duration of the development.

Reason: In the interests of residential and visual amenity, and to encourage waste minimisation and recycling of domestic refuse, in the interests of sustainable development.

4. Prior to the first occupation of the dwelling as a sui generis House in Multiple Occupation, details of secure cycle parking facilities for 5 bicycles shall be submitted to approved in writing prior by the Local Planning Authority. These facilities shall be fully implemented and shall thereafter be retained for such use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles.

#### **Informatives:**

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

- Offering a pre application advice service
- Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
- Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Pre-application advice was not sought prior to submission but the application was considered acceptable.

2. If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or [buildingcontrol@guildford.gov.uk](mailto:buildingcontrol@guildford.gov.uk)

## **Officer's Report**

### **Site description.**

The site is located within an area inset from the Green Belt. The area is characterised by residential development comprising largely two-storey, semi-detached dwellings. The site itself comprises a two-storey, semi-detached dwelling with a side addition set back from the road with driveway parking.

The site is located within the 5-7km buffer zone of the Thames Basin Heaths Special Protection Area.

### **Proposal.**

Change of use from C3 Dwelling House to sui generis larger HMO and erection of a single storey side extension following demolition of existing utility room.

### **Relevant planning history.**

There is no recent / relevant planning history on the site.

### **Consultations.**

Head of Environmental Health and Licensing: The applicant must ensure that a HMO licence application is received to the Council when the HMO is occupied by 5 or more persons. There are two inner rooms purposed. One bedroom is accessed via the kitchen and the other from a lounge - both high risk areas. The HMO licence inspection and conditions on the licence once issued, will require additional fire protection measures in these locations.

Shalford Parish Council: No objection to the single storey side extension part of this application. However we have concerns about the impact of the change of use to an HMO which could result in an increase in parking beyond the boundaries of the property in a relatively narrow part of the road, and that use as an HMO as opposed to a single household property could result in increased noise and could be a fire hazard.

Tree Officer: No objection

### **Third party comments:**

None.

### **Planning policies.**

#### **National Planning Policy Framework (NPPF):**

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 5: Delivering a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

## The Guildford Borough Local Plan: Strategy and Sites 2015-2034

The Guildford borough Local Plan: strategy and sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the development plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies)

- D1 Place Shaping
- D2 Climate Change, Sustainable Design, Construction and Energy
- H1 Homes for All
- ID3 Sustainable Transport for New Developments.

## Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):

- G1(3) Protection of amenities enjoyed by occupants of buildings
- H8 Extensions to dwellings in the urban areas

## Supplementary Planning Documents

Vehicle Parking Standards SPD 2006

### **Planning considerations.**

The main planning considerations in this case are:

- the principle of development
- the impact on the character of the area
- amenity and space standards
- the impact on neighbouring amenity
- highway/parking considerations
- Thames Basin Heaths Special Protection Area
- legal agreement requirements

### The principle of development

The NPPF 2019 states to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. It goes on to say that within the context the type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies including those who require affordable housing, students and other groups.

Policy H1 seeks to support proposals for house in multiple occupation will be supported where the balance of housing types and character of the immediate locality would not be adversely affected and there is sufficient amenity space available.

The supporting information of Policy H1 goes on to prevent an adverse impact on the vitality of an area should a concentration of HMO's leased to students exist in one particular area. Having reviewed the information held by the Council and from the officers site visit, it is not apparent that there is a concentration of HMO's in this location.

Saved policy H8 of the Local Plan 2003 states that planning permission to extend dwellings in the urban areas will be granted provided that the development:

- has no adverse effect on the scale and character of the dwelling;
- has no unacceptable effect on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to sunlight and daylight
- has no unacceptable effect to the existing context and character of the adjacent buildings and immediate surroundings

The principle of development is therefore acceptable.

#### The impact on the character of the area

The proposed development includes the replacement of the existing single-storey side extension with an extension set on largely the same footprint but would extend slightly further to the rear in line with the rear wall of the existing dwelling and slightly forward of the existing front wall of the addition. The maximum height of the extension would also be marginally higher than the height of the existing extension by 0.35m and would have a change to the roof design from a mono-pitched roof to a flat roofed addition. The proposed increase in height and depth of the proposed extension in comparison to the existing extension are modest and would ensure that the addition remains subservient to the dwelling. Whilst the roof design would be altered, the flat roofed design would reflect the flat roof design of the existing flat roofed single-storey projection on the front elevation and as such the proposed design would be sympathetic to the host building and as such no concern is raised in this regard.

No changes are proposed to the driveway area or rear garden and as such the site would retain its existing character as a family dwelling.

Due to the resultant increase in the number of occupants of the dwelling, an increased provision of bins would likely be required to meet the demands of the increased number of occupants and as such a condition is recommended to secure the location and design of bin store to ensure that they would not have an adverse impact on the street scene.

#### Amenity and space standards

The property would have a floor area of 172.5 sq m with a large area of the ground floor given over for communal living within the kitchen, living room, conservatory, utility room and store and as such would provide adequate living areas for the occupants of the HMO and would comply with the floor area requirements of the national standards which require a floor area of 119 sq m for a 5 bedroom, 7 person, two-storey dwelling of 119 sq m.

The Technical housing standards - nationally described space standard specified that a dwelling with two or more bedspaces should have at least one double or twin room with a floor area of at least 11.5 sq m with single bedrooms having a floor area of at least 7.5 sq m. It also goes on to say that double bedrooms must be at least 2.75m wide with every other double having a width of at least 2.55m wide and a single bedroom having a width of at least 2.15m wide. The three double bedrooms and two single bedrooms proposed would meet the requirements of the national standards.

The rear garden area would be shared by the occupants of the building and is considered to provide sufficient outdoor amenity area for any future occupants of the site.



### The impact on neighbouring amenity

Whilst it is noted that the intensification in the use of the building would increase from its existing use as a dwelling, it is unlikely that any increase in noise and disturbance experienced would be so material as to result in an unreasonable amount of noise and disturbance.

The proposed side extension would be modestly larger than the existing extension to be replaced, and as such despite being built up to the side boundary of the site, it would not result in any overbearing impact, loss of light or loss of privacy to the neighbouring dwelling.

### Highway/parking considerations

Parking provision would be provided to the front of the dwelling within the existing driveway which would accommodate two vehicles. Such provision is considered acceptable for a HMO as it is not anticipated that all of the occupants would require a parking space.

Furthermore, the site is located within a walking distance to a bus stop, school, local convenience shop and a railway station, and as such the site is considered to be located within a sustainable location that would encourage walking and the use of other more sustainable modes of transport such that increased parking provision would not be required; as such, no concern is raised in this regard.

To further encourage more sustainable modes of transport, a condition is recommended to secure details of secure bicycle storage on site to further encourage the use of more sustainable modes of transport.

Concern has been raised by the Parish Council that there could be over spill parking onto a relatively narrow part of the road, however, the width of the access leading to the application site would prevent cars from parking there if it were to result in blocking access to other properties which use the road. It is also noteworthy that there are no parking restrictions on the road close to the application site.

### **Conclusion.**

There is no in principle objection to the proposed development. The proposal would have no adverse impact on the character of the area, neighbouring amenity or highway safety and would provide sufficient garden amenity for the future occupants of the building; as such the application is recommended for approval.