

<b>Application Number and Registration Date</b>	<b>MO/2018/1267 (Detailed) 19-Jul-2018</b>
<b>Applicant</b>	<b>Mr G Prickett, Jopate Estates Ltd.</b>
<b>Case Officer</b>	<b>Mr Aidan Gardner</b>
<b>Amendments /amplifications</b>	
<b>Committee Date</b>	<b>3 October 2018</b>
<b>Ward(s)</b>	<b>Leatherhead South</b>
<b>Proposal</b>	<b>Erection of a detached dwelling.</b>
<b>Site Description</b>	<b>Land adj to 4, Poplar Road, Leatherhead, Surrey, KT22 8SJ</b>

**RECOMMENDATION: Approve subject to conditions**

**Summary**

The site lies within the built up area of Leatherhead and within the Conservation Area and the proposal is for the erection of a detached dwelling. The proposal follows an appeal decision in 2008 for a similar development. No objections were raised by the Council and appeal Inspector on grounds of character or neighbour amenity impacts. The sole ground for refusal related to highway safety considerations relating to the new access. It is considered that these issues have been satisfactorily addressed in the current scheme and the Highway Authority is recommending conditions. Permission is therefore recommended.

**1. Development Plan**

1.1. Built up area; Conservation Area.

## 2. Relevant Planning History

MO/06/1619	Erection of 2 No. detached houses with car parking.	Withdrawn 13/12/06.
MO/07/1807	Erection of 1 No. detached house with associated parking.	Refused 18/12/07. Appeal dismissed 17/10/08.

## 3. Description of Development

- 3.1. The application site lies on the south eastern side of Poplar Road, close to the junction with Church Road and Highlands Road.



- 3.2. The site comprises unused garden land formerly within the curtilage to 4 Poplar Road, one half of a pair of semi-detached houses lying to the south west. At present, there is a garage towards the front of the site, serving 4 Poplar Road. The land is heavily overgrown.
- 3.3. The site lies within the Leatherhead Conservation Area. The development in Poplar Road is generally characterised by modest sized Victorian and Edwardian semi-detached houses, interspersed with properties dating from more recent times. Adjoining the site to the north east is a house constructed in the mid 1990s in a traditional Victorian style with brick and rendered elevations under a slate roof.
- 3.4. Background information
- 3.5. In 2006, a detailed planning application was submitted for the erection of two detached 3 bedroom houses (MO/06/1619), following the demolition of the existing garages. There were concerns about the cramped form of the proposals and the design of the dwellings themselves. The application was subsequently withdrawn.

- 3.6. Subsequently, an application was submitted for the erection of a single detached house together with two off-street parking spaces (MO/07/1807). There were no objections raised in terms of character, neighbouring amenities or trees. Objections were raised by the Highway Authority on the grounds of visibility and these comprised the reasons for refusal as follows:

*'The proposed development, if permitted, would lead to an increase in traffic movements to and from the proposed modified vehicular access to Poplar Road, a busy residential road that provides access to both a school and Leatherhead Hospital, where visibility is restricted in both directions by vegetation and the boundary of the adjoining properties. The proposal would thus lead to conditions prejudicial to highway safety, and would thereby be contrary to policy MOV2 of the Mole Valley Local Plan 2000, and policy DN2 of the Surrey Structure Plan.'*

- 3.7. An appeal was lodged, which was dismissed in October 2008. A copy of the decision is attached for information. The Inspector considered the sole issue to be the effect of the proposal on highway safety. His comments on this issue are summarised below:-

- On-street car parking is permitted along Poplar Road and it was evident that demand for car parking is high during the day and would be likely to be even more so, during the evening (para.3);

- Situation exacerbated by narrow width of road to the west (para.3);

- Noted that one space each was provided for the proposal and No. 4. However, with regard to the size of the existing and proposed houses and given the lack of on-street car parking spaces, it would be likely that occupiers of these dwellings and their visitors would park on the allocated turning area. This would negate this provision and it was not a matter Inspector felt could be controlled through a condition (para.4);

