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Contact Officer:

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1 June 2021

Dear Councillor

Your attendance is requested at a meeting of the **PLANNING COMMITTEE** to be held in the Council Chamber, Millmead House, Millmead, Guildford, Surrey GU2 4BB on **WEDNESDAY 9 JUNE 2021 at 7.00 pm.**

Yours faithfully

James Whiteman
Managing Director

MEMBERS OF THE COMMITTEE

Chairman: Councillor Fiona White
Vice-Chairman: Councillor Colin Cross

Councillor Jon Askew
Councillor Christopher Barrass
Councillor David Bilbé
Councillor Chris Blow
Councillor Ruth Brothwell
Councillor Angela Goodwin
Councillor Angela Gunning

Councillor Liz Hogger
Councillor Marsha Moseley
Councillor Ramsey Nagaty
Councillor Maddy Redpath
Councillor Pauline Searle
Councillor Paul Spooner

Authorised Substitute Members:

Councillor Tim Anderson
Councillor Richard Billington
Councillor Dennis Booth
Councillor Graham Eyre
Councillor Guida Esteves
Councillor Andrew Gomm
Councillor Steven Lee
Councillor Nigel Manning
Councillor Ted Mayne

Councillor Bob McShee
Councillor Susan Parker
Councillor Jo Randall
Councillor Tony Rooth
Councillor Will Salmon
Councillor Deborah Seabrook
Councillor Cait Taylor
Councillor James Walsh
Councillor Catherine Young

QUORUM 5



Whilst Committee members and key officers will be in attendance in person for the meeting, registered speakers may also join the meeting via MSTEams. Ward Councillors, please use the link in the Outlook Calendar invitation. Registered speakers will be sent the link upon registration. If you lose your wi-fi connectivity, please re-join using the telephone number +44 020 3855 4748. You will be prompted to input a conference ID: 110 317 286 #.

Members of the public may watch the live webcast here: <https://guildford.public-tv/core/portal/home>

If you wish to attend the meeting in person, please consider the following:

You may wish to have a Covid-19 test prior to attending the meeting. Follow the link below:

[Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://test-and-trace.nhs.uk)

You may also obtain a test through the post, but the lead time is longer for the result.

If you should receive a positive result you will not be permitted to attend the meeting and you should isolate as required under public health guidance.

If you have Covid symptoms you should not attend the meeting.

[When to self-isolate and what to do - Coronavirus \(COVID-19\) - NHS \(www.nhs.uk\)](https://www.nhs.uk)

If your test is negative please arrive at the Council Offices, Council Chamber, Millmead by at least 6:45pm so that you can be seated. Seating will be socially distanced and those sharing a household will be sat together.

Please note that a limited number of socially distanced seats will be available. Please contact the Democratic Services Officer to confirm. If registered speakers wish to attend in person, the seating will be allocated to them first.

Face masks will be required to enter the Council building and Council Chamber.

Hand sanitisers will be available on arrival and departure, please use them regularly.

THE COUNCIL'S STRATEGIC FRAMEWORK

Vision – for the borough

For Guildford to be a town and rural borough that is the most desirable place to live, work and visit in South East England. A centre for education, healthcare, innovative cutting-edge businesses, high quality retail and wellbeing. A county town set in a vibrant rural environment, which balances the needs of urban and rural communities alike. Known for our outstanding urban planning and design, and with infrastructure that will properly cope with our needs.

Three fundamental themes and nine strategic priorities that support our vision:

- | | |
|---------------------|--|
| Place-making | Delivering the Guildford Borough Local Plan and providing the range of housing that people need, particularly affordable homes |
| | Making travel in Guildford and across the borough easier |
| | Regenerating and improving Guildford town centre and other urban areas |
| Community | Supporting older, more vulnerable and less advantaged people in our community |
| | Protecting our environment |
| | Enhancing sporting, cultural, community, and recreational facilities |
| Innovation | Encouraging sustainable and proportionate economic growth to help provide the prosperity and employment that people need |
| | Creating smart places infrastructure across Guildford |
| | Using innovation, technology and new ways of working to improve value for money and efficiency in Council services |

Values for our residents

- We will strive to be the best Council.
- We will deliver quality and value for money services.
- We will help the vulnerable members of our community.
- We will be open and accountable.
- We will deliver improvements and enable change across the borough.

AGENDA

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

2 LOCAL CODE OF CONDUCT - DISCLOSABLE PECUNIARY INTERESTS

In accordance with the local Code of Conduct, a councillor is required to disclose at the meeting any disclosable pecuniary interest (DPI) that they may have in respect of any matter for consideration on this agenda. Any councillor with a DPI must not participate in any discussion or vote regarding that matter and they must also withdraw from the meeting immediately before consideration of the matter.

If that DPI has not been registered, you must notify the Monitoring Officer of the details of the DPI within 28 days of the date of the meeting.

Councillors are further invited to disclose any non-pecuniary interest which may be relevant to any matter on this agenda, in the interests of transparency, and to confirm that it will not affect their objectivity in relation to that matter.

3 ANNOUNCEMENTS

To receive any announcements from the Chairman of the Committee.

4 PLANNING AND RELATED APPLICATIONS (Pages 13 - 14)

All current applications between numbers 19/P/02223 and 20/P/01736 which are not included on the above-mentioned List, will be considered at a future meeting of the Committee or determined under delegated powers. Members are requested to consider and determine the Applications set out in the Index of Applications.

4.1 **19/P/02223 - Land at Garlick's Arch, Send Marsh/Burnt Common, Portsmouth Road, Send** (Pages 15 - 188)

4.2 **20/P/01736 - Oldlands, Burnt Common Lane, Ripley, Woking, GU23 6HD** (Pages 189 - 250)

WEBCASTING NOTICE

This meeting will be recorded for live and/or subsequent broadcast on the Council's website in accordance with the Council's capacity in performing a task in the public interest and in line with the Openness of Local Government Bodies Regulations 2014. The whole of the meeting will be recorded, except where there are confidential or exempt items, and the footage will be on the website for six months.

If you have any queries regarding webcasting of meetings, please contact Committee Services.

NOTES:

(i) Procedure for determining planning and related applications:

1. A Planning Officer will present the Officer's report virtually by sharing the presentation on Microsoft Office Teams as part of the live meeting which all committee members will be able to see online. For members of the public, able to dial into the meeting, copies of the presentation will be loaded onto the website to view and will be published on the Tuesday of the same week prior to the meeting. Planning officers will make it clear during the course of their presentation which slides they are referring to at all times.
2. Members of the public who have registered to speak may then address the meeting in accordance with the agreed procedure for public speaking (a maximum of two objectors followed by a maximum of two supporters). Public speakers will be sent an invite by the Democratic Services Officer (DSO) via Microsoft Office Teams to attend online or via a telephone number and conference ID code as appropriate to the public speakers needs. Prior to the consideration of each application which qualifies for public speaking, the DSO will ensure all public speakers are online. If public speakers cannot access the appropriate equipment to participate, or owing to unexpected IT issues experienced they cannot participate in the meeting, they are advised to submit their three-minute speech to the Democratic Services Officer by no later than midday the day before the meeting. In such circumstances, the DSO will read out their speech. Alternatively, public speakers may wish to attend the meeting in person in the Council Chamber. Public speakers must observe social distancing rules.
3. The Chairman gives planning officer's the right to reply in response to comments that have been made during the public speaking session.
4. Any councillor(s) who are not member(s) of the Planning Committee, but who wish to speak on an application, either in or outside of their ward, will be then allowed for no longer than three minutes each. It will be at the Chairman's discretion to permit councillor(s) to speak for longer than three minutes and will have joined the meeting remotely via MSTeams. [Councillors should notify the Committee Officer, in writing, by no later than midday the day before the meeting of their intention to speak and send the DSO a copy of their speech so it can be read out on their behalf should they lose their wi-fi connection.] If the application is deferred, any councillor(s) who are not member(s) of the Planning Committee will not be permitted to speak when the application is next considered by the Committee.
5. The Chairman will then open up the application for debate. The Chairman will ask which councillors wish to speak on the application and determine the order of speaking accordingly. At the end of the debate, the Chairman will check that all members had had an opportunity to speak should they wish to do so.
 - (a) No speech shall be longer than three minutes for all Committee members. As soon as a councillor starts speaking, the DSO will activate the timer. The DSO will advise when there are 30 seconds remaining and when the three minutes has concluded;
 - (b) No councillor to speak more than once during the debate on the application;

- (c) Members shall avoid repetition of points made earlier in the debate.
- (d) The Chairman gives planning officer's the right to reply in response to comments that have been made during the debate, and prior to the vote being taken.
- (e) Once the debate has concluded, the Chairman will automatically move the officer's recommendation following the debate on that item. If it is seconded, the motion is put to the vote. The Chairman will confirm verbally which councillor has seconded a motion. A simple majority vote is required for the motion to be carried. If it is not seconded or the motion is not carried then the Chairman will ask for a second alternative motion to be put to the vote. The vote will be taken by roll call or by affirmation if there is no dissent.

In any case where the motion is contrary to officer recommendation that is:

- Approval to refusal, or;
- Refusal to approval;
- Or where the motion proposes additional reasons for refusal, or additional conditions to be included in any planning permission. The following procedure shall be followed:
 - Where the alternative motion is to propose a refusal, the proposer of the motion shall be expected to state the harm (where applicable) and the relevant policy(ies) to justify the motion. In advance of the vote, provided that any such proposal has been properly moved and seconded, the Chairman shall discuss with relevant officers and the mover and seconder of the motion, the reason(s), conditions (where applicable) and policy(ies) put forward to ensure that they are sufficiently precise, state the harm (where applicable) and support the correct policies to justify the motion. All participants and members of the public will be able to hear the discussion between the Chairman and the relevant officers and the mover and seconder of the motion. Following the discussion the Chairman will put to the Committee the motion and the reason(s) for the decision before moving to the vote. The vote will be taken by roll call or by affirmation, if there is no dissent.
- (f) A motion can also be proposed and seconded at any time to defer or adjourn consideration of an application (for example for further information/advice backed by supporting reasons).
- (g) Technical difficulties during the meeting. If the Chairman or the DSO identifies a failure of the remote participation facility and a connection to a Committee Member is lost during the meeting, the Chairman will stop the meeting to enable the connection to be restored. If the connection cannot be restored within a reasonable time, the meeting will proceed, provided that it remains quorate. If the Member who was disconnected is subsequently re-connected and they have missed any part of the debate on the matter under discussion, they will not be able to vote on that matter as they would not have heard all the facts.

6. Unless otherwise decided by a majority of councillors present and voting by roll call at the meeting, all Planning Committee meetings shall finish by no later than 10:30pm.

Any outstanding items not completed by the end of the meeting shall be adjourned to the reconvened or next ordinary meeting of the Committee.

7. In order for a planning application to be referred to the full Council for determination in its capacity as the Local Planning Authority, a councillor must first with a seconder, write/email the Democratic Services Manager detailing the rationale for the request (the proposer and seconder does not have to be a planning committee member).

The Democratic Services Manager shall inform all councillors by email of the request to determine an application by full Council, including the rationale provided for that request. The matter would then be placed as an agenda item for consideration at the next Planning Committee meeting. The proposer and seconder would each be given three minutes to state their case. The decision to refer a planning application to the full Council will be decided by a majority vote of the Planning Committee.

GUIDANCE NOTE For Planning Committee Members

Probity in Planning – Role of Councillors

Councillors on the Planning Committee sit as a non-judicial body, but act in a semi-judicial capacity, representative of the whole community in making decisions on planning applications. They must, therefore:

1. act fairly, openly and apolitically;
2. approach each planning application with an open mind, avoid pre-conceived opinions;
3. carefully weigh up all relevant issues;
4. determine each application on its individual planning merits;
5. avoid undue contact with interested parties; and
6. ensure that the reasons for their decisions are clearly stated.

The above role applies to councillors who are nominated substitutes on the Planning Committee. Where a councillor, who is neither a member of, nor a substitute on the Planning Committee, attends a meeting of the Committee, he or she is also under a duty to act fairly and openly and avoid any actions which might give rise to an impression of bias or undue influence.

Equally, the conduct of members of any working party or committee considering planning policy must be similar to that outlined above relating to the Planning Committee.

Reason for Refusal

How a reason for refusal is constructed.

A reason for refusal should carefully describe the harm of the development as well as detailing any conflicts with policies or proposals in the development plan which are relevant to the decision.

When formulating reasons for refusal Members will need to:

- (1) Describe those elements of the proposal that are harmful, e.g. bulk, massing, lack of something, loss of something.
- (2) State what the harm is e.g. character, openness of the green belt, retail function and;
- (3) The reason will need to make reference to policy to justify the refusal.

Example

The proposed change of use would result in the loss of A1 retail frontage at Guildford Town Centre, which would be detrimental to the retail function of the town and contrary to policy SS9 in the Guildford Local Plan.

Reason for Approval

How a reason for approval is constructed.

A reason for approval should carefully detail a summary of the reasons for the grant of planning permission and a summary of the policies and proposals in the development plan, which are relevant to the decision.

Example:

The proposal has been found to comply with Green Belt policy as it relates to a replacement dwelling and would not result in any unacceptable harm to the openness or visual amenities of the Green Belt. As such the proposal is found to comply with saved policies RE2 and H6 of the Council's saved Local Plan and national Green Belt policy in the NPPF.

Reason for Deferral

Applications should only be deferred if the Committee feels that it requires further information or to enable further discussions with the applicant or in exceptional circumstances to enable a collective site visit to be undertaken.

Clear reasons for a deferral must be provided with a summary of the policies in the development plan which are relevant to the deferral.

APPLICATIONS FOR PLANNING PERMISSION & RELATED APPLICATIONS FOR CONSIDERATION BY THE PLANNING COMMITTEE

NOTES:

Officers Report

Officers have prepared a report for each planning or related application on the Planning Committee Index which details:-

- Site location plan;
- Site Description;
- Proposal;
- Planning History;
- Consultations; and
- Planning Policies and Considerations.

Each report also includes a recommendation to either approve or refuse the application. Recommended reason(s) for refusal or condition(s) of approval and reason(s) including informatives are set out in full in each report.

Written Representations

Copies of representations received in respect of the applications listed are available for inspection by Councillors at the plans viewing session held prior to the meeting and will also be available at the meeting. Late representations will be summarised in a report which will be circulated at the meeting.

Planning applications and any representations received in relation to applications are available for inspection at the Planning Services reception by prior arrangement with the Head of Planning Services.

Background Papers

In preparing the reports relating to applications referred to on the Planning Committee Index, the Officers refer to the following background documents:-

- The Town and Country Planning Act 1990, Planning and Compulsory Purchase Act 2004, the Localism Act and other current Acts, Statutory Instruments and Circulars as published by the Department for Communities and Local Government (CLG).
- Guildford Borough Local Plan: Strategy and Sites 2015-2034.
- The South East Plan, Regional Spatial Strategy for the South East (May 2009).
- The National Planning Policy Framework (NPPF) (March 2012)
- The Town and Country Planning (General Permitted Development) Order 1995, as amended (2010).
- Consultation responses and other correspondence as contained in the application file, together with such other files and documents which may constitute the history of the application site or other sites in the locality.

Human Rights Act 1998

The Human Rights Act 1998 (the 1998 Act) came into effect in October 2000 when the provisions of the European Convention on Human Rights (the ECHR) were incorporated into UK Law.

The determination of the applications which are the subject of reports are considered to involve the following human rights issues:

- 1 Article 6(1): right to a fair and public hearing

In the determination of a person's civil rights and obligations everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law. Judgment shall be pronounced publicly but the press and public may be excluded from all or part of the hearing in certain circumstances (e.g. in the interest of morals, strictly necessary in the opinion of the court in special circumstances where publicity would prejudice the interests of justice.)

- 2 Article 8: right to respect for private and family life (including where the article 8 rights are those of children s.11 of the Children Act 2004)

Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

s.11 of the Childrens Act 2004 requires the Council to make arrangements for ensuring that their functions are discharged having regard to the need to safeguard and promote the welfare of children. Furthermore, any services provided by another person pursuant to arrangements made by the Council in the discharge of their functions must likewise be provided having regard to the need to safeguard and promote the welfare of children.

- 3 Article 14: prohibition from discrimination

The enjoyment of the rights and freedoms set out in the ECHR shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status.

- 4 Article 1 Protocol 1: protection of property;

Every person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of their possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. However, the state retains the right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

- 5 Article 2 Protocol 1: right to education.

No person shall be denied the right to education.

Councillors should take account of the provisions of the 1998 Act as they relate to the applications on this agenda when balancing the competing interests of the applicants, any third party opposing the application and the community as a whole in reaching their decision. Any interference with an individual's human rights under the 1998 Act/ECHR

must be just and proportionate to the objective in question and must not be arbitrary, unfair or oppressive. Having had regard to those matters in the light of the convention rights referred to above your officers consider that the recommendations are in accordance with the law, proportionate and both necessary to protect the rights and freedoms of others and in the public interest.

Costs

In planning appeals the parties involved normally meet their own costs. Most appeals do not result in a costs application. A costs award where justified is an order which states that one party shall pay to another party the costs, in full or part, which has been incurred during the process by which the Secretary of State or Inspector's decision is reached. Any award made will not necessarily follow the outcome of the appeal. An unsuccessful appellant is not expected to reimburse the planning authority for the costs incurred in defending the appeal. Equally the costs of a successful appellant are not borne by the planning authority as a matter of course.

However, where:

- A party has made a timely application for costs
- The party against whom the award is sought has behaved unreasonably; and
- The unreasonable behaviour has directly caused the party applying for the costs to incur unnecessary or wasted expense in the appeal process a full or partial award is likely.

The word "unreasonable" is used in its ordinary meaning as established in the courts in *Manchester City Council v SSE & Mercury Communications Limited 1988 JPL 774*. Behaviour which is regarded as unreasonable may be procedural or substantive in nature. Procedural relates to the process. Substantive relates to the issues arising on the appeal. The authority is at risk of an award of costs against it if it prevents or delays development, which should clearly be permitted having regard to the development plan. The authority must produce evidence to show clearly why the development cannot be permitted. The authority's decision notice must be carefully framed and should set out the full reasons for refusal. Reasons should be complete, precise, specific, and relevant to the application. The Planning authority must produce evidence at appeal stage to substantiate each reason for refusal with reference to the development plan and all other material considerations. If the authority cannot do so it is at risk of a costs award being made against it for unreasonable behaviour. The key test is whether evidence is produced on appeal which provides a respectable basis for the authority's stance in the light of *R v SSE ex parte North Norfolk DC 1994 2 PLR 78*. If one reason is not properly supported but substantial evidence has been produced in support of the others a partial award may be made against the authority. Further advice can be found in the *Department of Communities and Local Government Circular 03/2009* and now *Planning Practice Guidance: Appeals paragraphs 027-064 inclusive*.

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Agenda item number: 4

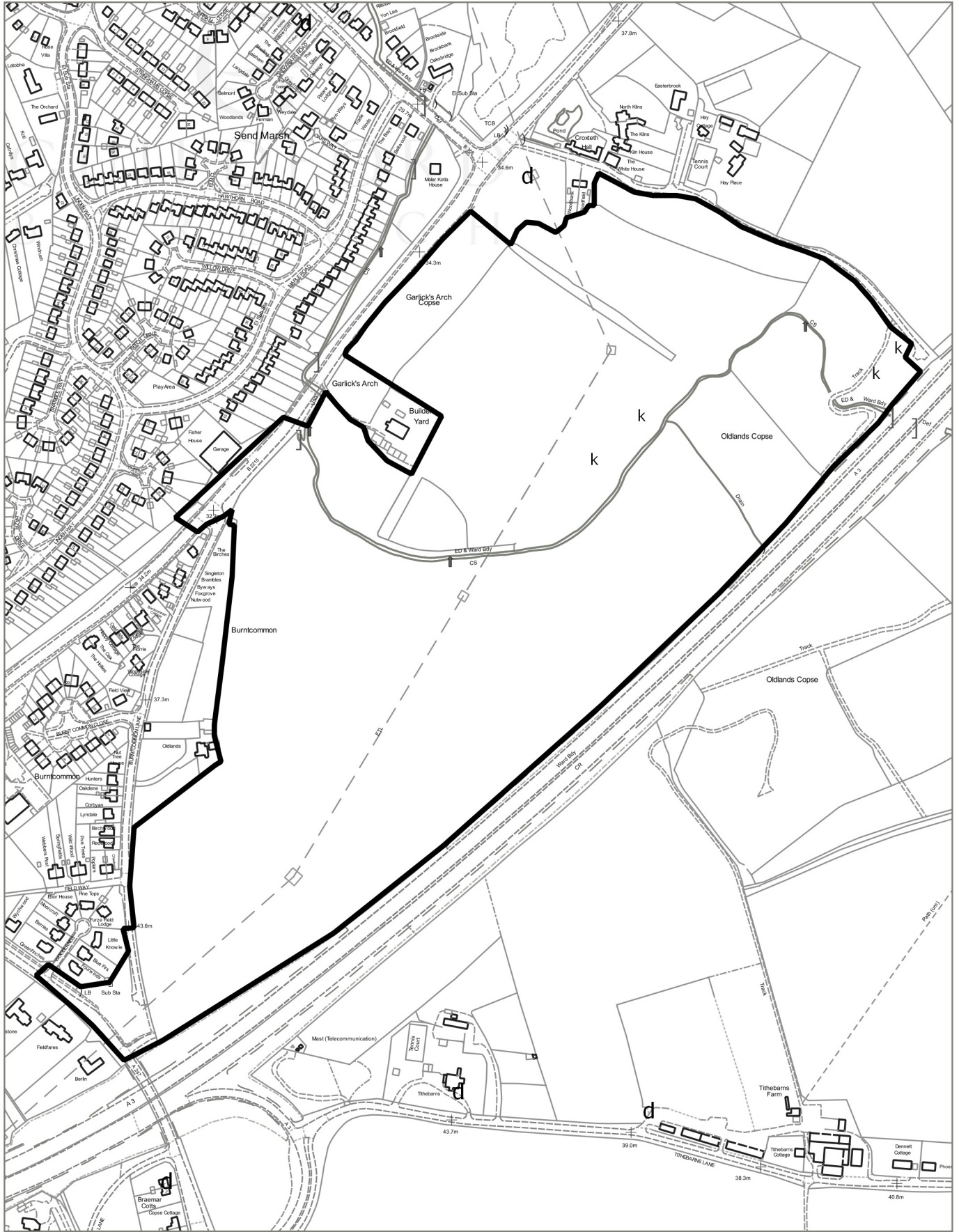
GUILDFORD BOROUGH COUNCIL
PLANNING COMMITTEE INDEX
09/06/2021

Item No.	Parish	Applicant	Location	App.No.	Rec.	Page
4.1	Send	London Strategic Land on behalf of Garlick's Arch Limited	Land at Garlick's Arch, Send Marsh/Burnt Common, Portsmouth Road, Send	19/P/02223	S106	15.
4.2	Send	Crownhall Estates Limited	Oldlands, Burnt Common Lane, Ripley, Woking, GU23 6HD	20/P/01736	S106	187.

Total Applications for Committee 2

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19/P/02223 - Land At Garlicks Arch, Send Marsh/burnt Common, Portsmouth Road



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not be relied upon for accuracy.

Print Date: 26/05/2021



Page 15 Not to Scale



GUILDFORD
BOROUGH

**19/P/02223 – Land at Garlick’s Arch, Send Marsh/ Burnt Common,
Portsmouth Road, Send, Woking**



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App No: 19/P/02223
Appn Type: Hybrid Application
Case Officer: Kelly Jethwa

8 Wk Deadline: 29/01/2021

Parish: Send
Agent : Mr Gale
Iceni Projects
Da Vinci House
44 Saffron Hill
Farringdon
London
EC1N 8FH

Ward: Send
Applicant: c/o The Agent
London Strategic Land on behalf of
Garlicks Arch Limited

Location: Land at Garlicks Arch, Send Marsh/Burnt Common, Portsmouth Road, Send
Proposal: Hybrid (part full/part outline) application comprising:
Full planning permission for 220 residential dwellings (Use Class C3), Travelling Showpeople plots (Sui Generis) and 81 sqm community facility (Use Class F.2(b)), with associated open space and landscaping, means of access, parking, drainage, utilities and infrastructure works, temporary and permanent acoustic fencing, and other associated works; and
Outline planning permission, with all matters reserved except for access, for up to 300 residential dwellings (Use Class C3) with associated open space and landscaping (including a landscape bund and acoustic fencing), means of access, enabling infrastructure and other associated works.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because more than 20 letters of objection have been received, contrary to the Officer's recommendation.

1. Key information

- 11 The application site from part of the site allocation A41 (Land at Garlick's Arch, Send Marsh Burnt Common and Ripley) and is approximately 28.9 hectares in size and it is currently in use for agriculture for hay crops.
- 12 The north of the site is bound by Portsmouth Road (B2215), to the south is bound by the A3 and beyond the boundary to the west is Burnt Common Lane and to the east Kiln Lane The application site has three pylons and overhead powerlines. Vehicular access is from Clandon Road (A247) where there is a field gate. The East Clandon Stream runs through the site, there is the Ancient woodland of Oldlands Copse adjacent to the A3 boundary and trees with tree preservation orders along the site boundaries.
- 13 The site has a varied topography with undulation and then rising to a hillock on the northern side of the stream, providing vistas to the countryside to the south.
- 14 The proposed site is allocated for 550 new homes (C3), including some self-build and custom house building plots and 6 Travelling Showpeople plots under site allocation policy A41 of the Guildford Borough Local Plan: strategy and sites (LPSS) 2019. The proposal would deliver a mixture of flats and houses with 40 affordable homes, accessible homes and custom build homes.

Proposed Mix					
	1-bed	2-bed	3-bed	4+-bed	Total
Total dwellings	31	60	88	41	220
Of which...					
Houses		17	88	41	146
Apartments	31	43			74
Affordable	30	28	25	5	88

2. Executive Summary and Recommendation

- 21 The site allocation A41 at Garlick’s Arch is identified as an early delivery site for housing as part of the Local Plan: strategy and sites (LPSS) 2019. The Council currently has a five-year housing land supply (with an appropriate buffer) of 7.34 years. This includes the delivery of 450 new homes at Garlicks Arch by March 2025, 9% of the total supply. Therefore, the site makes an important contribution to our ability to maintain a five year land supply going forward and as the site is completed would also make a significant contribution to ensure that the Housing Delivery Test remains greater than 75% of housing required. Achieving both of these would ensure that the ‘tilted balance’/presumption in favour of sustainable development would not apply.

- 22 The proposed development would deliver roundabout junctions at Portsmouth Road (B2215) and Clandon Road (A247) creating a through vehicular link between the Portsmouth Road and Clandon Road which would be used as a bus route to serve the development. This would be designed as a residential road, with landscape along the route (including the roundabouts), a swale and speed tables to prevent rat-running. Site permeability is essential so that residents walk and cycle for short journeys, there would be multiple access points along the site boundaries using desire lines, and this would integrate with the sustainable transport strategy and highway improvement works along Portsmouth Road and at Send Primary School. To facilitate alternative travel options there would be a contribution to increase the frequency of the local bus service to Guildford, cycle parking at Clandon Railway Station and an on-site car club for two vehicles.

- 23 There would be an increase in the local population using local services, community facilities and the local environment. Therefore, financial contributions totalling £1.55m have been secured for the redevelopment of Ripley Village Hall, a new pavilion at Send Recreation Ground and environmental improvements in Send and West Clandon parishes. There would also be financial contributions to increase capacity at schools for early years, primary and secondary education, additional floorspace at the GP practice and policing in Surrey. The package of S106 and S278 highway improvement works including the bus subsidy would amount to approximately £11.9 million.

- 24 The development would adjoin the A3 edge, comprising the landscape element of the outline planning permission. A bund has been designed as an undulating landform feature and thereby reducing the height of the required acoustic fence panels to achieve the overall 5.0m height requirement . There would be new trees and climbing plants. There would be a temporary acoustic fence installed during the construction of phase 1 and this would then be removed when the bund is complete. The pylons and overhead powerlines that cross the site would be buried or relocated as part of the proposals.

- 25 The East Clandon Stream bisects the site and marks the boundary between the wards of Send and Lovelace. All new homes and the Travelling Showpeople plots would be built in flood zone 1 reducing the flood risk of the development. The Environment Agency have requested conditions to ensure that a buffer zone to the stream is maintained and the Lead Local Flood Authority are satisfied that suitable conditions and detailed design would ensure that there would not be a greater risk of flooding elsewhere.
- 26 Most of the trees and hedges on the site would be retained and there would be enhancements to these with a woodland management plan to restore the Ancient Woodland which has been degraded and the creation of green corridors for wildlife through the landscape and biodiversity strategy.
- 27 The Travelling Showpeople plots would be provided with a separate access from Kiln Lane, highway improvement works to Kiln Lane, a weight limit, cutting back of trees, Operational Management Strategy and acoustic fencing would be secured by conditions. The site would be large enough to accommodate the residential development sought and space for storage of Travelling Showpeople equipment. There is a community of travelling showpeople in the borough who have small vehicles and rides and this allocation would meet their needs.
- 28 The first phase would achieve a 7-16.9% carbon emission reduction through fabric, this would then be complemented by in-situ renewable energy sources to achieve the required 20% carbon emissions reduction. In addition to this there would be a Site Waste Management Plan, electric vehicle charging points, cycle parking, an onsite car club and water management. This would support sustainable design, construction and lifestyles.

3. Formal Recommendation

That this application be **GRANTED** subject to securing a s.106 agreement and the following conditions:

31 (i) Subject to a Section 106 Agreement securing:

- provision of 40% affordable housing in accordance with Council's approved tenure split;
- provision of 6 Travelling Showpeople plots;
- provision of 5% custom build plots;
- provision of a community use and arrangements for its management and maintenance for the lifetime of the development;
- provision of SANG mitigation in accordance with the Thames Basin Heaths SPA Avoidance Strategy 2017;
- a contribution towards SAMM;
- a contribution of £6,150 for travel plan auditing fee;
- a contribution of up to £860,000 towards passenger transport improvements within the vicinity of the site;
- a contribution of £24,000 for the provision of cycle parking at Clandon Station;
- a contribution of £41,000 for the provision of two bus stops and associated footway works at Clandon Station;
- a contribution of £60,000 towards improving public footpath 568;
- to implement the car club space (s) in general accordance with Drawing Number: 19201/C07G;
- to offer to each household of each residential unit free membership of the Car Club for three years;
- a contribution to early years, primary and secondary education;
- a contribution for additional floor space at a GP practice;
- a contribution to policing infrastructure;
- provision and maintenance of public open spaces for the lifetime of the development;
- provision and delivery of a land ownership and management plan for the lifetime of the development;
- a financial contribution of £300,000 to a new sports pavilion at Send Recreation Ground;
- a financial contribution of £600,000 to Ripley Village Hall; and
- a financial contribution of £150,000 to Send Parish Council and £500,000 for West Clandon Parish Councils for environmental improvements.

If the terms of the S106 or wording of the planning conditions are significantly amended as part of ongoing S106 or planning condition(s) negotiations any changes shall be agreed in consultation with the Chairman of the Planning Committee and lead Ward Members for Lovelace and Send.

(ii) That upon completion of the above, the application be determined by the Head of Place.

33 Full application phase 1:

1.	Time limit	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><u>Reason:</u> 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.</p>																																																																																																																				
2.	Drawing no.s	<p>The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:</p> <table border="1" data-bbox="472 600 1380 2022"> <thead> <tr> <th data-bbox="472 600 592 663">Date Issued</th> <th data-bbox="592 600 743 663">No.</th> <th data-bbox="743 600 815 663">Rev</th> <th data-bbox="815 600 1380 663">Title</th> </tr> </thead> <tbody> <tr><td>24/02/21</td><td>S101</td><td>J</td><td>Site Location Plan</td></tr> <tr><td>24/02/21</td><td>C01</td><td>F</td><td>Housing Mix Plan</td></tr> <tr><td>18/05/21</td><td>C02</td><td>G</td><td>Building Height plan</td></tr> <tr><td>23/03/21</td><td>C03</td><td>M</td><td>Affordable Distribution Plan</td></tr> <tr><td>14/05/21</td><td>C04</td><td>G</td><td>Accessible Homes Plan</td></tr> <tr><td>24/02/21</td><td>C05</td><td>J</td><td>Materials Plan</td></tr> <tr><td>24/02/21</td><td>C06</td><td>H</td><td>Waste Strategy Plan</td></tr> <tr><td>19/05/21</td><td>C07</td><td>G</td><td>Parking and Access Arrangement Plan</td></tr> <tr><td>09/04/21</td><td>P301</td><td>A</td><td>Phase 1 Site Plan</td></tr> <tr><td>09/04/21</td><td>P302</td><td>A</td><td>Phase 1 on wider Masterplan</td></tr> <tr><td>09/04/21</td><td>C301</td><td>F</td><td>Coloured Site Layout</td></tr> <tr><td>09/04/21</td><td>C302</td><td>A</td><td>Coloured Site Layout on Wider Master Plan</td></tr> <tr><td>27/05/21</td><td>LN-LP-12</td><td></td><td>Floodplain and Public Open Space Overlay</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-201</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 1</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-202</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 2</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-203</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 3</td></tr> <tr><td>24/02/21</td><td>LSL22423-01</td><td>D</td><td>Tree Survey Plan</td></tr> <tr><td>24/02/21</td><td>LSL22423-03</td><td>C</td><td>Tree Protection Plan</td></tr> <tr><td>21/05/21</td><td>LSL22423-70</td><td></td><td>Bat Lighting Constraints Plan</td></tr> <tr><td>17/03/20</td><td>184389-G-001</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 1 of 7)</td></tr> <tr><td>17/03/20</td><td>194389-G-002</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 2 of 7)</td></tr> <tr><td>17/03/20</td><td>184389-G-003</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 3 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-004</td><td>D</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 4 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-006</td><td>D</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 6 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-005</td><td>E</td><td>Geometric Assessment Of Proposed Garlick's Arch Site Access (Sheet 5 Of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-007</td><td>C</td><td>Geometric Assessment Of Proposed Garlick's Arch Site Access South (Sheet 7 Of 7)</td></tr> <tr><td>22/02/21</td><td>184389-G-019</td><td></td><td>Proposed Parking Restrictions</td></tr> <tr><td>22/02/21</td><td>184389-TP-701</td><td>D</td><td>Proposed Junction Improvements To Kiln Lane General Arrangement And Swept Path Analysis</td></tr> </tbody> </table>	Date Issued	No.	Rev	Title	24/02/21	S101	J	Site Location Plan	24/02/21	C01	F	Housing Mix Plan	18/05/21	C02	G	Building Height plan	23/03/21	C03	M	Affordable Distribution Plan	14/05/21	C04	G	Accessible Homes Plan	24/02/21	C05	J	Materials Plan	24/02/21	C06	H	Waste Strategy Plan	19/05/21	C07	G	Parking and Access Arrangement Plan	09/04/21	P301	A	Phase 1 Site Plan	09/04/21	P302	A	Phase 1 on wider Masterplan	09/04/21	C301	F	Coloured Site Layout	09/04/21	C302	A	Coloured Site Layout on Wider Master Plan	27/05/21	LN-LP-12		Floodplain and Public Open Space Overlay	24/02/21	30466 LN-LD-201	E	Hard and Soft Landscape Plans Sheet 1	24/02/21	30466 LN-LD-202	E	Hard and Soft Landscape Plans Sheet 2	24/02/21	30466 LN-LD-203	E	Hard and Soft Landscape Plans Sheet 3	24/02/21	LSL22423-01	D	Tree Survey Plan	24/02/21	LSL22423-03	C	Tree Protection Plan	21/05/21	LSL22423-70		Bat Lighting Constraints Plan	17/03/20	184389-G-001	F	Proposed Pedestrian/Cycle Improvements (Sheet 1 of 7)	17/03/20	194389-G-002	F	Proposed Pedestrian/Cycle Improvements (Sheet 2 of 7)	17/03/20	184389-G-003	F	Proposed Pedestrian/Cycle Improvements (Sheet 3 of 7)	20/12/19	184389-G-004	D	Proposed Pedestrian/Cycle Improvements (Sheet 4 of 7)	20/12/19	184389-G-006	D	Proposed Pedestrian/Cycle Improvements (Sheet 6 of 7)	20/12/19	184389-G-005	E	Geometric Assessment Of Proposed Garlick's Arch Site Access (Sheet 5 Of 7)	20/12/19	184389-G-007	C	Geometric Assessment Of Proposed Garlick's Arch Site Access South (Sheet 7 Of 7)	22/02/21	184389-G-019		Proposed Parking Restrictions	22/02/21	184389-TP-701	D	Proposed Junction Improvements To Kiln Lane General Arrangement And Swept Path Analysis
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		22/02/21	184389-TP-702	A	Proposed Localised Widening To Kiln Lane General Arrangement And Swept Path Analysis
		09/04/21	-	A	NDSS Schedule
		14/05/21	-	A	Summary of Accommodation
		09/04/21	P310	A	Type 4B-1 (Plots 106-109 & 179-182) Plans & Elevations
		09/04/21	P311	B	Type 3B-1 (Plots 66, 105, 143, 164 & 169) Plans & Elevations
		09/04/21	P312	A	Type 3B-1 (Plots 19, 40, 98, 129, 130 & 139) Plans & Elevations
		09/04/21	P313	A	Type 4H-1 (Plots 89 & 91) Plans & Elevations
		09/04/21	P314	A	Types 3B-2 & 320 (Plots 16-18) Plans & Elevations
		09/04/21	P315	A	Types 3B-3 & 320 (Plots 41-43) Plans & Elevations
		09/04/21	P316	A	Types 3B-2, 3B-3 & 320 (Plots 44-47) Plans & Elevations
		09/04/21	P317	B	Types 4H-2 & 3H (Plots 48-50, 54-56 & 80-82) Plans & Elevations
		09/04/21	P318	A	Type 3H (Plots 51-53, 83-85 & 86-88) Plans & Elevations
		09/04/21	P319	A	Type 320 (Plots 92-93 & 96-97) Plans & Elevations
		09/04/21	P320	A	Type 320 (Plots 02-03) Plans & Elevations
		09/04/21	P321	A	Types 3B-3 & 320 (Plots 94-95) Plans & Elevations
		09/04/21	P322	A	Type 320 (Plots 126-128) Plans & Elevations
		09/04/21	P323	A	Types 3B-3 & 320 (Plots 131-134 & 135-138) Plans & Elevations
		09/04/21	P325	A	Type 2H (Plot 33) Plans & Elevations
		09/04/21	P326	A	Types 2H & 3H1 (Plots 8-9 & 29-30) Plans & Elevations
		09/04/21	P327	A	Types 2H & 3H1 (Plots 20-21 & 31-32) Plans & Elevations
		09/04/21	P328	A	Types 2H & 3H1 (Plots 67-68) Plans & Elevations
		09/04/21	P329	A	Types 2H & 3H1 (Plots 58-60 & 76-78) Plans & Elevations
		09/04/21	P330	A	Types 2H & 3H1 (Plots 101-104) Plans & Elevations
		09/04/21	P331	A	Types 2H & 3H1 (Plots 69-72) Plans & Elevations
		09/04/21	P332	A	Type 3H1 (Plots 27-28) Plans & Elevations
		09/04/21	P333	B	Type 3HW (Plot 142) Plans & Elevations
		09/04/21	P334	B	Type 3HW (Plots 34-35) Plans & Elevations
		09/04/21	P335	A	Type 207 (Plots 165-166) Plans & Elevations
		09/04/21	P336	A	Type 207 (Plots 12-15) Plans & Elevations
		09/04/21	P337	A	Type 322 (Plots 62 & 65) Plans & Elevations
		09/04/21	P338	A	Type 322 (Plot 155) Plans & Elevations
		09/04/21	P339	A	Type 322 (Plots 167-168) Plans & Elevations
		09/04/21	P340	A	Type 322.2 (Plots 24-25 & 110-111) Plans & Elevations
		09/04/21	P341	A	Type 307 (Plot 112) Plans & Elevations
		09/04/21	P342	A	Type 307 (Plots 157-158) Plans & Elevations
		09/04/21	P343	A	Type 3B-1A, 404A & 322 (Plots 143-145) Plans
		09/04/21	P344	✓	Type 3B-1A, 404A & 322 (Plots 143-145) Elevations
		09/04/21	P345	A	Type 401 (Plots 175, 176, 177 & 178) Plans & Elevations
		09/04/21	P346	A	Type 404 (Plots 159, 160, 161, 162 & 163) Plans & Elevations
		09/04/21	P347	A	Type 404 (Plot 26) Plans & Elevations
		09/04/21	P348	A	Type 412 (Plots 1,5-7,22,61,174 & 183) Plans & Elevations
		09/04/21	P349	A	Type 412 (Plot 23) Plans & Elevations
		09/04/21	P350	A	Type 412 (Plot 156) Plans & Elevations
		09/04/21	P351	A	Type 416 (Plots 63 & 64) Plans & Elevations
		09/04/21	P352	A	Type 503 (Plots 170, 171 & 172) Plans & Elevations
		09/04/21	P353	A	Type 503 (Plot 173) Plans & Elevations

