



GUILDFORD
BOROUGH

James Whiteman
Managing Director

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Dear Councillor

PLANNING COMMITTEE - WEDNESDAY 7 OCTOBER 2020

Please find attached the following:

Agenda No Item

Late Sheets - Amendments, Corrections and Updates / Late Representations
(Pages 1 - 4)

Yours sincerely

Sophie Butcher, Democratic Services Officer
01483 444056

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Planning Committee

7 October 2020

Amendment/Correction/Update List

20/P/0166 – (Page 31) - The Lodge at, Barn End, The Street, West Clandon, Guildford, GU4 7TY

The green belt calculations have been checked and they are correct as per original officer's report.

In floor space terms the size of the original, existing and proposed building are set out below:

Original building - 66.97 sqm

Existing building - 66.97 sqm - 0% uplift from the original dwelling.

Proposed (resulting) building - 107 sqm (59.7% uplift from the original building)

20/P/01216 – (Page 39) - Land off, Field Way, Send, Woking, GU23 6HJ

Update to the Council's Land Availability Assessment 2020

The Council is able to demonstrate a five-year housing land supply with an appropriate buffer. This supply is assessed as 6.42 years based on most recent evidence as reflected in the GBC LAA (2020). In addition to this, the Government's most recently published Housing Delivery Test indicates that Guildford's 2019 measurement is 83%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (45%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

Amendments to Heads of Terms:

Following legal advice remove from Heads of terms: 'should land at Wild Wood be incorporated planning obligations will be assessed on the development as a whole'

Amendments to Condition wording:

Condition 6: reason remove reference to SPD 2011 replace with Climate Change, Sustainable Design, Construction and Energy SPD 2020

Condition 12 amend to read:

(f) before and after construction condition surveys of the highway (including Field Way and Burnt Common Lane) and a commitment to fund the repair of any damage caused

Condition 13 amend to read:

The development shall be carried out in strict accordance with details set out in the Landscape and Ecological Management Plan (LEMP), by CGO Ecology Ltd, dated 27th August 2020 and its advised on going monitoring and remedial measures.

Prior to occupation the following information shall be submitted:

details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: Biological communities are constantly changing and require positive management to maintain their conservation value. The implementation of a LEMP will ensure the long-term management of habitats, species and other biodiversity features.

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Late Representations

Since the last date for the submission of views on applications/matters before the Committee this evening, representations in respect of the under mentioned applications/ matters have been received. The letters, copies of which will be available for inspection by councillors at the meeting, are summarised below.

Item 5 – Planning Applications

20/P/00534 – (Page 19) – Weekwood Copse, Green Lane East, Normandy, GU3 2JL

Internal consultee responses

Environmental Health

No objection to the extension to the operational hours and the increase in the number of dogs.

Checked details of the site, no complaints relating to ongoing noise or other dis-amenity from dog exercising activities carried out since approval was granted in December 2019.

I understand that dogs are collected from their owners and brought to site in a van, so traffic change would be negligible.

Given these circumstances I have no reasons for objection to an increase in operating hours with up to 12 dogs.

20/P/01216 – (Page 39) - Land off, Field Way, Send, Woking, GU23 6HJ

Waste and Recycling:

Reviewed tracking of the vehicle, width and length used are correct, vehicle does not go over pavement. Vehicle can turn properly and leave again in forward gear.

No objection from a waste collection point of view

Surrey County Council Highways:

Additional Note following a site visit

The width of Field Way ranges from 7.2m at the access onto Burnt Common Lane to 3.1m at a pinch point outside Springfield house, however most of the carriageway is 4.3m wide. A width of 4.1m is sufficient for two vehicles to pass. Field Way currently serves 6 dwellings, the proposal is for an additional 9 taking the number up to 15 dwellings using Field Way. For developments of up to 25 dwellings we would accept a carriageway width of 4.1m. There is sufficient visibility along Field Way to allow vehicles to wait in a wider section if they were to meet another vehicle, the number of trips generated from 15 dwellings is low so this shouldn't occur too often. Field Way is suitable as a shared surface arrangement for pedestrians and vehicles.

There is sufficient visibility from Field Way onto Burnt Common Lane. Vehicles on this section of Burnt Common Lane are likely to be accessing Field Way or the two dwellings to the south so will be low volume of traffic and likely to be slowing down. Looking south vehicles can see as far as the end of the lane, this is in the leading traffic direction where vehicles will be on the near side carriageway. To the north vehicles are also able to see sufficiently down Burnt Common Lane for traffic in the trailing direction on the far side of the carriageway.

The Footpath would be the main access to the bus stop on Clandon Road, therefore this will need to be surfaced and potentially upgraded to a cycle track. The cost to provide a sealed surface on the Footpath is £10,000, this will make it accessible to all users all year round. It will cost a further £3,000 to dedicate this Public Footpath as a cycle track, to encourage access by this mode of transport. A contribution of £13,000 is considered fair given the scale of development and in order to encourage access by sustainable modes of transport the improvements are considered necessary.