- Conversely, if the turning area were retained, it would have resulted in additional pressure for on-street car parking spaces (para.5);

- Although the proposal would have resulted in improved visibility in both directions, it would have still have been sub-standard, particularly to the west. Due to parking on the northern side of the road, drivers approaching from the west would likely be looking onto the south side of the highway in close proximity to the crossover and would likely be looking for oncoming traffic, rather than vehicles exiting the crossover (para.6);

-The Inspector noted that the site lies in an accessible location, where in principle new housing and higher developments should be encouraged, in accordance with the planning statements then in force. However, this factor needed to be balanced with the need to ensure that new developments do not compromise the safety of the environment (para.7).

- On other matters, the Inspector considered that the proposal would have respected the siting and design of the adjacent property (para.4b) and would not have appeared prominent nor out of place in the street-scene (para.9);

- The Oak tree could be retained and there would be satisfactory amount of space for soft landscaping. Subject to the use of appropriate materials, Inspector considered that the scheme would have preserved the character and appearance of the Leatherhead Conservation Area;

-Having regard to the distance between and juxtaposition of the existing and proposed

dwellings, Inspector was satisfied that the scheme would not have materially harmed the living conditions of existing and local residents due to loss of privacy or light.

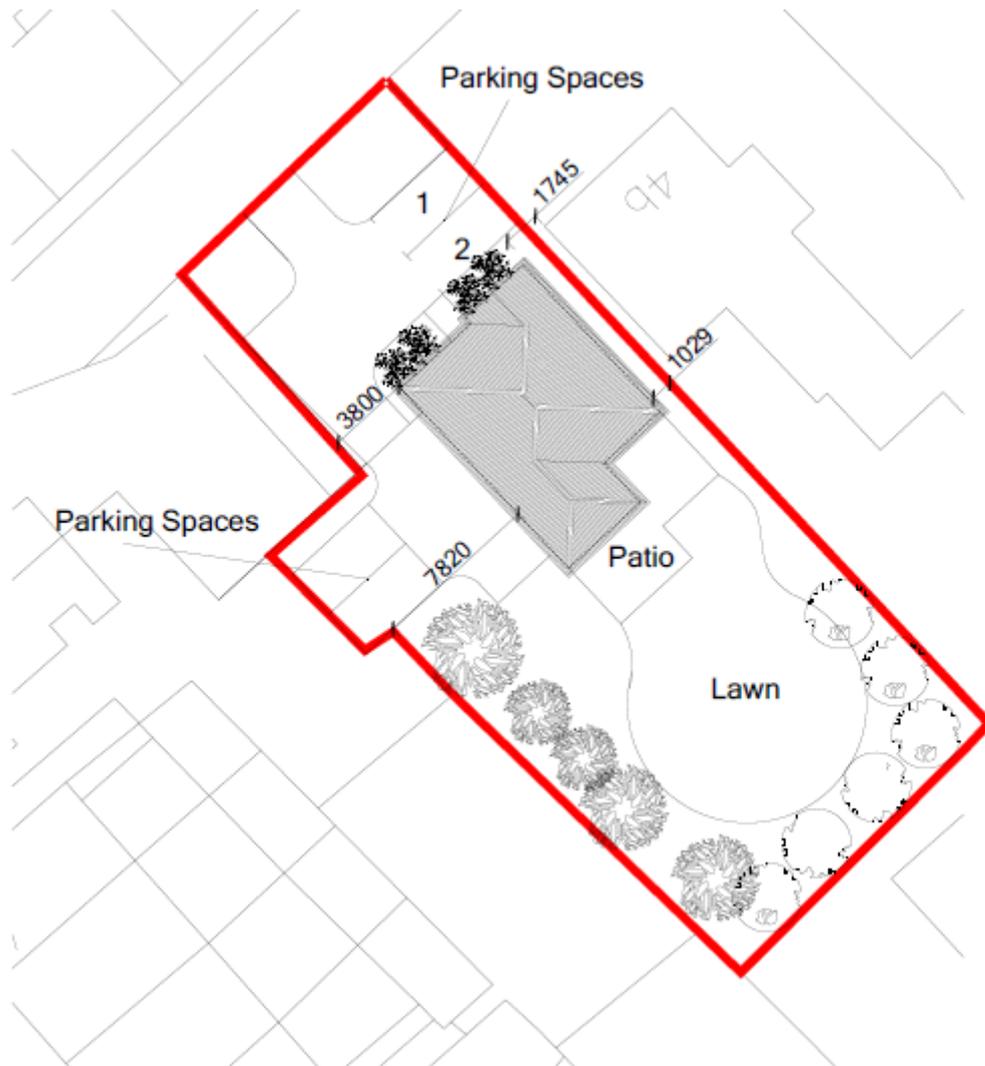
3.8. Current proposal

3.9. As before, detailed permission is sought for a single detached four bedroom dwelling, in approximately the same position on the site. A spacing of at least a metre would be provided at the closest side boundary, with a gap of between 3.8 and 7.8 metres at the western side. A depth of rear garden of at least 20 metres would be provided.

3.10. The house would be of traditional design with hipped roof. The elevations would comprise render with decorative brick quoins. Plain tiles would be used to the roof.



3.11. Under the appeal scheme, provision was made for two off-street parking spaces, one each for the donor and proposed dwelling. Under the current application, each dwelling would have two spaces. Two would be positioned out in front adjacent to the north eastern boundary and two between the new house and the western boundary. The layout is shown below:



3.12. The application is accompanied by a design and access statement (incorporating heritage report) and transport statement.