		09/04/21	P354	A	Type 503 (Plot 4) Plans & Elevations
		09/04/21	P355	B	Type 2FOG-1 (Plots 10 & 113) Plans & Elevs
		09/04/21	P356	B	Type 2FOG-1 (Plot 125) Plans & Elevs
		09/04/21	P357	B	Type 2FOG-1 (Plot 99) Plans & Elevs
		09/04/21	P358	B	Type 2FOG-P (Plots 37,38, 75 & 141) Plans & Elevs
		09/04/21	P359	B	Type 2FOG-P (Plots 11,36,39,57,79 & 90) Plans & Elevs
		09/04/21	P360	B	Type 2FOG-P (Plot 100) Plans & Elevs
		09/04/21	P361	B	Type 2FOG-P (Plot 140) Plans & Elevs
		09/04/21	P365	A	Type 2FOG-1 & 3HW1 (Plots 73-74) Plans & Elevs
		09/04/21	P367	✓	Plots 143-145(Sales area configuration) Plans
		09/04/21	P368	✓	Plots 143-145(Sales area configuration) Elevations
		24/02/21	P370	✓	Apartment Building A (Plots 114-124) Grd & 1st Flr Plans
		24/02/21	P371	✓	Apartment Building A (Plots 114-124) 2nd Floor Plan
		09/04/21	P372	A	Apartment Building A (Plots 114-124) Elevations
		24/02/21	P373	✓	Apartment Building B (Plots 146-154) Grd & 1st Flr Plans
		24/02/21	P374	✓	Apartment Building B (Plots 146-154) 2nd Floor Plan
		09/04/21	P375	A	Apartment Building B (Plots 146-154) Elevations
		01/06/21	P376	A	Apartment Building C (Plots 184-195) Grd & 1st Flr Plans
		24/02/21	P377	✓	Apartment Building C (Plots 184-195) 2nd & 3rd Flr Plans
		01/06/21	P378	B	Apartment Building C (Plots 184-195) Elevations
		24/02/21	P379	✓	Apartment Building D (Plots 196-210) Grd & 1st Flr Plans
		24/02/21	P380	✓	Apartment Building D (Plots 196-210) 2nd Floor Plan
		09/04/21	P381	A	Apartment Building D (Plots 196-210) Elevations
		24/02/21	P382	✓	Apartment Building E (Plots 211-220) Grd & 1st Flr Plans
		24/02/21	P383	✓	Apartment Building E (Plots 211-220) 2nd Floor Plan
		09/04/21	P384	A	Apartment Building E (Plots 211-220) Elevations
		24/02/21	P390	✓	Ancillary Buildings (Garages & Sub-Station)
		24/02/21	P391	✓	Ancillary Buildings (Car Barns)
		<p>Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.</p>			
3.	Archaeology	<p>No development shall take place until the applicant has secured the implementation of a programme of archaeological work on the site in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Written Scheme of Investigation.</p> <p>Reason: To ensure archaeological investigation(s) are carried out before any archaeological remains are disturbed by the approved development. This is required to be a pre-commencement condition because it is necessary to understand the nature and extent of any archaeological remains on the site before development commences.</p>			

<p>4.</p>	<p>Construction Environmental Management Plan (CEMP)</p>	<p>No development shall commence until a comprehensive Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This plan shall include the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland report, the Woodland Management plan and the tree protection plans, for the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment shall be protected during the works. This shall:</p> <ul style="list-style-type: none"> a) include measures for noise and vibration mitigation during each phase of construction, together with plans to monitor noise and vibration during construction; b) specify the proposed piling method and the reason for the selection of this method. This shall take into account the ground conditions of the proposed development site and the proximity of residential properties to the development site c) include details of lighting requirements during construction; d) include a Dust Management Plan to minimise dust and emissions including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring; e) pre-construction check for badger setts; f) a plan showing habitat areas to be specifically protected during the works and how they shall be protected (i.e. with fencing). This should include the 10m buffer zone to the East Clandon stream; g) details demonstrating how the buffer zone and watercourse will be protected during development. This should include: h) the measures to be used to physically protect the buffer zone during construction, e.g. the use of Heras fencing; ii) any necessary pollution protection methods, particularly for light, dust, concrete, sediment and other harmful substances such as paint and oil that could pollute the watercourse; i) any necessary pollution protection methods. Please note that any materials/equipment/spoil should be stored at least 10m from the East Clandon stream; and j) information on the persons/bodies responsible for particular activities associated with the method statement that demonstrate they are qualified for the activity they are undertaking. <p>The CEMP measures shall be implemented and maintained for the course of the development works.</p> <p><u>Reason:</u> In order to safeguard against the emission of noise, vibration and dust and protect the wildlife on the site and along the watercourse and in the buffer zone. This is required to be a pre-commencement condition as these matters need to be agreed before development commences, in order to protect the amenities of the locality and by minimising impacts on habitats and biodiversity.</p>
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5.	Construction Transport Management Plan (CTMP)	<p>No development shall commence until a Construction Transport Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority, to include details of:</p> <ul style="list-style-type: none"> a) parking for vehicles of site personnel, operatives and visitors; b) loading and unloading of plant and materials; c) storage of plant and materials; d) programme of works (including measures for traffic management); e) provision of boundary hoarding behind any visibility zones; f) HGV deliveries and hours of operation; g) vehicle routing; h) measures to prevent the deposit of materials on the highway; i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused; j) on-site turning for construction vehicles <p>The CTMP measures shall be implemented and maintained for the course of the development works.</p> <p><u>Reason:</u> In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This is required to be a pre-commencement condition as the details go to the heart of the planning permission as the impact on the highway will be on commencement of any construction activity.</p>
6.	Site Waste Management	<p>No development shall commence until a Site Waste Management Plan has been submitted to an approved in writing by the Local Planning Authority that demonstrates how waste generated from construction and excavation activities would be dealt with in accordance with the waste hierarchy. The Site Waste Management Plan will subsequently be kept up-to-date throughout the development process in accordance with established methodology.</p> <p><u>Reason:</u> To ensure that the development takes waste hierarchy into account to manage waste. It is considered necessary for this to be a pre-commencement condition because waste will begin to be generated as soon as any development commences on the site.</p>
7.	Contaminated land	<p><u>Reason:</u> To ensure that risks from land contamination to neighbouring land and future users of the land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is required to be a pre-commencement condition as the nature and extent of any contamination, along with any necessary remediation measures, need to be identified before development commences, in order to ensure that risks can be managed.</p>
8.	Drainage scheme design	<p>No development shall commence (excluding site preparation/ earthworks/ enabling works) until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:</p>

		<p>a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of equivalent to the Greenfield run-off rate for the 1 in 1 year and 1 in 100 year rainfall events, as stated within Appendix A11- Flood Risk Assessment Addendum, issue 1 ref: 267660-00;</p> <p>b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.);</p> <p>c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected;</p> <p>d) Details of drainage management responsibilities and maintenance regimes for the drainage system; and e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development. This is required to be a pre-commencement condition as the design of a surface water drainage scheme goes to the heart of the permission and must be secured before development commences.</p>
9.	Site Levels	<p>No development shall commence until levels details including the existing and proposed ground, finished floor, ridge height and hard surfaced areas levels, a datum point and spot heights of the adjoining building(s) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those approved levels.</p> <p><u>Reason:</u> In order to ensure the height of the development is appropriate to the character of the area. It is considered necessary for this to be a pre-commencement condition to ensure the development respects the scale of existing adjoining buildings.</p>
10.	Tree protection measures	<p>No development shall take place until a finalised Arboricultural Method Statement (AMS) (detailing all aspects of construction and staging of works) and a finalised Tree Protection Plan (TPP), in accordance with British Standard 5837:2012. has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details,</p>

		<p>until all equipment, machinery and surplus materials have been moved from the site.</p> <p><u>Reason:</u> To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained trees. This is required to be a pre-commencement condition as details relating to the protection of trees during and after construction goes to the heart of the permission.</p>
11.	Tree protection meeting	<p>No development excluding the temporary haul road and including groundworks and demolition shall take place and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until a pre-commencement meeting has been held on site and attended by a suitable qualified arboriculturist, representative from the Local Planning Authority and the site manager/foreman, to check all tree protection measures have been installed in accordance with the approved tree protection plans and approved reports. The tree protection measures shall be maintained for the course of the development works.</p> <p><u>Reason:</u> To protect the trees on site which are to be retained in the interests of the visual amenities of the locality. It is considered necessary for this to be a pre-commencement condition because the tree protection measures need to be checked prior to the development commencing to ensure they are adequately installed.</p>
12.	Bat survey	<p>Prior to the felling of Tree 78 and Tree 91, further surveys shall be submitted to an approved in writing by the Local Planning Authority, to show that there is no bat roosting activity. The development shall be carried out in accordance with the approved details.</p> <p><u>Reason:</u> To ensure that a suitable bat roost is only removed when there is no evidence of bats which are a protected species.</p>
13.	Buffer to E. Clandon Stream	<p>Prior to the commencement of development within 10m of the top of bank of the stream a scheme for the provision and management of a 10 - 40 metre (10m minimum) wide buffer zone within the Phase 1 boundary (as per drawing Phase 1 1:1250 Detailed Application Boundary Ref S101 dated 23.08.19) along East Clandon Stream (measured from the bank top of the stream) has been submitted to and approved in writing by the Local Planning Authority.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
14.	Energy performance	<p>Prior to the commencement of development above the damp proof course (dpc) level, details shall be submitted to and approved in writing by the Local Planning Authority that demonstrate that each new dwelling will achieve a carbon emission rate that is at least 20 percent lower than the building's Target Emission Rate (TER), assessed against Part L:2013. The carbon emission reduction figures must be supported by SAP and SBEM assessment sheets (or similar) that show</p>

		<p>the TER and Building Emission Rate (BER) or Dwelling Emission Rate (DER) for Part L:2013 as applicable. The carbon reduction achieved using low and zero carbon energy generating technologies may be included within the SAP and SBEM assessment. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p> <p><u>Reason:</u> To ensure that the development takes sustainable design and construction principles into account, including climate change adaption and reducing carbon emissions.</p>
<p>15.</p>	<p>External details</p>	<p>Prior to the commencement of development above the damp proof course (dpc) level, large scale plans to a scale of at least 1:20 shall be submitted to and approved in writing by the Local Planning Authority for:</p> <ul style="list-style-type: none"> a) fenestration details including depths of reveal, sections, mouldings, glazing bars, trickle vents, materials, finishes and method of opening; b) pattern/header brickworks and pattern hanging tile work; c) headers and cills; d) balcony, access ramp and other balustrading, excluding the use of glass and sheet materials; e) garage doors, including panelisation, glazed window and door within a door (where practicable) f) porches; g) chimneys; h) roof verges and eaves including brick corbels; i) dormer windows; j) standing seams to metal roofs; k) profile of solar photovoltaic panels. <p>The development shall be carried out in accordance with the plans approved by the Local Planning Authority.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>
<p>16.</p>	<p>External materials</p>	<p>Prior to the commencement of development above the damp proof course (dpc) level, a written schedule including source and manufacturer of materials based on the principles in the Design and Access Statement, shall be submitted to and agreed in writing by the Local Planning Authority. The written schedule shall be supplemented with a sample board(s) of the submitted materials:</p> <ul style="list-style-type: none"> a) bricks, tiles and cladding materials; b) fascias and soffits; c) rainwater goods, vents and flues; <p>The sample board shall be retained on site until the completion of the relevant phase of development. The development shall be carried out using the approved external materials.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>

17.	FTTP broadband	<p>Prior to the commencement of development other than the access and groundworks, details shall be submitted to and approved in writing by the Local Planning Authority for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to each dwelling/building hereby approved. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each dwelling where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that been made in the absence of FTTP.</p> <p><u>Reason:</u> To ensure that the new development in Guildford is provided with high quality broadband services and digital connectivity. It is considered necessary for this to be a pre-commencement condition because utility services need to be agreed at the groundworks stage of construction.</p>
18.	Noise mitigation	<p>Prior to the commencement of development above the damp proof course (dpc) level, a comprehensive scheme for protecting the proposed dwellings from noise, which shall ensure that the levels of 55dB, LAeq16 hour (day-time) in private external amenity areas, 35dB LAeq, 16 hour (day-time) in living rooms and bedrooms, and 30dB, LAeq, 8 hour (night-time) and 45dB, LAmax (night-time) in bedrooms are not exceeded, shall be submitted to and approved in writing by the Local Planning Authority. It shall be demonstrated that the scheme ensures that the noise criteria are achieved for the following stages of development (where dwellings are to be occupied prior to the completion of that stage):</p> <ul style="list-style-type: none"> a) prior to the erection of the temporary acoustic fence b) prior to the completion of the permanent bund and acoustic fence c) on completion of the development as a whole <p>The agreed details shall be implemented for the associated dwelling(s) and maintained thereafter.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>
19.	Outfall details	<p>No outfalls into the East Clandon Stream shall be constructed until a scheme detailing the location and design of any outfalls into the East Clandon Stream shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority.</p> <p>The outfalls should be designed to cause minimal disturbance to the river and its immediate environment and enhance it where possible. The outfalls should be set back from the bank of the East Clandon Stream to provide a natural surface discharge route as recommended in Chapter 9 of the ES.</p> <p><u>Reason:</u> Watercourses are important linear features within the landscape which facilitate the movement of wildlife between suitable habitats and improve the robustness of species populations.</p>

20.	Refuse collection points	<p>Prior to the commencement of development above the damp proof course (dpc) level, details for the refuse collection points including, surfacing, dimensions (to accommodate the required number of bins) and any means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to the first occupation of the associated dwelling(s) and maintained thereafter.</p> <p><u>Reason:</u> To ensure that the collection of refuse can be adequately managed.</p>
21.	Airtightness	<p>Prior to the first occupation of the dwelling type, information shall be submitted to and approved in writing by the Local Planning Authority that demonstrates that each completed dwelling type or 50% of all instances of that dwelling type, whichever is less has achieved an air permeability (airtightness) of 4m³/h/m² or lower. The information provided must match the data on the relevant air permeability test certificate. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p> <p><u>Reason:</u> To ensure that the development applies the energy hierarchy to reduce carbon emission and respond to climate change.</p>
22.	Boundary treatments	<p>Prior to first occupation a plan indicating the positions, height, species, design, materials, and type of boundary treatment to be erected, as appropriate shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment(s) shall be completed prior to first occupation. Development shall be carried out in accordance with the approved details and shall be permanently maintained.</p> <p><u>Reason:</u> To ensure the provision, establishment, and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality</p>
23.	Car parking	<p>Prior to first occupation of a dwelling, space shall be laid out within the site in accordance with the approved plans, drawing no. 19201/C07G, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning areas shall be retained and maintained for their designated purposes.</p> <p><u>Reason:</u> To ensure the provision and retention of adequate off-street parking facilities for vehicles in the interests of highway safety.</p>
24.	Contamination verification	<p>Any approved remediation scheme shall be carried out as detailed. Documentary proof shall be submitted to and approved in writing provided to by the Local Planning Authority to include:</p> <ul style="list-style-type: none"> a) a quality assurance certificate to show that the works have been carried out in full accordance with the approved remediation strategy; b) details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report; c) the necessary documentation detailing what waste material has been removed from the site;

		<p>before the development hereby permitted is first occupied by any person not directly involved in constructing the development.</p> <p><u>Reason:</u> To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>
25.	Custom builds	<p>Prior to the occupation of the 50th dwelling (excluding affordable housing), a Statement shall be submitted to and approved in writing by the Local Planning Authority in accordance with drawing no. C04 rev G for the custom homes identified and setting out how the initial owner(s) of the properties have had primary input into their final design and layout within the sold plot. Additional Statements shall be submitted on the occupation of every subsequent 100th dwelling (i.e. 150th, 250th, etc) of the development.</p> <p><u>Reason:</u> In order to provide effective information and monitoring of the proposals which are capable of being considered as custom-build properties in terms of Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) and to deliver housing choice.</p>
26.	Cycle parking	<p>Prior to first occupation of a dwelling, details shall be provided of secure and covered storage for each dwelling that does not have a garage or access to a cycle store. The details shall be submitted to and approved in writing by the Local Planning Authority for bicycles to be parked. Thereafter the cycle parking area shall be retained and maintained for their designated purposes.</p> <p><u>Reason:</u> to support sustainable travel choices for new occupants.</p>
27.	Drainage verification	<p>Prior to the first occupation of the development, a verification report carried out by a suitably qualified drainage engineer shall be submitted to and approved in writing by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company engaged to manage the drainage system and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).</p> <p><u>Reason:</u> In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality, and improve biodiversity and the appearance of the development.</p>
28.	EV charging	<p>Prior to first occupation of each of the proposed dwellings (flat or house) details of fast charge sockets (current minimum requirements – 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of that dwelling and maintained thereafter in perpetuity.</p>

		<p><u>Reason:</u> To encourage the use of electric cars in order to reduce carbon emissions and improve air quality.</p>
29.	External lighting	<p>Prior to first occupation details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority. To comply with BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby. The details shall be implemented in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works.</p>
30.	Footbridge	<p>Prior to first occupation details including a sample panel of the brickwork (measuring not less than 1 metre by 1 metre shall be constructed to show bricks, face-bond, mortar mix and type and pointing style), plans, elevations and the particulars of the keystone for the footbridge shall be submitted to and approved in writing provided to by the Local Planning. The development shall be built in accordance with the approved plans.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>
31.	Hard & soft landscaping	<p>Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The site shall be laid out in accordance with drawing no. LN-LD-201 rev E, 202 rev E and 203 rev E and details shall include:</p> <ul style="list-style-type: none"> a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted; b) location, type and materials to be used for hard landscaping including specifications, where applicable for: <ul style="list-style-type: none"> i) permeable paving ii) tree pit design iii) underground modular systems iv) Sustainable urban drainage integration v) use within tree Root Protection Areas (RPAs); c) a schedule detailing sizes and numbers/densities of all proposed trees/plants; d) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and e) types and dimensions of all boundary treatments <p>There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees.</p> <p>The landscaping shall be strictly implemented in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.</p> <p>Any new tree(s) or hedge(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting</p>

		<p>(other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced.</p> <p><u>Reason:</u> to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.</p>
32.	Highway works	<p>Prior to first occupation of the development hereby permitted, the following measures shall be implemented in accordance with the approved plans:</p> <p>a) the northern access arrangement comprising of a roundabout on Portsmouth Road, including implementation of shared footway cycleway in general accordance with drawing no: 184389-G- 005 E</p> <p>b) a shared footway cycleway and toucan crossing on Portsmouth Road and Send Barns Lane in general accordance with drawing no.s: 184389-G- 001 F, 194389-G- 002 F, 184389-G- 003 F</p> <p>c) pedestrian and cycle improvements on Portsmouth Road in general accordance with drawing no.s: 184389-G- 004 D and 184389-G-006 D. The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
33.	Highway works	<p>Prior to occupation of the 150th dwelling, the following measures shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority for the southern access arrangement comprising:</p> <p>a) a roundabout on Clandon Road, including implementation of shared footway cycleway and zebra crossing in general accordance with drawing no. 184389-G- 007 C: and</p> <p>b) the footway link to Burnt Common Lane near Field Way in general accordance with drawing no. 19201/C302A</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and provide highway improvement to support sustainable transport choices.</p>
34.	TSP noise mitigation	<p>Prior to the first occupation of the Travelling Showpeople plots a comprehensive scheme for protecting the proposed plots from noise, which shall ensure that external noise levels do not exceed 55dB LAeq16 hour (day-time), 50dB LAeq, 8 hour (night-time) and 65dB LAmx (night-time) in areas in which living accommodation will be situated, shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented for the associated plot(s) and maintained thereafter.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>

35.	Installation of temp acoustic fence	<p>Prior to the first occupation of any dwelling within 175m of the A3 the temporary acoustic fence shall be provided in accordance with Appendix 7.8 of the Environmental Statement and thereafter maintained until the permanent bund and acoustic fence are provided.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>
36.	Kiln Lane works	<p>Prior to first occupation of the travelling showpeople plots hereby permitted, the following measures shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) waiting restrictions shall be implemented on Kiln Lane in general accordance with drawing no.: 184389-G- 019;</p> <p>b) a weight limit of 18 Tonnes be implemented in general accordance with drawing no.:184389-TP-701, Rev D;</p> <p>c) improvements to the junction of Kiln Lane and Portsmouth Road in general accordance with drawing no.: 184389-TP-701, Rev D; and</p> <p>d) improvements to Kiln Lane to the north of 'Hay Place' in general accordance with drawing no: 184389-TP-702 Rev A.</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
37.	Landscape and Ecological Management Plan (LEMP)	<p>Prior to first occupation of the development hereby permitted a landscape and ecological management plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape and ecological management plan shall be carried out and maintained thereafter.</p> <p>Depending on the time period between the completed ecological surveys and the commencement of development activities, updated survey works may be required prior to drafting this plan. The plan shall include the measures outlined in Chapter 9 of the ES, the Woodland report, the Woodland Management plan and the Landscape and Biodiversity Management Strategy. The plan shall also include the additional elements listed below:</p> <p>a) aims and objectives of the management plan</p> <p>b) description of the ecological features of the site to be managed and habitat condition to be achieved. Specific details on the SNCI buffer management will need to be detailed.</p> <p>c) Ecological trends and constraints on site that might influence management</p> <p>d) details of maintenance regimes for each habitat type supported by a detailed map. Maintenance of the watercourse should be minimal and carried out on a rotational basis to try and achieve a mosaic of different habitats. Rotational coppicing/pollarding should aim to create approximately 60% sun and 40% shade over the watercourse.</p> <p>e) timings of maintenance activities and ecological considerations (e.g. avoiding bird nesting season when carrying out vegetation</p>

		<p>clearance/tree works) details of how public access will be restricted and disturbance minimised to the buffer zone</p> <p>f) landscape maintenance for a minimum period of 10 years, including timings, work programmes, replacements etc</p> <p>g) details of the ecological enhancements recommended in section 9.218 of Chapter 9 of the ES. This should also include in-channel morphological enhancements to create a more sinuous, multi-staged channel, including the introduction of coarse angular gravels where these aren't present.</p> <p>h) monitoring for and control of non-native invasive species, including Himalayan Balsam which has been recorded on site</p> <p>i) details of on-going ecological survey work to further shape the Management Plan details of management responsibilities</p> <p>j) all native planting is to be of local provenance.</p> <p>k) details of the legal and funding mechanism(s) by which long term implementation of the plan shall be secured by the developer with the management body responsible for its delivery</p> <p>The LEMP shall be implement in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site.</p>
38.	Operational Management Strategy (OMS)	<p>Prior to first occupation of the Kiln Lane development an Operational Management Strategy (OMS), to include details of:</p> <p>a) The types and weights of vehicles to be permitted;</p> <p>b) The dimensions and layout of parking area(s) and turning space(s); and</p> <p>c) The maintenance regime to clear overhanging trees shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented for any future occupier of the site.</p> <p><u>Reason:</u> So that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
39.	Pylons & overhead lines	<p>Prior to first occupation of the development hereby permitted, details for a programme of works and timetable for the relocation of the pylons and burial of the overhead powerlines shall be submitted to and agreed in writing with the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> <p><u>Reason:</u> To deliver the development in accordance with the masterplan and improve the visual and landscape setting.</p>
40.	Plant and equipment	<p>Prior to first occupation a plan to show the location, specification and manufacturers details of the proposed photovoltaic panels, air source heat pumps and any other plant and equipment for heating, cooling or ventilation to be installed externally on the dwellings/buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p>

		<p><u>Reason:</u> To support carbon reduction measures and maintain the visual amenities of the locality.</p>
41.	Play space	<p>Prior to first occupation of the development hereby approved, detailed plans for the LEAP shall be submitted to and approved in writing by the Local Planning Authority. This shall include the equipment to be installed, as well as a Management Plan for the facilities. The LEAP shall be fully installed and made operational on or before the 100th residential unit is occupied.</p> <p><u>Reason:</u> To ensure that the LEAP is delivered to an acceptable standard and thereafter maintained.</p>
42.	Travel plan	<p>Prior to first occupation of the development, a Travel Plan shall be submitted and approved in writing by the Local Planning Authority in accordance with the Sustainable Transport Strategy prepared by Vectos dated 20.10.2020 ref: 184389/N16 and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented prior to first occupation and thereafter maintain and develop the Travel Plan.</p> <p><u>Reason:</u> To support sustainable transport choices.</p>
43.	Water efficiency	<p>Prior to first occupation, a water efficiency statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of water management measures that achieve a maximum water usage of 110 litres per person per day and prioritises demand reduction measures over supply measures for each dwelling.</p> <p><u>Reason:</u> To improve water efficiency and respond to climate change.</p>
44.	Accessible housing	<p>The development hereby approved shall have 11 homes constructed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards and this dwelling shall include storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable. 35 of the units hereby approved shall also be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2), as specified in the 'schedule of accommodation' ref: P301A dated 14.05.2021. Thereafter these features and accessible homes shall be retained and maintained for the life of the development.</p> <p><u>Reason:</u> In order to provide a flexible housing stock to meet a wide range of accommodation needs.</p>
45.	Biodiversity net gain	<p>Prior to the completion of development hereby approved the Biodiversity Net Gain shall be delivered in accordance with Chapter 9: Ecology and Nature Conservation of the Environmental Statement (December 2019) and the calculator provided at Appendix A9 of the Supplementary ES (February 2021). This shall thereafter be maintained.</p>

		<p><u>Reason:</u> to ensure that biodiversity gains are delivered for enhancement and improvements of habitats.</p>
46.	Hours of working	<p>a) no demolition, construction or engineering works, (including land reclamation, stabilisation, preparation, remediation or investigation), shall take place on any Sunday, Bank Holiday or Public Holiday, and such works shall only take place between the hours of 08:00 to 20:00 weekdays and 08:00 to 13:30 Saturdays. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these permitted hours.b) delivery restrictions by HGV movements to or from the site shall take place between 08:30 to 09.15 and 15:15 to 16:00 only and (no HGVs shall be laid up, waiting, in Send Barns Lane in advance of or during these times)</p> <p>c) Should any extension to working hours be required due to unforeseen circumstances, the site manager shall write to the Local Planning Authority and all local residents detailing the length of time site operatives will be working on site to carry out essential work only, what work would be undertaken and measures to reduce the impact on adjoining neighbours in accordance with the Considerate Constructors Scheme (or similar).</p> <p><u>Reason:</u> To protect the amenity of adjoining properties and roads and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
47.	Remove PD car barns	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification) any garage or car barn which has been approved with open sides, fronts or backs shall remain as such in perpetuity and they shall not be further enclosed in full or in part at any time. They shall be useable only for their designated purpose for car parking.</p> <p><u>Reason:</u> To prohibit the unsightly enclosure of the structures and in an ad-hoc manner, to protect the character and appearance of the development and ensure that parking provision is maintained to prevent obstruction of the highway.</p>
48.	Remove PD enlargement & HMO	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) or any succeeding or replacement legislation, no extensions or alterations to dwelling houses hereby approved shall be carried out under Schedule 2, Part 1 (all Classes); Part 2 Class A and B and Part 3 Class L.</p> <p><u>Reason:</u> To prohibit the unsightly enclosure of the structures and in an ad-hoc manner, to protect the character and appearance of the development and ensure that parking provision is maintained to prevent obstruction of the highway.</p>

49.	Remove PD for front boundaries	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), (or any Order revoking and re-enacting that Order), no gates, walls, fences or other means of enclosure as defined by Section 336 of the Town and Country Planning Act 1990 shall be erected forward of any wall of that dwellinghouse which fronts onto a road.</p> <p><u>Reason:</u> Having regard to the specific, innovative and detailed design of the approved dwellings, maintaining satisfactory private outdoor amenity space and place-making principles.</p>
50.	Secured by Design	<p>The development hereby approved shall be based upon the principles of Secured by Design (physical security) or the Building Regulations equivalent, and the scheme shall be implemented in accordance with those principles.</p> <p><u>Reason:</u> To ensure that the development is acceptable in terms of crime and safety.</p>
51.	Tree & planting retention	<p>All existing and trees, hedges or hedgerows shall be retained, unless shown on the approved drawings as being removed and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the last occupation of the development.</p> <p>a) no retained tree, hedge or hedgerow shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars. Any pruning shall be carried out in accordance with British Standard 3998: 2010 (tree work) and in accordance with any approved supplied arboricultural information.</p> <p>b) if any retained tree, hedge or hedgerow is removed, uprooted or destroyed or dies, another tree, hedge or hedgerow of similar size and species shall be planted at the same place, in the next available planting season or sooner.</p> <p><u>Reason:</u> To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.</p>
52.	Weight limit	<p>No vehicle over 18 tonnes shall be stationed, parked or stored on the Travelling Showpeople plots.</p> <p><u>Reason:</u> to not prejudice highway safety and users.</p>

34 Outline application phases 2 and 3:

53.	Time limit	<p>Application for approval of the reserved matters for Phase 2 shall be made to the Local Planning Authority before the expiration of five years from the date of this permission and application for approval of reserved matters for Phase 3 shall be made before the expiration of seven years from the date of this permission.</p> <p><u>Reason:</u> To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.</p>
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54.	Time limit	<p>The development in each of Phases 2 and 3 hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved for that phase.</p> <p><u>Reason:</u> To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.</p>																																																								
55.	Reserved matters	<p>Details of the appearance, layout, and scale, hereinafter called "the reserved matters" for each phase shall be submitted to and approved in writing by the Local Planning Authority before any development begins on that phase and the development shall be carried out as approved.</p> <p><u>Reason:</u> To enable the Local Planning Authority to control development in detail and to comply with Section 92 of the Town and Country Planning Act (1990) as amended.</p>																																																								
56.	Drawing no.	<p>The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:</p> <table border="1"> <thead> <tr> <th>Date Issued</th> <th>No.</th> <th>Revision</th> <th>Title</th> </tr> </thead> <tbody> <tr> <td>24/02/21</td> <td>S101</td> <td>✓</td> <td>Site Location Plan</td> </tr> <tr> <td>24/02/21</td> <td>S102</td> <td>✓</td> <td>Existing Site Layout & Topo Survey</td> </tr> <tr> <td>09/04/21</td> <td>P301</td> <td>A</td> <td>Site Masterplan</td> </tr> <tr> <td>09/04/21</td> <td>C301</td> <td>A</td> <td>Coloured Site Master Plan</td> </tr> <tr> <td>24/02/21</td> <td>P302</td> <td>✓</td> <td>Site sections</td> </tr> <tr> <td>24/02/21</td> <td>P302</td> <td>✓</td> <td>Site sections</td> </tr> <tr> <td>24/02/21</td> <td>C01</td> <td>F</td> <td>Land use Parameter Plan</td> </tr> <tr> <td>24/02/21</td> <td>C02</td> <td>F</td> <td>Access and Movement Parameter Plan</td> </tr> <tr> <td>24/02/21</td> <td>C03</td> <td>F</td> <td>Landscape Parameter Plan</td> </tr> <tr> <td>24/02/21</td> <td>C04</td> <td>F</td> <td>Building Heights Parameter Plan</td> </tr> <tr> <td>24/02/21</td> <td>C05</td> <td>F</td> <td>Density Parameter Plan</td> </tr> <tr> <td>24/02/21</td> <td>C06</td> <td>✓</td> <td>Phasing Plan- Phase 2</td> </tr> <tr> <td>24/02/21</td> <td>C07</td> <td>✓</td> <td>Phasing Plan- Phase 3</td> </tr> </tbody> </table> <p><u>Reason:</u> To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.</p>	Date Issued	No.	Revision	Title	24/02/21	S101	✓	Site Location Plan	24/02/21	S102	✓	Existing Site Layout & Topo Survey	09/04/21	P301	A	Site Masterplan	09/04/21	C301	A	Coloured Site Master Plan	24/02/21	P302	✓	Site sections	24/02/21	P302	✓	Site sections	24/02/21	C01	F	Land use Parameter Plan	24/02/21	C02	F	Access and Movement Parameter Plan	24/02/21	C03	F	Landscape Parameter Plan	24/02/21	C04	F	Building Heights Parameter Plan	24/02/21	C05	F	Density Parameter Plan	24/02/21	C06	✓	Phasing Plan- Phase 2	24/02/21	C07	✓	Phasing Plan- Phase 3
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57.	SANG	<p>No development for each phase shall take place until written confirmation has been obtained from the Local Planning Authority that either:</p> <p>a)</p> <p>i) the Council has secured Suitable Alternative Natural Green Space (SANG) to be provided or enhanced to mitigate the impacts of the development utilising a financial contribution payable pursuant to the planning obligation attached to this permission; or</p> <p>ii) the applicant has secured sufficient capacity at another existing or approved area of SANG capable of mitigating the impacts of the development in accordance with the planning obligation attached to this</p>																																																								

		<p>permission.</p> <p>b) prior to first occupation of any dwelling for each phase written confirmation shall be obtained from the Local Planning Authority that any works required to bring the area of SANG allocated to the development up to acceptable SANG standard have been completed.</p> <p><u>Reason:</u> This is required as a pre-commencement condition as the development is only acceptable if the impact on the Thames Basin Heaths Special Protection Area can be mitigated. This is reliant on the provision of SANG. Avoidance works associated with development need to be carried out prior to the occupation of the development so that measures can cater for increased number of residents to avoid adverse impact on the Thames Basin Heaths Special Protection Area.</p>										
58.	Phasing	<p>The Reserved Matters submitted to the Local Planning Authority pursuant to Condition 55 shall come forward in accordance with the phasing for phases 2 and 3 in accordance with drawing no. C06 and C07 and the construction works programme provided at Table 2.5 of the ES Addendum. The development shall thereafter be carried out in accordance with the approved schedule and phasing.</p> <p><u>Reason:</u> In order to ensure that where the development is to be carried out in phase that the impacts can be properly controlled and monitored so as to ensure there is no significant impact on residential amenity or highway safety.</p>										
59.	Housing mix	<p>Each reserved matters application for a phase shall include a housing mix that results in an overall mix for the whole development that shall accord with the following range:</p> <table border="0"> <tr> <td>Market Housing:</td> <td>Affordable Homes</td> </tr> <tr> <td>1-bed: 5-10%</td> <td>1-bed: 35-45%</td> </tr> <tr> <td>2-bed: 25-30%</td> <td>2-bed: 30-35%</td> </tr> <tr> <td>3-bed: 35-45%</td> <td>3-bed: 20-25%</td> </tr> <tr> <td>4+bed: 20-25%</td> <td>4+bed: 0-5%</td> </tr> </table> <p>Properties across all reserved matters will meet the National Minimum Spaces Standards, that 10% of the homes shall meet Building Regs M4(2) 'acceptable and adaptable dwellings' and 5% of the dwellings shall meet Building Regs M4(3) 'wheelchair user dwellings' and 5% of the homes shall be custom builds.</p> <p><u>Reason:</u> to ensure that the housing delivered meets the borough's identified housing need and offers housing choice.</p>	Market Housing:	Affordable Homes	1-bed: 5-10%	1-bed: 35-45%	2-bed: 25-30%	2-bed: 30-35%	3-bed: 35-45%	3-bed: 20-25%	4+bed: 20-25%	4+bed: 0-5%
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3-bed: 35-45%	3-bed: 20-25%											
4+bed: 20-25%	4+bed: 0-5%											
60.	Masterplan	<p>Details of the particulars submitted under the reserved matters pursuant to condition 55 shall generally accord with the principles shown on the drawing number C302 rev A Illustrative Master Plan'.</p> <p><u>Reason:</u> In order to ensure that where the development is to be carried out in phase that the impacts can be properly controlled and monitored so as to ensure there is no significant impact on residential amenity or highway safety.</p>										

61.	Bund	<p>Prior to commencement of the bund to the A3 detail shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of land contouring, new planting with the specification, height, species and density and the location and specification of the acoustic fence. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that the bund provides noise and vibration mitigation to the new occupants and would preserve the visual amenity of the surrounding area.</p>
62.	Public art	<p>Prior to commencement of each phase of development details of the public art strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall follow the principles in the Guildford Public Art Strategy 2018-2023. The agreed Public Art shall be installed on site prior to the occupation of the 100th dwelling of that phase and be maintained in perpetuity.</p> <p><u>Reason:</u> In the interest of delivering Public Art on site to create an enhanced public realm.</p>
63.	Buffer zone scheme	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition 55 shall include a scheme for the provision and management of a 10 - 40 metre (10 m minimum) wide buffer zone along either side of the East Clandon Stream (measured from the bank top of the stream). The scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme will include details of the following:</p> <ul style="list-style-type: none"> a) the buffer shall vary in size from a minimum 10m extending as much as possible to 40m wide as recommended in Chapter 9 of the Environment Statement (ES). Local narrowing over a distance of approximately 15.0m adjacent to the travelling showpeoples' plots and at the proposed crossing is permissible, providing the buffer zone is no less than 6m from the bank top of the stream at this location and any impacts to the river corridor are appropriately mitigated. b) areas of ancient woodland shall be protected by a 15m (minimum) wide buffer as recommended in the Woodland report. The proposed layout will be implemented to avoid gardens abutting the watercourse and ancient woodland buffer zones to prevent residents dumping garden waste in these areas. c) this scheme shall include the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland Report, the Woodland Management plan and the tree protection plans. d) The scheme for each phase will be complementary, additional and connected to the previous phase and will not compromise the outcomes or connectivity of the previous phases. <p>Thereafter, the development shall be carried out in accordance with the approved scheme.</p> <p>The buffer zone scheme shall be free from built development including lighting, footpaths (accept in specifically agreed locations), domestic gardens and formal landscaping and must not be used to store or transport any materials/equipment. The scheme shall include:</p> <ul style="list-style-type: none"> a) plans to show the extent and layout of the buffer zone

		<p>b) details of any proposed planting scheme (all species to be native and of local provenance)</p> <p>c) details of how the site will be managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan</p> <p>d) details of any proposed footpaths, fencing, lighting, etc. To reduce light spill onto the buffer zone, all artificial lighting should be directional and focused with cowlings (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes for the Reduction of Obtrusive Light". Where fencing is required, this should have a wildlife friendly design that allows species (e.g. hedgehogs and badgers) to pass through/under it in accordance with Article 10 of the Habitats Directive.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
<p>64.</p>	<p>River crossing</p>	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority shall include abutment locations. The design must demonstrate that:</p> <p>a) it does not restrict flood flows up to the 1 in 100 year flood extent plus an appropriate allowance for climate change.</p> <p>b) There is enough space for the passage of mammals (including otters) a 1 in 100 year flood event plus an appropriate allowance for climate change. An appropriate vertical clearance will be provided between the 1 in 100 year plus climate change flood level and the bridge soffit to allow mammals (including otters) to pass under during high flows. If it is not possible to provide a gap between the bridge abutments and the edge of the watercourse (for animals to walk on solid ground) during the 1 in 100 year plus climate change flood level, a mammal ledge must be incorporated into the design. This ledge should be designed in accordance with volume 10, section 1, part 9 of the design manual for roads and bridges (The Good Roads Guide New Roads Nature Conservation Advice in Relation to Otters, dated May 1999).</p> <p>c) incorporate mitigation measures to mitigate for any loss of open water habitat, such as habitat impacted by shading.</p> <p>The number of crossings will be kept to a minimum and should not exceed the three (one road and two footpath) crossings currently proposed in paragraph 9.214 of the ES. A new road crossing will be constructed as a clear span bridge and one of the existing culverts (the existing road bridge) will be replaced with a new clear span footbridge as referenced in paragraph 9.214 of the ES. The reserved matters application will consider the removal of the third culvert if the culvert is elevated from the stream bed or restricting flow significantly. Details of the condition of the third culvert will be provided.</p> <p>Thereafter the development shall be carried out in accordance with the approved scheme.</p> <p><u>Reason:</u> The use of a clear-spanning bridge would maintain the river corridor and allow the movement of both the river and associated wildlife.</p>

65.	Play space	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition 55 shall include details of play space or equipment for youths and older children. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that there are suitable play facilities for all age groups.</p>
66.	Site levels	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition no 55 shall include full details of proposed earthworks, showing existing and proposed finished levels or contours for the phase. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> To prevent flooding and ensure that the height and scale takes into account the site topography.</p>
67.	Biodiversity net gain	<p>Particulars of the Reserved Matters submitted to the Local Planning Authority for approval shall include an updated Biodiversity Impact Calculator (BIC) in accordance with the current policy and national requirements. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that biodiversity gains are delivered in accordance with policy requirements in place at the time of decision-making for enhancement and improvements of habitats.</p>
68.	Flood risk mitigation	<p>The development shall be carried out in accordance with the submitted flood risk assessment (ref A11.1 Garlicks Arch Flood Risk Assessment ISSUE 4) and the associated drawing and plans included in this document with the following mitigation measures it details:</p> <ul style="list-style-type: none"> a) the layout of the site and phasing of the development will be in line with the plans b) the area adjacent to the watercourse should be in accordance with the Landscape proposal drawing c) there shall be no land raising or storage of material in areas designated as flood zone 3 (1% AEP of flood risk) d) flooding will not be increased off-site <p>These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p><u>Reason:</u> To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To reduce the risk of flooding from blockages to the existing culvert.</p>
69.	Woodland Management plan	<p>The development hereby permitted shall follow the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland Report, the Woodland Management Plan and the tree protection plans. This shall</p>

		<p>include the provision of information boards and litter/ dog waste bins. Thereafter, the development shall be carried out in accordance with the approved scheme and maintained.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
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35 Informatives

1.	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.</p> <p>In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.</p>
2.	<p>Thames Water Informative:</p> <p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p>
3.	<p>Lead Local Flood Authority Informatives:</p> <p>If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.</p> <p>If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.</p> <p>As part of the submission of information to discharge the surface water drainage planning conditions the Applicant should provide pond liner details and depths in accordance with the manufactures recommendations, this should include evidence</p>

	<p>that a hydrogeologist has reviewed the pond liner design to take account of ground conditions.</p>
<p>4.</p>	<p>County Highway Authority Informatives:</p> <p>The permission hereby granted shall not be construed as authority to carry out any works on the highway.</p> <p>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 or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs</p> <p>The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme</p> <p>The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-andcommunitysafety/flooding-advice</p> <p>The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.</p> <p>The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.</p> <p>It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. For guidance and further information on charging modes and connector types please refer to: www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html</p>
<p>5.</p>	<p>Ecology Informative:</p> <p>Should Bats be identified as present or their roosts, the applicant should contact Natural England to establish if a Protected Species licence is required in order to allow the development to proceed lawfully.</p>

Officer's Report

6. Site description

- 61 The site forms the majority of the Garlick's Arch site allocation (A41) which has been inset from the Green Belt following the adoption of the Guildford Borough Local Plan: strategy and sites (LPSS) in 2019.
- 62 The site abuts the Portsmouth Road (B2215) to the north, the A3 Ripley Bypass to the south, Burnt Common Lane to the west and Kiln Lane to the east. The southern parcel of the site contains a large arable field, whilst the north of the site contains several smaller fields of semi-improved grassland, which are used for sheep/horse pasture and pheasant shooting, and a clay pigeon shooting range, and gundog training. The grassland fields are surrounded by tree belts and woodland including Garlick's Arch Copse and Oldlands Copse (north), both of which are designated as Ancient Woodland. Oldlands Copse is bisected by the A3 Ripley Bypass. The northern parcel of Oldlands Copse (Oldlands Copse North) is within the site. The two parts of the site are separated by the East Clandon Stream, a tributary of the River Wey
- 63 The site is within the 400m to 5km buffer zone of the Thames Basin Heaths Special Protection Area.

7. Proposal

- 7.1 The hybrid application, as amended, seeks permission for a phased development of 520 new homes including Travelling Showpeople plots and associated infrastructure including vehicular accesses onto Portsmouth Road (B2215) and Clandon Road (A247) with roundabout junctions. An on-site community facility would also be provided. The application also includes the erection of associated utilities infrastructure, burying of the electricity pylons and included land works and acoustic fencing along the boundary with the A3, Ripley By-Pass. The full application relates to phase 1 for 220 new homes and the six Travelling Showpeople plots. The outline application is for Phases 2 and 3 for 300 new homes. See drawing C06, Phase 2 and C07, phase 3 for the phasing plans. In respect of the outline application, the matters for determination at this stage are access, landscape and the principle of development. Scale, appearance and layout are reserved.

- 7.2 Brief details of the full application for phase 1 for 8.26 hectares (gross):

- 220 new homes, with the following housing mix:
- 40% would be affordable housing (88 homes);
- 5% would meet Building Regulation M4(3) Category 3 Standard (wheelchair user dwellings) (11 homes);
- 10% would meet Building Regulation M4(2) Category 2 Standard (accessible and adaptable dwellings) (35 homes).
- 5% would be custom build plots (11 homes);
- the housing type breakdown is:
 - 31 one-bedroom flats;
 - 60 two-bedroom flats/houses;
 - 88 three-bedroom houses;
 - 36 four-bedroom houses;
 - 5 five-bedroom houses.

Agenda item number: 4(1)

- proposed housing density 24.1 dwellings per hectare or 44.8 dwellings per hectare on the developable area (excluding the roundabout junctions, acoustic bund and open space areas)
 - 2 and 2.5 storey houses and 2.5 to 3.5 storey apartment buildings (see drawing no. C02G)
 - 81 sqm for a community facility, Use Class F.2(b) (see drawing no. floor plan - P376 rev A)
 - 0.98 hectares of open space (including a Local Equipped Area for Play (LEAP), see drawing no. hard and soft landscaping plan - LN-LD-203 rev E)
 - change of use of land for six Travelling Showpeople plots with a separate vehicular access from Kiln Lane
- 73 Phases 2 and 3 for 21.62 hectares of the application are in outline with the access and landscaping details. The matters for consideration are:
- acoustic bund - combination of landscaped earthworks and a permanent acoustic barrier
 - vehicular and pedestrian access
 - 5.15 hectares of open space (including 0.08 play space comprising Super Local Area for Play (SLAP) and natural play, see drawing no. landscape parameter plan C03 rev F)
 - woodland management
- 74 There are three existing electricity pylons and associated overhead power lines which require relocation and under-grounding to facilitate the proposed development. It is intended, subject to the necessary approvals, to remove two of the three pylons on the site and relocate the remaining pylon to the north east.
- 75 The masterplan overlaid with flood zones(drawing no. GARL-ARP-XX-CIV-0202 rev D, in Appendix A11 – Flood Risk Addendum part A4.2) for the site shows the built form to be generally located outside the flood zones 2 and 3 and ancient woodland buffer zones. The Masterplan shows a mixture of houses and apartments ranging in height between two and three and a half storeys. The apartment buildings would frame the entrance from Portsmouth Road and north of the central green I. The Travelling Showpeople plots are adjacent to the A3 to the east of the site, while the other services, including the community use, would be around the central green next to the primary road.
- 76 The development would have two access points to the residential development, one to the north from Portsmouth Road and the other to the west from Clandon Road both served by roundabouts. A primary street running from north to south west through the site would link these access points and this would link to the secondary and tertiary streets to serve the development areas. Additional pedestrian and cycle accesses would be provided along all the site boundaries. The Travelling Showpeople plots would have a separate vehicular access from Kiln Lane to the east.
- 77 An illustrative construction works programme is provided at Table 2.5 of the ES Addendum has been submitted as part of the application. The Applicant envisages that the initial enablement phase of development could commence in 2021-22 (subject to outline planning permission being granted in Spring 2021). Between 2022-25 reserved matters applications for phases 2 and 3 and any necessary further permission for the Travelling Showpeople would be submitted and works commenced.
- 78 The scheme is the result of significant engagement between officers and the applicant

following both pre-application and post submission reviews as part of a Planning Performance Agreement (PPA). Plans were first presented to the Council at the pre-application stage in June 2019. A number of formal pre-application meetings and design focused workshops and other technical meetings have been held since.

7.9 This is a summary of the key recommendations from the Guildford Design Review Panels (DRP) held on 01.08.2019 and 16.10.2019 with Design: South East, see Appendix 1 and 2 for the reports:

- landscape strategy important to design development
- on site community facilities necessary
- more bespoke response to the landscape characteristics, architecture, built form and communal spaces required
- need clarity as to how the development is resilient and sustainable
- views should be provided to and from key locations to ensure the quantum and disposition of built form is appropriate
- clarity on housing typologies towards the street hierarchy
- highway engineered led approach to Portsmouth Road roundabout which is detrimental
- need to establish the scheme's identity and relationship to the surrounding villages
- further analysis of the site and its landscape history and heritage needed
- a village layout should be considered
- the proposal is likely to be car-reliant
- reinforce the green corridor along the East Clandon Stream
- plateau slope should be protected and enhanced
- relocate Travelling Showpeople plots

7.10 The applicant has provided a response in the Design and Access Statement, Revision B dated Feb 2021 pages 62-66, as well as further details of the design evolution and work carried out with officers in a series of meetings at the pre-application stage and during the course of the application.

7.11 During the course of the application the following amendments were made to the proposals, public consultations were carried out on 24.01.2020, 02.10.2020 and 03.03.2021:

Phase 1 (detailed element):

- updated boundary
- layout and distribution of properties for defined character areas and legibility when moving from higher to lower hierarchy roads
- mews broken up for parking with inclusion of flats of garages (FOGs) and pedestrian connections and road widths
- larger Sustainable Urban Drainage Systems (SUDS) basins
- relocation of the bus stop
- green, pedestrian only corridor connecting the Central Green with the neighbouring Oldlands development
- additional secondary green links to inter-connect neighbourhoods
- revised mix and dwelling size distribution
- revised building height distribution to reinforce place-making

- greater ridge height and roof form variation
- enlarged habitable room windows
- review of the materials palette to promote a more harmonic environment
- provision of an 81 sqm community space within the ground floor of the apartment building
- squares added to mark the spine road junctions with ends of secondary streets
- omission of the shelter from the Central Green
- commanding presence at the northern entrance from Portsmouth Road

Phases 2 and 3 (outline element):

- revisions to the access and movement strategy
- reduction in the number of apartment blocks
- amendment to buildings heights
- revised proportion of affordable housing provision to achieve a 60:40 (private: affordable) mix.

[officer note: since 03.03.2021, some updated drawings were submitted to account for the changes in the fabric first approach, updated parking layout plan, corrected building heights plan, overlay plan with open space, flood zones and Ancient Woodland, updated accommodation schedule, clarification on public open space, energy statement updated, sustainability statement updated, corrections to the Arboricultural Method Statement, corrections to pages of the Design and Access Statement, illustrative detailing of buildings drawings and clarification on ecological matters. These were mainly technical matters and points of clarifications that did not materially change the proposal or affect the Environmental Statement chapters to warrant a public notification and have been made accessible on the council's website.]

8. Environmental Impact Assessment

- 81 The proposal is Environmental Impact Assessment development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 82 Prior to the submission of the application the applicant submitted a scoping request (19/S/00002). The Council responded to confirm that matters that should be scoped in and scoped out of an Environmental Statement (ES).
- 83 An ES with a separate Non-Technical Summary (NTS) accompanied the application, public consultation for this took place for 21 days from 23.01.2020 and 30 days from 02.10.2020. A further Addendum Statement was submitted in February 2021, the purpose of which was to provide information on further assessment work and scheme amendments and to identify, where relevant, the extent of any additional or amended significant environmental effects not previously identified. It was subject to public consultation for 30 days from 03.03.2021.
- 84 The ES has twelve chapters, covering the following issues:
- Chapter 1: Introduction
 - Chapter 2: Description of the Site, Surroundings and Background
 - Chapter 3: Proposed Development and Alternative Considerations
 - Chapter 4: Soils and Construction Methodology

- Chapter 5: EIA Methodology
- Chapter 6: Transport and Access
- Chapter 7: Noise and Vibration
- Chapter 8: Air Quality
- Chapter 9: Ecology and Nature Conservation
- Chapter 10: Landscape and Visual Impact Assessment
- Chapter 11: Water Resources and Flood Risk
- Chapter 12: Residual Impacts, Mitigation and Cumulative Effects

Together with all other material information, comments from statutory consultees and from members of the public, these items form the environmental information that is taken into account in this report. This information must be taken into account in the course of the decision, and the obligations set out in Regulation 26 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 complied with.

- 85 The ES has been independently reviewed to assess the basic approach and methodology of the applicants' EIA work as reported in the ES and to assess the adequacy of the ES in providing a full and systematic account of the proposed development and its likely effects on the environment as required by the EIA Regulations. The review used criteria adopted by the Institute of Environmental Management and Assessment (IEMA) for use in the Environmental Impact Assessment (EIA) Quality Mark registration scheme. The review identified a number of potential areas of clarification and further information. See Appendix 3 for the review by Thomson Environmental. Taking this into account, alongside all other relevant information, officers are satisfied that the ES complies with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

9. Relevant Planning History

The following applications relate to the application itself:

- 91 19/S/00002 - Request for a Scoping Opinion under the Town and Country Planning (Environment Impact Assessment) Regulations 2017. *Issued 07/08/2019*
- 92 76/P/0575 – Outline for petrol filling station, shop, toilets, restaurant, car parking and link to south side of trunk road. *Refused 10/08/1976*
- 93 GU/R 6228 1957 - Residential development of land. *Refused 22/08/1957*

The following applications relate to part of the site allocation (A41) known as Oldlands accessed from Burnt Common Lane to the west of the application boundary:

- 94 21/P/00352 Proposed erection of 29 residential dwellings with associated vehicular and pedestrian access via Burnt Common Lane, garaging, car parking, secure cycle storage and landscaping. *Pending consideration and will be considered at the same special planning committee as this item.*
- 95 19/P/02191 - Proposed erection of 30 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping. *Refused 27/04/2020, Appeal allowed 26/05/2021*

Allowed as an appropriate layout for the site, would complement the surrounding character and appearance of the area and provide a sensible transition between the existing settlement and the broader housing allocation.

96 19/P/01112 - Proposed erection of 32 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping. *Withdrawn 27/09/2019*

97 14/P/00219 - Outline application for retention of existing dwelling and the erection of 25 new dwellings with associated access. (All matters are reserved except for access and layout). *Refused 07/05/2014*

This application relates to another part of the site allocation known as the Builder's Yard used for the sale and storage of motor vehicles accessed from Portsmouth Road:

98 16/P/00783 - Outline application for nine two storey dwellings would all matters reserved. *Refused 07/06/2016*

6.7 and 6.8 above were refused as there was an objection in principle as the sites were in the Green Belt at the time of determination and would amount to inappropriate development. There were also other reasons for refusal in relation to harm to the character of the area, tree loss, risk to protected species and loss of business use.

This is for land at Tithebarns Farm, Tithebarns Lane on the opposite site of the A3 which would be used in association with the site as SANG:

99 19/P/02240/S106/1 - Section 106 request to secure the use of the open space as SANG in perpetuity. *Pending consideration*

9.10 19/P/02240 - Change of use of the site to 16 hectares of publicly accessible open space with associated landscaping, access, parking and other works to facilitate a bespoke Suitable Alternative Natural Greenspace (SANG). *Granted 29/07/2020*

The applicant has applied to enter into a legal agreement to enable the land to be used as a SANG now that the change of use has been granted.

10. Consultations

- 101 The applicant has submitted a Statement of Community Involvement (December 2019), prior to the submission of the application the applicant undertook three public exhibitions (18.07.2019, 22.07.2019 and 23.07.2019) in the villages of Ripley, West Clandon and Send with invitations sent to 3,250 homes and 218 attendees, meetings with the parish councils, Diocese of Guildford and Guildford Residents Association. The applicant has delivered two councillor briefings on 11.09.2019 and 17.05.2021, alongside briefing sessions between officers and ward councillors including a session on highway matters and a committee site visit is also planned prior to the committee meeting.

The response below is the latest received and where no updated response is received it is the last one received as there have been three consultations of this application on 24.01.2020, 02.10.2020 and 03.03.2021:

Statutory consultees

- 102 Highways England: no objection, unlikely to be a significant impact on the safe and effective operation of the A3. Suggest conditions for a travel plan and Construction Traffic Management Plan
- 103 Natural England: no objection, following revisions to the SANG Management Plan for the proposed SANG at Tithebarns Farm, satisfied that the identified impacts on Thames Basin Heaths Special Protection Area (SPA) can be appropriately mitigated. Natural England has been consulted on an Appropriate Assessment for the application in accordance with Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017, they raise no objection.
- 104 Environment Agency: no objection, subject to conditions in relation to mitigation measures, buffer zones, protection and outfalls to the East Clandon Stream, details of river crossing.
- 105 County Highways Authority (CHA): no objection, are satisfied that the proposed development would not result in a severe impact on the local highway network, subject to planning obligations of highway improvements and contributions to sustainable travel strategy and conditions.
- 106 Local Lead Flood Authority (LLFA): no objection and suggest conditions in relation to design of the drainage scheme and verification report for that system.
- 107 Historic England: no comments

Internal consultees

- 108 Environmental Health Officer: no objection and has made the following comments:
- Additional mitigation is proposed for properties where internal noise levels are predicted to be above acceptable standards. This includes enhanced glazing and ventilation to certain properties; detailed conditions would ensure that these properties would get satisfactory mitigation temporary fencing for phase 1 required prior to first occupation
 - noise mitigation for new homes and Travelling Showpeople site required
 - additional air quality monitoring reveals there would be no new exceedances
 - suggest conditions in relation to noise protection, Construction

Environmental Management Plan (CEMP), dust and construction management, contaminated land and air quality

- 109 Parks Development Officer: no objection and has made the following comments:
- no playing fields however the alternative developer contribution is acceptable
 - a shortage of play space for older children some equipment would cater for older children, a condition to ensure details for the play spaces are provided to illustrate that older children are catered for
 - further details required on the equipment for LEAP in phase 1 [officer comment: further details can be secured by condition]
 - interconnected corridors of green space connecting out of the site is welcomed
- 10.10 Recycling and Waste Projects Officer: no objections and has made the following comments:
- phase 1 acceptable
 - masterplans for phase 2 and 3 look acceptable, subject to a swept path and bin store mapping that would come later.
- 10.11 Housing Strategy and Enabling Manager: no objection and has made the following comments:
- policy compliant 40% affordable housing across the development and on each phase
 - 70/30% split between affordable rented (62 homes) and other affordable intermediate homes (26 homes)
 - specific clustering of the different types of accommodation and the mix of properties broadly in line with the requirements defined by the SHMA
- 10.12 Tree Officer: no objection, subject to conditions condition requiring both the Arboricultural Method Statement (AMS) and Tree Protection Plans (TPP) be adhered to during all stages of the development and a Woodland Management Plan condition suggested.

Non-statutory consultees

- 10.13 Surrey County Council, Infrastructure Agreements Manager: no objection, subject to financial contribution for circa:
Early Years Contribution: £349,986
Primary Contribution: £1,729,453
Secondary Contribution: £1,861,443
- The forecasted demand for places (based on the birth rate and inward migration), including the pupils from this development, does not generate sufficient need to open a new primary school on the site of the former Ripley CofE Primary School.
- 10.14 NHS Guildford and Waverley CCG: no objection, subject to financial contribution of circa. £451,500 for additional floorspace at the local GP practice.
- 10.15 Surrey & Sussex Police: no objection, subject to financial contribution circa. £101,534.50 for staff set up costs, staff accommodation and vehicles
- 10.16 Arriva Buses: no response

- 10.17 Stagecoach Bus: has made the following comments:
- all the routes past and in the near vicinity of the site are supported by Surrey County Council
 - welcome the provision of a logically-routed spine road
 - a single pair of stops would bring all dwellings nominally within the 400m catchment
 - worth examining the provision of two pairs, one nearer the SW access and another towards the north.
- 10.18 White Bus Services: no response
- 10.19 Network Rail: no objections
- 10.20 South Western Railway: no response
- 10.21 Surrey Hills Area of Outstanding Natural Beauty Officer: no objection, in view of the distance, intervening topography and vegetation between this site and the Surrey Hills AONB
- 10.22 National Trust: no comment
- 10.23 County Archaeologist: has provided the following comments:
- further investigations in the form of a trial trench evaluation
 - suggests condition for programme of archaeological works
- 10.24 Minerals & Waste Policy Team Manager, Surrey County Council: has made the following comments:
- need for facilities to sustainably manage domestic waste
- 10.25 Surrey Police: has provided the following comments:
- condition requiring Secure by Design accreditation
 - meeting to facilitate an early application for the Secure By Design Accreditation
- 10.26 Thames Water: have no objection in regard to foul water sewerage and surface water network infrastructure capacity and have made the following comments:
- surface water would not be discharged to the public network and approval should be sought from the Lead Local Flood Authority
 - waste capacity exists for 220 homes
- 10.27 Affinity Water Company: no comments, located outside of our groundwater protection zone
- 10.28 National Grid and Cadent Gas: no assets in this area
- 10.29 UK Power Networks: no response
- 10.30 Southern Gas Networks: no response
- 10.31 Surrey Wildlife Trust: no objection and has provided the following comments:
- requirement for sensitive lighting strategy
 - trim trail play area should have a semi-natural habitat

- footpath east of C3 recommended to have additional dog waste and information panels
- loss of grassland would be offset by habitat enhancement and creation
- accurate details on the use of the site by bats
- sufficient information on impact on otter and water voles
- no net loss of biodiversity and small net gain of circa. 2.5%
- objectives of the Thames Basin Lowlands BOA TBL02 (see here, pp. v-vii) not referenced
[officer comment: habitat creation in the SANG, Skylark nesting plots and restoration of woodland for bat roosting/foraging would contribute towards the objectives of the BOA]
- 15m buffer is incorporated south of Oldlands Copse
- Oldlands Copse is significantly degraded and can be active management would enable regeneration
- proposed footpaths in this area would be located in the areas already subject to significant compaction
- footpath be re-routed to be located outside the southern buffer
- planting along the path be undertaken to discourage users to use alternative routes
- low bollards lighting with motion-sensors on short-duration timers
- north of the site also be covered as part of the further survey
- tree climbing survey
- bat roosting survey in trees to be removed

1032 Woodlands Trust: object and have raised the following matters:

- 15 metre buffer would only be adequate in the less intensively developed areas of the site
- should allow for a buffer zone of at least 30 metres around Garlick's Arch Copse
- SUDS features adjacent to ancient woodland can cause impact to the site by altering its hydrology

[officer comment: the pond is proposed as part of ecological enhancements. Oldlands Copse is in a currently degraded condition. The proposed pond would not be within RPAs of any retained trees, the Council's Tree Officer has reviewed the information and is satisfied that the buffer zones are acceptable]

[officer comment: the Woodland Trust are a charity and their comments are useful in informing development however, they are not a statutory consultee on trees and ancient woodlands]

1033 Forestry Commission: has provided the following comments:

- much ancient woodland would be retained
- impact upon the flora and fauna of the woodland caused by increased pedestrian traffic
- no apparent way to travel by foot to the proposed SANG on the other side of the A3

[officer comment: highway improvement works proposed and required by Grampian condition under 19/P/02240]

- no loss of ancient semi-natural woodland
- no trees would be removed from alongside Kiln Lane
- the woodland management plan provided covers the basic aspirations for the woodland compartments

- no response to ash dieback
[officer comment: this can be secured as part of the woodland management plan]
- recommended that the Forestry Commission's small woodland management plan template is used
- the management plan fails to mention who, if anyone, has been consulted as part of its production
- the woodland management plan be revised to take into account deer and rabbit control
- no SuDS are placed within the 15 metre buffer zone protecting the ancient semi-natural woodland
[officer comment: see above]

1034 Campaign to Protect Rural England: no response

1035 MacFarlane & Ass, Landscape Consultants: have made the following comments:

- the baseline levels of light in this area are affected by adjacent settlements, roadways and commercial uses, both small scale (such as the car showroom) and large (such as Heathrow Airport).
- The proposed development would not significantly impact the area in terms of added light nuisance.
- temporary timber-built acoustic fence and pylons would be seen in the context of construction activities and existing views of pylons
- beneficial effects from removal of overhead power lines
- the enlargement of the proposed SuDS basin adjacent to the proposed Portsmouth Road roundabout and associated stepping back of built form would be a positive change that would alter the composition of views from Portsmouth Road so as to be more strongly influenced by the landscape proposals
- visual receptors travelling along the A3 is agreed as low and the impact of the inclusion of built form up to the maximum parameter is not considered likely to give rise to effects greater in adverse significance

[officer comment: the council sought external advice to review the Landscape and Visual Impact Assessment chapter of the ES, three reviews were carried out and the consultant was satisfied the assessment undertaken by the applicant was robust]

Neighbouring authorities

1036 Woking Borough Council: no objection to the proposed development, subject to the decision maker being satisfied that the proposed development would not increase surface water fluvial flood risk on-site or elsewhere and the County Highway Authority being satisfied that the proposed development would be acceptable in highway safety and parking terms.

Parish Council/ Amenity groups

1037 Send Parish Council: object and have raised the following matters:

- no infrastructure delivery prior to first occupation
- village population growth 40% over next 5 years to 2026
- existing village halls would serve the development
- use of community space for shop/retail
- sustainable transport routes may not be viable and usable

[officer comment: a shared footway cycleway is proposed through the entire development. On Portsmouth Road a shared footway cycleway would be implemented to Send Primary School with two toucan crossings to provide safe access for all users. The proposed works would be an improvement on the existing situation and provide improvements for existing and future residents as confirmed by the County Highways Authority]

- risk to highway safety for pedestrians and cyclists from new road layouts
- adaptability to speed limit changes
- accessibility of SANG
[officer comment: highway improvement works to be provided under 19/P/022440]
- highway safety – use of Kiln Lane by HGVs, pedestrian crossings
[officer comment: any occupiers of the Travelling Showpeople plots would be aware of the weight restrictions before occupying the site, there would be on-site turning space, waiting restriction, junction improvements and widening to maintain highway safety]
- provide fibre broadband
- overhead lines should be buried
- planning obligation for healthcare
- unspecified contributions for primary education
- inadequate open space for teenagers
- noise and pollution – proximity to A3 edge
- air quality
- flooding risk to Travelling Showpeople plots
- woodland management
- inadequate play space – off site play space at Send Recreation ground has no car parking
- include electric vehicle charging

Requests financial contributions for:

Lancaster Hall: £250,000

New play equipment: £100,000

New pavilion: £50,000

public car parking: £150,000

[officer comment: the following requests cannot be taken forward as the site would have an onsite community facility and no details have been provided of the works to Lancaster Hall and how this would increase capacity, there would be on-site play space provision so an off-site provision is not justified and whilst there are no proposals and details for a new public car park this would amount to an environmental improvement. A request was made for further details; however, insufficient information was provided, without details of the capital costs and reasons for the mitigation these contributions have not been justified.]

1038 Ripley Parish Council: They object and have raised the following matters:

- ill-considered site allocation
[Officer comment: the planning application cannot be used to re-assess the local plan process and examination]
- unsustainable location
- flooding risk
- highway safety – use of Kiln Lane by HGVs
- affordable housing for those with a link to Ripley and Send
[officer comments: the Council's SPD requires a registered provider with a local presence]
- varied housing mix and tenure including for down/re-sizers

- weight limit on Kiln Lane would make is unsuitable for Travelling Showpeople plots
- need for footpath through woodland
[officer comment: use of an existing informal path]
- inaccurate flood map
[officer comment: detailing site specific modelling has been done and the Environment Agency are satisfied with the accuracy of the information]
- community use does not have supporting infrastructure
- unsuitable Travelling Showpeople plots
- accessibility of SANG
- long term future of Little Waitrose uncertain
- re-open Ripley Village Primary School
- include electric vehicle charging
- relocate Travelling Showpeople site
- use community space for shop/retail
- only response to engagement is additional footpath
- non-compliance with Lovelace Neighbourhood Plan
- overdevelopment
- inadequate car parking
- pylons – timescale for burying
- sewerage capacity
- no innovative response to the Council declaring a Climate Emergency
- flooding risk
- increased demand on infrastructure – schools
- risk to highway safety – pedestrians, school drop off/pick up, tree on roundabout
- air quality
- no need for Travelling Showpeople plots
[officer comment: this need was identified in the evidence base for the Local Plan, in the GTAA]
- Travelling Showpeople plots retained for that group
- loss of trees and vegetation

Requests financial contribution for:

New Ripley Village Hall: £600,000

1039 Tibbalds Planning and Urban Design Ltd: object on behalf of Ripley Parish Council and Send Parish Council and have raised the following matters:

- lack of changes to respond to points raised at pre-submission consultations
- impact on primary school places and traffic movements to Send Primary School
- mitigation for greater demand for social and community services
- transport strategy dependant on modal shift to sustainable travel, rather than providing local facilities in close proximity
- reliance on private transport – even for short journeys
- unsustainable location
- highway safety – use of Kiln Lane by HGVs
- harm to the character of the area – risk to natural features, openness, density
- inadequate play and young adult space
- dependant on facilities in surrounding villages
- increased demand on infrastructure – schools and health

- Send and Ripley growing by around 20% in 5 years – lack of supporting infrastructure
- insufficient primary school spaces since closure of Ripley Village Primary School
[officer comment: Surrey County Council have commented to confirm that there is capacity and the mitigation to provide more school places]
- sustainable transport to education
[officer comment: the proposal would require a travel plan to be produced and monitored]
- lack of convenience shop
[officer comment: the size for the site is not large enough to support a shop and there is a Little Waitrose in close proximity for top-up shopping needs, it is envisaged the proposed community use could be adopted to meet the needs of the new residents and adapt to this]
- contributions to existing community halls
- integrated parking strategy welcome
- traffic congestion
- no details of bus improvements
[officer comment: financial contribution to increase frequency of services would be managed by the Passenger Transport Team at Surrey County Council]
- unsafe cycling routes to Clandon Station
- desire lines through the woodland
- SANG inaccessible
- flooding risk
- impact on landscape setting
- use a wide palette of materials
- no home working and office space

1040 West Clandon Parish Council: object and have raised the following matters:

- no information on proposed public transport improvements
- harm to the character - density
- overdevelopment
- reliance on private transport
- poor design – cramped, identical, same ridge heights, limited palette of materials
- natural light restricted to windows by street trees
- tandem parking would lead to informal parking and obstructions in the road
- location of play area by the A3 and busy road junctions
[officer comment: this SLAP would come forward in phase 2 and mitigation to manage the noise effects can be required]
- no on site playing fields
- poor layout and design
- no sense of community – a housing estate
- no community facilities
- cumulative impact - 250 car parking spaces at Clandon Station
- no detail of improvement to bus services and shelters
- increase in traffic congestion on A247
- risk to highway safety – road users, footways, pedestrians, cyclists
- need for highway safety and capacity measures to A247

- smart traffic lights - Oak Grange Road, Station Road junctions
- improvements to cycling and pedestrian routes
- reduce speed limit - 20mph speed limit from the church to the school and 30mph limit from Lime Grove to the proposed new roundabout at the A3 bridge
- electric vehicle (EV) charging at off-site public facilities

Requests financial contributions for:

new footpath that should be provided from the A247 to the potential SANG at Tithebarns Farm:
uncosted

two electric vehicle charging points: uncosted

West Clandon Village Hall, insulation, fixtures and fittings: £100,000

[officer comment: the following requests cannot be taken forward as the Parish do not own or maintain the highway and the County Highways Authority have not included these works as proposed highway improvement works for this application or 19/P/02240 for the SANG, the site would have an onsite community facility and no details have been provided of the works to the village hall and how this would increase capacity. A request was made for further details; however, insufficient information was provided, without details of the capital costs and reasons for the mitigation these contributions have not been justified.]

1041 East Clandon Parish Council: no response

1042 Ockham Parish Council: object and have raised the following matters:

- poor design – cramped and identical
- inadequate open space
- lack of community facilities
- pylons – timescale for burying
- unsuitable Travelling Showpeople plots
- car dependency
- improvements to cycling and pedestrian routes
- uncertainty on northbound A3 slip roads
- inadequate car parking
- height – 3-4 storeys has an urbanising effect
- noise and pollution – proximity to A3 edge
- harm to landscape setting
- increased demand on infrastructure – schools, healthcare
- inadequate car parking at Clandon station
- risk to Ancient Woodland
- highway safety – use of Kiln Lane
- flooding risk

1043 East and West Clandon Residents Association: object and have raised the following matters:

- increased demand on infrastructure – schools, healthcare
- traffic congestion and inadequate highway capacity
- poor layout and design
- alternative scheme - reduce number of new homes
- no sense of community – a housing estate
- no community facilities
- increase in traffic congestion on A247
- no improvements to cycling and pedestrian routes

- 1044 Ockham and Hatchford Residents' Association: object and have raised the following matters:
- increased demand on infrastructure – schools, healthcare, public transport
 - noise and pollution – proximity to A3 edge
- 1045 Guildford Society: object and have raised the following matters:
- no sense of community
 - no community facilities
 - community covered structure – usable all year round
 - adjacent to countryside – lower density housing
 - height – 3 storeys has an urbanising effect
 - poor layout and design
 - parking dominated
 - alternative scheme preferred – green space on hillock not housing
 - phasing – lack of green space available for use in phase 1 until phase 2 delivered
 - vehicular access and spine road– capacity to serve development
[officer comment: would meet the requirements in the Manual for Street 2]
 - noise and pollution – mitigation from proximity to A3 edge
 - pylons – easement, removal of concrete tower footings
 - use of new road by HGVs
 - landscaping – strengthened to Travelling Showpeople site
 - legal agreement – agree obligations for whole site
 - risk of flooding
 - traffic congestion
 - cumulative impact of development
 - phasing of development and impact on slip roads
- 1046 Guildford Residents Association: object and have raised the following matters:
- no community facilities
 - harm to the character – density, height
 - harm to landscape setting
 - harm to woodland and trees
 - no design response to riverside location
 - poor design and layout
 - pylons – easement if not buried
[officer comment: the applicant confirms the three pylons would be buried]
 - phasing of infrastructure – slip roads, A3 bund
 - need for temporary fencing
[officer comment: until the bund to the A3 is complete temporary acoustic fences are proposed]
 - ineffective buffer to A3
[officer comment: has been assessed to be effective by Environmental Health]
- 1047 Merrow Resident's Association: object and have raised the following matters:
- support reduction in height
 - maintain car parking spaces provided
 - no sense of community – a housing estate
 - no community facilities

- lack of connectivity to Send, Send Marsh and Ripley
 - noise and pollution – proximity to A3 edge
 - flooding risk
 - require burying of pylons
 - height – should be no more than 2.5 storeys
 - inadequate car parking – rural location
 - cumulative impact – Gosden Hill Farm
 - good housing mix - high number of two bed units
- 1048 Friends of Ripley Primary School CIC: made the following comments:
- residents of Ripley and Send were promised that if more places were needed in the future, the school would be reopened
 - nobody wants to see the expansion of Send Primary School
[officer comment: the County as the education authority have confirmed the development does not generate sufficient need to re-open the school]
- 1049 The Showman's Guild of Great Britain (Norwich & Eastern Counties Section): made the following comments:
- small vehicle access suitable for Kiln Lane
 - support layout in the masterplan
 - meet a local need for Travelling Showpeople
- 1050 The Showman's Guild of Great Britain (London & Home Counties Section): object and have raised the following matters:
- Kiln Lane unsuitable for heavy good vehicles (HGVs)
 - unsuitable Travelling Showpeople plots
 - lack of detail
[officer comment: application made for a change of use and not operational development which would require planning permission]
 - not supported by the Guild
[officer comment: it is supported by the Norwich & Eastern Counties Section]
 - should not count towards the identified need in the GTAA
- 1051 The Association of Independent Showman: object and have raised the following matters:
- harm to the character of the area – scale, density and layout
 - Kiln Lane unsuitable for heavy good vehicles (HGVs)
 - can only accommodate a limited group
 - poor living environment
 - noise and pollution – proximity to A3 edge
 - breach of Article 8 of the Human Rights Act

11. Third Party Representations

11.1 At the time of the preparation of this report there have been 131 representations received objecting to the development. The main issues raised include:

- inadequate car parking
- inadequate infrastructure including sewerage, education, healthcare, convenience store, parking in local centres
[officer comment: no objection from Thames Water as sufficient capacity and planning obligation for financial contribution to education and healthcare]
- traffic congestion and inadequate highway capacity
- air quality
- flooding and surface water flooding risk
- Kiln Lane unsuitable for heavy good vehicles (HGVs)
- overdevelopment
- risk to highway safety – access to Portsmouth Road
- noise and disturbance during construction
- harm to the character of the area – flats, scale and density
- impact on the Green Belt
[officer comment: the site is allocated in the LPSS and inset from the Green Belt]
- loss of Green Belt
- delivery of the northbound slip roads
[officer comment: this is not required as mitigation for this development and is allocated in the LPSS for delivery]
- noise and disturbance for occupiers along A3 boundary
- noise and disturbance during construction
- noise and disturbance from occupation
- pylons reduce developable land
- harm to the ancient woodland
- proposed SANG inaccessible
- built form – no more than two storeys
- inadequate public transport service and cycle and pedestrian routes
- Clandon railway station inaccessible
- re-open Ripley Village Primary School
- loss of trees
- harm to wildlife
- cumulative impact of development
- use brownfield land
- create a 'rat run' along the primary road
- no community centre
[officer comment: amended plans have been submitted to include a community facility]
- inadequate open space
- reliance on private transport
- no leisure or entertainment facilities
- no response to declaring a climate change emergency
- poor design
- loss of agricultural land
- light pollution

- for overspill from London
- unsuitable Travelling Showpeople plots
- unsustainable construction practices
- fails to comply with guidance from the Showman's Guild
- no need for development
- distribution of affordable homes
- no employment space
- revision to respond to changes since COVID-19 pandemic
- overlooking to Burnt Common Cottages
- alternative proposal as open space
- ongoing management for new highway and drainage infrastructure
[officer comment: if it is the applicant's intention to offer any of the roadways for adoption an Agreement under Section 38 of the Highways Act 1980 would be required, and the others would be maintained by a management company]
- relocate Travelling Showpeople site
- lack of community integration
- should not have been inset from the Green Belt
- poor broadband services
- anti-social behaviour
- overwhelm existing smaller settlements
- unsustainable location

112 At the time of the preparation of this report there have been 2 representation received in support of the development. The main issues raised include:

- deliver affordable housing
- improvement to road network and local infrastructure
- positive Green Belt release
- contribute to vitality of Send
- sustain local facilities and economy
- suitable Travelling Showpeople plots -secure, own access, large enough, high standard
- close to local facilities
- accessible to road network
- suitable for Travelling Showpeople who travel with smaller equipment

12. Planning policies

121 National Planning Policy Framework 2019 (NPPF):

1. Introduction
2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications
11. Making effective use of land
12. Achieving well-designed places

14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

- 122 Planning Policy Guidance (PPG)
123 National Design Guide (NDG)
124 Planning policy for traveller sites (PPTS)

125 Guildford Borough Local Plan: strategy and sites (LPSS) 2019:

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). In April 2021 the Council agreed to review the LPSS to include a full update and reassessment of the relevant evidence used and other factors including regeneration, demand for retail/commercial property, impact of the pandemic, loss of A3 widening scheme, infrastructure delivery, declaration of Climate Emergency and the Planning Bill.