3.13. In the transport assessment, an analysis of the appeal decision and Inspector's findings is conducted. It was noted that the refusal reasons (paragraph 3.6 above) made reference to a school. The point is made that the school referred to is no longer operational and has since been converted to residential. Prior to the submission of the application, the applicant carried out speed surveys and provided the results to the highway authority. The current application seeks to address the main concerns raised by the Inspector in respect of the appeal. The proposals now provide additional parking as well as improved on-site turning. Additionally, parking restrictions have now been implemented which prohibit parking (at any time) on both sides of Poplar Road within the vicinity of the site access. This eliminates the concern in respect of westbound vehicles travelling in close proximity to the access, due to parked cars.

#### 4. **Consultations**

4.1. SCC Highways: Recommend conditions.

4.2. Historic Environment Officer: *'The site is located in a fairly prominent location at the edge of the Leatherhead Conservation Area heritage asset.'*

*I did not object to the principle of a dwelling in this location when consulted in 2007, although I raised some issues relating to design issues relating to design detail. The application was subsequently refused and turned down on appeal. However, the design of the dwelling was not the reason for refusal. Highways issues were the only refusal reason. In her report, the Inspector clearly stated that it was only the highway issue that justified refusal and not the principle or detailed design of a new dwelling.*

*This new application seeks to address the highways concerns and the design is similar to the previous proposal (with some improvements which may reflect the concerns I raised with the design in 2007). I therefore do not wish to raise objections this time around. Ideally, I would request that a chimney stack be included in the design to add interest to the roofscape and to reflect the vernacular traditions of the dwellings around, but otherwise I have no further comments to make.*

*If approval is granted we should condition sample materials, ventilation details and joinery details.'*

- 4.3. Environmental Services: No objections; bins would be presented at the kerbside on collection days.
- 4.4. Tree Officer: No objections; no trees of note within the site.

## **5. Representations**

5.1. Five representations have been received, in which the following summarised points are raised:

- There have been no changes in circumstances since the appeal and if anything, parking congestion has got worse.
- The traffic survey was carried out outside of peak travel times and is therefore not representative;
- Insufficient off-street car parking;
- Design of house is uninspiring;
- Loss of light, outlook and privacy to adjoining properties;
- The lack of objections raised to the 2007 application by the occupants of 7 Highlands Road should not prejudice the right of the current occupiers to raise their objections on grounds of amenity;
- The plans submitted with the current application do not show 7 Highlands Road in its current form, with the extension permitted in 1996.