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| S1 | Presumption in favour of sustainable development |
| H1 | Homes for all |
| H2 | Affordable homes |
| P4 | Flooding, flood risk and groundwater protection zones |
| P5 | Thames Basin Heaths Special Protection Area |
| D1 | Place shaping |
| D2 | Climate change, sustainable design, construction and energy |
| D3 | Historic environment |
| ID1 | Infrastructure and delivery |
| ID3 | Sustainable transport for new developments |
| ID4 | Green and blue infrastructure |
| A41 | Land at Garlick's Arch, Send Marsh / Burnt Common and Ripley |
| A42 | Land for new north facing slip roads to / from A3 at Send Marsh / Burnt Common |

126 Evidence base:

- Land Availability Assessment (LAA) 2020
- Open Space, Sport and Recreation Assessment 2017
- The Guildford Borough Traveller Accommodation Assessment (TAA) 2017
- West Surrey SHMA Guildford Addendum Report (SHMA Addendum) 2017
- West Surrey Strategic Housing Market Assessment (SHMA) 2015
- Green Belt & Countryside Study 2013

127 Referendum version of the Lovelace Neighbourhood Plan (LNP)

Adopted on 19.05.2021 and therefore carries full weight in decision-making.

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|--------|--|
| LNP1 | Suitability of Development Sites |
| LNP2 | Housing For All |
| LNP3 | Housing Design and Density |
| LNPEN1 | Local Green Spaces (LGS) and Local Views |
| LNPEN2 | Biodiversity and Natural Habitats |
| LNPEN3 | Flooding |
| LNPEN4 | Light Pollution |
| LNPEN5 | Air Quality and Traffic |

LNPI1	Infrastructure
LNPI2	Public Transport and Sustainable Travel
LNPI3	Cycling and Walking
LNPI4	Parking
LNPI5	Community Facilities
LNPI6	Healthcare and Education

128 Send Neighbourhood Development Plan (SNDP) – Referendum Version 2019 – 2034
Adopted on 19.05.2021 and therefore carries full weight in decision-making.

Send 1	Design
Send 2	Housing development
Send 3	Supporting the local economy
Send 4	Green and blue infrastructure
Send 5	Local Green Space
Send 6	Supporting Community Facilities
Send 7	Supporting sustainable transport
Send 8	Car parking provision

129 Surrey Waste Local Plan (SWLP) 2019-2033
Policy 4 Sustainable Construction and Waste Management in New Development

1210 Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):
Following the adoption of the LPSS, until the Local Plan: Development Management Plan Policies DPD is produced and adopted some of the policies (parts of the policies) contained within the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24 September 2007) remain part of the development plan.

G1 (3), (4), (8), (11), (12)	General Standards of Development
G5 (2), (3), (4), (5), (7), (8), (9)	Design Code
NE4	Species Protection
NE5	Dev. Affecting Trees, Hedges & Woodlands
R2	Recreational Open Space in Large Residential Developments

1211 South East Plan (SEP) 2009:
NRM6 Thames Basin Heath Special Protection Area

1212 Supplementary planning documents:

- Climate Change, Sustainable Design, Construction and Energy SPD 2020
- Planning Contributions SPD 2017
- Thames Basin Heaths Special Protection Area Avoidance Strategy 2017
- Guildford Landscape Character Assessment 2007
- Vehicle Parking Standards SPD 2006
- Residential Design SPG 2004
- Surrey Design 2002

1213 Other guidance:

- Surrey County Council Vehicular and Cycle Parking Guidance 2018
- Guidance on the storage and collection of household waste for new developments 2017

13. Planning Considerations

131 The main planning considerations in this case are:

- Housing delivery
- Site preparation
- Context and Identity
- Access, highway safety and capacity
- Flooding and Drainage
- Air quality
- Landscape and visual impact
- Housing mix and type
- Travelling Showpeople plots
- Characteristics of well-designed places
- Impact on residential amenity
- Impact on trees
- Ecology and nature conservation
- Landscape strategy and open space
- Heritage assets
- Sustainable design and construction
- Contaminated land
- Utility services
- The Thames Basin Heaths Special Protection Area
- Economic / financial considerations
- Legal agreement requirements
- Viability assessment

132 Housing delivery

1321 The Garlick's Arch site is allocated for approximately 550 dwellings and 6 Travelling Showpeople plots in the adopted Local Plan: strategy and sites (LPSS). For this reason, the principle of residential development on this site is established. The in-principle suitability and sustainability of the site for residential development has been established through the Plan Making process. As part of the plan making process, the Council developed a spatial strategy that sought to meet the identified need for housing in full in the most sustainable way. In doing so, the Garlick's Arch site was first identified in The Regulation 19 (2016) version of the plan. It was retained in the Regulation 19 (2017) version however, the proposed industrial use within the allocation was removed and replaced with the Travelling Showpeople use.

1322 The justification for the allocation at Garlick's Arch included:

- it made an important contribution towards meeting identified housing need;
- including that of Travelling Showpeople;
- it made a significant contribution to early delivery thereby helping to address the significant backlog accrued since the start of the plan period and ensuring that the Council was able to demonstrate that the plan would achieve a rolling five-year supply from the date of adoption; and
- facilitated the provision of an A3 northbound on-slip and an A3 southbound off-slip at A247 Clandon Road (Burnt Common).

- 1323 Following five weeks of hearings, including a specific session on the sites in and around Send/Send Marsh/Burnt Common, the LPSS was found sound by an independent Planning Inspector. In doing so the Inspector considered both the wider spatial strategy and the specific allocation at Garlick's Arch. He concluded that the spatial strategy allocates development to the most sustainable locations, or those that can be made sustainable, and that there is an appropriate balance of strategic/non-strategic sites as well as location of sites to provide choice and variety of housing across the borough. He also concluded that the site is well related to the village, accessible to the nearby facilities, would have a limited impact on the wider openness of the Green Belt and would help make a very effective contribution towards meeting the Borough's significant housing needs.
- 1324 The Council is able to demonstrate a five-year housing land supply with an appropriate buffer. The supply, base dated 1 April 2020, is assessed as 7.34 years based on most recent evidence as reflected in the GBC LAA (2020). It should be noted that this land supply figure has been prepared on the basis of an approval on Garlick's Arch and assumes a total of 450 homes to be delivered during the five year period to 31 March 2025 – this equates to 9% of the total supply identified. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2020 measurement is 90%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (75%). These two factors mean that the development plan policies can be regarded as up-to-date in terms of paragraph 11 of the NPPF.
- 133 Site preparation
- Electricity pylons*
- 1331 To increase the developable land three existing electricity pylons and associated overhead cables would have to be relocated and buried to facilitate the proposed development. Two pylons on the site would be removed and one relocated. This would require agreement from UK Power Networks (UKPN), and third-party landowners and those discussions are ongoing. Further details are provided in the ES Addendum Appendix A5, drawing number 9966-UKPN-DR-C05947-82-0014 rev P02. Discussions with UKPN remain ongoing however UKPN have now provided indicative designs for the proposed new terminal pylons that would replace the existing off-site pylon to the west of the site (with a temporary pylon provided during the works), and on-site to the north-east of the site.
- 1332 The locations and appearance of the proposed terminal pylon are set out in the following drawings provided by UKPN and included in Appendix A10. The temporary pylon PPA25T approximately 52m north-west of the existing pylon (PPA25) to the west of the site would be approximately 5.8m shorter than the existing pylon. The proposed permanent terminal pylon (PPA25R) to the west of the site would be located in approximately the same location as the existing pylon and would be approximately 8.9m shorter than the existing pylon.
- 1333 The indicative route of the undergrounded cables would be through the proposed bund to the A3, then divert north through the drainage features across the East Clandon Stream (subject to Environment Agency consent), then follow roads on the plateau. These operations would take place during phases 2 and 3 and further details submitted by condition.
- 1334 Table 2.5 of the ES Addendum states the pylons would be removed during the second

year of works for phase 1, this is part of the proposed works and therefore no easement would be needed under the power lines as they would be buried. A programme for the removal of the pylons and burying of the overhead powerlines shall be required by condition.

Landscape bund

- 1335 This would provide a landscape and noise attenuation buffer between the residential development and the A3. This would not compromise the delivery of the slip road (site allocation A42). Landscape has been submitted as part of the outline planning application including the bund and acoustic fencing and would not be a reserved matter. This has been designed to provide flexibility for the detailed design of the slip roads required for the strategic site allocation at Wisley Airfield and as the allocation includes more land than is required for the slip road, the landscape bund would be delivered in this excess land.
- 1336 The development would be occupied through a phased approach, and the ground and engineering works would be carried out over the course of the construction process, with completion in phase 2. This would require a temporary acoustic fence would not be removed until the completion of the bund and permanent barrier.
- 1337 The bund has been designed as an undulating landform feature and thereby reducing the height of the required acoustic fence panels to achieve the overall 5.0m height requirement, also allowing it to assimilate into the wider site topography. The southern end would have a generous width for a planting buffer to screen the fence and gabions on both sides. The pinch point where the gap is narrowest would require the bund to reduce in height and the fence to increase in height. The landscape design would be varied to break up the visual form, as explained on pages 132-139 of the Design and Access Statement (DAS). The proposed landscape bund strategy would be acceptable response to the allocation requirement for an increased landscaped buffer/strategic planting subject to detailed design of the land contouring, planting and specification of the acoustic fence which would be secured by condition.

134 Context and Identity

- 134.1 Local Plan Policy D1 ('Place Shaping') requires new development to achieve high quality design that responds to the distinctive local character (including landscape character) of the area in which it is set, albeit we also note that at D1(5) it qualifies that due to the characteristics and goals for strategic allocations it may not in all cases be desirable "to reflect locally distinct patterns of development" as they "must create their own identity to ensure cohesive and vibrant neighbourhoods." Send Neighbourhood Plan (SNP) Policy Send 1 ('Design') sets a similar goal for development to demonstrate how it promotes and reinforces local distinctiveness, though acknowledges (criterion J) that in the Character Area of Portsmouth Road, Burnt Common (south) and Clandon Road within the strategic housing allocation the policy does not require proposals to reflect the variety of styles in the area (for the avoidance of doubt the aim to retain healthy trees along roads does apply). For clarity the strategic sites are identified in para. 4.1.10 of the LPSS in the preamble to policy S2. Garlick's Arch is not one of these and as none of the other strategic sites falls within the Send Parish boundary, criterion J is taken to be a reference to Garlick's Arch. Lovelace Neighbourhood Plan (LNP) policy LNPH3 ('Housing Design and Density') sets out proposals will be supported where they are "well designed, enhance the special qualities of each location and are sympathetic to local character and history" and where they follow prevailing requirements in adopted design guidance and requirements of Policy D1 as mentioned above. Part i) goes on to state "Outside the strategic sites residential developments

will reflect the density and character of the surrounding area.” Again, the LNP does not specifically include or exclude Garlick’s Arch as a strategic site however, the site is not shown on Map 4 on page 16.

- 1342 Noting this is not a strategic site for the purposes of the LPSS, the allocation is nevertheless significant in its scale of the development and the extent to which the development can positively reflect existing patterns, and character of development is an important consideration. Having regard to the National Planning Policy Framework (paragraph 122) it is necessary, in the context of making effective use of land to consider, inter alia, the desirability of maintaining or harmonising with the prevailing character and setting of the area or of promoting regeneration and change. The National Design Guide (NDG) was published in October 2019 and is a material consideration. The NDG uses ten different characteristics to illustrate the Government’s priorities for well-designed places. These characteristics include understanding and responding to site’s context and its identity or character.

Context

- 1343 ‘Context’ concerns the location of a site or development and the attributes and character of its surroundings.
- 1344 Paragraph 39 of the NDG confirms, in summary, that development based on an understanding of the attributes set out in that paragraph would integrate more successfully and more likely to be acceptable to a local community. Paragraph 40 emphasises that well-designed places are; based on a sound understanding of the features of the site and the surrounding context; integrated into their surroundings so they relate well to them; are influenced by and influence their context positively; and responsive to local history, culture and heritage.
- 1345 Key application documents describe the site and its surroundings, provide detailed contextual appraisals and evaluate the landscape baseline and predicted impacts to landscape character and visual amenity. Through the comprehensive Design and Access Statement in particular the scheme shows a good understanding of the attributes of the site and surrounding character.
- 1346 The site occupies a fringe location on the southern edge of the settlement. The composition of the site is described at the front of this report (section 3.2) and contains arable and semi-improved grassland, the latter used for sheep/horse pasture and pheasant shooting, and a clay pigeon shooting range, and gundog training. Within the site tracts of ancient woodland (Garlick’s Arch Copse), natural watercourse and high land/hillock are key features. The site occupies a transitional space; bounded to the east by the A3 trunk road representing heavy infrastructure and posing a noise constraint, but to its west by a tranquil semi-rural lane hosting low-medium density housing.
- 1347 In landscape terms, as the Design and Access Statement (DAS) notes, the site sits within and is also characteristic of the landscape character described by National, County and Local appraisals on pages 20-39 of the DAS. It is part of a pastoral landscape which is broken up by the influence of woodland and other planting, infrastructure (including highway network and utilities) and settlements. The site is well contained visually by planting within the site adjacent Burnt Common Lane, and Portsmouth Road B2215, in particular by woodland blocks nearer to Kiln Lane which comprise ancient woodland (Garlick’s Arch Copse).

- 1348 Views from the south (along the A3 trunk road) are in places more open, owing to a present lack of vegetation and, as the Landscape and Visual Impact Assessment (LVIA) notes, these are pronounced where the site appears at a similar (topographical) level. These views are, however, taken between areas that are well screened (features are more successful near to the A247 Clandon Road/flyover and moving north east towards Kiln Lane) and at speeds (unregulated, 70mph) which reduce the duration of views. The later section at 10.8 describes the landscape baseline and visual effects in more detail with reference to the submitted LVIA.
- 1349 Turning to the built context, the site's location places it spatially within the close context of several small villages, namely Ripley, Send, and adjacent to the village of Burntcommon and Send Marsh. The settlements of Burpham, Old Woking, West Clandon, West Horsley, are less closely related (though not far removed from the site themselves in terms of travel time). With reference to historic mapping the DAS shows the chronology of development from pre-1874, whereby Send and Ripley established earlier than Burntcommon/Send Marsh and have a more linear structure/settlement.
- 134.10 The detailed contextual analysis set out by the Design and Access Statement provides a sufficient description of the residential character of adjacent and nearby settlements (Burntcommon, Send Marsh, Send and Ripley). This evaluates key characteristics including; Urban structure and form; Building heights; Architectural detailing and building components; Use of Materials, Parking typologies, Landscaping. In addition to the study of these settlements the DAS also undertakes a broader study of key elements of what it terms the 'Surrey Style' deriving key architectural principles, forms and detailing.
- 134.11 Only development along Burnt Common Lane to the south west and a small collection of housing (with more rural character) along Kiln Lane bordering the north east, have a direct visual connection to the site. Development north of Portsmouth Road (Linden Way, Chestnut Close, Maple Road) has little visual connection (with the exception of the commercial Bentley Car Showroom) where said housing is arranged with gardens backing on to the road and plots are well separated visually by mature trees and planting along the northern side of the highway.
- 134.12 Burntcommon provides the immediate built character context which the DAS described as comprising a mix of development with scattered historic property interspersed by modern infill plots sharing the prevalent characteristics of:
- Almost entirely residential;
 - Two storey forms;
 - Detached and semi-detached forms of housing;
 - On plot parking;
 - Consistent use of brickwork under tile roofs; and
 - Occasional render, tile hanging and weatherboarding

Identity

- 134.13 'Identity' concerns the ways in which "buildings, streets and spaces, landscape and infrastructure combine together and how people experience them". This is stated at Paragraph 50 of the NDG which also observes that well-designed places, buildings and spaces have; a positive and coherent identity that everyone can relate with; have character that suits the context, its history, how we live today and in the future; and are visually attractive in order to delight their occupants and users.

- 134.14 As identified by the Urban Design Officer (UDO), the site's use (until recently as arable farmland) did not have any historical or cultural relationship to the local population. It is inaccessible private land isolated from nearby communities. This is assisted by the (in places) extensive degrees of screening along the development/village side boundaries of the site.
- 134.15 Development framing the site along Burntcommon Lane and Kiln Lane represent the character of immediate built development. The former is a narrow (though two lane) quieter semi-rural route, comprising a mix of inter and post-war development, interspersed by modern infill properties. The latter are present in both single infill form along the lane and in depth (Burnt Common Close). Development along Burntcommon Lane is almost wholly two-storey (a few isolated bungalows) in a mix of detached and semi-detached housing. The majority benefit from driveway or frontage parking. This lane has a low-medium density and has a private and tranquil semi-rural residential quality.
- 134.16 Kiln Lane, a single lane width track of more rural character, hosts a low number of residences, a few of which are arranged close to the lane, while others are set back behind in a backland arrangement or are very well screened from the lane. This reduces the prominence of development perceptible from the lane. Dwellings have a mix of architectural styles; however, development is also notably visually separated from the application site by Garlick's Arch Copse which aligns favourably to the south side of the lane.
- 134.17 Currently the constraints and context lend the site a mixed identity. The land serves as undeveloped agricultural land that is isolated visually, but not physically, from the settlement, and it plays a role in hosting and buffering infrastructure from the village, which spoil its character. Its individual identity is made up by the existing landscape framework and key physical characteristics of the site. The site also hosts/provides a robust mosaic of positive landscape features and habitats, supporting tracts of Ancient Woodland and habitats, as well as the existing watercourse (East Clandon Stream, a tributary of the River Wey), and rising landform to a plateau in the north of the site.
- 134.18 Returning to considerations of policy the context and identity of the site suggest that while development would benefit from reflecting aspects of local character, and particularly a consistent Surrey vernacular, the physical and visual context of the site is such that greater flexibility can be applied to this site and that it is not pivotal to follow surrounding established patterns of development. Instead the scale of the development and the existing landscape framework, in particular, enables opportunities for innovation and individuality. The later 'features' and identity of the site have been key in guiding discussions and seeking to secure improvements to the proposals with the applicant, and in particular in respect of identifying appropriate design parameters.
- 134.19 As the latest UDO comments show this has led to a 'more fully site-responsive scheme'. These changes are described in detail in the later section 'Characteristics of well-designed places'.
- 134.20 Overall, it is concluded that the development has successfully assessed the local context and identity of the site and surrounding areas would enhance the surrounding area through the landscape approach and provide an attractive and distinctive built form. Accordingly, the application would comply with policy Send 1 of the SNP, D1 of the LPSS, policies G1 and G5 of the saved Local Plan 2003, and the policies of Chapter 12 of the NPPF.

135 Access, highway safety and capacity

135.1 Para 103 of the NPPF requires significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Para. 109 explains that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. In allocating the site in the LPSS the sustainability of the location in terms of patterns of movement were regarded as acceptable in principle. In fact, the Inspector’s Report of the LPSS para. 102 states that “Send is served by existing bus services and there is an opportunity to link the development at Garlick’s Arch to a new bus service provided in relation to the Wisley airfield development.” Furthermore, para 206 of the Inspector’s Report makes the following points, about the site, in summary:

- it is well-related to the village;
- it is close to a convenience store and other facilities including schools, shops and community facilities within a short distance;

135.2 However, the Inspector recognised that there was a need for new pedestrian crossing in order to create a more attractive route for pedestrians to and from the site and supported the requirement to provide pedestrian and cycle routes into the development from the B2215 to improve connections into the village in the policy A41.

135.3 Policy ID3 of the LPSS says that new development will be expected to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport modes, and establishes a set of steps for development to take into account in order to achieve this objective. Policy Send 2 of the SNP required mitigation from increased demand on transport infrastructure and Send 7 supports proposals that enhance sustainable and accessible transport opportunities. Policies LNPI1 relates to new and changed infrastructure in response to need and growth and LNPI2 of the LNP seeks to reduce the need for car use and supports sustainable transport choices.

Access

135.4 The access arrangements to the site are acceptable and have been subject to a Stage 1 Safety Audit. They would be implemented through a S278 agreement and subject to further assessment at the detailed design stage by the County Highway Authority’s (CHA’s) internal Road Safety Team and engineers. The implementation of the two roundabouts would not have a detrimental impact on current traffic flows. The CHA have raised no objection and conditions in terms of the delivery of these roundabouts would be required.

135.5 There would be a shared cycleway from the Portsmouth Road roundabout, this would include a bridge over the swale. For a safer segregated route into the site from the main road.

135.6 The Clandon Road roundabout would have four arms enabling an on-slip to the A3, which would be brought forward by the Wisley Airfield site at a later date as part of Local Plan Policy A35. Both roundabouts would be landscaped with pedestrian footways.

135.7 Following comments from the DRP, further discussions were had with the CHA and applicant for a priority junction at Portsmouth Road. However, it was concluded that a roundabout would future-proof the site and the surrounding highway capacity, bus

priority benefits and to ensure free-flowing traffic to manage queuing traffic.

Highway capacity

- 1358 Traffic surveys to inform the modelling has been taking place since September 2016 including Manual Classified Counts, Automatic Number Plate Recognition (ANPR) surveys and Automatic Traffic Counters. Paragraphs 3.22-3.32 of the Transport Assessment summarises the baseline traffic conditions.
- 1359 Highway modelling has been ongoing for this site from 2016 when it was first proposed as a site allocation up until a response was made by the CHA. This takes into account pre COVID-19 pandemic traffic movements, the cumulative impact of allocated sites, committed development already granted planning permission and vehicles using the new slip roads. This is a comprehensive approach to look at the worst case scenarios. For example, they do not take into account the fact that a proportion of trips (i.e. school-based journeys) would not have a need to travel along the A3. Similarly, no allowances have been made for the potential effects of operating a Travel Plan at this site. Furthermore, it takes into account trips for car and heavy good vehicles (HGVs) that both the proposed development and others would have on the highway network from the existing baseline situation. The cumulative impact of site allocations including Gosden Hill Farm and Wisley Airfield have also been included.
- 135.10 A stress or sensitivity test has been undertaken in the 'Junction Modelling Sensitivity Test' Technical Note dated May 2020, to establish how the vehicle trip distribution profile used to assess the impact of the proposed development would change in the event that a wider range of journey types is taken into account. This has been applied to the junctions assessed. This is a robust methodology to account for trips being carried out by modes other than the private motor car.
- 135.11 Junctions in Send and Ripley villages and Ockham interchange (for the effects of the Wisley Airfield scheme in the year of opening (i.e. 2025)) have also been included and updated in the modelling at the request of the CHA and Highways England (HE) to ensure that the impact on through flow and local traffic movements are taken into account.
- 135.12 The queuing at the Ockham interchange would result in negligible increases. At Send Roundabout this would have approximately 15 more vehicles per hour, which would be equivalent to just one extra movement every four minutes and A247/ A3 on-slip would have approximately 10 more vehicles per hour, which would be equivalent to just one extra movement every six minutes. Therefore, the conclusions reached within the Transport Assessment have been accepted; as the junctions would operate within accepted capacity thresholds.
- 135.13 The traffic impact assessment demonstrated that the level of trips generated by this site would not result in significant delays to journeys nor impact on flow of junctions compared to existing journeys and taking into account future growth. The CHA reached this conclusion following multiple traffic assessments and junction modelling, which has involved their Transport Modelling team carrying out audits on all the assessments.
- 135.14 The CHA requested additional information during the course of the application, this was duly submitted. The CHA had all the information to assess the scheme and they are satisfied that there would not be an adverse impact on highway capacity, and they have confirmed that the methodology used is robust and takes into account the impact on junctions in the surrounding area. Therefore, whilst there would be increase in the number of vehicle movements there would be highway capacity to accommodate this

even without the proposed sustainable transport strategy.

Offsite highway improvement works

135.15 A transport package suitable for the scale of development which focuses on provision of sustainable transport options for future occupiers is proposed. By providing access to these modes of transport, reliance on the private vehicle should be reduced and therefore the predicted additional trips from this site onto the highway network should also be reduced.

135.16 The following improvement works to the local transport network have been agreed with the CHA and these would ensure that the sustainable transport strategy could be implemented, and that highway safety and capacity could be able to accommodate the new homes:

- A shared footway/cycle way on Portsmouth Road between the Portsmouth Road access and the Send Barns Lane/Portsmouth Road roundabout;
- A new toucan crossing on Portsmouth Road, adjacent to the Send Barns Lane/Portsmouth Road roundabout;
- A shared footway/cycle way on Send Barns Lane between the Send Barns Lane/Portsmouth Road roundabout and Send Primary School, where a new toucan crossing would be provided;
- Waiting restrictions at the southern end of Kiln Lane;
- A weight limit of 18 Tonnes to be implemented on Kiln Lane; and
- Localised widening at the Portsmouth Road/Kiln Lane junction and opposite 'Hay Place' on Kiln Lane.

135.17 These works would improve highway infrastructure to encourage new residents to cycle and walk for short journeys.

135.18 These works are required to mitigate the impact of the development on the highway infrastructure and would be required to be delivered by condition and the detailed design work and implementation would be carried out under a S278 agreement with the CHA.

Kiln Lane

135.19 The Technical Notes prepared by Vectos dated 8th November 2019 and 16th June 2020 (appended to the ES Addendum) detail the nature of the proposed operation of the Travelling Showpeople plots and the suitability of Kiln Lane for the vehicles associated with the use, with various management measures identified.

135.20 The applicant has prepared an Operational Management Strategy (OMS) that future occupants of the Travelling Showpeople plots would need to abide by. This is to ensure that only appropriate vehicles use Kiln Lane and that the occupants of the plots do not have HGVs. This is a suitable way to ensure that the risk to highway safety from HGVs would be managed and shall be secured by condition.

135.21 The site would be suitable for the storage of vehicles for food and beverage operation, fair stalls, and small rides, commonly referred to as children's or juvenile rides. Typically transported on a standard trailer that is capable of being pulled by a standard vehicle or are themselves designed to be pulled by a standard vehicle. Rather than large HGVs for larger rides. The Travelling Showpeople Guild have confirmed that

some of their members have smaller equipment, vehicles and rides as well as the typical larger equipment.

- 13522 The vehicular access from Kiln Lane to the plots would be a priority controlled junction for one way movement and there would be enough space on the site to allow vehicles to turn and exit in a forward gear. Unlike the refuse freighters who currently have to turn around at the end of Kiln Lane.
- 13523 The applicant did not rely solely on modelling and swept path analysis and carried out two separate vehicle tests with actual vehicles on Kiln Lane using both an 8.6 metre and 10.3 metre vehicle. This showed that larger vehicles are able to travel along Kiln Lane. It is envisaged that the plots would be used for the storage of vehicles 4-6m long, therefore, based on the tests, Kiln Lane could more than accommodate these.
- 13524 In addition to this, the CHA requested a technical analysis and the swept path analysis for a 10.198m Land Rover & Ifor Williams Trailer (Drawing: 184389-SPA-012) and a 10.3m Rigid Vehicle (Drawing: 184389-SPA-011) this showed that these could travel along Kiln Lane without encroaching onto verges.
- 13525 The proposed works are set out in Appendix G of the Transport Assessment (TA). Even with the presence of trees on the junction of Kiln Lane and Portsmouth Road the access would be suitable for larger vehicles associated with the Travelling Showpeople plots at the far end of Kiln Lane. Two sections of carriageway on Kiln Lane would be widened to allow a large vehicle and car to pass near existing dwellings, shown on Drawing 184389-TP-702. The 18 tonne weight restriction (this would restrict vehicles to a maximum length of 10.3 meters) and waiting restrictions are required on Kiln Lane, to manage this and suitable conditions are suggested by the CHA.
- 13526 Double yellow lines would be required to be provided at the southern end of Kiln Lane to prevent any on-street parking. This would require a Traffic Regulation Order (TRO) to further ensure that vehicles can safely travel along Kiln Lane.
- 13527 Therefore, there would be no material impact from the change of use to highway safety.

New slip roads (A42)

- 13528 The application does not include the detailed design of the new slips as these are not required to make this scheme acceptable in highway capacity terms, because these would provide mitigation for the strategic site at Wisley Airfield. The layout has been designed to incorporate the on-slip to be delivered at a later date as required by policy A41(3) of the allocation. Appendix E of the TA scoping note shows the slip roads that informed the previous Wisley application (15/P/00012), there would be enough land available to accommodate a fourth arm to the roundabout on Clandon Road facilitate access to the A3.

Sustainable transport strategy

- 13529 The Sustainable Transport Strategy outlined in the latest Technical Note (20th October 2020) has been submitted in conjunction with the submitted Transport Assessment and the Framework Travel Plan.
- 13530 The connectivity of the site for pedestrians and cyclists is more extensive than for vehicles with multiple points of entry along Burnt Common Lane, Portsmouth Road and Kiln Lane (see page 163 of the DAS). This would provide connectivity and permeability to encourage residents to walk and cycle as they would not have to use only primary

and secondary roads.

- 13531 The bus service would need to be improved. A financial subsidy would be required while the development is being built to remain financially viable until the bus service would be self-funded. This shall be secured as part of the planning obligation. The enhanced bus service would be the subject of work by the Passenger Transport Team at Surrey County Council and would increase the frequency of services above the existing level for journeys to and from Guildford.
- 13532 To make other travel options more attractive cycle parking would be upgraded at Clandon Railway Station and to use the bus service, new bus stops would be provided at the station.
- 13533 The provision of an on-site car club would allow future occupiers to have access to a vehicle not their own one. The car club would be provided in general accordance with the proposal provided by Enterprise Car Club as set out in the Sustainable Transport Strategy.
- 13534 These improvements, along with a travel plan and highway improvement works, would improve the sustainability of the site. These measures would offset any adverse impact of the scheme. The CHA have required a number of S106 financial contributions which all relate to implementing measures for a sustainable transport strategy and shall be reviewed in detail as part of the legal agreement section below.
- 13535 The Sustainable Transport Strategy would provide the new residents with new and improved transport infrastructure to encourage sustainable travel choices to reduce the reliance on the private motor car and support modal shifts.

Parking

- 13536 The parking requirement in the Vehicle Parking Standards SPD and Surrey CC guidance are as follows against the on-site (table 1):

	<u>GBC parking standard</u>	<u>Surrey CC guidance</u>	Provided
1 bed	1x 31 = 31	1x 31 =31	31
2 bed	1.5x 60 = 90	1.5 x 60 = 90	102
3+ bed	2x 129 = 258	2x 129 = 258	279
Visitor spaces			33
Car club spaces			2
TOTAL	379	379	447

Policy Send 8 of the SNP requires that the County's guidance is applied as a minimum.

- 13537 The Surrey CC guidance would have to be applied in this case and requires a minimum of 379 spaces and there would be a total of 447 spaces (including 53 garages) provided. When garages are excluded there would be 359 parking spaces for occupants which would be supplemented by 33 visitor spaces, an overprovision of 13 spaces from the total required.
- 13538 The houses would have spaces provided in undercroft areas for the flats over garages (FoGs), garages, car barns, driveways and parking courts, as follows (table 2):

	On-plot	Garage	Off-plot	FoGs	Car barn	Unallocated
Total	93	53	169	61	16	20

- 13539 A majority of the spaces for the homes in the secondary road would be in a tandem arrangement, as this would only be part of the site, this would be acceptable.
- 13540 The use of rear parking courts would be limited, although they have been used for the homes fronting the primary street, roundabout to Portsmouth Road and the flats where access from the road is not possible due to the landscaping, bus route and the swale. These parking courts would be small, have private thresholds and be well overlooked by surrounding dwellings and the FOGs. For the flatted blocks adjacent to the central green this would be a larger parking court, however, this is not an uncommon layout and with the use of allocated spaces would be appropriate.
- 13541 Garages and parking bays would be designed to enable electric charging points to be easily installed if required (connection point).
- 13542 5% of parking spaces (11 spaces) would be accessible bays these would be closest to the flat entrances; this would be acceptable as shown on drawing no. C07 rev G.
- 13543 The visitor spaces would be adjacent to the roadways and in the small parking court in bays this would create a clear delineation that they are unallocated/private spaces and would also serve as parking bays for delivery vehicles, to reduce obstructive parking.
- 13544 One and two bed homes would require 1 cycle parking space and homes with 3 beds or more at least two cycle parking spaces. So, a minimum of 349 spaces. Cycle parking would be possible within garages, garden sheds for the houses and cycle stores for the flats. No details of garden storage have been provided, so this shall be required by condition to ensure that this would be covered and secure.
- 13545 The application site is located adjacent to the settlement area and is in a generally sustainable location within walking distance of schools, shops and local services as supported by the Inspector for the LPSS (para. 206 of the Inspector's Report) and illustrated on pages 18-19 of the DAS showing the proximity of local facilities and the movement network. The site also has reasonable accessibility to public transport including bus stops on Portsmouth Road and alongside the improvement works would facilitate using sustainable travel modes.
- 13546 It is acknowledged that there would be an overprovision of available car parking of 66 spaces including garages and 13 spaces including garages. This would exceed the minimum parking standard of Send 8. However, the parking provision is in response to the comments made in the pre-application consultation with the community (as detailed in the feedback responses from the public consultation events in the Statement of Community Involvement). Therefore, in this instance, to reduce the risk of obstructive or overspill car parking this higher provision would be acceptable.

Refuse strategy

- 13547 Phase 1 of the development has been designed to minimise reversing. The development provides turning areas where needed, aside from two locations that make up a small percentage of the scheme. The Council's Recycling and Waste Projects Officer has no concerns with the tracking. A vehicle slightly larger than the Council's freighter has been used for the tracking so all of the tighter turns should not result in overrunning of kerbs.
- 13548 Properties along the secondary road would be able to present their bins at the kerbside for collection. Although those living along the primary road and tertiary roads would have to use refuse collection points (RCPs), the carry distances

would not be excessive and as this has been designed into the scheme it would reduce obstructions on refuse collection days. Details of the size, arrangement and surface of the RCPs shall be required to ensure that they are suitable for their use.

13549 The proposed location and size of the bin stores to serve the flats are satisfactory and would be accessible for collection.

13550 The proposed development would accord with the objectives of policy ID3 of the LPSS, policies Send 2 and Send 7 of the SNP, policies LNPI1 and LNPI2 of the LNP and the NPPF. There would be a genuine a choice of transport modes and there would not be a severe impact on highway safety, or the residual cumulative impacts on the road network.

136 Flooding and Drainage

1361 Para 163 of the NPPF requires that development should not increase flood risk elsewhere and at para. 165 major schemes should incorporate sustainable drainage systems (SuDS). Policy P4 of the LPSS is in accordance with these requirements. The SNP does not have any specific policy requirements or identify the application site as prone to flooding. Policy LNPEN3 requires flood risk to be minimised by new development and identifies the application site as a local surface water flooding area, particularly within the Ripley Parish end of the site, alongside Kiln Lane.

Flooding and the main watercourse

1362 The majority of the site lies in land classified as Flood Zone 1. The central part of the site adjacent to the East Clandon Stream is situated in Flood Zones 2, 3a and 3b. Development has been focussed in areas within Flood Zone 1.

1363 The applicant has updated the Environment Agency (EA) hydraulic model of the East Clandon Stream (part of the River Wey hydraulic model, provided by the EA) in order to provide updated baseline flood risk with the latest climate change allowances. In addition to this, flood risk from tidal, fluvial, surface water, groundwater, sewers and artificial sources are all considered to be low following the application of the proposed surface water drainage strategy. See Chapter 11 of the ES and detailed in the Hydraulic Modelling Report (Appendix A7).

1364 The hydraulic modelling has demonstrated that impacts in all events modelled (5%, 2%, 1% AEP, 1% Annual Exceedance Probability (AEP) plus a 35% allowance and 1% AEP plus a 70% allowance for climate change (CC) events). The EA are satisfied that the modelling has demonstrated that impacts in all events modelled would not extend outside the site boundary and would not impact any more vulnerable receptors on site. Therefore, the proposed development would not increase the risk of flooding both onsite and offsite.