Officer comment: The plans that have been provided are sufficiently detailed for an assessment of the proposal. At present, 7 Highlands Road is screened from the site by a leylandi hedge. At the time of the appeal in 2007, this adjoining property was open to view and the Inspector would have made his assessment taking in the property with the 1996 extension.

- Loss of trees and wildlife habitat;

Officer comment: The same comment was made in respect of the appeal scheme

and the site was overgrown to a similar degree. No issues of concern in this regard were identified by the Inspector.

## **6. Main Planning Policies**

### 6.1. Government Guidance

National Planning Policy Framework

Section 2: Achieving sustainable development

Section 5: Delivering a sufficient supply of homes.

Section 11: Making effective use of land

Section 12: Achieving well-designed places.

### 6.2. Mole Valley Core Strategy

CS1: Where Development will be directed.

CS2: Housing Provision and Location.

CS3: Balancing Housing Provision

CS14 – Townscape, Urban Design and the Historic Environment

### 6.3. Mole Valley Local Plan

ENV22 – General Development Control Criteria

ENV23 – Respect for setting

ENV24 – Density of development and space about buildings

### 6.4. Other Documents

Built up Area Character Appraisal for Leatherhead.

## **7. Main Planning Issues**

### 7.1. The main planning issues for consideration are:-

- whether the issues for concern over highway safety in the appeal scheme have been addressed;
- effect on the character and appearance of the area;
- impact on the amenities of adjoining properties;

### 7.2. Principle

7.3. This Council does not have a five year supply of housing (currently it equates to 2.48 years). The housing land supply elements as set out in policy CS2 of the Core Strategy must also be regarded as out of date. Therefore the 'tilted balance' provisions in the NPPF are engaged and, in accordance with paragraph 11, the presumption is in favour of sustainable development. One of the caveats in the advice is that the proposal should not cause harm to an asset of importance. One of those listed in the footnote is Conservation Areas. However, it was determined in the appeal scheme in 2007 that the proposal would not cause harm to the Conservation Area and the Historic Environment Officer maintains this view under the current application.

7.4. Policies CS1 and CS2 advise that new development will be directed towards previously developed land within the built up areas of Leatherhead, Dorking, Bookham, Fetcham and Ashted. The site lies within the built up area of Leatherhead: the

principle of residential development is therefore acceptable. The NPPF states that garden land in built up areas does not comprise previously developed land. However, under paragraph 122, it is advised that planning policies and decisions should support development that makes efficient use of land and this can include gardens. Moreover the principle of residential development on the site was accepted by the 2007 appeal Inspector, who additionally noted that the site lies in an accessible location.

- 7.5. Mole Valley Core Strategy policy CS14 advises that all new development must respect and enhance the character of the area in which it is proposed whilst making the best possible use of the land available.
- 7.6. Mole Valley Local Plan policy ENV22, General Development Control Criteria sets out seven general criteria for sound development control practice. Criterion 1 requires that development should be appropriate to the site in terms of its scale, form and appearance. Criterion 2 requires that the proposal does not significantly harm the amenities of neighbouring occupiers by reason of overlooking or its overshadowing or overpowering effect. Criterion 3 requires that development should respect the character and appearance of the locality.
- 7.7. Mole Valley Local Plan policy ENV23, Respect for Setting requires that development should take account of the scale, character, bulk and proportions of the surrounding built environment, and that it should not comprise overdevelopment in relation to the size of the plot and/or surrounding developments. Criterion 3 requires that new development has regard to established townscape features, including the space around buildings.
- 7.8. Mole Valley Local Plan policy ENV24 advises that development will not be permitted where it would result in a cramped appearance having regard to the general spacing around buildings in the locality.
- 7.9. Highway considerations
- 7.10. The highway grounds for refusal and the Inspector's comments upon them are set out at paragraphs 3.6-3.7 above. The current proposal has increased parking provision (two each for donor property and proposed dwelling and the access arrangements have been modified. The local conditions have changed since the appeal decision with the introduction of parking restrictions within the road.
- 7.11. The Highway Authority has considered the changes and the amendments have addressed their previous concerns. They have commented on the application as follows:

*'The Highway Authority has previously objected to similar proposals on this site, due to visibility being restricted in both directions by the vegetation and boundaries at the adjoining properties. The proposed access will be positioned centrally, and some of the vegetation cleared. The Highway Authority accepts that a 2 metre 'x' setback distance would be appropriate in this case for visibility splays. The recorded vehicle speeds would require visibility splays of 27 metres (leading direction), and 25 metres (trailing direction). However, the actual visibility splays that can be achieved without relying on third party land are 14.5 metres (leading direction) and 15 metres (trailing direction). These visibility splays clearly fall below standards as set out in the Manual for Streets. However, there will be the introduction of a turning area within the site so that all vehicles can enter and exit the site in a forward gear. This, together with the improved visibility splays does actually provide an overall improvement to highway conditions. On balance, the Highway Authority has taken the view that the improvement for the existing dwelling would outweigh the reduced visibility splays for the new dwelling.'*

7.12. Effect on the character of the area

7.13. The design, appearance and use of materials follows closely that of the 2007 appeal scheme, which for information is shown below:



7.14. As can be seen from the currently proposed design (paragraph 3.10), the design bears a strong relationship with that which was considered acceptable in 2007/8 by the Council and appeal Inspector. The Historic Environment Officer (HEO) has suggested that the incorporation of a chimney would be desirable. This was put to the agent; however, it has been pointed out that the chimney would serve no function but would be purely decorative, adding to the build cost. It is considered that the absence of a chimney would not be grounds for withholding permission on this single issue.

7.15. Impact on the amenities of adjoining properties

7.16. The appeal proposal gave rise to no concerns over neighbouring amenity impacts, either on the part of the Council or the appeal Inspector. The overlay plan below shows the siting as being largely aligning with the appeal scheme. The red line shows the current proposal.



7.17. Objections have been received from the occupiers of 35 Church Road, to the south west of the site and 7 Highlands Road, to the south east. Regarding the former, the south western elevation of the proposal would stand some 23 metres from the rear elevation of 35. The facing side elevation of the proposal would only contain a stair landing and bathroom window.

7.18. Turning to 7 Highlands Road, this is a detached house which adjoins the rear boundary of the site. This property contains a number of windows in the facing side elevation on both floors, including windows serving habitable rooms. The property has been enlarged from the footprint shown above through the erection of a part two storey/part single storey rear extension springing from its rear (north eastern) elevation by some 6 metres overall.

7.19. At the time of the 2007 application, officers noted the relationship between buildings and the level of separation, some 20 metres. It was accepted that this was a close relationship; however, it was considered that this was not untypical of the grain of development in this part of Leatherhead which is quite tight.

- 7.20. In the appeal, the Inspector commented on this issue by stating 'having regard to the distance between and juxtaposition of the existing and proposed dwellings I am satisfied that the scheme would not materially harm the living conditions of existing local residents due to loss of privacy or light.'
- 7.21. The revised NPPF contains an emphasis on the importance of making the most efficient use of land. Paragraph 123 (c) states: *'Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards.'*
- 7.22. Community Infrastructure Levy

- 7.23. The proposal involves the creation of additional floorspace and would therefore be CIL liable.

#### Conclusion

- 7.24. The site lies in an accessible and sustainable location within the built up area close to shops and services and provides satisfactory parking for the occupiers. The proposal would fit in acceptably within its surroundings and would not adversely affect adjoining occupiers. It is considered that the highway issues for concern present in the previous application have been satisfactorily addressed. Permission is therefore recommended.