1365 The amended Flood Risk Assessment reference A11.1 Issue 1 dated 22nd February 2021 confirms that there are no alterations required in relation to fluvial flood risk as a result of the design and layout amendments now proposed. Therefore, the development should proceed in accordance with the recommendations of the Flood Risk Assessment ref A11.1 Issue 4 dated June 2020.

1366 The amended layout would not encroach closer to the East Clandon Stream and in certain places the buildings and roads have been moved further away which is welcomed by the Environment Agency.

- 1367 The road crossing and buried overhead power lines over and under the watercourse have undergone detailed assessment to be located where they would be to minimise the impact on biodiversity by avoiding tree root protection zones and subject to consents from the EA and UK Power Networks (UKPN). It is proposed the road bridge crossing has a single 12m span with a minimum of 0.6m clearance between the 1% AEP + 35% climate change peak flood level and soffit level. The bridge design would form part of the reserved matters application.
- 1368 The Landscape Parameter Plan reference 19055/c03 rev F shows two children's play areas close to the stream. Distances from the stream are not provided and the EA require that they must be located a minimum of 10m from the top of the bank of the stream in order to protect the river corridor from further disturbance. As these are in phases 2/3 the details would be in the subsequent reserved matters application(s).
- 1369 The Travelling Showpeople plots would be highly vulnerable development and would be located in flood zone 1 within the lowest risk of flooding from the East Clandon Stream. Therefore, this is an appropriate location and a sequential or exception test are not required.

Drainage

- 13610 The proposal would lead to an increase in impermeable surfaces from roofs and hardstanding surfaces.
- 13611 The Lead Local Flood Authority (LLFA) have commended the scheme for the considerable consideration to including multiple levels of sustainable drainage. The proposed surface water drainage system would aim to deliver water treatment benefits that would improve water quality, biodiversity and amenity benefits that make SuDS features have a wider benefit other than simply holding surface water, as well as the attenuation requirements to not increase flood risk on or off site.
- 13612 The strategy would incorporate swales, filter drains, bio-retention systems, tree pits, permeable paving and detention basins, with attenuated water being discharged into the East Clandon Stream which transects the site. This would contribute to the mitigation of flood risk within the development site and in the local surroundings, as well as ensuring that water being discharged into the East Clandon Stream would be of sufficient water quality as not to pollute the existing watercourse. See Chapter 11 of the ES and detailed in the Drainage Strategy (Appendix 4).
- 13613 The hard landscaping strategy shows the use of impermeable paving in driveways and the mews area, further details would be required to be submitted for permeable paving and surfaces that enable grass to grow through as well.
- 13614 The Travelling Showpeoples' plots would be drained via cellular storage units located beneath the site area and has its own outfall into the East Clandon Stream. Therefore, there would no surface water flooding risk on the site and onto Kiln Lane.
- 13615 The seven proposed outfalls to the East Clandon Stream would be the subject of detailed design and EA consent. They would be located to mitigate the impact on biodiversity by reducing the need to remove Category A and Category B trees.
- 13616 Storm water discharge from the site would be no greater than the existing greenfield rates for the corresponding storm events. The 1 in 100 year plus climate change event would be discharged at the 1 in 100 year greenfield rate.

Groundwater

- 136.17 The flood risk assessment (FRA) also states that previous ground investigations indicated a high water table lying beneath the site. Whilst localised areas within the site were identified as being potentially susceptible to groundwater flooding at the surface level or where properties may be situated below the ground level, the proposed site has no historic records of flooding from groundwater sources. The risk of flooding from this source is therefore considered to be low. During construction, there is potential for changes to occur to the water quality and quantity within surface water and groundwater bodies. However, through the effective implementation of a Construction Environmental Management Plan (CEMP) and early installation of Surface Water Management Strategy, these temporary impacts would be mitigated against.
- 136.18 During operation, the implementation of a Surface Water Management Strategy and Foul Drainage Strategy would ensure that there are also permanent neutral effects on the local surface and groundwater bodies, drainage networks and flood risk.
- 136.19 Chapter 10 of the NPPF requires that consideration be given both to risk to the site, and to risk elsewhere caused by the proposed development. Based on our understanding of the site setting and the proposed development, it would be constructed and operated safely and would not increase flood risk elsewhere. This is supported by the views of statutory consultees. The proposal would be in accordance with policy P4 of the LPSS, policy LNPEN3 of the LNP and the NPPF.

137 Air quality

- 137.1 Para. 181 of the NPPF requires opportunities to improve air quality or mitigate impacts should be identified. Policy ID3 at para 4.6.31 of the LPSS recognises that well-designed developments may actively help to enhance air quality and reduce overall emissions, therefore reducing possible health impacts. Community Aspiration 2 of the SNP says that the Parish Council will lobby the local transport authority to take opportunities to identify further sustainable transport schemes and improve air quality. Lastly, policy LNPEN5 of the LNP actively encourages the transition to a low carbon future and for schemes to demonstrate that air quality would not significantly deteriorate due to increased traffic and major developments of 100 or more dwellings must provide measurable mitigation for any significant increase in traffic movements in sensitive locations.
- 137.2 Air quality is intrinsically linked the use of fossil fuels and therefore traffic movements from the exhaust emissions and domestic heating associated with the building of new homes.
- 137.3 As has been demonstrated in the 'Access, highway safety and capacity' section above there would be a range of improvements and measures to support a sustainable transport strategy and this would assist in reducing vehicle movements.
- 137.4 The energy strategy for the site shall be looked at below as part of the 'Sustainable design and construction' section. To reduce the carbon emissions produced by the new development.
- 137.5 The proposal has the potential to increase the level of air pollutants, so the applicant has submitted an Air Quality Technical Note dated 17.06.2020, setting out nitrogen dioxide diffusion tube monitoring results and consequential updates to the results and

conclusions in Chapter 8 of the Environmental Statement: Air Quality. Six months of air quality monitoring results have been provided to supplement the existing monitoring undertaken. The monitoring measured nitrogen dioxide at locations around the proposed site, alongside the A3 and Portsmouth Road and a further tube placed at an existing monitoring location in Newark Lane. The results from the additional monitoring did not affect the conclusions of the December 2019 ES: Air Quality report, namely that there would be no new exceedances of the National Air Quality Objectives (NAQO) for nitrogen dioxide, PM10 or PM2.5 in the proposed development year 2025, nor any predicted exceedances of the NAQO for NO2 in 2034, the proposed year for the A3 northbound slip-on road to be operational.

- 1376 Construction activities of (and dust from) earthworks, construction and track out at the site were all assessed. Without mitigation, major adverse effects could occur as a result of the impact of dust soiling. However, with the use of standard mitigation measures the potential effects on the local air quality were not significant. A Construction Environmental Management Plan (CEMP) including a Dust Management Plan shall be required by condition to ensure that the effects would be managed.
- 1377 This information has been reviewed by the Council’s Environmental Health Officer who has raised no objection and with the inclusion of electric vehicle charging and employing the energy hierarchy and renewable energy sources, this would further support minimising emissions and the reduction of impacts on local air quality.
- 1378 There would not be a harmful impact on air quality in accordance with LNPEN5 of the LNP and the NPPF and there would be measures to reduce the impact from construction works and traffic movements.

138 Landscape and visual impact

- 1381 Para. 127 c) of the NPPF seeks to ensure that developments are “sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).” Policy D1(4) of the LPPS required a response and reinforcement of landscape setting and para. 4.5.9 explains that “The relationship of the built environment to the landscape must be taken into account and the transition from urban to rural character will need to be reflected in the design of new development with the green approaches to settlements respected.” Send 4 of the SNP seeks to protect the countryside setting of the settlements of Send, Send Marsh and Burnt Common and LNPEN1B of the LNP requires developments to respect the existing landscape character.
- 1382 The site is not within a designated landscape and Council’s Landscape Character Assessment states the site is within the E2 Ockham and Clandon Wooded Rolling Claylands. The is characterised by a “pastoral landscape broken up by woodland and shaws, crossed by urban influences and transport infrastructure.”
- 1383 The key landscape guidance includes:
- The conservation, enhancement and restoration of woodland;
 - use of locally appropriate native species;
 - enhancement of hedgerows, protecting and maintaining hedgerow trees, conservation of field trees, encourage the use of suitable fence styles;
 - creation of small seminatural public open spaces;

- encourage new built development to respect local characteristics, including building materials; and
 - avoid the location of any new large mass of development where overly visually intrusive and design to minimise impact and integrate into the area's 'rural' context.
- 1384 The application submitted Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) including a visual effects table (ES Appendix 10.6), a night-time assessment (ES Addendum, A10. LVIA Appendices) and the updated photo montages, Visually Verifiable Montages (VVMs) and digital mock-ups in the ES addendum (February 2021). The Council have instructed an independent specialist to review this and assess the likely significant impact on the surrounding landscape from agreed viewpoints including the Surrey Hills Area of Outstanding Natural Beauty (AONB) to the south.
- 1385 The Council's Consultant is satisfied that the appraisal has followed a sound and robust methodology and has addressed the impact and sensitivity to the receptor sites from the changes caused by the proposed development. They are satisfied that site has the capacity to accommodate the proposed development without undue harm on the landscape character and visual amenity of the site and the wider area. The proposed landscape strategy and planting would create new landscape features that would make a positive contribution to the character and general amenity of the local area.
- 1386 Road users travelling along the A3 and the A247 are likely to have temporary views of construction activities and temporary infrastructure relating to the proposals for the western pylon, however in the context of existing views that include electricity transmission infrastructure and perceived views alongside construction activities on the site itself, the significance of effect for both receptors would not change from the minor adverse (temporary, not significant) effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).
- 1387 As shown by the VVMs the changes to the parameter plans proposals do not materially alter the likely visibility of the proposed development in vantage points in the landscape to the south of the site where the scheme would be almost entirely screened by intervening vegetation.
- 1388 Further to the south, in views experienced by users of the road network within the Surrey Hills AONB, the changes to the development (and consideration of the potential visibility of the maximum parameters) are unlikely to be perceptible due to the considerable distance to the site. As has also been agreed by the Surrey Hills AONB Advisor who has raised no objection.
- 1389 The sensitivity of visual receptors travelling along the A3 is identified as low and the effects relating to the development are experienced for a relatively brief duration, travelling at speed and at an oblique angle to the direction of travel, the impact of the inclusion of built form up to the maximum parameter would not likely give rise to effects greater in adverse significance than that identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) at Year 1 (i.e. moderate adverse).
- 138.10 At Year 15, the proposed planting along the bund would provide substantial screening of the indicative built form proposals on which the assessment is based, and therefore the negligible adverse effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) remains unchanged.

- 138.11 Due to the height of the proposed pylon in the north east part of the site, it would be seen to rise above this vegetation where views towards the sky are possible, such as within gardens of homes in Kiln Lane. However, there is an existing pylon there and the new pylon would be lower in height, which would be an improvement and limits the effect significance. However the presence of the proposed terminal pylon is considered likely to result in a negligible adverse (not significant) effect at Year 15 for nearby visual receptors including from the Merrow and Clandon Woodland North Down Landscape Character Area, people travelling along the A247, Grove Heath Road, and Rose Lane, residents on Burnt Common Lane, Kiln Lane and residents in Send Marsh / Burnt Common, which is slightly worse than the neutral effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).
- 138.12 A night-time appraisal has been submitted and reviewed due to the rural context of the site. The area currently experiences a noticeable sky glow effect including from cars traveling on the A3 Ripley Bypass, street lighting, nearby homes and gardens, and adjacent commercial uses such as a car showroom. The list of potential receptors includes the site and vicinity, adjacent public roads and Staple Lane, within the Surrey Hills AONB. The overall sensitivity of the vicinity is not considered to be sensitive, as the baseline analysis confirms a substantial level of existing light pollution in the area.
- 138.13 There would be a short-term effect during construction from task/spot lighting and machinery then standard residential sources once occupied. The operational and residual effects were all determined to be negligible adverse, or neutral, with only the site and its immediate vicinity and Clandon Road assessed as minor adverse. Due to the existing light glow and sources identified the proposed development would not have significant adverse effects on the character of the night-time landscape.
- 138.14 The proposed development would result in visual change during construction works, which can be mitigated by site management including lighting, which shall be secured by condition. In the first year of the completion of phase 1 the temporary acoustic fence, the roof and the built form from Portsmouth Road. As the later phases are completed the suburban character of the site would not appear incongruous in the context of adjoining development. The proposed bund and acoustic fence to the A3 would be more prominent due to the newly planted trees. By year 15 the landscaping would be mature and would allow the site to blend into the landscape setting.
- 138.15 Therefore, the proposals would comply with the objectives of policy D1(4) of the LPSS, Send 4 of the SNP, LNPEN1B of the LNP and the NPPF.

139 Housing mix and type

Housing mix

- 139.1 It is important to note that policy H1(1) of the LPSS is not intended to be applied in a prescriptive manner. It is a broad assessment of the needs required over the plan period and should be used to guide development proposals. However, in applying the mix consideration needs to be given to site specific matters which together would shape the appropriate mix on particular sites. The Send Neighbourhood Plan (SNP) supports the application of policy H1.
- 139.2 Total housing mix (table 3):

Total Housing mix	No.	SHMA % req	Provided %
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Agenda item number: 4(1)

1 bed	31	20%	14%
2 bed	60	30%	27%
3 bed	88	35%	40%
4 bed	36	15%	19%
5 bed	5		
Total	220		

1393 Proposed market housing mix (table 4):

<u>Market mix</u>	<u>No.</u>	<u>SHMA % req</u>	<u>Provided %</u>
1 bed flat	1	10%	0.8%
2 bed flat	25	30%	24.2%
2 bed house	7		
3 bed house	63	40%	47.7%
4 bed house	31	20%	27.3%
5 bed house	5		
Total	132		
Houses	106	80%	
Flats	26	20%	

1394 Proposed affordable housing mix (table 5):

<u>Affordable mix</u>	<u>No.</u>	<u>SHMA % req</u>	<u>Provided %</u>
1 bed flat	30	40%	34.0%
2 bed flat	18	30%	31.8%
2 bed house	10		
3 bed house	25	25%	28.4%
4 bed house	5	5%	5.7%
5 bed house	0		
Total	88		
Houses	40	45%	
Flats	48	55%	

1395 Overall, the housing mix would comprise a marginally greater mix of larger 3, 4 and 5 bed homes and less 1 and 2 bed homes. This is mainly due to a larger proportion of 3, 4 and 5 bed market homes and 3 bed affordable homes. It is acknowledged that a large number of new homes would be delivered so the proposed housing mix should assimilate closer to the SHMA. However, it must be borne in mind that this is the first of three phases of development with higher density and smaller units being delivered in phase 2. Phase 1 would comprise land adjoining Burnt Common Lane which has mainly family houses and given its location on the edge of Send village, the proposed overall housing mix would complement the local context.

1396 There are 31 x 1 bed homes proposed with one of these being a market home. However, smaller 1 bed homes are expected to be delivered in a town/district centre locations (particularly in the town centre which would mainly deliver flatted development) or adjoining a transport hub. This is an edge of village location, where there is greater demand for: family units, downsizers, first time buyers and relations of people who have grown up in the area. The proposal would meet the demand for a range of 2-4 bed homes for these types of groups. So, whilst not strictly complying with

the SHMA, the overall mix of units would be appropriate given the location.

1397 Nevertheless, a great proportion of smaller homes could be delivered in later phases of the development because this is a large site and it would have varying character areas. A condition on the housing mix being agreed prior to the submission of the reserved matters application shall be required, to ensure that the SHMA requirement is met as closely as possible.

1398 Proposed accessible homes (table 6):

	1 Bed	2 Bed	3 Bed	4 Bed	Total
Accessible M4 (2)			35		35
Adapted M4 (3)	10	1			11

1399 H1(4) requires 15% of new residential development (on sites of 25 homes or more) to meet the Building Regulations 'accessible and adaptable dwellings' M4(2) or 'wheelchair user dwellings' M4(3) standard to help meet future housing stock needs identified accommodation needs. The proposal would meet this requirement with 5% M4(3) - within Building Regulations (11 homes) and 10% M4(2) - within Building Regulations (35 homes).

Affordable housing

13910 Phase 1 would deliver 40% of the units as affordable housing meets the requirement specified by Policy H2(2).

13911 The housing mix would depart slightly from the SHMA, however, no objection has been raised by the Council's Housing Strategy and Enabling Manager. As stated later phases would allow for a closer alignment overall.

13912 It is recognised that a greater proportion of affordable homes would be delivered in flats rather than houses and as a result would result in clustering with a concentration of affordable housing at the flats to the north of the central green. The housing type and clustering has been assessed by the Council's Housing Strategy and Enabling Manager. They have raised no objection and would deliver socially inclusive housing.

13913 The mix of tenure would be 70/30% split between affordable rented (62 units) and other affordable intermediate homes (26 units), this would follow policy H2(4) of the LPSS. This tenure mix would be secured by way of a S106 legal agreement.

Custom builds

13914 LPSS policy H1(9) states that on developments over 100 units 5% of the total homes shall be available for sale as self-build and custom housebuilding. The applicant would provide 11 custom build homes as identified on drawing 19201-C04G. This would deliver a wide choice of accommodation and appropriate conditions would be required.

13915 The applicant has not committed to providing any self-build plots alongside the custom build plots. There is demand on the Self-Build and Custom Housebuilding Register, however, the applicant has been up front that they cannot commit to self-build homes on this site.

13916 Self-build and custom build are grouped together as one category of housing. Whilst the register may indicate a preference for one the policy does not specifically require

provision to reflect this preference. Therefore, in this instance, 5% custom builds would be policy compliant. Not providing any self-builds, whilst not ideal, is not a sufficient departure from the policy.

139.17 A S106 legal agreement to secure the provision and delivery of the custom homes would be required.

139.18 As a result, it is concluded that the application would meet the requirements of policies H1 and H2 of the LPSS, policy Send 2 of the SNP and Chapter 5 of the NPPF.

13.10 Travelling Showpeople plots

13.10.1 The identified traveller accommodation target is set out in Policy S2(3) of the LPSS. Sufficient sites are allocated within the LPSS to meet this target. The target is based on the accommodation needs identified in the Travellers Accommodation Assessment (TAA) (2017) for 4 permanent pitches for Gypsies and Travellers and 4 plots for Travelling Showpeople (as defined by Planning Policy for Traveller Sites) between 2017 up to 2034.

13.10.2 The LPSS has identified 8 Travelling Showpeople plots to meet the need for 4 plots for Travelling Showpeople that meet the planning definition and 4 plots for those that do not, as identified in the Traveller Accommodation Assessment (TAA) (2017). This includes the site allocation for 6 Travelling Showpeople plots at Garlick's Arch under policy A41. Since the base date of the TAA (January 2017), no new Travelling Showpeople plots have been granted planning permission. The 6 plots for Travelling Showpeople at Garlick's Arch would form part of and contribute to the 8 private plots identified as needed over the plan period (see GBC LAA 2020 Appendix 6 Table 4) Travelling Showpeople.

13.10.3 The proposal includes Travelling Showpeople plots within the site allocation for residential development and to achieve better social integration and acceptance for Travelling Showpeople as well as better living conditions. The plots are needed to meet the needs of Travelling Showpeople in the borough who are currently living on overcrowded, doubled-up plots or a suppressed household.

13.10.4 The location of the proposed plots forms part of the detailed element of the application for the change of use of land. This would be located towards the end Kiln Lane and would be 0.35ha which would be enclosed and large enough for the required six plots.

13.10.5 The Council have received representations from two regional groups of the Showmen's Guild of Great Britain (the national representative body of over 90% of Travelling Showpeople) and The Association of Independent Showman. One supporting the site as suitable for showpeople that do not have large vehicles and the other two stating that the site is unsuitable due to the matters associated with the vehicular access and proximity to the A3, which would as a result, not deliver satisfactory plots which enable this group to the right to a home and family life in accordance with their traditional lifestyle under Article 8 of the European Convention on Human Rights.

13.10.6 The land (the subject of the change of use) has been developed in co-operation with Travelling Showpeople in the Showmen's Guild of Great Britain to ensure that their requirements would be met in regard to space for residential accommodation, equipment storage and acoustic barriers for noise and security gates.

13.10.7 The PPTS definition of Travelling Showpeople recognises that they are "members of a group organised for the purposes of holding fairs, circuses or shows". It must be

acknowledged that not all Travelling Showpeople have heavy good vehicles and large fair ground rides that they have to store and transport, as the nature of fairs and circuses have been changing. So, there are families who have smaller vehicles and smaller rides. Within the borough, there are existing families who require plots and have small equipment. The proposed change of use would meet this local need.

- 13.10.8 It is accepted that the proposed weight limit on Kiln Lane, the need for the acoustic measures, separate access and location not adjoining residential development would have an effect on the integration with the new and existing community and limit the types of occupants. However, its location would be close to the existing village and the new development at Garlick's Arch, allowing children on the site to attend a local school and provide a settled base for a family. Noise and vibration mitigation would ensure that their health and well-being would not be affected, it would not place undue pressure on local infrastructure and services and would not be located in an area at high risk of flooding (in Flood Zone 1) and would allow for traditional lifestyles in accordance with para 13 of the PPTS. The proposed development would not create living conditions which would breach Article 8 of the European Convention on Human Rights.
- 13.10.9 Furthermore, the proposal would not dominate the nearest settlement as there would be a retained open space and trees around the proposed plots and it would be limited to six plots.
- 13.10.10 The change of use to Travelling Showpeople plots would be acceptable subject to management of the weight limit of vehicles using Kiln Lane, the road and junction widening, and size of vehicles stored on site which would be managed by condition. The detailed layout is likely to involve operational development that would be the subject of a separate planning permission and a S106 legal agreement shall be used to secure the delivery of the plots as part of this site allocation.
- 13.10.11 The proposed change of use would meet the requirements of policies A41(2) and S2(3), the PPTS and NPPF to deliver Travelling Showpeople plots in the borough.

13.11 Characteristics of well-designed places

- 13.11.1 The proposal have involved the input of the Council's Urban Design Officer and Architect who has provided the following conclusion: *"The revised plan is characterised by a more legible pattern of road, open space, well-aligned connective footpath system and general landscape park-like areas that provide the armature for a more considered unified vision of housing. Previous plans displayed relatively weak order and urban patterning, and generic could-be-anywhere architectural design expression that lacked distinction. The revised arrangements can be appreciated as a notably more orderly, disciplined layout in two dimensions, promising realisation in an inviting play of differentiated housing form."*
- 13.11.2 This application is divided into parts submitted in different forms and with different levels of detail. This section first considers and evaluates the detailed proposals having regard to policy requirements and prevailing design guidance. Thereafter, having regard again to the Urban Design Officer's (UDO's) comments (as key consultee) the outline parameter plans and illustrative masterplan, for which the key consideration is whether matters under consideration now provide a robust framework for a good quality scheme (that meets local and national design policy) to come forwards by way of reserved matters are considered.

Full Planning Scheme – Phase 1 (220 dwellings)

13.11.3 The full application part of the scheme comprises a detailed site layout for 220 homes with a full suite of supporting information, including visualisations and colour streetscenes. Supporting layouts describe various facets including the distribution of housing tenure, building scale, parking and the use of materials.

13.11.4 Officers have had careful regard to the advice within the National Design Guide (NDG) which describes how built form, inter alia, should;

- utilise compact forms of development which makes efficient use of land to optimise density, well designed places using the right mix of building types, forms and scales while including destinations and spaces where communities would interact.
- provide well-designed and connected networks including for cars, pedestrians, cyclists and public transport, with safe direct and convenient routes and a clear hierarchy of easily navigable streets, well designed safe parking, and well-integrated servicing access.

Amount and Density

13.11.5 Phase 1 of the development includes 220 homes on a gross site area of 9.13 hectares (ha). This provides a gross density of 24 dwellings per hectare (dph), and a net density (against a development area of 4.91ha) of 44.8 dph.

13.11.6 This compares with gross density across the overall masterplan for 520 homes on 29.3 hectares of 18 dph, and net density of 39.7 dph, reflecting that there would be a range of density with higher and lower ranges planned for development for appropriate parts of the site.

13.11.7 Having regard to the guidance within the National Model Design Code published (in January 2021) this density sits within the appropriate range identified for development of suburban areas. This proposed amount and density therefore makes effective use of the site while, paying due regard to its context and identity and that of its surroundings.

Layout and Character Areas

13.11.8 The revised Design and Access Statement (DAS) establishes (page 79) how the grain of development in the site wide masterplan has been designed to relate to the existing patterns of development in the surrounding area, noting that villages of Burntcommon, Send, West Clandon and Ripley are all structured principally “on linear forms that have extended alongside major roads with later expansion behind”.

13.11.9 The design concept seeks to reinforce this pattern of development via the wider masterplan, which is founded on the traditional arrangement of housing within perimeter blocks, with identity and legibility reinforced through the use of three distinct key character areas across the wider masterplan, namely; the Village; Arcadian Plateau; and Copse Clusters.

13.11.10 As the DAS notes the various characteristics which define and vary within these main character areas;

- Continuity of building form on street frontage
- Regularity of building line

- Degree of enclosure along street
- Height of buildings
- Width of street
- Surface treatment of street
- Private frontage along edges of street / space
- Front garden boundary treatment
- Landscaping within street or along edge of space
- Presence of parking along street frontage / edge of space

These provide consistency in terms of the detailed design and 'appearance' of built form but varying other principles.

13.11.11 The largest (spatially) of these main character areas is the 'Village' within which the whole of Phase 1 sits, and this is divided further into sub-character areas:

1. 'Primary Street';
2. 'Secondary Street';
3. 'Community Street/ Mews Lanes';
4. 'River Corridor';
5. 'Central Green';
6. 'Linear Green';
7. 'A3 Edge'

The Phase 1 full application scheme includes parts of all of these sub-types apart from 'River Corridor' and 'A3 Edge'

13.11.12 Phase 1 mostly provides development on the west of the spine road linking accesses from Clandon Road (A247) and Portsmouth Road, along with the 'Central Green' public open space and 3 no. blocks of apartments on the eastern side of the route. The spine road comprises a 6.75m width carriageway, necessary to serve as an intended bus route, and is supported to either side by a dedicated footway and verge on its east side and 3m width shared cycleway, and a linear swale, to its west side. The UDO confirms that following entry by motor car, bus or bicycle, the primary road feeds a rational and well-ordered arrangement of secondary roads that both connect and define the main division of the land, and the building up of a place.

13.11.13 At the access points to the site the scheme provides key focal buildings/groups. At the Portsmouth Road access, 'Building B' presents a 3 storey apartment block (9 no. apartments), set back appropriately behind a triangular area of verge/landscaped open space. This is carefully designed to round the corner into the site, offering active façade to the junction and spine road, creating a transitional frontage/building line. Its linear façade retains vertical emphasis is ably broken up by four front gable projection with steep roofs and elevational treatments that are asymmetric. This is considered to have an appropriate scale and general character which provide a high-quality entrance to the site, dependent on securing high quality materials and architectural detailing. To the Clandon Road junction, the scheme provides a much more modest entrance feature comprising of a link-detached group of 3 no. 2 storey houses (plots 1-3). This is appropriate considering how far set back development is from the entrance/new junction and their role as adjunct between primary and secondary street character types (described below) and differing building scales.

13.11.14 Development along the western side of the spine road sits within the 'Village: Primary Street' and also in parts the 'Linear Green' and 'Central Green' sub-character areas. These define the design of the scheme facing this principal road type

- 13.11.15 These sub-character areas appropriately focus higher density housing with greater formality according to street hierarchy. They provide for the more compact arrangement in the phase, of mainly short terraces and 2.5 storey housing (some semi-detached, detached and apartments feature) facing the west side of the spine road. This provides deliberate continuity and enclosure, aided by including only small occasional access to parking provided to the rear within a Mews street typology described as “Community Street (or Mews Lanes)”. The latter provides a generous shared surface carriageway (7m) fronted by small terraces of lower order/scale 2 storey housing and FOGs (flats over garages). In line with the ‘Community Street...’ sub-character area the layout employs simple consistent forms and a rhythm of roofs running parallel with the street. Parking is provided in front of dwellings and to parking courts framed by built form. This level of parking provided would serve units along the mews street and dwellings along the spine road offsetting the reduction in street and driveway parking that improves functionality (as a bus route) and enhances character (reducing car dominance) in the primary street.
- 13.11.16 The ‘Secondary Street’ sub-character area covers the secondary road around the western extent of the parcel, provides lower (but not low) density along a more informal residential street. Plots typically comprise larger dwellings in detached and more spacious plots. The street typology is based around a 5m carriageway and a single sided footway with swale/rain gardens on the opposite side. Dwellings have varied setbacks, typically present gables, or orientate the roof so that the gable-end faces the street. There is a prevalence of on plot driveway parking.
- 13.11.17 This approach also achieves the higher density principal street character without the loss of large to private, shared rear parking courts, in favour of a public space. Indeed, this is an area where officers have secured significant design changes to prioritise pedestrian permeability and routes through the layout instead of using the space for further tertiary car routes (contributing to a walkable neighbourhood). This street type also maintains good connectivity via pedestrian paths through robustly proportioned ‘green corridors’ and ‘green links’. These offer good quality spaces, consistently fronted by houses providing an active character and good surveillance. The ‘primary green corridor’ also provides a high-quality avenue of green infrastructure connecting each street type within phase 1 through to the ‘Central Green’ on the opposite side of the Primary Street. As the UDO confirms;
“roads and equally importantly a well-disposed network of landscaped routeways and characterful wynd like paths bind the neighbourhoods together in a legibly organised manner.”
- 13.11.18 Phase 1 also includes the provision of the Central Green itself (a 5,500sqm focal area of public open space that includes play spaces, informal meeting, and an intensive SuDS use). This is framed by three blocks of apartments (37 no. units) that contribute towards the affordable housing requirement. The design principles for this character sub-area also encompass areas of housing on the west side of the primary street (within Phase 1, already discussed) and to the south of the village green (in Phase 2). One of the roles the apartments play provides activity and frame the open space while addressing and giving continuity to the primary street along its northern aspect.
- 13.11.19 Within the housing/apartments a community use within the ground floor space of apartment Block C (adjacent to the public open space) provides an entrance space, large main activity room and ancillary area at the heart of the development accessed from the central landscaped area. As set out by the UDO comments it has been an area of the scheme subject to substantial negotiation. It now provides a good quality focal space, that is easily accessible to neighbourhoods within Phase 1 through well

connected green spaces and other pedestrian/cycle routes.

- 13.1120 The UDO support for the revised Central Green area notes’;
“Weeks of negotiation brought the commitment to provide meaningful activation of the centre, in enclosed serviced community spaces, located more or less at the heart of the landscape, at sufficient remove from car and bus movement along the main spine road. An entrance space, large main activity room and ancillary area is proposed at the heart of the development accessed from central landscaped space.”

Scale and Appearance

- 13.1121 Development within Phase 1 proposes a significant mix of horizontal scale/massing to built form from a range of typologies from smaller individual two storey, semi-detached and short-form terraces (of 3-4) of 3-2.5 storey houses, reaching up up-to 5 no. modest scale apartment blocks (ranging from 9-15 apartments per block).
- 13.1122 Development is provided with a mix of storey heights. The prevalent scale is two storey, covering the majority of development set behind/west of the primary street. A small proportion of 2.5 storey types feature in this area and their arrangement in groups successfully adds variety and interest to streetscapes. Conversely the prevalent scale to the primary street, and for apartment blocks framing the ‘Central Green’, steps up to 2.5 storey. Care has been applied not to lose emphasis, such that an apartment block (Building A: plots 114-124) is stepped down to two storeys.
- 13.1123 Having regard to comments in section 10.4 of the DAS the detailed proposals within Phase 1 are founded upon a detailed character study of patterns and architectural characteristics of residential development within surrounding villages and more broadly based upon a study of vernacular ‘Surrey Style’.
- 13.1124 The resulting ‘appearance’ of the development is reinforced by colour streetscene diagrams depicting the choreography of building forms, heights and elements/elevational treatments. The scheme relies across the character area/sub-character areas on consistent use of materials in a muted pallet of orange and red stock bricks (Kingham Multi, Smoked Orange Gilt, New Red Multi) and use of tile hanging under tile roofs. Tile hanging is particularly heavy in use in parts of the scheme. The DAS sets out the goal;
*“Limited variation in the palette between the proposed character areas would ensure that, together with the built form and layout, the materials would deliver local identity within a unified and coherent place.
While the architecture and public realm within the new neighbourhood would reflect contemporary living within the 21st century, the use of materials, colour and texture would ensure it is related very strongly to its location and context.
The traditional use of materials, colour and building details within the local area should therefore inform the approach to detailed design.”*
- 13.1125 Unit designs have also incorporated a consistent use of simple forms and elevations, which vary in terms of roof designs, add asymmetry to incidental elements including two storey projections, and roof hips. Contemporary stylings come through in the design of fenestration, and their balance within elevations, but these are not dramatic deviation so much as gentle reinforcement of the same ‘asymmetry’. The ‘Surrey Style’ employed adds variety of character with steeper pitch roofs and contrast of roof massing.
- 13.1126 Noting that the intention, set out in the DAS, is for the buildings along the Primary and Secondary Streets to display a more formal character (the Arcadian Plateau and Copse

Clusters in later phases are designed to present more informal character), the scheme achieves a general consistency and quality that retains local reference and sympathy to the context of the site.

13.11.27 Careful consideration of the appearance and performance over time of facing materials on the general impression of the place has informed proposals. In this case, a subtle palette of locally authentic natural brick and tile that would weather gracefully and would complement existing development would be appropriate in the wider context as well as within the site itself. The sense of place lies in the appropriate use of external materials, as well as the substantive contrasts of varied building form, and the considered landscape and street design. The limited materials palette was agreed to avoid an unnecessarily tokenistic variation of appearance in suggested “render” and “timber” facings, in addition to brick and tile. This approach is consistent with the historic analysis set forth by Roderick Gradidge, in his notable book, *The Surrey Style*, published by Surrey Historic Buildings Trust, Kingston Upon Thames, Surrey, 1991. It should be noted that modern render and timber would be deployed in durable plasticised core material form, these artificial materials would fail to provide the variation and natural weathering effects. Furthermore, they would require regular maintenance to maintain their appearance. The design approach features more slimline, historically resonant detailing.

13.11.28 Typical details have been provided which show an 85mm depth of window reveal, clipped eaves parged verge, tile cills, brick corbel detailing, blue headers in the brickworks and standing seam metal roof details. Planning conditions in respect of final approval of materials and to secure details of architectural elements at 1:20 scale, would be appropriate to ensure that this would be of a high quality.

13.11.29 The UDO is supportive of the architectural strategy employed by the scheme noting in his comments that;
“The application plans present a playful complement of distinctive housing forms, profiles and subtly varying design expression rooted in an understanding of the vernacular and historic patterns of residential architecture of Surrey... some of the house designs adopt playfully asymmetrical appearance under characterfully sloping cat slide or other roof forms in harmony with the historic Surrey and wider Arts and Crafts manner.”

Outline Parameters

13.11.30 The remainder of the proposed residential development is applied for in principle. Phase 1 is designed as a first part of a wider masterplan that has been subject to negotiation through pre-application and which have continued following submission.

13.11.31 While the masterplan and therefore layout of built form and open space is indicative the application is supported by a set of parameter plans which are intended to be approved as a controlling framework under. Detailed applications seeking Reserved Matters Approval and to discharge site wide planning conditions would then be required to come forward in broad compliance with the approved parameters. Nonetheless, officers have worked closely with the applicant to ensure, so far as reasonable at this stage the illustrative masterplan and supporting parameters set the scene and principles to deliver a high quality development.

13.11.32 The submitted parameter plans were updated in February 2021 along with phase 1 details and the site wide masterplan keeping them up-to date with changes negotiated to the scheme;

- Land Use
- Density
- Access and Movement
- Landscape
- Building Heights

13.11.33 A submitted phasing plans sets out the intentions to bring forward the wider development.

13.11.34 Housing within Phase 2 comprises a linear parcel to the south east of Phase 1 and aligned to the A3 comes forward next. This has a gross area of 8.83 hectares and would deliver a proposed density 35-50 dwellings per hectare. The parcel would continue the 'Village' character area and this density range reflects the placement of apartments adjacent to the A3 boundary and the continuation of the 'Primary Street' and 'Central Green' sub-character areas. Development within phase 2 would have a maximum building height range of 3 storeys, with areas facing Oldlands Copse and connection to Phase 3 limited to 2.5 storey.

13.11.35 A distinct sub-character area would be applied to development facing the A3 trunk road, reflecting a different context and constraints. Following negotiations, the housing placement in the illustrative masterplan alongside the A3 has been set further back into the site, and as the UDO notes:

“reformed to provide more distinctive better connected building groupings, with attention paid to the form of a noise mitigating landscaped bund and acoustic fence, and place-enhancing landscape design to mitigate the effects of the A3.”

13.11.36 Phase 3 sits north of the watercourse in the site and adjacent Garlick's Arch Copse. The phase covers a smaller area of 4.77 hectares and would comprise a deliberately lower density of 15-30 dwellings per hectare. Here the majority of development is to be limited to 2.5 storey and only a limited edge buffer (south/south east) would allow taller dwellings (to 3 storeys). This phase would bring forwards the Arcadian Plateau; and Copse Clusters character areas. There has been significant negotiation on the illustrative masterplan for phase 3. Original proposals had sought to develop too much of the higher slope/hilltop plateau leaving only a modest area of public open space that was generally enclosed by built form. This offered narrow landscape views unspoiled the presence of housing. The UDO comments confirmed this has been significantly improved and this now forms a positive element of the scheme that would deliver:

“a well-defined hilltop public space that would offer wide panorama views toward an area of outstanding natural beauty... cradled by a particular place-making disposition, form and profile of housing [and...sympathetically face and give form to the junction of the made and the natural landscape.”

13.11.37 The site offers a number of key constraints which the design strategies have had to respond to. These include;

- Provision of main vehicular access to the site allocation provided from the A247 and a vehicular link to the B2215 Portsmouth Road and the A247 Clandon Road to provide an alternative route that relieves pressure on Send Marsh roundabout;
- Achieving permeability for pedestrians and cyclists into and from the development particularly to/from the B2215 Portsmouth Road;
- Sensitive landscape framework in the form of existing copses containing

- Ancient Woodland, and the existing watercourse;
- Rising topography;
- Major infrastructure in the form of existing utilities (HV electricity) and the A3 corridor; and
- Mitigating isolation/enclosed and hidden identity of the site.

13.11.38 The scheme successfully addressed these constraints and with regard to the 10 characteristics set out by the National Design Guide, officer believe the wider proposals (inclusive of the fully detailed phase 1 and outline parameters and illustrative masterplan showing later phases) are representative of good quality design and equally a capable framework that would enable later phases to continue to meet the same goals.