### **8. Recommendation**

Permission be **GRANTED** subject to the following conditions:

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(1) 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 and completed in all respects strictly in accordance with the submitted documents and plan numbers MP/PR/PL02, 03 and 04, including dimensioned plan 03. contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. No occupation of the development hereby permitted shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected/retained. The boundary treatment shall be completed prior to the first occupation of the development, shall be carried out in accordance with the approved details and thereafter permanently retained as such.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. Before any above ground works commence, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

5. Before any above ground works commence, details of the hard surfacing to be used within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

6. Prior to any above ground works commencing, details of all external joinery shall be submitted to and approved in writing by the Local Planning Authority including materials, method of opening and large scale drawings showing sections through mullions, transoms and glazing bars. Windows and door openings should have a reveal to be agreed. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure that the development is in keeping with the character of the locality in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

7. Before any above ground works commence, full details of all proposed extract flues, ventilation systems and meter boxes shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To preserve the visual amenity of the area in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

8. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions within Schedule 2, Part 1, Classes A, B, or C to the dwelling hereby permitted shall be erected.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality, in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

9. 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, glazed openings, or roof lights other than those expressly authorised by this permission shall be constructed.

Reason: To control any subsequent enlargements in the interests of the visual and residential amenities of the locality in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

10. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Poplar Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction measured from 0.6m above the road surface.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in order to meet the objectives of the NPPF (2018), and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

11. The development hereby approved shall not be first occupied unless and until existing access from the site to Poplar Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in order to meet the objectives of the NPPF (2018), and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

12. 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.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in order to meet the objectives of the NPPF (2018), and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

13. Prior to any above ground works commencing, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

Reason: To optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

### Informatives

1. The applicant is reminded that the demolition and construction stage of the proposed development may give rise to problems of smoke pollution and/or noise, which will depend on the measures taken to control such potential problems. It is, therefore,

strongly recommended that you contact the Council's Environmental Health Department at an early opportunity in order to discuss appropriate measures to be adopted for control of burning, noise and other potential problems for neighbouring residents

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

with no working at any times on Sundays and Bank Holidays.

2. The clearance of vegetation by burning is likely to give rise to problems of smoke nuisance. The applicant is therefore encouraged to remove such green waste from the site in order that it may be recycled through composting, chipping, waste to energy transfer (alternatively, logging) or other similar processes.
3. In the interests of sustainability and the reduction of waste your attention is drawn to the desirability of recycling building materials wherever possible. The demolition or dismantling of structures on the site should be considered as part of the development process to maximise the reuse or recycling of materials rather than disposal as waste. For further information about re-use and recycling of building materials, the applicant is advised to ring the Surrey County Council Contact Centre on 03456 009009.
4. 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 to install dropped kerbs. Please see: [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs)
5. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.



# Appeal Decision

Site visit made on 29 September 2008

by **Elizabeth Lawrence BTP MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

The Planning Inspectorate  
4/11 Eagle Wing  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN

☎ 0117 372 6372  
email: [enquiries@pins.gsi.gov.uk](mailto:enquiries@pins.gsi.gov.uk)

Decision date:  
**17 October 2008**

## Appeal Ref: APP/C3620/A/08/2077214/WF Land at 4 Poplar Road, Leatherhead, Surrey, KT22 8SJ.

- 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 Jopate Estates Ltd. against the decision of Mole Valley District Council.
- The application (Ref: MO/2007/1807/PLA), dated 1 November 2007, was refused by notice dated 18 December 2007.
- The development proposed is described as erection of detached 4 bedroom house with car parking.