13.11.39 The UDO believes that with regard to the NDG the proposals in this application achieve;

- mitigation of isolation of the site with appropriate presence of signature gateway housing formation
- mitigation of the presence of A3 highway infrastructure
- promotion of a convincing sense of place and identity in a richly varied character of development that is well-related to the features of the landscape, protecting and enhancing these qualities
- connection to new and existing communities nearby via Oldlands development pedestrian pathway
- activation of a place at the centre for community identification and use of dedicated serviced primary and ancillary room
- creation of a landscape panorama viewing point at the top of the “Arcadian Plateau” hillock
- provision of community gardens within wider landscape plan

13.11.40 For these reasons the proposals are considered, in combination and on placemaking and design grounds to exhibit the characteristics of well-designed places, and therefore comply with the following policies D1 of the LPSS, Send 1 of the SNP, LNPH3 of the LNP, the design code in G5 of the saved 2003 Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.12 Impact on residential amenity

13.121 Para. 127 f) of the NPPF requires “places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.” One of the key characteristics in the National Design Guide (NDG) is, Homes and buildings – functional, healthy and sustainable for occupiers and the surrounds. These principles are taken forward in policy D1 of the LPSS and saved policy G1(3) requires protection from unneighbourly development.

13.122 The site would adjoin the car sales area that is set back from Portsmouth Road. There are residential properties in Kiln Lane to the north and Burntcommon Lane to the west. There are also residential properties that front Maple Road to the north west and have their rear boundaries facing towards Portsmouth Road.

13.123 Noise is a major concern for this application and without mitigation there would be

unsatisfactory living conditions for future residents on the site. Chapter 7: Environment Statement - Noise and Vibration (December 2019). Sets out a methodology for the work which includes the identification of sensitive offsite receptors (including surrounding roads from the operation phase due to the residential properties), noise surveys and noise calculations and modelling. Updated noise maps were submitted with the ES Addendum: Appendix A7 (February 2021). This has been assessed by the Council's Environmental Health Officer and found to be acceptable.

Noise from the A3

- 13.124 A 5m acoustic barrier is required for the southern side of the plot, adjacent to the A3 to mitigate traffic noise. Prior to the construction of the bund, a temporary acoustic fence is proposed to shield properties in Phase 1 from traffic noise. Proposed properties have been identified which are appropriate to be built prior to the construction of the fence or bund, at a distance of 175m from the southern boundary. Noise mitigation for the Travelling Showpeoples' plots are dealt with by way of a 5m barrier around the plot.
- 13.125 All private external amenity space would be expected to experience noise levels below 55dBA; the majority of external amenity space would experience noise levels below 50dBA. This is within the guidelines.
- 13.126 Additional mitigation is proposed for properties where internal noise levels are predicted to be above acceptable standards. This includes enhanced glazing and ventilation to certain properties, identified in Appendix 7.4 of the application.
- 13.127 It is anticipated that some properties in Phase 1 would be occupied prior to the completion of the temporary fence and the permanent bund. Noise modelling has been completed and determined that those properties beyond 175m from the A3 would be suitable for occupation prior to the completion of the temporary fence and / or bund. The location of these properties is shown in Appendix 7.8 of the ES (December 2019).
- 13.128 In advance of the completion of the bund, and to allow properties closer to the A3 to be occupied, a temporary acoustic fence would be constructed as part of the Phase 1 works. This would be 5m in height and have a minimum mass per unit area of 20kg/m² to achieve a similar noise reduction to that of the permanent bund. This would not be removed until the construction of the bund is complete (anticipated as part of the Phase 2 works). The suitability of this temporary fence is demonstrated in Appendix 7.9 of the ES (December 2019).
- 13.129 The temporary acoustic fence would not be removed until the construction of the bund and permanent barrier is complete (anticipated as part of the Phase 2 works). Once the bund and permanent barrier is completed, the temporary acoustic fence would be removed and the housing adjacent to the bund would be delivered. It is not envisaged that the timescales for delivery of the bund would be reliant upon the construction of the adjacent slip road, given sufficient land has been reserved for the delivery of the slip road in accordance with Policy A42.
- 13.1210 It is anticipated that some properties in Phase 1 would be occupied prior to the completion of the temporary fence. Noise modelling has been completed and determined that those properties beyond 175m from the A3 would be suitable for occupation prior to the completion of the temporary fence and/ or bund. The location of these properties is shown in Appendix 7.8 of the Environmental Statement (December 2019).
- 13.1211 The temporary fence protecting the properties in Phase 1 is still relevant, although the

properties in Phase 1 suitable for occupation prior to completion of the permanent bund/fence has been amended. The noise impacts experienced by the Phase 1 properties are unchanged as a result of the layout updates.

13.1212 There are changes to which properties require which specifications of trickle ventilators/external glazing/walls & roofs as a result of the layout.

13.1213 For Phase 2 of the development, the revised layout means that some of the properties are predicted to have a permanent moderate adverse level of effect, meaning that mitigation measures are required.

13.1214 Habitable rooms such as bedrooms and living rooms and external amenity spaces would be located to face away from the A3 or the B2215, to reduce the impact of internal ambient noise.

Kiln Lane

13.1215 Residents of houses abutting the Site on Kiln Lane are likely to have views of activities relating to the construction of the north-eastern terminal pylon, located approximately 56m from the rear elevation of two semi-detached houses properties. These effects would be experienced for a relatively short duration and seen in the context of existing views of overhead power lines and pylons. However due to closer range views of emerging and completed infrastructure for residents of these specific properties such that the effects would be minor adverse (temporary, not significant) during the construction phase. This is slightly worse than the negligible adverse (temporary, not significant) effect identified within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019), although this would not be significant.

13.1216 In terms of noise, a 5m barrier is proposed around the Travelling Showpeople plots – which would be constructed from a combination of masonry wall and close-boarded fencing (minimum of 20kg/m²). The noise assessment provided at Chapter 7 of the ES Addendum, confirms that this would achieve an appropriate standard of amenity for the occupiers of the plots (as well as providing the appropriate security required by the occupiers given the value of their equipment). The noise barrier would equally limit noise emitted from the site, albeit this is not type of use that would generate significant levels of noise, being a mix of residential and the storage of equipment when not travelling.

Neighbour amenity

13.1217 Residential properties in the surrounding areas and along roads used by construction traffic would experience noise and disturbance. A number of scenarios with construction activity at the centre of the site and on the boundaries taking into account the existing baseline levels. Solid screening would reduce the impact of this, and further details shall be required by condition as part of the Construction Environmental Management Plan (CEMP).

13.1218 The impact from traffic noise from the completed development would be a magnitude of none to very low. So, there would be no material impact.

13.1219 Piling, excavation works, breakers, dump trucks and rollers would be used during site preparation and substructure build phases. Safeguards can be required by condition as part of the CEMP.

13.1220 There would be satisfactory gaps between the existing buildings and their gardens to

prevent any material loss of privacy and overshadowing impact. Including the buildings at Burnt Common Cottages.

Occupier amenity

- 13.1221 Phase 1 occupiers would experience noise, disturbance and vibrations when phases 2 and 3 are built, so conditions would be required when the reserved matters applications come forward.
- 13.1222 All of the houses include an area of private amenity space and the apartment blocks generally include communal garden areas and some of the flats over garages (FoGS) have a terrace. The size and nature of amenity space would vary across the site depending on the housing typology; however, all of the dwellings include access to an appropriate area of outdoor amenity space to meet the passive recreational requirements of the future occupants of the development. The layout of the buildings has also been carefully designed to ensure that none of the garden areas suffer unacceptable levels of overlooking or overshadowing from the adjoining buildings.
- 13.1223 All the new homes would have access to ample informal and formal green space on site. Therefore, those without private amenity space, would still have an acceptable provision.
- 13.1224 Particularly around the flatted blocks, the parking spaces would be set back from ground floor windows. This would reduce the disturbance from headlights and car engine noise.
- 13.1225 Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards (NDSS). The applicant has provided a matrix (NDSS audit Revision A, 08.04.2021) showing the requirements and how their units compare. All the homes would either meet or exceed the standards including the storage areas. All the market units would either meet or exceed the total NDSS gross internal area (GIA) requirement. So overall, there would be satisfactory space for storage furniture and circulation space.
- 13.1226 The relationship between the proposed buildings and retained trees is sustainable and does not result in any situations which may result in unreasonable pressure to prune requests from future occupants.
- 13.1227 Having regard to all of the above it is concluded that the development proposed would not give rise to unacceptable impacts on the adjoining residential properties and would provide a good level of amenity for the future occupants of the development. For these reasons the development complies with the objectives of policy D1 of the LPSS, G1(3) of the saved Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.13 Impact on trees

- 13.131 Para.s 170 b) and 175 c) of the NPPF places on values on trees and woodland. Policy ID4 of the LPSS includes parks and open spaces, private gardens, agricultural fields and allotments, hedges, trees and woodlands, green roofs and walls, watercourses, reservoirs and ponds. Send 4 of the SNP seeks to enhancement of green and blue infrastructure and LNPEN2 of the LNP requires the retention and enhancement well-established species-rich features of the landscape, including ancient woodland, mature trees, hedgerows, ponds, and existing waterways. Lastly, policy NE5 of the saved Guildford Local Plan protects trees, hedges and woodland.

Tree removal

- 13.132 Tree removal to facilitate the entire development proposal is very limited. In accordance with BS5837:2012 trees are assessed and categorised. The four categories are A,B,C and U, this approach is agreed as suitable by the Council's Tree Officer.
- 13.133 The report states that no category A trees (which should be incorporated) are proposed for removal and only four B category trees would be removed. These four trees are required to be removed to facilitate the construction of the roundabout junction with Clandon Road. This would be reasonable and there would be a landscape strategy for the site entrance.
- 13.134 The majority of trees proposed for removal are therefore in the C (should be retained unless a reason for their removal) and U category (unlikely to contribute beyond 10 years), and not necessarily of quality, suitable for retention.
- 13.135 Of the C category trees removed, these are of lower amenity value and there would be ample opportunities from tree planting and a net gain in trees and tree quality as a result of the landscaping proposals submitted.

Woodland

- 13.136 There are two areas of Ancient Semi Natural Woodland (ASNW) at the site, Garlick's Arch Copse and Oldlands Copse. These would be retained and protected in accordance with the Forestry Commission (FC) and Natural England (NE) standing advice. Where Oldlands Copse is degraded from use as part of the gun club, the woodland would be enhanced as part of the landscape proposals.
- 13.137 The Forestry Commission (FC) have raised concerns that the development would impact on the flora and fauna the ANSW due to increased pedestrian traffic. Although, they do recognise that it is only through the development process that areas such as the woodland used currently for shooting purposes, can be restored and improved. Signposting, interpretation boards, formal footpaths would help to encourage appropriate use of the woodlands rather than have them entirely fenced off as no-go areas. The applicant has agreed to provide interpretation boards to explain what an ANSW is, what benefits they provide and how they can be looked after. Once residents understand they tend to take ownership of area and self-police etc., keeping to designated paths, dogs on leads etc. Additional dog waste bins would also be required, and this shall be secured by condition.
- 13.138 Oldlands Copse is a particularly poor, degraded, woodland that has historically been used for clay pigeon shooting. Extensive decontamination of the site would be required which is addressed within the woodland management plan. The plan also includes selective thinning and appropriate restocking.
- 13.139 The woodland already has existing tracks and pathways. A proposed walking route would follow existing pathways and there would be specific entrances/exit and barrier planting to reduce trampling of flora and soil compaction and erosion.
- 13.1310 Garlick's Arch Copse is less degraded and in order to focus users, formal (no dig) footpaths would be installed.
- 13.1311 The FC have requested that no SuDS are placed within the 15 metre buffer zone protecting the ASNW as changes to hydrology can impact negatively upon trees and

other woodland flora. The pond is included as an ecological enhancement to improve the habitat provided within the buffer by allowing wetland planting. This has also been raised as a concern by the Woodland Trust. The proposed pond was discussed on site with the applicant's Ecologist and Surrey Wildlife Trust (SWT). The pond would not encroach within the root protection areas (RPA) of retained trees and would have very little if any impact on wider hydrology issues.

- 13.13.12 The Council's Tree Officer is satisfied the no ASNW would be damaged or destroyed as a result of development. The minimum 15 metre buffer zone around the ANSW compartments would be secured, in accordance with the FC and NE's standing advice.
- 13.13.13 The Woodland Trust object on the basis of potential damage to ancient woodland and recommend that the buffer zone should be at least 30 metres. The size of the buffer zones has not raised concerns with the Natural England (NE) and the Council's Tree Officer, subject to suitable conditions. The Woodland Trust are a non-stutory consultee and their comments are based on a desk-top study rather than a site specific assessment including a site visit which have been undertaken by the Tree Officer and Surrey Wildlife Trust.
- 13.13.14 Tree and hedgerow planting would be used to improve connectivity between the fragmented ASNW blocks to provide important habitat corridors.
- 13.13.15 Some parts of Garlick's Arch are afforded Tree Preservation Order (TPO) protection. Once all landscape planting has been completed, it is anticipated that new woodland TPOs would be put in place to ensure both existing woodland and new planting would be afforded enhanced, long-term protection.
- 13.13.16 Garlick's Arch Woodland Management Plan does provide a basic plan for the various woodland compartments and it would be important that the plan is adhered to and regularly updated irrespective of the landowner/management company.
- 13.13.17 Due to the complexity of the application and that final details may change (services etc.) rather than just conditioning the provided AMS and TPP (02/21) A condition requesting a finalised Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) is prepared before development commences would be beneficial.

Kiln Lane

- 13.13.18 The road widening on Kiln Lane would require limited clearance of overhanging vegetation to facilitate vehicles to pass on the road. The Council's Tree Officer has no objection to these works.
- 13.13.19 The Council's Tree Officer is satisfied that the development proposals would be in accordance with the British Standard - BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations'. Adequate protection would be provided to ensure all retained trees are protected throughout development in the form of barriers and/or ground protection. This is in accordance with policies. ID4 of the LPSS, Send 4 of the SNP, LNPEN2 of the LNP, NE5 of the saved Guildford Local Plan and the NPPF.

13.14 Ecology and nature conservation

- 13.14.1 Para 175 of the NPPF sets out the principles that should be applied to habitats and biodiversity. One of the key characteristics in the National Design Guide (NDG) is, Nature – enhanced and optimised to contribute to the quality of a place. Policy ID4 of

the LPSS seeks to contribute to biodiversity. Send 4 of the SNP seeks to enhancement of green and blue infrastructure and to achieve net biodiversity gain and LNPEN2 of the LNP requires new development to demonstrate measurable net gains to wildlife and biodiversity through habitat creation and enhancement. Lastly, policy NE4 of the saved Guildford Local Plan safeguards protected species.

13.142 The consideration of the effects of development upon protected species and habitats is a principal issue and, notwithstanding that parts of the site are submitted in outline and part seeks full planning permission, this application has been supported by a full suite of ecological and arboricultural surveys from submission to evaluate the likely impacts of the whole proposed development.

13.143 An assessment of 'Ecology and Nature Conservation' is set out by Chapter 9 of the December 2019 Environmental Statement. Icen's Supplementary Environmental Statement (February 2021) sets out updates to this chapter at pp27 which comprise;

- Updated Biodiversity Impact Calculator (BIC) score, in relation to design changes to scheme and inclusion of SANG (ref. 19/P/02240) in the Biodiversity Net Gain calculation; [the methodology has also been changed to use the DEFRA 2.0 metric] and
- Confirmation that the design changes to the Proposed Development would not generate any additional adverse ecological effects.

13.144 The Supplementary report also confirms there are no updates to the ecological baseline, assessments of effects (during construction or operational phases), mitigation measures or residual effects. The HRA / AA Informative Report (ACD Environmental) has been updated to reflect the planning permission granted for the SANG (19/P/02240) in June 2020.

Ecological baselines

13.145 In respect of the potential influence on designated sites the application site is located approximately 3km from the Thames Basin Heath Special Protection Area (TBHSPA). The site falls within a Biodiversity Opportunity Area (BOA, "RO4 River Wey and tributaries"). There are no 'Local Wildlife Sites' (Sites of Nature Conservation importance) within the site; the nearest is Oldlands Copse (south) which lies separated from the site by *the* A3. The site contains a 'lowland mixed deciduous woodland which includes ancient woodland which is identified as habitat of principal importance, and species of principal importance.

13.146 Ecological assessment was the subject of the formal EIA Scoping Opinion issued by the Council as well as pre-application advice and engagement with Surrey Wildlife Trust and Natural England in 2019.

13.147 As a consequence, the assessment focussed on the following important ecological features in defined proximity (Zones of Influence) to the site;

- Thames Basin Heaths (TBH) Special Protection Area (SPA) (3km);
- Whitmoor Common Site of Special Scientific Interest (SSSI) and Ockham and Wisley Commons SSSI, both of which form part of the Thames Basin Heaths SPA (4.3km);
- Papercourt SSSI (0.6km); Oldlands Copse Site of Nature Conservation Importance (SNCI) (30m); Oldlands Copse and Garlick's Arch Copse (ancient woodland) (within the Site);

- East Clandon Stream (River Wey and tributaries BOA) (within the Site);
- Rare, scarce and/or threatened arable plants;
- Nationally scarce invertebrates;
- Rare bats; and
- Birds of conservation concern.

13.14.8 In respect of site specific habitats and species chapter 9 of the ES (as amended) identifies that the site has been subject to;

- Extended Phase 1 Habitat Survey
- Site Surveys in respect of species including;
 - Breeding and Wintering Birds
 - Bats (multiple survey types)
 - Badgers
 - Otter and Water Vole
 - Hazel Dormice
 - Reptile
 - Invertebrates (scoping)

13.14.9 In addition, the assessment includes a Woodland NVC and rare arable plant surveys.

13.14.10 Based on the above, Chapter 9 of the ES (as amended) sets out an assessment of the effects of the development, along with mitigation and describes any residual effects that would result.

Prediction of Effects

13.14.11 In summary, the ecological assessment predicts that subject to mitigation there are no 'Likely Significant Effects' caused by the development to any statutory or non-statutory sites, individually, or cumulatively with other developments. The assessment notes as follows:

13.14.12 Thames Basin Heaths SPA and related SSSI (Whitmoor Common, Ockham and Wisley Commons): While no construction phase impacts would occur to these sites, recreational pressures from the development would arise and lead to significant adverse impacts at the European site scale. However, these would be mitigated by the implementation of the approved SANG (19/P/02240). The specific details in this respect are set out in the specific Thames Basin Heaths Special Protection Area section later in this report.

13.14.13 Papercourt SSSI: Connected to the site hydrologically via the on-site stream, no significant adverse effects are predicted during the construction phase due to pollution prevention measures via a CEMP, while the SSSI's greater resilience and lower propensity to disturbance (as a wetland habitat) leads the assessment to conclude negligible impact during the operational phase.

13.14.14 Oldlands Copse SNCI: The development would retain the northern part of this feature within the development site, while the part south of the A3 would be retained by the potential SANG. The assessment notes without mitigation there would be significant adverse impacts in the construction phase which could be mitigated by applicable pollution prevention and tree root protection controls / measures by way of planning conditions.

- 13.14.15 Ancient Woodland (Oldlands Copse and Garlick's Arch Copse): Dust pollution during construction phases and the potential increase footfall degrading habitats once the development is operational are identified as significant adverse impacts. Mitigation in the form of pollution prevention control measures with a CEMP (to be required by planning condition) and the retention of root protection buffers within the layout and considered to mitigate direct impacts while footfall walks would be restricted to Oldlands Copse (North) which has already seen significant historic degradation of its ecological condition.
- 13.14.16 East Clandon Stream (River Wey and Tributaries): This feature would be retained with a buffer of 10-40m of undeveloped land, except for a bridge crossing. Mitigation in a CEMP, from Tree protection is described. In addition, the assessment notes the operational impacts of the drainage scheme includes installing 12 no. headwalls into the banks of the stream and the construction of a bridge or culvert to facilitate a north/south road and UKPN HV electricity cables. The assessment recommends a range of mitigation including replacement of an existing culvert with clear span footbridge; reprofiling of the floodplain; use of setback outfalls. Noting the degraded condition of the stream within the site, remedial measures are put forwards, which it concludes would render the residual impact of the works negligible.
- 13.14.17 Arable Plants: The scheme would result in disturbance to the majority of arable field margins, and result in significant adverse impacts at the county scale to the interest of the site. Compensation is proposed in the form of 1,100sqm of south facing sandy banks within the off-site SANG. These, it concludes, would be capable of hosting the same species that have colonise the existing arable field in the site. Subject to detailed specification for their construction and management to maintain their condition, the assessment concludes this would reduce the impact to arable habitats to negligible.
- 13.14.18 Invertebrates: No significant adverse impacts are predicted, and no mitigation required.
- 13.14.19 Bats: The site overall was considered to have a Country value for bats, with the additional trapping surveys carried out in 2020 not changing this valuation. The proposed scheme provides a strategy for retention and restoration of ancient woodland, which is currently degraded. Further to the findings of the initial assessment, the applicant's ecologist (ACD Environmental) confirmed (17th June 2020) the results of two additional aerial inspection surveys of Tree 78 and Tree 91 (previously noted as having high suitability for roosting bats) showed there to be no evidence of bats was found during the June 2020 surveys. On this basis ACD have advocated that that no further surveys are required, but precautionary measures should be put in place prior to felling. Consequently, there are not considered to be likely significant effects during the construction phase, however, should roosts be identified prior to felling a Natural England license would be required. The operational phase impacts to Bats would derive from the provision of an access road and footpath through woodland (this follows East Clandon Stream). An ecological technical noted dated 21.05.2021 and Lighting Principles and Constraints Plan, have been submitted to set lighting parameters adjacent to the Ancient Woodland for sensitive external lighting. Mitigation of significant impacts is provided by;
- the location, route, and co-ordination of the design of the road and bridge/culvert with electricity undergrounding to minimise the construction corridor, and the number and quality of trees that require removal.
 - reinforcement of tree belts/hedgerows with native planting in the west end of the site connecting Garlick's Arch Copse and Oldlands Copse (North), which would provide alternative foraging /commuting routes.
 - inclusion within landscape proposals of wildflower and wetland meadow,

native scrub planting, 6 no. wildlife ponds, planting of parkland trees and native hedgerow planting.

- the provision of a detailed Lighting Strategy for each development phase, which adopts appropriate luminaires, 'warm' lighting, and specialist luminaires where necessary.

13.1420 Birds: Construction works in parts of the site would lead to loss of different types of habitat, including arable, semi-improved grassland and a loss of existing hedgerows. Clearance is predicted to have significant adverse impacts at the site scale. Once operational the development could, in the absence of mitigation continue to have that level of effect. In mitigation vegetation clearance within the site would be undertaken outside of the nesting bird season (or under supervision of further ecological survey). Important areas for breeding and wintering birds are noted to be retained by way of buffers to the woodland areas and East Clandon stream. Proposed hedgerow removal has been chosen to ensure no impacts to other features. The assessment points to the amount of mitigation within the site for grassland, scrub, and tree/hedge planting, ancient woodland restoration and the provision of SuDS features as beneficial impacts to birds within the scheme alongside off-site provision within the SANG to be linked to this development. The assessment concludes after mitigation, residual effects would be negligible.

13.1421 Badgers: No badgers setts were recorded within the site by the assessment, meaning direct impact are considered unlikely. This is a very large site however, and the assessment notes that with the cessation of existing uses (clay pigeon, pheasant shooting, gun dog training) it is likely badger would exploit the site and new setts can be dug relatively quickly. By mitigation, the assessment advises that updated badger surveys be carried out prior to the construction of each phase. This can be controlled by way of planning conditions. However, the predicted impact is negligible in the assessment.

13.1422 Reptiles: A general absence of reptiles is noted (only 1 no. grass snake) and no significant adverse impacts are noted but the potential from overgrown habitats on the site between any planning permission and implementation could lead to impacts. The assessment recommends mitigation in the form of on-going management, through continued grazing or appropriate cutting (short sward) with cuttings collected. The provision of habitat mitigation and enhancement within the site means negligible effects are predicted.

13.1423 Cumulative Effects: The ecological assessment within the Environmental Statement also considers, as required by the respective regulations, the potential for cumulative effects with five other identified committed projects. These projects are located between 1km and 3km from the site. Committed projects are those in this case with planning permission. With a review of each of the projects and having had regard to the ecological findings in each case, the assessment confirms that none are considered to result in likely significant effects in cumulation with this proposed development.

13.1424 Mitigation and Enhancement leading to Biodiversity Net Gain: On submission the ES assessment relied on scoring methodology using the Environment Bank Biodiversity Impact Calculator (BIC). This is used to measure the balance of biodiversity gain / loss as a result of the development and was based upon the Landscape Masterplan for the whole site. The ES assessment confirms this was verified by Environment Bank and as a consequence of features including ancient woodland restoration, on site mitigation, and the provision of the proposed SANG the development would achieve a net gain in habitat units has been achieved, by maximising on-site habitat creation, and

delivering additional enhancements to the offsite SANG.

13.1425 The latest updated biodiversity net gain assessment has been reviewed and indicates:

- overall gain of 3.83% for habitats;
- 133.45% for hedgerow units; and
- 249.57% for river units.

13.1426 SWT have reviewed this and note that the: *“the actual predicted gain for habitats is slightly smaller, due to the connectivity for modified grassland in the offsite offset is low and not medium, resulting in an overall gain”*.

13.1427 The SANG would provide off-site BNG this provision would be additional to what is *mandatory* to deliver for SANG purposes, this approach was agreed with Natural England (NE). However, due to the classification of the grassland as ‘modified grassland’ as opposed to ‘species-rich grassland’ a discount was applied which reduces the overall net gain score of 17.93%, to 3.83%. This is a cautious approach and regardless, the grassland created would have a biodiversity value.

Mitigation and enhancement

13.1428 Key components of biodiversity: The proposals for the site are described by the masterplan and supporting parameter plans (for phase 1 this is supported by detailed information). Overall provisions can be summarised as;

Incorporation within the masterplan/site of:

- Wildflower grassland planting – 4.65ha
- Native shrub planting – 1.39ha
- Native hedgerow – 1,080 linear metres
- New ponds with aquatic native planting – 0.09ha
- Native wetland planting – 0.11ha

Incorporation within the SANG of:

- Native species-rich hedgerow planting
- Native scrub thicket planting
- Areas of natural re-wilding
- Wildlife pond
- Wildflower meadow grassland
- Enhancement/management of Ancient Woodland

Adoption within the masterplan of with key principles including:

- Inclusion of minimum 15m buffers to ancient woodland
- Remedial package of works to East Clandon stream via a Landscape and Biodiversity Management Strategy
- Use of a Construction Environmental Management Plan to mitigate construction phase impacts
- Control of external lighting provision and specification by way of future approval of Lighting Strategies for each phase.
- Delivery of an off-site SANG (Garlick’s Arch SANG) to mitigate impacts from recreational pressure to designated sites (particularly TBHSPA)
- Restoration strategy for ancient woodland within the site

13.14.29 The Council has engaged the support of Surrey Wildlife Trust (SWT) Ecological Services to assist consideration of this application. They have been closely involved as proposals have evolved. Further to their initial review they have responded to additional information on six occasions. The formal responses from Surrey Wildlife Trust were received on the 31.03.2021 and 21.05.2021 and are reported above in this report. They raise no objections to the proposals and the approach to BNG, to ensure changes to BNG are taken into account for the later phases condition shall be required.

13.14.30 Further to the planning permission issued for the off-site SANG (19/P/02240) NE removed its objection to the proposals. It recently confirmed that it has no further comments in respect of the proposals following amendments and updates to supporting information and the Environmental Statement. A Grampian condition would be used to secure the SANG mitigation. NE are satisfied under the Conservation of Habitats and Species Regulations 2017 (as amended) that there would be no adverse impact on the TBH SPA.

13.14.31 Having regard to the responses from SWT and NE the information set out by the application and the Environmental Statement (as amended) is considered to be sound. Moreover, in line with the requirements of policy ID4 of the LPSS and the proposals, insofar as the effects and impacts upon biodiversity are concerned, are considered acceptable because:

- the proposals demonstrate that through a package of mitigation and enhancement measures the development would conserve and enhance biodiversity on the site, providing net gain overall, and takes opportunities for the restoration of existing degraded habitats and the creation of new habitat within the site and within the off-site SANG;
- habitat creating in the SANG, Skylark nesting plots and restoration of woodland for bat roosting/foraging would contribute towards the objectives of the local Biodiversity Opportunity Area (BOA);
- the development, by virtue of mitigation in the form of the off-site SANG which has the benefit of planning permission would not give rise to significant adverse impacts to designated sites, subject to staging / phasing requirements in conditions and/or s106 to ensure that SANG is brought into use at an appropriate time having regard to the occupation of this development;
- as a consequence of proposed mitigation, the residual impacts of development would not be harmful to the to the nature conservation interests of 'national sites', nor materially harm local wildlife sites;
- through the Environmental Statement and ecological evidence supporting the application the impact of the development on the watercourse (East Clandon stream) in the site from works during the construction and operational phases has been carefully considered. Through the development a package of remedial works is proposed to the watercourse;

13.14.32 The applicant has submitted a Landscape and Biodiversity Management Strategy (LBMS), this sets out the broad principles, a Landscape and Ecological Management Plan (LEMP) would still be required for details how this would specifically be delivered, the roles and responsibilities, monitoring etc., specifically in light of the BNG assessment.

13.14.33 The Surrey Wildlife Trust and Natural England are satisfied that the development proposals would be in accordance with the Conservation of Habitats and Species Regulations 2017, S41 of the Natural Environment and Rural Communities (NERC)

Act 2006, the Wildlife and Countryside Act 1981. This is in accordance with policies. ID4 of the LPSS, Send 4 of the SNP, LNPEN2 of the LNP, NE4 of the saved Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.15 Landscape and open space strategy

- 13.15.1 Chapter 8 of the NPPF seeks to healthy, inclusive and safe places. The provision of open space, recreation and quality landscaping is key to this. This theme runs strongly through the National Design Guide (NDG) with cross-over between a number of the ten characteristics. Policy D1(7) requires linkages between green spaces and high quality landscaping. The SNP supports the creation and improvement of public open spaces at Appendix B. LNPI5 of the LNP supports new open space. Lastly, policy R2 of the saved Guildford Local Plan provides the recreational open space standards.

Landscaping

- 13.15.2 Section 7.0 of the DAS (pages 114-154) sets out the landscape approach to the site and Landscape and Biodiversity Management Strategy (LBMS) has been prepared by Barton Willmore Landscape Planning and Design (BWLPD) to provide a long-term landscape management and maintenance strategy. There is cross over with ecology matters, the landscape bund, Ancient Woodland and the East Clandon Stream.
- 13.15.3 Phase 1 would have larger trees along the main spine road, specimen trees in open spaces (such as the central green), with boundary planting retained and enhanced to the Oldlands site on the western boundary.
- 13.15.4 The use of close board fences to the rear boundaries and brick walls and railing to boundaries facing the highway would be acceptable as shown on the hard and soft landscaping plans, and a condition for the detailed design and appearance shall be secured by condition.
- 13.15.5 The enhancement of hedgerows, shrubs and hedges are supported due to their landscape and biodiversity value. The applicant has proposed a maintenance regime which would ensure that these are managed effectively.
- 13.15.6 Native wildflower meadows and water meadow planting would be provided in suitable locations this would not only serve to add visual interest they would also assist with filtration, erosion and foraging.
- 13.15.7 The acoustic fence would weather down in time however, to support its assimilation into the bund climber plants would be provided which would further soften their appearance.
- 13.15.8 Additional ponds would be created in the SuDS feature in phase 2. These additional water bodies would contribute to the natural amenity space where it is located and use a natural low point in the site topography.
- 13.15.9 The woodland management has been addressed above and the submitted management and additional measures in relation to the buffer zones, information boards and litter bins would ensure that this can be used whilst continuing to be a valuable landscape and ecological asset.
- 13.15.10 Outside of phase 1, nine additional landscape character zones have been designated each responding to the existing landscape features, habitat, planting, watercourse, topography and new landforms created by the buffers measures to the A3. There has

been due regard to working with the existing resources and enhancing these were possible. The bund is more challenging and whilst there would be hard features such as the acoustic fence and gabions, the landscaping would soften this over time.

- 13.15.11 The new access points into the site would also incorporate landscaping, the roundabouts at Portsmouth Road and Clandon Road would have formal and informal planting and new trees on the roundabout itself and around the edge. This would assist defining this as a gateway into a residential site.
- 13.15.12 The pedestrian footbridge would be a point interest at the Portsmouth Road entrance and would be made of bricks to complete the local palette of materials and acknowledge the presence of brick kilns that existed in the local area, with the keystone another way of acknowledging local history. The planting would pay homage to the site's agricultural history. This would form a location for people entering the site to have a pleasant arrival point.
- 13.15.13 A structure with climbing plants would be located at the Clandon Road access point this would add verticality and enliven the junction with the secondary road, contribution to legibility.
- 13.15.14 The primary secondary and tertiary roads would have a variation in surfacing materials this would contribute to a clear road hierarchy and when you are entering busy roads and lightly trafficked roads. This would be carried through in the kerbside and footway design. The open spaces would have more informal surfaces such as hoggin and chipped bark and resin bound surfaces in formal areas. The detailed materials would be secured by condition.
- 13.15.15 The hard landscaping to driveways, the mews area etc. shall be paved with impermeable surfaces and a condition to require the use of permeable surfaces shall be required by condition. For secondary areas of hard standing for occasional but not permanent parking, a surface that would allow grass, lichens, moss and other growth to soften the visual impact of the other hardsurfacing would be welcome where practicable, by condition.
- 13.15.16 The Council's Tree Officer, Parks Development Officer and Surrey Wildlife Trust have reviewed the plans and are supportive of the landscaping strategy including the native planting, new tree planting (circa 1,500 trees) and have suggested conditions on landscape management plan, tree and plant species schedule and a landscape and ecological management plan (LEMP).
- 13.15.17 The proposal would comply with policy D1 of the LPSS, and policy LNPI5 of the LNP and the National design Guide (NDG) and NPPF. There would be a suitable open space and landscaping strategy to support and support healthy lifestyles.

Open Space

- 13.15.18 The open space standards are set out in the Planning Contributions SPD 2017, this is based on the superseded PPG17: Planning for Open Space, Sport and Recreation. As follows (based on an occupancy rate of 2.09 per home) (table 7):

	Requirements per 1,000 people	Required	Provided
Playing fields/youth	1.6ha	1.7ha	0ha

Agenda item number: 4(1)

Play space	0.8ha	0.9ha	0.14ha
Amenity/Natural open space	0.4ha	0.4ha	6.72ha
TOTAL		3.0ha	6.86ha

13.15.19 As part of the evidence base for the LPSS, the Open Space Sport and Recreation Assessment 2017, which is an updated position to take into account the NPPF. This would require the following (table 8):

	Requirements per 1,000 people	Required (based on indicative housing mix)	Provided
Allotment	0.25ha	0.27ha	0ha (phase 2 0.06ha of community gardens)
Amenity green space	1.0ha	1.09ha	1.51ha
Parks and recreation grounds	1.35ha	1.47ha	0ha
Play space (children)	0.05ha	0.05ha	0.14ha
Play space (youth)	0.03ha	0.03ha	0ha
Natural green space	1.0ha	1.09ha	5.21ha
TOTAL		4.0ha	6.86

13.15.20 In addition to this, the Draft Local Plan: Development Management Policies - Issues and Preferred Options was at public consultation from 03.06.2020 to 22.07.2020. Policy ID6(3) sets out the open space standards (page 176). Whilst this carries very little weight in decision-making, there demonstrates the direction of travel from the requirements in policy R2 to the provision set out in the Open Space Sport and Recreation Assessment 2017. So, it is not unreasonable to apply the 2017 Assessment standards.

13.15.21 Open space should be available for all year round recreational and amenity use. Some of this open space is included as part of the drainage scheme and water meadows. Also, development in the flood plain and Ancient Woodland buffer zones should be limited or non-existent.

13.15.22 Oldand's Copse would be used a natural green space and as explained above, whilst this is an ancient wood through appropriate management and enhancement this can be usable as a walking route. There would be play areas and equipment in the buffer zone.

13.15.23 A total of 5.21 hectares of natural green space would be delivered, only a small proportion would form part of the SuDs features as shown on drawing no. LN-LP-12 - Floodplain and Public Open Space Overlay, and users would have ample alternative walking routes if these areas become flooded.

13.15.24 The Central Avenue Play Area (local equipped area of play, LEAP), Plateau Open Space (super local area of play, SLAP) and southern natural play area are not in flood zone 1 so at a very low risk from flooding. The Brook Corridor Exercise Trail would

mainly be in flood zone 3 and the Brook Corridor Natural Play Area would be in flood zone 2 and include a range of timber exercise equipment, these are in phase 2 and further details of this in compliance with requirements from the Environmental Agency to be secured by condition. Furthermore, recreation is seen as a 'water compatible' use and the locations are suitable.

- 13.1525 Phase 1 has one LEAP play space that would be a fenced area for junior aged children. The Parks Development Officer is satisfied with this and details of play equipment and landscaping shall be required by condition. This equipment should also be available for use prior to the completion of phase 1.
- 13.1526 Due to the site constraints the absence of allotments and recreation grounds (including playing fields) is accepted. There would be a central green which would provide 0.48 hectares of green amenity space, with an additional provision in phase 2 from the southern gateway entrance by the Clandon Road entrance and the plateau in phase 3. The play area for children would be met through the LEAP and SLAP. However, there would be no details of youth facilities, this shall be required as part of the reserved matters in the spaces shown for landscaping. There is space for a community garden in phase 2 which would engender people working together and creating opportunities for social interaction, whilst not an allotment would allow for the growing of plants and vegetables on-site. There would be no onsite playing fields or recreation grounds, there are no Council projects in the locality, however, Send Parish Council have identified the need for a pavilion at Send Recreation Ground and therefore a financial contribution would be made for this off-site facility.
- 13.1527 The Council's Parks Development Officer has confirmed that the onsite provision and off-site mitigation would be acceptable.
- 13.1528 The site would use interconnected corridors of natural green space, allowing corridors of biodiversity through the site, this would be very generous even excluding the drainage scheme and buffers and would be an asset to the site and provide ample space and routes for occupiers of the site as well as those living off site who could also come and use this space.

Public realm & public art

- 13.1529 Policy D1(6) requires the creation of a high-quality public realm, this can include public art as well. The Public Art Strategy 2018-2023 seeks to deliver public art commissions. The DAS page 148 sets out a proposed sculpture trail through the site, with proposed locations. These would be delivery by the developer and then through community engagement. Further details would be secured by condition.

13.16 Heritage assets

- 13.16.1 The Historic Environment Records (HERs) has been consulted by the applicant and as noted within the Environmental Statement, the closest Listed Building is New Barn Nurseries (Grade II) located approximately 560m to the west of the site boundary. The 'Medieval Moated Site and Earlier Earthwork South of Boughton Hall' Scheduled Monument is situated approximately 600m to the west of the site. The nearest conservation area, is in Ripley, located approximately 1.2km northeast of the site.
- 13.16.2 There are no identified heritage assets on or within the immediate vicinity of the site, and therefore no harm would occur to the setting and significance of the heritage assets.

13.163 The application includes the results of geophysical survey that suggests that the site does not contain significant archaeological features, however the County Archaeologist require the remains to be tested by a field survey. It has therefore been advised that further investigation in form of trial trench evaluation should be carried out, clarifying the archaeological position of the site.

13.17 Sustainable design and construction

13.17.1 The NPPF emphasises the need to plan proactively for climate change and new developments are required to meet the requirements of para. 150 through climate change adaptation, provision of green infrastructure and reduction of greenhouse gas emissions. Para. 153 then states new development should comply with local requirements for decentralised energy supply and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

13.17.2 Policy D2 of the LPSS is the Council's policy to require new development to take sustainable design and construction principles into account, including by adapting to climate change, and reducing carbon emissions. The Council has adopted the Climate Change, Sustainable Design, Construction and Energy SPD in December 2020. This carries full weight in decision making. This application was submitted after April 2019, therefore, compliance with policy D2 is required. The applicant has submitted an Energy Statement and Sustainability Statement.

Energy

CHP

13.17.3 The appraisal makes the case that gas boilers would be more climate friendly than high efficiency CHP in the longer terms as these would be replaced by direct electric heating in the future, for which there is agreement. However, the Climate Change SPD sets out that, due to changes in national policy since policy D2 was drafted, the reference to CCHP heat networks should now be read as a reference to all low carbon heat networks, including those fed by zero carbon energy and heat. It is argued that the low density of the scheme would make a heat network unviable, which is a reasonable argument in this rural location. Nevertheless, the apartments are the densest part of the site and have the potential to be served by a building level heat network, However, this was not deemed feasible, as the implementation of communal plant space would mean the loss of an apartment in each of the buildings. In addition, the number of dwellings per block (up to 16 apartments in blocks C and D) are not large enough to justify expenditure on communal heating systems and associated landlord operation, maintenance and billing arrangements.

Energy hierarchy

13.17.4 The buildings would achieve a satisfactory carbon emissions reduction through fabric and building services of 7-16.9%. Regrettably, external walls and floor insulation falls short of the notional values however, airtightness has improved. Although, in this instance it is acknowledged that it has been optimised as much as possible, and significantly improve upon Part L maximum standards (roof is 0.11 vs 0.20, floor is 0.15 vs 0.25). Furthermore, the applicant has improved performance by their boilers slightly, added wastewater heat recovery and airtightness has reduced from 5 to 4 m³/m²/h. As there would be a reliance on using air tightness for applying the fabric first approach, in this case evidence that this has been achieved in each dwelling shall be required. Therefore, the energy hierarchy has been applied.

20% carbon reduction

- 13.175 Para 4.3 of the Energy Statement makes a commitment that each dwelling would achieve a minimum carbon dioxide emissions reduction of 20%, when compared with the Part L 2013 baseline. However, the applicant is not in a position to provide energy modelling for all 220 new homes in Phase 1 as the detailed work has not been completed at this stage. However, ten representative dwellings have been modelled, based on an understanding of the proposed dwelling mix, which shows that a 20% reduction can be achieved. Therefore, in this instance it would be acceptable to require a condition for evidence of the 20% reduction on each new building and allow for the most suitable use of renewable technology, the feasibility has demonstrated that photovoltaic (PV) panels and air source heat pump technologies would be the most appropriate for the dwellings and further details would be required by condition to know the location and appearance of these where installed.

Sustainability statement

Materials and waste

- 13.176 The submitted sustainability statement includes a scheme to implement a Site Waste Management Plan (SWMP). SWMPs follow an established methodology which includes measures to address minerals efficiency, waste reduction and the prioritisation of reuse and recycling for waste materials. This meets Policy D2 where it covers minerals and materials efficiency and waste. The new materials brought into the site would be selected using the BRE's Green Guide to Specification, aiming for A or B rated materials wherever possible, and non-toxic and sustainably sourced materials would be favoured. These measures are in line with the guidance set out in the Council's Climate Change, Sustainable Design, Construction and Energy SPD. Further details can be secured by condition

Landform, layout, building orientation, massing and landscaping

- 13.177 The proposal incorporates the existing landform and features to provide sufficient blue and green infrastructure within the development. This would aid in reducing the heat island effect, helping to mitigate overheating, and therefore reducing the need for mechanical ventilation within the dwellings.
- 13.178 The use of apartments, terraces and semi-detached units results in energy efficient building forms contributing to the ability to meet the objectives of the energy hierarchy. Layout and orientation is constrained by the site shape, especially phase 1 which is to the east of the overhead power cables, which the sustainability statement acknowledges. The enlarged fenestration details would provide a good balance of solar gain and natural light.

Water

- 13.179 A new dwelling water calculator has been included that shows each new dwelling would achieve the required maximum 110 litres per person per day standard in accordance with Policy D2. External rainwater butts would be provided for all house types with external gardens, in accordance with the SPD. SuDS are proposed for water management which would help recharge environmental stocks. These measures are acceptable.

Sustainable lifestyles

- 13.17.10 Electric vehicle (EV) charging points would be provided for all households, in accordance with policy D1(1)(e) of the LPSS.
- 13.17.11 Cycle parking has been shown to be provided in garages and cycle stores for the flats. However, for houses without a garage further details would be required by condition. As they have gardens to accommodate cycle store boxes or sheds, the GBC standards are capable of being met. These are positive measures in accordance with the SPD to encourage sustainable travel.
- 13.17.12 The inclusion of two car club spaces is also supported to reduce reliance on the private motor car for short trips.

Climate Change Adaptation

- 13.17.13 Residential dwellings would not be located within Flood Zones 2 and 3. Furthermore, a site-wide sustainable drainage system (SuDS), would manage surface water runoff from the development to the greenfield runoff rate including from increased heavy rainfall events. As well as ensuring that water being discharged into the River Wey tributary is of sufficient water quality as not to pollute the existing watercourse.
- 13.17.14 The use of permeable surfaces would facilitate this, and the detailed drainage design should include this.
- 13.17.15 External water butts would support adaption to drier summers and address the increasingly severe water stress in the South East region.
- 13.17.16 Overheating is a key climate change risk in the South East Region and development proposals must include adaptations that reduce this risk, especially where modelling shows that overheating is likely. The proposed measures would mitigate the effects of temperature increases:
- landscaping including trees, vegetation and water features
 - decentralised mechanical ventilation systems
 - energy efficient lighting and equipment
 - insulated hot water distribution pipework
- 13.17.17 The proposal has provided satisfactory details to meet the requirements of policy D2 of the LPSS and the Climate Change, Sustainable Design, Construction and Energy SPD and paragraph 153 of the NPPF.

13.18 Contaminated land

- 13.18.1 The phase 1 contaminated land survey has highlighted concerns with land contamination and recommends further intrusive investigation. Therefore, a detailed site investigation must be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology. The investigation shall include relevant sub-surface, soil gas and groundwater sampling together with the results of analysis and a risk assessment of the impact to receptors. Any remediation required shall be fully detailed to restore the site to a standard suitable for use, including works to address any unsuspected contamination. This shall be secured by condition including a remediation strategy as required.

13.19 Utility services

- 13.19.1 The improvement and provision of utility services is required under policy D1(11) for digital communications.
- 13.19.2 The applicant has provided a utility statement and have looked at the existing and proposed utility services that would be used to service the development.
- 13.19.3 The existing sewers running through the central portion of the site which is heading towards the existing developments to the north of the site. There is also a sewer located within the site boundary adjacent to Burnt Common Lane. This would be retained and used and there have been surveys and included in the masterplan. Separate foul and surface water networks are proposed with three pumping stations. This would meet the needs of the development and two pumping stations would be located on phases 2 and 3. As confirmed by Thames Water the remaining 300 homes would require upgrading of the system, which would be a separate process with the statutory undertaker.
- 13.19.4 There is an existing connection point to the mains water on Portsmouth Road which would be used. Affinity Water have confirmed there is sufficient capacity to accommodate the demands from the development.
- 13.19.5 A new connection would be needed provide the electrical power this would require Old Woking Primary Substation to be upgraded and a new on-site substation to be built in later phases. This would meet the power demands of the development.
- 13.19.6 The applicant has had discussion with Southern Gas Networks and additional gas infrastructure would be needed. Again, this would be a separate process with the statutory undertaker.
- 13.19.7 There is Openreach fibre infrastructure located in the vicinity of the site and Telnet NRTS along the A3, however, there is no Virgin Media or Vodaphone broadband infrastructure. Fibre to the Premise (FTTP) is required and there is capacity to cater for this, further details for phase 1 shall be required by condition.

13.20 The Thames Basin Heaths Special Protection Area

- 13.20.1 The application site is located within the 400m to 5km buffer of the Ockham and Wisley Commons Site of Special Scientific Interest, which is a component part of the Thames Basin Heaths Special Protection Area (TBH SPA). This is a European designated site (a Natura 2000 site) and is afforded protection under the Conservation of Habitats and Species Regulations 2017, as amended (the Habitats Regulations). The Habitat Regulations designate the Local Planning Authority as the Competent Authority for assessing the impact of development on European sites and must ascertain that the project would not have an adverse effect on the integrity of the site, alone or in combination with other plans and projects, either directly or indirectly, before granting permission.
- 13.20.2 The TBH SPA is designated for its internationally important habitat which supports breeding populations of three rare bird species: Dartford Warbler, Woodlark and Nightjars. The Conservation Objectives of the TBH SPA are to ensure that the integrity of the site is maintained or restored as appropriate, and to ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:

- The extent and distribution of the habitats of the qualifying features, the structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features; and
- The distribution of the qualifying features within the site.

13203 Natural England are currently advising that all residential development within 5km of the TBH SPA has the potential to impact on these species, either alone or in combination with other development, through increased recreational use of the sites by people. Natural England also advises that development within a 400m to 5km zone around the site is likely to be capable of being mitigated.

13204 The Council adopted the TBH SPA Avoidance Strategy in 2017. This seeks to provide a framework to secure mitigation against the impact of residential development and to allow development to take place where otherwise it would be restricted by the TBH SPA requirements. The Strategy advocates development providing or contributing to Suitable Alternative Natural Greenspace (SANG) to attract people away from the TBH SPA, access management measures and monitoring of the TBH SPA to reduce the impact of people who visit the SPA, and habitat management of the TBH SPA which would improve the habitat for the ground nesting birds. On smaller sites the Strategy requires contributions to an off-site SANG. However, larger applications would be required to deliver bespoke SANG solutions.

13205 The applicant has planning permission for land at Tithebarns Farm (19/P/02240) for a change of use to facilitate SANG. The application includes the provision of some 16ha of SANG; this would be located to the other side of the A3 from the proposed residential development. The potential SANG has been approved with the specification to meet Natural England's criteria, including ecological mitigation and enhancements and highway improvements to make the site accessible to pedestrians from the application site. The applicant confirms that the SANG would be maintained and publicly accessible in perpetuity. The applicant has agreed to enter into a S106 to secure this and the legal agreement is in progress.

13206 In addition to the provision of the SANG, the applicant would be liable to provide Strategic Access Management and Monitoring (SAMM) contributions in accordance with the avoidance strategy.

13207 Natural England has considered the mitigation proposed by the applicant and has advised that the package proposed, if implemented in full, would mitigate the impact of the development on the TBH SPA.

13208 In addition to this, the Appropriate Assessment has to assess other potential impacts referred to in application documents including the potential impact of cat predation, construction and operational noise impacts, surface and ground water impacts, and air quality impacts on the TBH SPA. Taking into account the application documentation, it is concluded that these factors would not give rise to a likely significant adverse impact, either alone or in combination with other development. Natural England has raised no objection to the proposal on these grounds. Further consideration of the air quality impacts is set out above.

13209 Having regard to all of the above, it is considered that the impact of the development on the TBH SPA could be mitigated and that, should this mitigation be secured, it would

be possible to conclude that the development would not have a likely significant adverse impact on the protected site. As such, the development complies with the objectives of policy P5 of the LPSS, policies NE1 and NE4 of the saved Guildford Local Plan 2003 saved policy NRM6 of the South East Plan 2009. For the same reasons the development complies with the requirements of Regulation 63 of The Conservation of Habitats and Species Regulations 2017, as amended.

1321 Economic / financial considerations

1321.1 The NPPF sets out a strong commitment to sustainable development and economic growth is one of the three overarching objectives, set out in paragraph 8 of the NPPF, is that the planning system should:

“help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”

1321.2 The potential economic benefits of the proposal include:

- direct employment – approximately 163 net jobs per annum during the construction phase.
- indirect employment – from increased economic activity estimated 409 jobs
- new residents spending in the economy - £14.6 million per annum
- additional labour force
- new, high quality homes
- also other mitigation in accordance with policy and planning obligations

1321.3 Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires that a local planning authority must have regard to a local finance consideration where this is a material consideration. Local finance considerations may include any grant or other financial assistance that has been, that would or that could be provided to the authority. This would include schemes such as the New Homes Bonus (NHB). The extent to which a local finance consideration is material to the application would be dependent on whether it could help to make the development acceptable in planning terms.

1321.4 If planning permission was granted the Council would receive additional NHB payments, which could be in the region of £4.14m. However, NHB is paid on completions rather than permissions granted and given the length of the likely build process to 2025 there is potential for the NHB scheme to change. However, given how long it has been place (since 2011) and no proposed consultations or indication that this would significantly change in the next five years. There is some confidence that this or a similar sum of money would be received by the Council. Moreover, any NHB received is unlikely to be directly related to making the application acceptable in planning terms and accordingly should not be given weight in the planning balance.

1322 Legal agreement requirements

1322.1 A notional population for Garlick’s Arch has been estimated of around 1,300 residents. This equates to a population increase of 15% within the local area and 1% across Guildford Borough as a whole. With a combination of new and existing local residents to this area.

1322.2 The three tests set out in Regulation 122(2) of the Community Infrastructure Levy (CIL) Regulations 2010 require S.106 agreements to be:

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development
- c) fairly and reasonably related in scale and kind to the development

13223 The following matters would be required to be secured to mitigate the impact of the development and to make the application acceptable in planning terms and Appendix 4 is provided as a summary to supplement the below:

Affordable housing

13224 To secure the 40% on site provision, to be provided in accordance with policy H2. Including the tenure of affordable rent (70%) and shared/affordable ownership (30%) homes.

Travelling Showpeople plots

13225 The site allocation (A41) requires that 6 plots are provided these should be delivered and maintained in perpetuity to meet this identified housing need, Therefore, this shall be required to be secured by a legal agreement, with due regard to the Traveller Accommodation Assessment (TAA) and Strategic Housing Market Assessment (SHMA).

Custom build plots

13226 Policy H1(9) requires the delivery of build/custom build plots the proposed custom build plots. The way in which these would be marketed and sold including use of the Self-build and Custom Housebuilding Register.

Community use

13227 The proposed community use does not have an operator at this time, therefore there would need to be arrangement on the terms for its ongoing management and maintenance, including neighbourly uses rent, servicing, marketing, leasehold etc.

SANG and SAMM

13228 The site can use land available as a SANG which has had change of use to public open space. This needs a legal agreement to ensure it can be used as a SANG in perpetuity.

13229 The proposal would be required to provide Strategic Access Management and Monitoring (SAMM) contributions. This would include the provision of wardens in the TBH SPA, off site access and public rights of way improvements and a package of education measures to inform the public of the fragility of the habitat. In accordance with the TBH SPA Avoidance Strategy.

Highways and transport

132210 Financial contributions have been sought to encourage the use of sustainable transport by enhancing the existing bus service, the onsite provision of a car club including three years' membership for occupants and residential travel plan, would improve the sustainability of the site and would offset any impact of the scheme.

132211 Off-site highway works include improvements to the shared footway/cycleway which

would encourage occupants of the site to access facilities in Send via these sustainable modes of transport. The highway improvements would also include the provision of two toucan crossings, one on Portsmouth Road and one on Send Barns Lane by the school, which would improve highway safety for all users. There would also be improvements to bus stops within the vicinity of the site, for improved accessibility to buses, provision of bus shelters and where possible an implementation of Real Time Passenger Information systems. As well as at Clandon railway station and routes to it.

Education

132212 It is expected the proposed development would yield approximately 36 early years children, 125 primary pupils and 89 secondary pupils. There is not sufficient capacity within existing schools and the development must mitigate the impact of development on school places.

132213 The provision of education facilities to serve the needs of the development is required. Financial contributions would be sought for off-site works to increase capacity. Surrey County Council would use this at:

- early years - additional early years places at Send CofE Primary School
- primary years - additional places at one or more of the primary schools within the 3-mile radius
- secondary years - additional places at one or more of the secondary schools within the 5-mile radius

Healthcare

132214 There would be additional use of primary care facilities provides by GP practices. The benchmark GP to patient ratio should be 1:1,800. The additional new residents would lead to up 1316 new patients (as some future residents of the development may be registered there). This would require a further 20sqm per GP to provide additional capacity.

132215 NHS Surrey Heartlands Clinical Commissioning Group have requested a financial contribution to provide 129sqm of clinical space in Guildford and Weybridge

Policing

132216 The development would require additional policing, as the development would place an additional burden on local policing and would potentially lead to an increase in crime on the application site or in the local area. Whilst the detailed design of the development can help minimise opportunities for crime through Secure by Design Principles, Surrey and Sussex Police have advised that additional infrastructure would be required to police the new homes. Accordingly, they have advised that the additional capital costs of policing the site should be secured through a legal agreement. This would include contributions to police officer start-up costs, police equipment and uniforms, funding towards the divisional officer, support staff, accommodation for staff and police vehicles.

Open space

132217 The on-site provision of public open space would have to provided and maintained to ensure that there would be opportunities for play and recreation. This shall be secured by legal agreement to ensure that it is maintained in perpetuity.

132218 There would be a shortfall in on-site playing fields and recreation space in accordance with the Planning Contributions SPD 2017. Therefore, an off-site financial contribution for formal social and recreational purposes and formal playing fields is necessary in lieu of on-site provision.

132219 The Council's Parks and Countryside have no facilities in the local area that require improvements, however, Send Parish Council have confirmed that they wish to provide a new pavilion on Send Recreation Ground. This would provide improved facilities to support the increase demands on sports and leisure activities for the growing community. Therefore, £300,000 has been agreed to deliver this.

Land ownership and management plan

132220 As a large new residential scheme there would need to be a system of governance including management of the infrastructure including unadopted roads, open spaces and drainage features. A plan to determine the nature and delivery of this would ensure that going forward the site has suitable mechanisms in place.

Community Infrastructure

Ripley Village Hall

132221 Ripley Village Hall is no longer in use as it is unsafe. Planning permission has been granted for a replacement village hall. A financial contribution to this facility would enable residents of the new community to assimilate using the facilities and social infrastructure provided the village hall.

132222 Whilst there would be an on-site community space, this would not be able to meet all the needs of the residents and the new hall would promote social interaction and allow for Ripley to accommodate the change in their village. Therefore, the requested £600,000 has been agreed.

Environmental improvements

132223 It is necessary for improvements that would enhance the sustainability of communities and residential environments, to be provided through a financial contribution to ensure that the villages could accommodate the increase in new people using them.

132224 The parishes of Send and West Clandon would have increased use of their local centres and facilities. The physical spaces would benefit from environmental enhancements from the increase in use and make the physical environment more attractive. So, a contribution of £150,000 for Send and a contribution of £500,000 for West Clandon parish Councils have been secured, subject to detailed projects.

132225 The phasing and delivery mechanisms would also need to be controlled by the legal agreement to ensure that the above items were delivered in appropriate phases of the development. The applicant has agreed to enter into a legal agreement however, this is not sealed and completed.

1323 Viability assessment

13231 The applicant submitted a viability report in April 2020 with a rebuttal in June 2020 prepared by Savills to evidence the applicant's position in relation to financial contributions for the planning obligation. The Council commissioned the services of an

independent consultant, BNP Paribas Real Estate to review the information submitted by the applicant.

13232 Where a scheme generates a lower Residual Land Value (RLV) than the Benchmark Land Value (BLV) then the scheme is deemed to be unviable and some or all planning obligations can be legitimately challenged. Savills concluded that the proposed development with 40% affordable housing would generate a deficit of £5,600,000 against the viability benchmark. This position was updated to generate a deficit of £700,000 against the viability benchmark. BNP Paribas have confirmed that the scheme with 40% affordable housing generates a RLV of £25,967,810 resulting in a surplus of £15,274,810 against the viability benchmark. This surplus could be used to provide further planning obligations.

13233 A thorough assessment was carried out and the following matters arose:

- construction costs - following clarification this was amended, and the contingency allowance agreed
- professional fees - a site specific response
- contingency allowance – 5% reasonable
- finance costs – and all-inclusive rate rather than different credit and debit rates
- land assembly – included, however no justification or evidence
- project timetable – reasonable and adopted
- planning obligations – SANG financial payment included
- marketing and disposal fees – sales agency fee of 1.5% gross development value (GDV) agreed, affordable housing disposal costs agreed, sales legal fee allowance of £1,000 per home agreed
- Developer profit - developer return of 6% of revenue for the affordable housing homes agreed, no justification to change profit assumption of 17.5% of GDV rather than 20% profit on GDV
- Viability benchmark - Existing Use Value (EUJ) £370,000 per hectare (unserviced), approach by applicant not justified

13234 Therefore, on most matters the viability consultant were able to agree (see table 1 in the Savills: Response to BNPP Viability Review, dated June 2020) however, the main area where this was disagreement was the site value benchmark.

13235 The proposed planning obligations amount to circa £11.9m. Based on the Council's consultant's review of the viability assessment submitted by the applicant, this proposed development would not be unviable if it provided these financial contributions along with 40% affordable on-site housing.

13236 Therefore, the proposal is viable to provide the contributions required under policies H2 and ID4 and the NPPF

14. Conclusions

- 14.11 The proposed development has been through extensive pre-application and the applicant has carried out community engagement prior to the submission of the application to take into account the views and considerations of consultees, stakeholders and the local community.
- 14.12 The proposal has no objections from any statutory consultees and no material harm has been identified to the surrounding highway network, there would be no increase in flooding risk, no harm to the Thames Basin Heaths SPA, there would be no harmful increase in air pollutants, noise and vibration effects would be effectively managed and mitigated and the impact to the landscape setting would not be significant.
- 14.13 To facilitate the proposed development of the site the site would deliver the required roundabout junctions, burial of the pylons and landscape bund to the A3. The approach taken would comply with the requirements of policy A41.
- 14.14 There would be a sustainable transport strategy with improvements to pedestrian routes, cycle infrastructure, an on-site car club and bus stops and services to provide options for sustainable travel.
- 14.15 The proposal would deliver a 40% affordable housing including 88 in the first phase along with accessible homes and custom build homes in accordance with policy H1 and H2. There is an under provision of Travelling Showpeople plots and this would deliver the identified local need for families in the borough who have smaller vans and rides.
- 14.16 The applicant has carried out an extensive study of the local vernacular to understand the local context and identity in line with guidance in the Nation Design Guide (NDG) and for phase 1 has delivered a coherent and legible layout with defined character areas, connectivity to the surrounding area and open space, integration of car parking and high quality architecture and variety for the built form. The on-site community use at the heart of the development would provide a usable indoor space next to the central green for purposes needed by the new residents. The proposal would have a simple palette of materials with refined architectural details. Policies Send 2 of the SNP and LNPH3 of the LNP both accept that large sites do not have to reflect local pattern of development or the density and character of the surrounding area. The design approach shows a clear aggregation of the Surrey vernacular, with a playful modern interpretation with larger windows, modern porches and bay windows, tall chimneys and catwalks.
- 14.17 Other than for the creation of the access points and tree management, a large proportion of the existing trees would be retained with a woodland management plan to restore the degraded woodland. This would form part of the landscape environment of the site and public open space which would be accessible to the wider communities of Sent and Burnt Common, particularly the vista views from the plateau.
- 14.18 There would be ecological enhancements and mitigation measures to protect the bats as well as positive biodiversity net gain achieved through the potential SANG at Tithebarns Farm.
- 14.19 The proposal would meet the requirements of policy D2 including improvements over building regulations, onsite, renewable energy sources, a site waste management plan, water management, electric vehicle charging points. Therefore, this would respond to climate change and the low carbon economy.

- 14.1.10 There would also be economic benefits employment, new resident spending, new homes and financial contributions through planning obligations for the increase demand in the services and facilities for public and road infrastructure, education, healthcare, a pavilion at Send Recreation Ground, Ripley Village Hall and environmental improvements in Send and West Clandon.
- 14.1.11 The mitigation measures which would be secured though a S106 legal agreement and S278 highway works would amount to circa. £11.9 million, with a scheme that would also deliver a policy compliant affordable housing provision.
- 14.1.12 As there would be economic gains, the design and landscape approach, community facilities and off-site provisions would meet the current and future needs of the community to meet the social objective and the mitigation for noise, biodiversity improvements, climate change response and sustainable transport strategy would meet the environmental objective. The proposal would fulfil the three objectives for sustainable development set out in Chapter 2: Achieving sustainable development in the NPPF, therefore, planning permission should be granted subject to conditions and a S106 legal agreement.

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Design Review

Garlick's Arch Guildford

Garlick's Arch, Guildford

Reference: 1258

Report of the design review meeting

Meeting date: 1 August 2019

Meeting location: Guildford Borough Council Offices, Millmead House, Millmead

Panel

Richard Portchmouth (Chair), Architecture, Urban Design

Carl Gulland, Architecture, Housing

John Pegg, Landscape Architecture, Urban Design

Kay Richardson, Landscape Architecture, Historic Environment, Urban Design

Oliver Davey, Transport Planning, Public Realm

Panel manager

Xan Goetzee-Barral, Design South East

Presenting team

Daniel Cavanagh, London Strategic Land

Jason Houslander, London Strategic Land

Matthew Chard, Barton Willmore

Quentin Andrews, OSP

Robert Nicholas, Icen Projects

Stuart Mills, Icen Projects

Other attendees

Cllr Colin Cross, Guildford Borough Council

Cllr Ruth Brothwell, Guildford Borough Council

Cllr Susan Parker, Guildford Borough Council

Cllr Tim Anderson, Guildford Borough Council

Kelly Jethwa, Guildford Borough Council

Paul Fineberg, Guildford Borough Council

Paul Sherman, Guildford Borough Council

Site visit

A full site visit was conducted by the panel ahead of the review

Summary

We are pleased to review this scheme early on its pre-application stage. The site is remarkable in its landscape qualities. Unfortunately, the scheme fails to protect or maximise the value of these qualities. Nor does it provide a convincing sense of place or belonging to the landscape and community context. We are therefore unable to support this proposal and recommend it undergoes a significant revision. To ensure the scheme progresses well, it is fundamental that the brief is clearly established and extensive research into the site's history and identity, including the surrounding settlements, is carried out. This will ensure a better response in the proposal's landscape design, layout and architecture.

Key recommendations

- The brief should be revised to properly establish the scheme's identity and relationship to the surrounding villages.
- Analysis of the site and its landscape history and heritage should be further developed to better inform the proposal. The site's strongest and unique characteristics should be identified and articulated as the core drivers for the layout and architecture.
- The grain of the proposal should be revised to ensure a village layout which has good permeability, connection and promotes movement through sustainable modes to the surrounding area.
- The proposals need to explain how residents will live in the scheme without being overly car-reliant.
- The relationship between the architecture of the housing and the green corridor of the stream needs to be revised to ensure this key landscape element is reinforced as the site's defining characteristic.
- The proposed housing and road layout on the slope to the plateau needs to be revised to ensure the slope character is protected and enhanced.
- The proposed Traveller Showpeople plots should be relocated to ensure appropriate access arrangements.
- The points of entry into the development should be carefully considered to ensure they create an effective transition from a highway dominated environment to a residential neighbourhood.

We recommend a further design review once our recommendations have been addressed.

Background

The proposal is for the development of land east of Burnt Common Lane of 28.9 hectares. The proposal is for approximately 550 residential dwellings (Use Class C3) and 6 Travelling Showpeople plots, relocating overhead electricity pylons and cables underground, provision of new vehicular access points and roundabouts, car parking, open space and other associated works.

The site is allocated for development within the adopted Guildford Borough Council Local Plan. A slip road from the adjacent A3 road is proposed, although this forms part of a separate allocation.

A stream meanders through the site and as a result there are Flood Zones 2 and 3 surrounding this. There is an Ancient Woodland on site, trees containing a foraging route for bats and nesting birds and a number of Tree Preservation Orders.

Several pre-application meetings have been held, including an Urban Design and Landscape workshop as well as a councillor briefing. Further officer, councillor and public consultation and discussions are scheduled for the coming months. A hybrid application is expected to be submitted in October 2019.

Brief

- There is a lack of understanding as to how the scheme relates to its context and neighbouring villages of Burnt Common, Send Marsh and Send. Whether the scheme is attempting to be an extension of a nearby village or a settlement in its own right is not clear, and this must be established in order to properly inform the design of the scheme at a fundamental level. If being a village extension is the aim, then which village it is an extension of isn't clear and this must be articulated across all elements of the proposal. If this approach is being pursued, the proposal should be for a village-led site, not purely a landscape-led site as described in the review. This will result in a more effective addition to the village it is attempting to extend.
- The approach to the design development seems to be a response to the site's opportunities and constraints as identified by the applicant. Whilst these are important factors to consider, the in-depth analysis this particular site requires is lacking. The historical setting, morphology, settlement character, and views (in and out of the site as well as within) are key elements. Researching and responding to these with a design-led approach will better inform and justify the proposal, resulting in a better sense of place.

Social and environmental sustainability

- The development is likely to be heavily car-reliant. The proposal needs to clearly explain how future residents will live in a development which can accommodate private cars without creating a car-dominant environment. A transport strategy should detail how residents will move within the scheme as well as access the nearby villages with sustainable modes of transport. In particular, residents of the affordable homes are likely to have lower levels of car ownership and therefore their needs should particularly be considered.
- The provision of spaces for community uses hasn't been thoroughly considered as part of the brief. This should be explored in the brief as well as in the proposed building types as this will help knit the scheme into the wider community.
- Concerns regarding the capacity of local schools were raised during the review. This should be carefully considered, and the applicant should engage with the local authority to ensure the additional demand for schools created by the development will be met. The same applies for social and welfare provision.

Landscape

The site's landscape is remarkable, with a particular combination of hydrology and geology. Unfortunately, the proposal does not achieve the aim of being a landscape-led scheme as it fails to respond to the site's specific landscape character. The applicant should explore this as a starting point as it will provide design clues for the proposal and better inform the identity it is trying to achieve. The layout and architecture should then reinforce this.

- The steep south facing slope of the plateau descending to the stream is the most valuable landscape character component of the site, affording long distance views over the rolling landscape to the south to the North Downs scarp in the distance. The layout of the village area fronting onto this has been developed in a series of forms that do not respond to this underlying topographic form. Every effort should be made to reveal and emphasise this defining topographic component through all design elements.
- Arranging housing on the slope to the plateau in the current manner diminishes the topography's prominence and impinges on its landscape qualities. The layout here should be reconsidered to emphasise the plateau and slope as the distinctive feature of the site. The proposal appeared to show various gable ends and rear faces of housing piling up the hill, which is not an appropriate solution. A more structured approach to the layout of the housing based on views to the plateau should be considered as this would give the development a cohesive identity that would complement the site's inherent characteristics.
- The road connecting the village area to the plateau cannot work in its current configuration without significantly harming the topography. The road's location, alignment and layout should be reconsidered from first principles to ensure it is sensitive to a retained topography and provides a comfortable and desirable pedestrian route.
- The full retention of the hedge separating the proposed houses on the plateau might be a problematic organisational device. The generous stand-off from this feature could be reconsidered to provide more cohesive layout options in this area.
- There is a possibility of archaeological features being present on the plateau and this should be explored to help inform an authentic narrative for designing the open space at this point.
- A map regression or terrain modelling exercise has yet to be undertaken. This could inform a more workable landscape infrastructure for this remarkable and particular site, including different characters of open space through various uses.
- Locating an attenuation pond at the top of a hill is generally problematic. The scheme proposes that this feature is located on the plateau and this should be reconsidered.

Urban design

- The site's permeability is constrained by its location adjacent to the A3 and the two proposed roundabouts at the main entrances to the development. It is important

the proposal overcomes these constraints where possible to ensure the development is a sustainable place to live. The site's permeability should be maximised where possible to knit the scheme into the wider community. Pedestrian and bicycle friendly entrances will be particularly important in ensuring this, and in increasing the human scale of what is currently an overly car-reliant proposal. Creating a link to the footpath leading from Burnt Common Lane should be considered.

- The layout and grain of the proposal in the site's village context is not convincing. Whilst there is a clear logic to the arrangement of routes across the site, these seem to have a formulaic and monotonous arrangement similar to a town centre. This is not the most appropriate solution for this site. A village layout focused on the seemingly organic arrangement of routes and their convergence would be more suitable, as this would create a greater sense of place and character. This can allow for a high-density layout which can effectively absorb parking and allows for the development to incorporate planting in a more informal manner. Studies of nearby villages such as Puttenham and Thursley should be carried out as these would provide good precedent to inform the proposal with a more appropriate grain and layout.
- The new neighbourhood's thresholds must be carefully considered. With roundabouts currently proposed at both main entrances, the thresholds here must effectively transform the atmosphere from a highway environment to a village environment and welcome residents and visitors into the development. In the current proposal this has been poorly resolved as people entering the development will see the backs or sides of houses. These locations are challenging to the scheme and must therefore be of a high-quality bespoke design in order to effectively reconcile these conflicting environments. The landscape design and architecture at these points need to address this objective.
- The proposed views to the plateau from the village area and vice versa do not acknowledge the remarkable topography, which is essential if the plateau is to be distinctive and of high-quality design. These views are key elements of the scheme which should be carefully considered in the design development and protected.
- The proposed Traveller Showpeople plots are in an inappropriate location. These are likely to be accessed by large vehicles and should therefore be located close to the main roads surrounding the site. The proposed location at the end of a rural lane must be reconsidered. Also, further investigation into the types and frequency of vehicles that are likely to be using these plots must be carried out to properly inform their layout and design. By virtue of its function this feature could be characterised as a haulage yard with some residential components.
- The layout of buildings fronting onto the A3 road is uncomfortable and monotonous. It proposes the highest density in the site's most unattractive, environmentally poor and polluted location. Although we acknowledge the role of these buildings in providing the site with acoustic protection, a more varied and organic arrangement, akin to a village, should be considered.
- The proposed parking courts are not convincing in their design. Due to their distance from the dwellings, they are at risk of not being used and could become dead space. These should be reconsidered.

Architecture

- The architecture of the scheme was not presented in any detail at this review. However, some perspective sketches were shown which illustrated a generic response to the vernacular with little consideration for the specific qualities of the local context or surrounding landscape. The architecture must be more responsive, identifying simple forms of a more contemporary vernacular whilst ensuring the building types maximise and resolve the site's particular opportunities and constraints respectively. Further studies of nearby villages should be carried out to provide a precedent and ensure the scheme feels 'of Surrey'. Barns, farmsteads and manor houses are larger building types often built into the fabric of villages which might offer design clues for apartments, later-living and community use buildings.
- Outbuildings which can provide office space, such as car barn garages with office space on the upper storey, should be considered. Outbuildings are a common feature of village architecture and including office space in them will allow for home working and promote more sustainable lifestyles.

Material and detailing

We did not discuss materials and detailing to any great extent in this review. The applicant team and local authority should note general guidance on material quality and detail, which accords with national policy. Paragraph 130 of the 2018 National Planning Policy Framework states:

Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

At the planning application stage, the quality of the detailing should be demonstrated through large scale drawings at 1:20 and 1:5 of key elements of the building/landscape and should be accompanied by actual material samples which should be secured by condition as part of any planning approval.

Energy strategy

We did not discuss an energy strategy for this development to any great extent in this review. Our guidance at the planning application stage is that the proposal should produce a clear energy strategy which details how the development will optimise thermal performance, minimise the demand for energy, supply the remaining energy requirements efficiently and optimise the use of renewables, consistent with Government and local policies. This strategy should be communicated in a robustly considered way, for example using detailed modelling work with respected calculation methods.

This review was commissioned by Garlick's Arch Ltd with the knowledge of Guildford Borough Council.

CONFIDENTIALITY

Unless previously agreed to remain confidential, this report will be publicly available if the scheme becomes the subject of a planning application and to any public inquiry concerning the scheme. There is no objection to the report being shared within respective practices/organisations. DSE reserves the right to make the guidance known should the views contained in this report be made public in whole or in part (either accurately or inaccurately). DSE also reserves the right to make guidance available to another design review panel should the scheme go before them. Since the scheme is not the subject of a planning application at the time of review, this report is offered in confidence to the addressee and those listed as being sent copies. If you do not require this report to be kept confidential, please let us know.

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Agenda item number: 4(1)
Appendix 1



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Report of the Guildford Design Review Panel

Garlick's Arch

20th November 2019

The design review meeting

Reference number	1321/161019
Date	16th October 2019
Meeting location	Guildford Borough Council Offices, Millmead, Guildford GU2 4BB
Panel members attending	Richard Portchmouth (Chair), Architecture, Urban Design Carl Gulland, Architecture, Housing Kay Richardson, Historic Environment, Landscape Architecture, Urban Design
Panel manager	Rosie Dennis, Design South East
Presenting team	Daniel Cavanagh, London Strategic Land Quentin Andrews, OSP Kelly Jethwa, Guildford Borough Council
Other attendees	Stuart Mills, Icen Projects Hannah Fawdon, Icen Projects Jason Houslander, London Strategic Land Clinton Bradshaw, OSP Mark Bewsey, CP plc Rob Westcott, CP plc James Bancroft, Vectos John Markwell, Barton Willmore Sakina Khanbhai, Guildford Borough Council Katie Williams, Guildford Borough Council Paul Fineberg, Guildford Borough Council Paul Sherman, Guildford Borough Council Cllr Catherine-Anne Young, Guildford Borough Council (Clandon & Horsley Ward) Cllr Jan Harwood (Merrow & Lend Ward) Cllr Susan Parker, Guildford Borough Council (Send Ward) Cllr Colin Cross, Guildford Borough Council (Lovelace Ward) Cllr Patrick Sheard, Guildford Borough Council (Send Ward) Cllr Tim Anderson, Guildford Borough Council (Clandon & Horsley Ward)
Scope of the review	As an independent design review panel the scope of this review was not restricted. However, the local authority asked us to particularly concentrate on the changes made to the proposal since the last review.
Panel interests	Panel members did not indicate any conflicts of interest.



Confidentiality

This report is confidential as the scheme is not yet the subject of a detailed planning application. Full details of our confidentiality policy can be found at the end of this report.