### Decision

1. I dismiss the appeal.

### Main issues

2. The main issue is the effect of the proposal on highway safety.

### Reasons

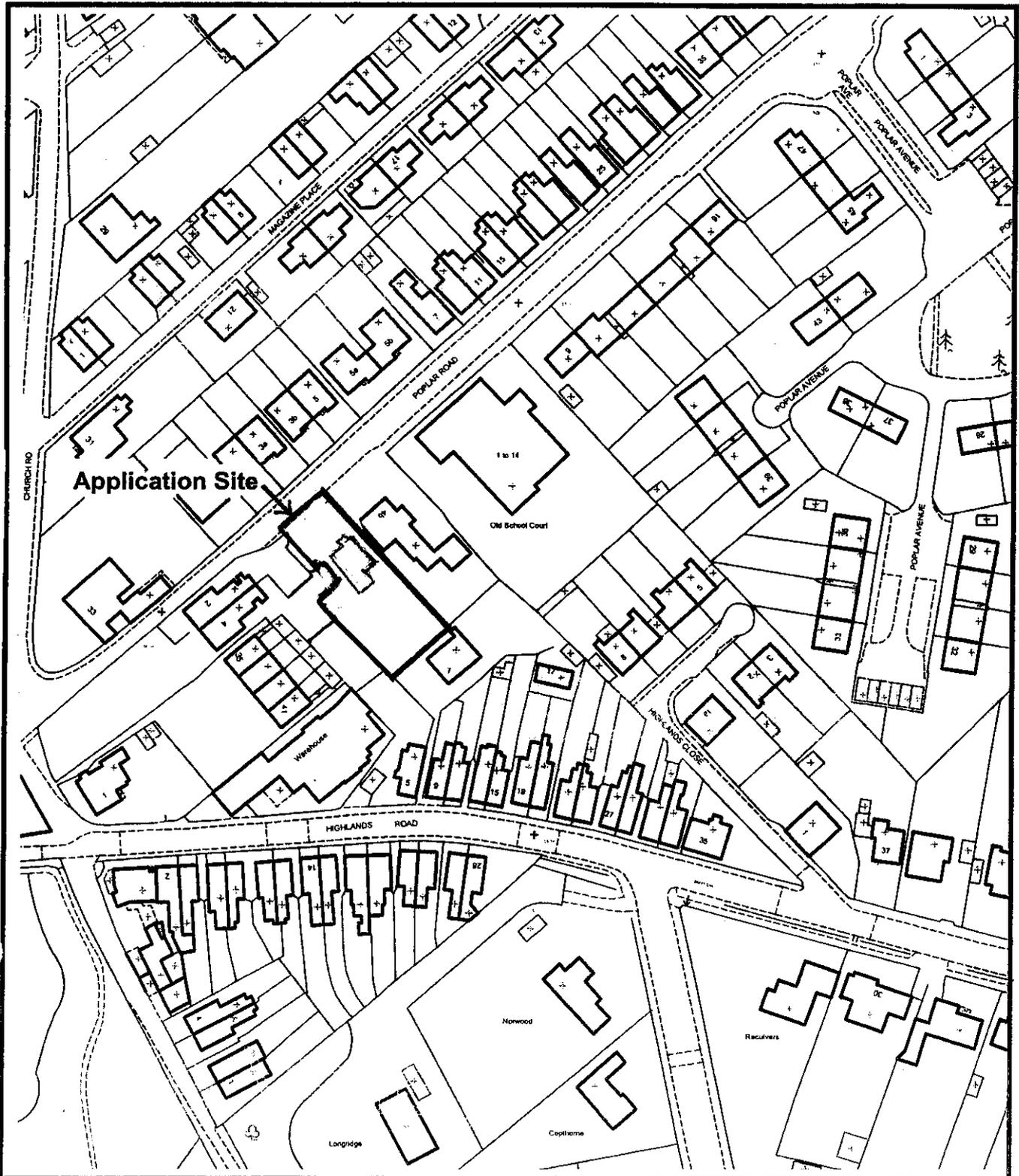
3. On street and verge parking is permitted along Poplar Road and it was apparent from my site visit that the demand for such parking is high on both sides of the road. On arrival I was unable to park adjacent to the appeal property and the number of available spaces within this part of the road was limited. I have no doubt that the pressure for on-street parking spaces continues during the evenings when residents return from work and other daytime activities. The situation is exacerbated by the reduced width of the road to the west, which together with the on-street parking restricts the free flow of traffic. In addition, the width of the pavement on the south side of the road is reduced by the verge parking, which affects pedestrian movement.
4. Currently the appeal site provides on-site parking for at least 2 cars. With the proposal No.4 and the proposed dwelling would have one on-site parking space each and a turning area would be provided to enable vehicles to exit the site in forward gear. However having regard to the size of the proposed house and that at No.4, together with the limited availability of on-street parking spaces, I have no doubt that the occupants of the existing and proposed dwellings and their visitors would park on the allocated turning area. This would negate the benefits of providing on-site turning facilities and is not something that I feel could be realistically controlled through the imposition of a condition.
5. Conversely if the turning area was maintained it would result in additional pressure for on-street parking spaces, which would add to the congestion within Poplar Road. This would affect both highway safety and the living conditions of

local residents. It has been suggested that further on-site parking could be provided within the garden to No.4, however no such proposals are before me and they did not form part of the proposal considered by the Council. As such I am unable to take it into account.

6. Although the proposal would result in improved visibility in both directions from the crossover it would still be sub-standard, particularly to the west. I acknowledge that due to the alignment and narrow width of the highway at that point vehicles would be on the north side of the road when approaching from the west. However due to on-street parking on the north side of the road drivers approaching from the west would likely be looking to move onto the south side of the highway in close proximity to the crossover and would likely be looking for oncoming traffic, rather than vehicles exiting the crossover.
7. As a result of these factors I do not consider that the proposed improved access arrangements and visibility would outweigh the highway dangers caused by the increased use of the access resulting from the proposed development. In coming to this view I fully appreciate that the site is in an accessible location, where in principle new housing and higher density developments should be encouraged, in accordance with Planning Policy Statement 1 (PPS1) – *Delivering Sustainable Development* and PPS3 – *Housing*. However these factors have to be balanced with the need to ensure that developments do not compromise the quality and safety of the environment. In this instance I consider that the resultant harm to highway safety would outweigh the benefits of providing an additional dwelling, despite the modest nature of the development.
8. I conclude on the main issue that the scheme would have a materially adverse impact on highway safety and would therefore conflict with policy MOV2 of the Mole Valley Local Plan 2000 and policy DN2 of the Surrey Structure Plan 2004. Amongst other things these policies seek to ensure that new developments are compatible with the transport infrastructure in the area.
9. The proposed dwelling would respect the siting and design of No.4b and would not appear prominent nor out of place in the street scene. Also I am satisfied that the existing Oak tree could be retained and that there would be a satisfactory amount of room available for soft landscaping. Accordingly, subject to the use of appropriate materials I consider that the scheme would preserve the character and appearance of Leatherhead Conservation Area. In addition, having regard to the distance between and juxtaposition of the existing and proposed dwellings I am satisfied that the scheme would not materially harm the living conditions of existing local residents due to loss of privacy or light. This does not however outweigh my findings on the main issue.
10. Finally whilst I have taken into consideration the concerns expressed regarding wildlife, pollution and construction traffic, they add little to my conclusion on the main issue.

*Elizabeth Lawrence*  
INSPECTOR

---



**LAND AT 4 POPLAR ROAD, LEATHERHEAD**

Scale: Not to Scale

**Application No: MO/2007/1807**

**APPEAL DISMISSED**

**SITE LOCATION PLAN FOR ILLUSTRATIVE PURPOSES ONLY - DIMENSIONS NOT TO BE SCALED**

"COPYRIGHT, DESIGNS & PATENTS ACT, 1988" This copy has been made by Mole Valley District Council, pursuant to Section 47 of the Copyright Design & Patents Act, 1988 (The Act). Unless The Act provides a relevant exception to Copyright, the copy must not be copied without the prior permission of the Copyright owner. This plan is reproduced from the Ordnance Survey Map under the permission of the Controller of HM Stationery Office. Crown Copyright Reserved. Licence No. LA 100021846 2007