The proposal

Name	Garlick's Arch
Site location	Land east of Burnt Common Lane, southeast of Portsmouth Road and south of Kiln Lane
Site details	The site comprises 28.9 hectares of land located approximately 6.5 kilometres to the north east of Guildford town centre. The site lies between Send March / Burnt Common and the A3. The site comprises parcels of woodland, some of which is ancient woodland, and pastureland. Pylons extend across the site, and a telecommunications mast is visible to the south.
Proposal	Development of the site for approximately 520 residential dwellings (Use Class C3) and 6 Travelling Showpeople plots (Sui Generis). Undergrounding of overhead electricity pylons, provision of new vehicular access points, car parking, open space and other associated works.
Planning stage	Pre application. Target submission November 2019.
Local planning authority	Guildford Borough Council.
Planning context	The site comprises pastureland and woodland. The site is allocated under the Guildford Local Plan Policy A41: Land at Garlick's Arch, Send Marsh/Burnt Common and Ripley. The site is located within Flood Zones 2 and 3 and contains Ancient Woodlands.
Planning authority perspective	Guildford Borough Council did not consider the applicant to have appropriately responded to the feedback from the last review, and do not consider the changes to be sufficient enough to provide a positive response to the proposal.
Community engagement	The application has been subject to a scoping meeting (8 th April 2019) and four pre-application meetings with Guildford Borough Council during June to October 2019. Three public consultations and Councillor and Members briefings have taken place.
Previous reviews	This scheme has previously been reviewed by the Guildford panel on the 1 st August 2019. Following that review our report stated that the proposal had failed to protect or maximise the value of the significant landscape qualities on site, or to provide a convincing sense of place. The panel were unable to support the proposal and recommended significant revision.

Summary

The proposal has progressed since the last review and it is clear that a collaborative approach involving Guildford Borough Council has been adopted in response to the comments previously provided. We are encouraged by the changes that have been made and welcome the extension of site analysis beyond the site boundary toward the surrounding communities. This has improved how the proposal connects with the surrounding area. However, this is a substantial urban extension to the existing settlements that requires a step change in thinking in design and collective governance with existing representation of local councillors, to ensure it is successful in its creation, and to engender community spirit and goodwill with the neighbouring communities.

The proposal is still missing a strong sense of place or identity which is required to make a successful development. Improvements are needed to make the development a welcoming place and to attract people into the scheme, which may be aided by the provision of community facilities that can foster enhanced social interaction and much stronger and more pedestrian-friendly connections to neighbouring communities. The site's landscape is remarkable, however the images provided fail to convey an approach to landscape that taps into the surrounding character of Surrey. The landscape strategy should be placed as a high priority with the central green as the heart of the new community. While the vision for the landscape appeared ambitious the images presented were quite generic.

Key recommendations

1. The landscape strategy needs to be of primary importance in design development to ensure a successful landscape-led proposal is delivered.
2. On-site community facilities will be necessary due to the scale of development to ensure a sense of community can be created onsite and to attract interest into the development from surrounding communities.
3. The development requires a strong sense of place and identity, through a more bespoke response to the landscape characteristics, architecture, built form and communal spaces.
4. Clarity should be provided as to how the development is resilient and sustainable at a range of scales including flexibility of homes to adapt to home working, the energy strategy, solar orientation, and resident engagement in maintaining the landscape.
5. Views should be provided onto and away from the site at agreed key locations to ensure the quantum and disposition of built form is appropriate.
6. Greater clarity is needed over the decisions toward housing typologies and their contribution toward the street hierarchy on primary and secondary streets.
7. The highways engineered and led proposal for the Portsmouth Road roundabout would have a detrimental impact on the proposed Garlick's Arch community in terms of placemaking and connection, which will need resolving to aid a successful scheme.

Detailed comments and recommendations

1 Social and environmental sustainability

- 1.1 The panel do not consider the lack of community facilities on site appropriate within the proposal. This will make the residents overly reliant on community facilities in other parishes, which are already oversubscribed. For a development of this scale, we strongly urge the design team to incorporate low maintenance community space into the development by way of a barn or hall. This will provide the development with a focal point, while also creating a sense of community within the development and potentially attracting surrounding communities onto the site for enhanced social interaction.
- 1.1 Guildford Borough Council declared a climate emergency approximately three months ago, and we have yet to see how the scheme will facilitate in creating a carbon neutral development.

2 Landscape

- 2.1 While it is clear that the landscape approach is beginning to respond to the site's specific landscape character, the landscape strategy appears to be falling behind in design development, which is disappointing for a scheme that needs to be landscape-led. The site's landscape is remarkable, however the images provided fail to convey an approach to landscape that taps into the surrounding character of Surrey. It is important that the landscape strategy is prioritised in future development to successfully inform the identity and sense of place within the proposal.
- 2.2 A successful solution needs to be found for the burying or re-positioning of the electricity pylons. Although the design team identified that they are actively pursuing a workable solution, the determination of this issue could significantly influence the proposal.
- 2.3 There needs to be a more harmonious relationship between the built and natural form within the proposal. The proposal currently displays passive landscape that is surrounded by buildings and the landscape design and proposals for the built form could be enriched by being more closely related and specific to the characteristics of their site location such as plateau slopes, stream frontage, woodland setting, new village green.
- 2.4 Further consideration needs to be placed on the governance of the site. While we appreciate the intent to use the Land Trust, people need to be connected to the landscape. Consider how residents can be engaged in the management of the landscape through working parties, statements of common ground or another community-led approach. Permit landscape management should be a two-way process rather than a paid for commodity.
- 2.5 The landscape is more than just a visual consideration. Its function in supporting biodiversity and ecosystems needs to be considered. This in turn becomes an amenity for residents. We would like to see an approach that creates an enduring development where the community has an intimate knowledge of their locality and direct contact with nature, which is both personally enriching and economically appealing.
- 2.6 The secondary streets across the site are relatively open and sterile and could be enriched by planting strategies. For example, if the hedges were moved closer to the road it would mediate the scale of the development and create a calmer, more welcoming approach to the street.

3 Urban Design

- 3.1 We still consider the site's permeability to be significantly constrained by the A3 and the two proposed roundabouts at the main entrances of the development. While we understand that the road layout is largely inflexible at the A3 slip road, we consider the provision of a T junction as access off the Portsmouth Road to be a more appropriate approach in place making and connectivity to the entry sequence onto the development.
- 3.2 The panel recommend providing illustrations of agreed views onto the development from a distance to display how the buildings and roofscape looks from afar. This will ensure the site layout works effectively with the natural topography of the site.
- 3.3 Ensure the community engagement process is collaborative to allow all parties to work together for the benefit of the development itself and the surrounding area, thus aiding community buy-in.
- 3.4 The neighbouring parishes have very separate identities and we find it difficult to understand the identity expected within the proposal. Garlick's Arch used to be, and still is, a connection site and part of Burnt Common. It is necessary that this identity is embedded into every aspect of the proposal, in particular though stronger connectivity.
- 3.5 The street hierarchy is negatively affected by the arrangement of buildings on the site. This is particularly due to the fact that taller, grander, buildings are located on secondary streets and lower rise development is retained on primary streets. We recommend either providing justification for this street arrangement, through further analysis of the layout of other local settlements or considering rearranging buildings so that taller units are more centrally located in comparison to lower rise development to provide more legibility within the development.
- 3.6 The block to the north of the site in its present form has a problematic relationship with the landscape surrounding it and with the transition between field and slope that creates its context. The block has the opportunity to become an expression of interconnectedness with the natural processes that surround it, and in turn it would start to mark the green as the heart of the development. Careful study of the locale of the block is needed to ensure its form sits in the flow of landscape.
- 3.7 There have been significant improvements to cycle and pedestrian routes and connections to the surrounding communities, which we consider positive design moves.
- 3.8 We still do not consider the layout and arrangement of buildings fronting onto the A3 road appropriate. While the arrangement has improved with a more varied edge and relaxed building line, the setback location allows for very limited informal space to be created behind the buildings, which we do not consider sufficient. Pushing the buildings forward will allow for more open space to be created at the rear of the buildings, making them appear more comfortable in this location.
- 3.9 In design progression we would like to see how the boundary treatment alongside the A3 can become a series of places and spaces to ensure a less harsh and monotonous boundary treatment is provided.
- 3.10 The 3D video of the site is a good way of visually presenting how the site challenges have been overcome in design development. This will be a useful tool at planning stage to assist in concerns of the development.
- 3.11 While it is positive that a lot of thought has gone beyond the red line boundary to connect to the wider area, more consideration needs to focus on how to make this a welcoming place and to bring people into the community.

- 3.12 The location for the travelling show people's homes was raised and the panel were informed that possible limitations on vehicular sizes is under discussion and review with the Highways Authority.

4 Plateau site

- 4.1 The reconfigured layout for the plateau area with the more gradual access route following the contours and more direct pedestrian connections is a positive design move and successfully provides a comfortable and desirable route to the platform.
- 4.2 We urge the design team to visually present the proposed views from the plateau to the village to ensure that the views acknowledge the topography and are not counteracted by any buildings proposed. It is essential that the plateau is to be distinctive and of high-quality design and presenting the views will be an important way to illustrate and ensure that the views are not diminished.
- 4.3 The present prospect from the landscape plateau evokes a strong emotional response and more consideration is needed on how the built form and arrangement of landscape elements will optimise the views out from the site. The natural sloping topography presents a good opportunity to provide high-quality views out to the Surrey landscape, which must be maximised by building orientation and layout.
- 4.4 As there were no drawings provided at review it is difficult to judge whether the amount of built form and density is appropriate for the slope onto the plateau. Site sections and detailed landscape plans as well as developed visualisations of some of the typical views will give confidence that the proposals are evolving successfully.

5 Architecture

- 5.1 The architecture is beginning to feel more responsive and has started to show consideration of the local context and surrounding landscape. It is clear that analysis of the wider Surrey vernacular has begun to inform the architecture. This must be continued to ensure a more responsive and contemporary approach within the development.
- 5.2 The plateau presents opportunities to deliver exceptional communal space and private dwellings. The views out from the communal green space at the summit are special and need to be considered in terms of framing. The architecture and buildings need to be responsive to the sloped site upon which they sit and potential for interesting section spatial arrangement, terraces, views should all be explored to create unique houses and character.
- 5.3 We welcome the work in terms of form of building types and the continuation of exploration of the use of materials. There's a lot of scope to introduce a very interesting and innovative aggregation of house and building types to work with the site and local vernacular in a contemporary way.
- 5.4 The site is such that it cannot be 'rubberstamped' by standard house types, and we consider undertaking the development as a joint venture with Countryside a positive move to ensure a distinct and unique scheme.
- 5.5 While we can see traditional Surrey materials beginning to inform the architectural treatment of the proposal, more needs to be done to ensure that a new identity is created for the wider development.
- 5.6 We do not consider the turreted corners of the large buildings appropriate for the site. While we understand the architectural detail on most buildings requires further

consideration, these are the least successful in an architectural sense. The buildings are overly large and unrefined and finding a good typology for these buildings will be key.

6 Materials and detailing

- 6.1 We did not discuss the treatment of elevations, materials or detailing at length at this review. The local authority should note general guidance on material quality and detail, which accords with national policy. Paragraph 130 of the 2018 National Planning Policy Framework states:

'Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).'

At the full planning application stage, the quality of the detailing should be demonstrated through large scale drawings at 1:20 and 1:5 of key elements of the building/landscape and should be accompanied by actual material samples which should be secured by condition as part of any planning approval.

7 Energy Strategy

- 7.1 We did not discuss the energy strategy in any detail at this review. Our guidance is that at the planning application stage the proposals should produce a clear energy strategy which details how the development will optimise thermal performance, minimise the demand for energy, supply the remaining energy requirements efficiently and optimise the use of renewables, consistent with Government and local policies. This strategy should be communicated in a robustly considered way, for example using detailed modelling work with respected calculation methods.

Confidentiality

If the scheme was not the subject of a planning application when it came to the panel, this report is offered in confidence to those who attended the review meeting. There is no objection to the report being shared within the recipients' organisations. Design South East reserves the right to make the contents of this report known should the views contained in this report be made public in whole or in part (either accurately or inaccurately). Unless previously agreed, pre-application reports will be made publicly available if the scheme becomes the subject of a planning application or public inquiry. Design South East also reserves the right to make this report available to another design review panel should the scheme go before them. If you do not require this report to be kept confidential, please inform us.

If the scheme is the subject of a planning application the report will be made publicly available and we expect the local authority to include it in the case documents.

Role of design review

This is the report of a design review panel, forum or workshop. Design review is endorsed by the National Planning Policy Framework and the opinions and recommendations of properly conducted, independent design review panels should be given weight in planning decisions including appeals. The panel does not make planning decisions. Its role is advisory. The panel's advice is only one of a number of considerations that local planning authorities have to take into account in making their decisions.



The role of design review is to provide independent expert advice to both the applicant and the local planning authority. We will try to make sure that the panel are briefed regarding the views of local residents and businesses to inform their understanding of the context of the proposal. However, design review is a separate process to community engagement and consultation.



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Garlick's Arch

Regulation 25 and Clarifications Report

Prepared on behalf of

Guildford Borough Council



Project Number	Report No.
J-GBC-136	001

Revision No.	Date of Issue	Author	Reviewer	Approver
001 (Draft)	13/04/21	A. Kenny	P. George	T. Harding
002 (Final)	10/05/21	A. Kenny	P. George	T. Harding
003 (Revised)	13/05/21	A. Kenny	P. George	T. Harding
004 (Further Revisions)	21/05/21	A. Kenny	P. George	T. Harding

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Contents

1	Introduction	4
1.1	Background	4
2	Regulation 25 Submission	5
2.1	Introduction	5
2.2	This Report	5
3	Summary of Outstanding Information	6
3.1	Introduction	6
4	Changes to the Proposed Development	14
4.1	Introduction	14
5	Conclusions	18
5.1	Introduction	18
5.2	Summary	18
5.3	Recommendations	19

Tables

Table 3.1 Original ES Review Comments and Applicant's Responses

Table 4.1 Review of Applicant's Assessment of Design Changes

1 Introduction

1.1 Background

- 1.1.1 Thomson has been commissioned by Guildford Borough Council (GBC) to review the Supplementary Environmental Statement (ES) submitted in support of proposed development at Garlick's Arch.
- 1.1.2 The original ES, dated December 2019, was submitted for London Strategic Land (hereafter 'LSL') on behalf of Garlick's Arch Limited (hereafter 'the Applicant'). The ES was submitted in support of the planning application for a development (hereafter 'the Proposed Development') on the land at Garlick's Arch, Send Marsh (hereafter 'the Site'). The planning application was validated on January 20th 2020 and assigned a reference of 19/P/02223 by the consenting authority Guildford Borough Council (hereafter 'GBC').
- 1.1.3 The ES was reviewed by Nicholas Pearson Associates, in January 2020, resulting in several requests for further information being made under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter 'the EIA Regulations'). As a result, the Applicant prepared and submitted a Supplementary ES, and associated addenda, in February 2021. However, in the intervening period the Applicant also updated the design of the Proposed Development. As a result this review report assesses, sequentially, the Applicant's response to the requests for further information and whether the information now provided by the Applicant is sufficient to capture and assess potential significant effects arising as a result of the changes to the Proposed Development.
- 1.1.4 The Applicant originally proposed to develop the Site to provide:
'hybrid (part full/part outline) application comprising: Full planning permission for 220 residential dwellings (Use Class C3) with associated open space and landscaping, means of access, parking, drainage, utilities and infrastructure works, temporary acoustic fencing and other associated works; and Outline planning permission, with all matters reserved except for access, for up to 300 residential dwellings (Use Class C3) and Travelling Showpeople plots (Sui Generis) with associated open space and landscaping (including a landscape bund and acoustic fencing), means of access, enabling and landscaping (including a landscape bund and acoustic fencing), means of access, enabling infrastructure and other associated works.'
- 1.1.5 It was under this description of the Proposed Development that Nicholas Pearson Associates undertook their review of the Applicant's ES.
- 1.1.6 The Proposed Development, as described above, falls under Schedule 2, 10(b) ii & iii of the EIA Regulations – Infrastructure Projects, Urban Developments – as it comprises a development which includes more than 150 dwellings and the overall area of the development exceeds 5 hectares.

2 Regulation 25 Submission

2.1 Introduction

- 2.1.1 An ES is intended to provide an important part of the ‘environmental information’ that a planning authority must consider in accordance with the EIA Regulations, along with any representations from consultation bodies and the public on the ES. The information that an ES is required to include is set-out in Regulation 18 of the EIA Regulations. Regulation 18 refers to the need to provide any additional information specified in Schedule 4 relevant to the specific characteristics of the specific development, or type of development, and to the environmental features likely to be significantly affected.
- 2.1.2 Regulation 25 of the EIA Regulations allows a local planning authority, when dealing with a planning application which is supported by an ES, to request “further information” if the local planning authority is of the opinion that supplementary additional information is required to allow them to reach a reasoned conclusion on the likely significant effects of the development proposed. The local planning authority must notify the applicant in writing, and the applicant must provide that additional information for further consultation. Such information should only be requested where it is material to the understanding of the nature and significance of environmental effects, and not simply ‘nice to have’ additional information.
- 2.1.3 Regulation 25 can also be used by developers to submit further environmental information in support of a planning application where, for example, changes have been made to the design and layout of a proposed development, such that one or more of the topic assessments within the EIA (and reported in the ES) may require updating.
- 2.1.4 In the case of the Garlick’s Arch scheme, two key factors resulted in the further information submission. Firstly, the original ES had been subject to an independent review by Nicholas Pearson Associates (dated 11th March 2020), which identified a number of issues requiring supplementary information to be provided. Secondly, subsequent changes made to the design of the development required updates to be made to the assessments within the ES.

2.2 This Report

- 2.2.1 This report has two objectives; firstly, to review the Applicant’s response to GBC’s Regulation 25 request for further information and secondly, to review the assessment of the changes in Proposed Development against current information.
- 2.2.2 The review of the Applicant’s response to the Regulation 25 request draws on the initial ES review undertaken by Nicholas Pearson Associates as well as the additional information submitted by the Applicant. This is described in Section 3 of this report.
- 2.2.3 The review of the changes to the Proposed Development against currently provided information will draw on the Applicant’s Supplementary ES and the Applicant’s original, 2019 ES as appropriate. This is discussed in Section 4 of this report.

3 Summary of Outstanding Information

3.1 Introduction

- 3.1.1 This section of the report considers whether the comments raised by Nicholas Pearson Associates, in their review of the Applicant's 2019 ES, have been adequately addressed.
- 3.1.2 Clarifications and further information requests identified by Nicholas Pearson Associates primarily relate to:
- The description of the Proposed Development
 - Elements of the technical assessments
 - Provision of updated figures and maps; and,
 - The contents of the Non-Technical Summary
- 3.1.3 Table 3.1 below provides a summary of requested further information and clarifications as well as the Applicant's response to each or signposts the reader to where the issue has been addressed in the, February 2021, Supplementary ES. Only topics where Nicholas Pearson Associates have raised clarifications or further information requests have been addressed in Table 3.1.
- 3.1.4 A separate review of the Landscape and Visual Impact Assessment has been undertaken by MacFarlane & Associates, who have had ongoing involvement with the development on behalf of Guildford BC. Their review is included in Appendix 1 of this report.

Table 3.1 Original ES Review Comments and Applicant's Responses

Nicholas Pearson Associates Comments	Comment Type	Applicant's Response or Signposting	Thomson Comments
<i>Proposed Development</i>			
<p>Chapter 3 of the ES describes the Proposed Development. Whilst Phase 1 of the Proposed Development is subject to a full planning application, the ES does not provide any more detailed information about this phase. It is recommended that GBC clarifies that any additional detail submitted with the planning application in relation to Phase 1 does not alter the assessment of any of the effects reported in the ES. It would have been helpful if the ES had provided details of the amount of land to be allocated to each land use with the Site, e.g. housing and open space.</p>	<p>Clarification</p>	<p>Chapter 5: EIA Methodology of ES Volume II (para 5.20 - 5.24) explains the approach to the EIA that, as the Proposed Development comprises a hybrid planning application (i.e. part detailed, part outline), the principles of the Proposed Development are established through a series of parameter plans. These plans set out the maximum building limits and establish a building envelope, and therefore represent a worst-case scenario for assessing significant effects.</p> <p>The phasing plan at Appendix 1.2 shows that the detailed phase is Phase 1 of the scheme. All topics are assessed on this basis, and in most cases, it is appropriate to consider the masterplan as a whole. Although the ES does not include figures on the amount of land allocated to housing and open space, this is clearly shown on the parameter plans set out at Appendix 1.2. There are also regular references to the quantum of housing throughout the ES.</p>	<p>Accepted. No further information required.</p>
<i>Human Health</i>			
<p>Paragraph 5.9 of the ES indicates that Health has been scoped out of the ES. This is in accordance with the scope agreed with GBC. It is recommended that GBC reviews the information submitted with the planning application, e.g. the Socio-Economic Statement, to ensure that these confirm that no significant impacts are anticipated.</p>	<p>Clarification</p>	<p>A standalone Health Impact Assessment (HIA) was prepared and submitted as part of the planning application as agreed with GBC as part of the EIA Scoping process.</p>	<p>Accepted. No further information required.</p>

Page 153

Agenda item number: 4(1)
Appendix 3

<p>Chapter 6: Transport and Access It is recommended that GBC seeks clarification of which routes within the study area would be considered 'sensitive' and which routes may experience existing issues, such as severance. This is particularly relevant in the context of cumulative effects, where cumulative traffic increases of more than 30% have been identified on some links. It is also recommended that consideration is given to whether issues such as severance currently affect the local road network.</p>	<p>Clarification</p>	<p>Severance issues associated with the Proposed Development are addressed in paragraphs 6.88 and 6.133 of Chapter 6: Transport and Access of ES Volume II. Further information on the sensitivity of road receptors is presented in Table 1: Link Sensitivity and % Impact of Appendix 1 of the supplementary ES, however this additional information does not alter the conclusions presented within the ES.</p>	<p>Accepted. No further information required.</p>
<p>Chapter 7: Noise and Vibration It is recommended that GBC seeks clarification regarding the noise bund and whether it would be affected by the future A3 slip road and secures implementation of the recommended mitigation measures.</p>	<p>Clarification</p>	<p>As set out in paragraph 2.6 of the Planning Statement, part of the application boundary (included in the outline element of this application) also extends into site allocation A42, which is allocated for a new north-facing slip road onto the A3. A small portion of this land is intended to be utilised for the provision of a landscape / noise bund, however the location of the proposed bund will not compromise the ability of the slip road to be delivered, as the bund will be located on 'surplus' land not required for the slip road construction. The application boundary has been drawn to include all the land within the applicant's ownership up to the boundary with the A3 for simplicity, however as detailed within the application drawings, the proposals effectively reserve the land southeast of the proposed bund for the slip road in accordance with Policy A42, and do not include any Proposed Development on this land.</p>	<p>Accepted. No further information required.</p>

<i>Air Quality</i>			
<p>Chapter 8: Air Quality The ES acknowledges that the full results of the baseline air quality monitoring need to be submitted to GBC. It is recommended that GBC reviews the full results and any resultant revised assessment prior to the determination of the application. The need for this to be submitted as further information should be reviewed. It is recommended that GBC requires a Dust Management Plan and Construction Environmental Management Plan to be prepared.</p>	<p>Further Information</p>	<p>The results of the additional air quality monitoring and corresponding analysis will be prepared by MLM and submitted as supplementary environmental information by the end of April 2020 as agreed with the Council. Section A8.5 of Appendix 8.1 of ES Volume III sets out a range of standard mitigation measures to be implemented, which will be reviewed as the detailed design and construction methodology is finalised. A Dust Management Plan and Construction Environmental Management Plan will be prepared prior to the commencement of any works on-site and will be secured via an appropriately worded pre-commencement condition. Please refer to Appendix 2 of the supplementary ES for further details.</p>	<p>Updated Air Quality assessment is accepted. No further information required.</p>
<i>Biodiversity</i>			
<p>Chapter 9: Ecology and Nature Conservation The ES reports that the proposed SANG is required to mitigate a range of effects identified, including those on the Thames Basin Heaths SPA. Given the importance of the SANG, it is considered that further information should have been included in the ES regarding its location, design, the proposed timing and mechanism for its delivery and long-term management arrangements. It is recommended that GBC ensures that full details of the SANG and its effectiveness are available prior to the determination of the application. This may require the submission of further information to supplement the ES. Further</p>	<p>Further Information</p>	<p>A description of the SANG proposals is set out at paragraphs 3.45 and 9.183 – 9.184 of ES Volume II, with reference to relevant guidelines. The SANG will provide a range of seminatural habitats including wildflower meadow, native trees and hedgerows, sandy banks for rare arable flora, a wildlife pond, and restoration/conservation management of ancient woodland. As set out paragraph 9.155 the Site is considered to be of County importance to bats and is used for foraging and commuting, the impacts of which will be mitigated through the preparation of a lighting strategy. Natural England have not raised any objections to this approach in their response. As stated in paragraph 9.241 of Chapter 9: Ecology and Nature Conservation the detailed Lighting Strategy will be prepared prior to the commencement of works on-site and therefore, for the detailed element (Phase 1), it is recommended that this is secured via a pre-commencement condition. As the detailed design of the scheme develops the lighting strategy will also be</p>	<p>With regards to the SANG, it is understood the planning application was for the principle of change of use for SANG and that the SANG itself is yet to be approved.</p> <p>Further information has been requested and provided by the applicant regarding 10m dark buffers around key habitats. This has also been reviewed by the SWT Ecologist, who is satisfied with the proposed approach. Areas where a 10m dark buffer cannot be achieved may require further consideration but this can</p>

<p>information should also be considered in relation to the conservation management proposals for the ancient woodland. Whilst the principles of a Lighting Strategy have been set out in the ES, it is recommended that further details are provided in order to demonstrate that there would be no significant effects on bats and other light sensitive species.</p>		<p>prepared and submitted at the Reserved Matters stage, secured via an appropriately worded planning condition. Please refer to response prepared by ACD set out at Appendix 3 of the supplementary ES for further details. It should be noted that the provision of this information does not alter the conclusions presented within the ES.</p>	<p>be agreed with the planning authority through a suitable planning condition if necessary.</p> <p>Appendix 3 of the Supplementary ES contains parameter plans. We assume this should refer to Appendix 9.</p>
Material Assets			
<p>It is recommended that the need for an easement for the proposed underground cables be clarified and, if so, how this might affect the Proposed Development. It is also recommended that clarification is sought regarding the easements in relation to the remaining section of overhead cables and foul water sewer across the site and how they are accommodated within the Proposed Development.</p>	<p>Clarification</p>	<p>As set out in paragraph 3.12 of Chapter 3: Proposed Development and Alternative Considerations, discussions in relation to the relocation of the existing electricity pylons is ongoing and details of the anticipated works are set out in paragraph 4.12 of Chapter 4: Soils and Construction Methodology. The full details of the pylon relocation strategy are evolving as discussions with UKPN continue and as the detailed design develops and the final strategy is agreed. The installation of the cable is not considered likely to generate significant impacts to bat foraging/commuting, given that the easement will not be illuminated, and it will have tree canopies growing on either side of the easement. Where possible, trees will be retained, and a request will be made whereby UKPN directionally drill under the watercourse. Full details will be provided once the final strategy is agreed.</p>	<p>Accepted. No further information required.</p>
Landscape and Visual Impact			
<p>Chapter 10: Landscape and Visual Impact Assessment It is recommended that GBC reviews the baseline photographs and photomontages in consultation with their appointed consultants and consider whether they</p>	<p>Further Information</p>	<p>The site photographs and photomontages have all been prepared in accordance with relevant guidance, including Technical Guidance Note 06/191, Appendix 4, Paragraph 4.1.5. The quantity, location and type of photomontages to support the LVIA were agreed with GBC in advance of the planning application.</p>	<p>See comments from MacFarlane & Associates in Appendix 1.</p>

<p>need to be resubmitted in accordance with the latest Landscape Institute guidance. The need for further information in relation to the impacts of lighting should also be considered.</p>		<p>The Site is not considered to be an in an area sensitive to light pollution and this was not raised or agreed with GBC's appointed Landscape Consultants (Macfarlane Associates) as part of the pre-application discussions as being required. Given the location and nature of the Proposed Development i.e. a residential development in an area already strongly influenced by residential settlement, and in relatively close proximity to London, with a motorway running adjacent, it is considered unlikely that significant night-time effects will arise and would alter the conclusions presented within the ES. Please refer to Appendix 4 of the supplementary ES for further details.</p>	
<i>Cumulative Effects</i>			
<p>Chapter 12 of the ES considers combined effects. For a number of receptors more than one impact is identified but it is noted that the aspects do not interact with each other. It is recommended that GBC considers whether any of these combined effects could be considered significant.</p>	<p>Clarification</p>	<p>The methodology applied to the effect interactions assessment is set out in paragraphs 12.17-12.20 of Chapter 12: Residual Impacts, Mitigation and Cumulative Effects. As no effect interactions (i.e. in-combination effects) have been identified, the significance of the effects is no greater than for each individual residual effect as set out in Tables 12.1 and 12.2 of this ES Chapter.</p>	<p>Accepted. No further information required.</p>
<i>Mitigation</i>			
<p>Whilst the topic chapters generally describe the mitigation measures required in relation to significant adverse effects, the main area of concern is in relation to the proposed SANG. The ES does not contain sufficient information regarding the SANG, how it will be secured or its future maintenance and management. It is recommended that GBC ensures it has sufficient information regarding this</p>	<p>Further Information</p>	<p>A description of the SANG proposals (which is subject to a separate planning application) is set out at paragraphs 3.45 and 9.183 – 9.184 of ES Volume II, with reference to relevant guidelines. Please refer to response prepared by ACD set out at Appendix 3 of this document for further details. The mitigation measures identified (e.g. Landscape and Biodiversity Management Strategy) were documents prepared and submitted with the planning application.</p>	<p>It is unclear if the reference to Appendix 3 is for the original or supplementary ES. In the latter Appendix 3 contains parameter plans. Appendix 9 contains a report by ACD in relation to HRA, which does mention the SANG. However, it is understood the previous application (19/P/02240) was only for a Change of Use to facilitate SANG</p>

<p>before determining the planning application. Other mitigation measures are also referred to in the ES, although details are not provided within it. E.g. Arboricultural Method Statement, Landscape and Biodiversity Management Strategy, Lighting Strategy. Again, GBC should ensure that the required mitigation can be secured through these means. Where necessary, additional information may need to be requested prior to determination of the application.</p>			<p>and not consent for the provision of the SANG.</p> <p>As such, there remains uncertainty over the deliverability of the SANG. A Grampian condition is recommended to ensure development does not commence until the location of the SANG is confirmed and consented.</p>
<p><i>Non-Technical Summary</i></p>			
<p>A separate Non-Technical Summary has been prepared. It is recommended that a revised NTS be prepared and submitted as part of any request for Further Information to address the issues identified within the NTS and main text.</p>	<p>Observation</p>	<p>The clarifications set out within the ES Review do not alter the conclusions in relation to significant effects presented within the ES, and as such an updated NTS is not required.</p>	<p>Whilst it is accepted that the changes to the proposed development do not alter the overall results of the EIA, Table 5 of the NTS would benefit from being expanded to provide a full summary of impacts, mitigation and residual effects. This would enable readers to see the findings of the EIA 'at a glance'.</p>
<p>The ES includes a range of maps, figures, tables and diagrams. Section 2.10 of this review recommends that GBC considers whether revised baseline photographs and photomontages should be prepared in accordance with latest Landscape Institute guidelines.</p>	<p>Further Information</p>	<p>Please refer to the response to EIA Regulatory Compliance Landscape and Visual Impact Assessment and Appendix 4 of the supplementary ES for further details.</p>	<p>Accepted. No further information required.</p>

<i>General</i>			
<p>The ES includes a range of maps, figures, tables and diagrams. It is recommended that GBC considers whether revised baseline photographs and photomontages should be prepared in accordance with latest Landscape Institute guidelines.</p>	<p>Further Information</p>	<p>Please refer to the response to EIA Regulatory Compliance Landscape and Visual Impact Assessment and Appendix 4 of the supplementary ES for further details.</p>	<p>Accepted. No further information required.</p>

4 Changes to the Proposed Development

4.1 Introduction

4.1.1 In 2020 the Applicant updated the design of the Proposed Development. The changes, in brief, comprised:

- Phase 1
 - Amendment to boundary, moving an area from detailed design to outline design.
 - Changes to the number, composition and layout of residential units
 - Introduction of a green corridor connecting the Central Green to a neighbouring development.
- Phases 2 & 3
 - Revision of access strategy including sustainable transport links
 - Amendments to illustrative masterplan and parameter plans
 - Change proportion of private to affordable housing to 60:40 respectively
 - Changes to local pedestrian and local road networks

4.1.2 As a result the Applicant, currently, proposes to develop the Site to include:

‘Hybrid (part full/part outline) application comprising: Full planning permission for 220 residential dwellings (Use Class C3) and Travelling Showpeople plots (Sui Generis) with associated open space and landscaping, means of access, parking, drainage, utilities and infrastructure works, temporary and permanent acoustic fencing, and other associated works; and Outline planning permission, with all matters reserved except for access, for up to 300 residential dwellings (Use Class C3) with associated open space and landscaping (including a landscape bund and acoustic fencing), means of access, enabling infrastructure and other associated works.’

4.1.3 The amendments to the Proposed Development have been summarised in Table 4.1, below, with notes added regarding the suitability of currently available data in describing the potential significant effects that may arise as a result of the proposed changes. Recommendations for further information have been made where relevant.

Table 4.1 Review of Applicant's Assessment of Design Changes

Change to Proposed Development	Comment Type	Reviewer's Comments
<i>Phase 1</i>		
Amendment to the Phase 1 boundary.	No further information required	Amendment shown in Figure 19055 CO1 F. It is not anticipated that this will result in significant effects. It would be easier for the reader if the changes were highlighted – perhaps on a separate figure or more accurately described in the text of the supplementary ES.
Revisions to the layout and distribution of properties to rationalise the movement network, accommodate larger Sustainable Urban Drainage Systems (SuDS) basins and relocation of the bus stop further south along the Spine Road.	No further information required	<p>Details on the layout and distribution of properties, in the supplementary ES, is scant. Limited discussion of the changes is included in relation to Phase 2, but no information is included in the body of the supplementary ES for Phases 1 or 3. The exclusion of Phase 1 from the parameter plans makes it difficult for the reader to understand potential effects arising from changes to the proposed development. However, the landscape and visual impacts have been reviewed by an independent consultant and are considered acceptable (see Appendix 1 of this report).</p> <p>The location of the bus stop, within the development, is unlikely to represent a significant effect in terms of EIA.</p>
Introduction of primary green corridor connecting the Central Green with the neighbouring Oldlands development to the west of the Site with additional secondary green links within the Site.	Clarification/Potential Further Information	The proposed green corridor is mentioned only in Chapter 2, 'Changes to the Proposed Development', para. 2.7. No details for the green corridor, either in terms of spatial extent or purpose, are provided in the supplementary ES. Additionally, no clear information is presented on the parameter plans, site location plan or landscape masterplan. It would be helpful for the applicant to clarify whether the green corridor is being provided as a form of mitigation or merely an enhancement to the proposed development. If it's mitigation, additional information should be provided to demonstrate its effectiveness.

Page 161

Agenda item number: 4(1)
Appendix 3

Change to Proposed Development	Comment Type	Reviewer's Comments
Revised mix of dwelling sizes.	No further information required	The mix of dwelling sizes are summarised in Table 2.3. It is noted that the change in dwelling sizes tends towards an increase in larger dwellings. However, as per para. 3.8, the total number of dwellings proposed remains the same. It is anticipated that the changes in dwelling sizes are unlikely to result in significant impacts.
Revisions to the SuDS proposals to remove SuDS provision from active spaces and reallocate to defined areas.	No further information required	The Applicant notes in Table 7.1 that SuDS have been moved from active places, in-line with consultation responses received from GBC. As with many of the changes to design it would be helpful if the Applicant had provided a summary of the changes or a figure visually representing them. Reallocation of SuDS provision within the site is not anticipated to result in significant effects.
Revisions to the architectural proposals, including review of the material palette and distribution following consultation with officers as set out within the Design and Access Statement Addendum.	No further information required	It is unclear in which of the 18 parts of the DAS this information is to be found or what these changes comprise. As with other changes this would be easier to understand if the Applicant made clear comparative tables or figures. Para. 2.7 notes that the updates have been made in consultation with Guildford Borough Council and para's 7.24 to 7.32 of the supplementary ES advise the overall distribution and massing of the proposed development is largely occluded from view in relation to sensitive receptors and as such is unlikely to have a significant visual impact.
Squares added on spine road at junctions with ends of secondary streets.	No further information required	This is unlikely to have a significant effect in terms of EIA and it is unclear why this has been included in the supplementary ES.
Omission of the shelter from the Central Green and provision of additional parallel parking spaces along the southern edge.	No further information required	This is unlikely to have a significant effect in terms of EIA and it is unclear why this has been included in the supplementary ES.
<i>Phases 2 and 3</i>		
Revisions to the access and movement strategy – Including the footway and cycle lane improvement to and from Send and relocation of the Toucan crossing on Send Road to opposite	No further information required	The supplementary ES discusses the proposed changes in Chapter 3. The individual interventions are discussed and it is confirmed that Surrey County Council, in their capacity as Local Highways Authority, have

Change to Proposed Development	Comment Type	Reviewer's Comments
Send Primary School from the northern arm of the Send Barns Lane/Portsmouth Road roundabout.		approved the proposed changes. It is not anticipated that this will result in significant effects.
Amendments to the Illustrative Masterplan layout for these phases to reduce the number of apartment blocks.	Clarification	It is unclear, from a comparison of the Illustrative Masterplan dated January 2020 on Guildford Borough Council's planning portal with the masterplan included with the supplementary ES, where reductions in the number of apartment blocks are to be found. The supplementary ES provides no discussion of these changes. An amended version of the masterplan highlighting where these changes are, should ideally be provided.
Amendment to the housing heights on the parameter plan to reflect the Illustrative Masterplan changes.	No further information required	A comparison of the parameter plans clearly indicates the proposed changes in maximum storeys for Phase 2 and 3 of the proposed development, however, as noted previously it is not possible to discern these changes in the Illustrative Masterplan documents. Also, it is unclear if the changes in height, in combination with the increase of taller dwellings, will have significant effects. However, in terms of clarity in the changes to dwelling heights shown in the parameter plans, no further information is required.
Revised proportion of affordable housing provision to achieve a 60:40 (private: affordable) mix.	No further information required	The change to the proportion of affordable to private housing is clearly represented in Table 2.3 of the supplementary ES. The change comprises a reallocation of 11 dwellings from the 'custom build' category to the 'private' category and does not include a reduction in affordable housing. Although information regarding this design evolution is not present in the ES, the change is not anticipated to have significant effects, in EIA terms.

5 Conclusions

5.1 Introduction

5.1.1 This section provides a brief overview key points from the previous sections of this report and makes recommendations in relation to the report reviewed.

5.2 Summary

5.2.1 The report is divided into two key sections.

5.2.2 The first section reviews the information provided in the Supplementary ES and associated addenda against the ES review comments provided against the Applicant's initial, 2019, ES. Additional comments have been provided to illustrate whether the Applicant's response fully addressed the Nicholas Pearson Associates review comments with additional information requested where appropriate.

5.2.3 The second section of this report assesses the information provided in the Supplementary ES and associated addenda against the design changes which occurred subsequently to the submission of the initial ES. Again, comments have been provided highlighting areas where additional clarification or further information is needed.

5.2.4 The Applicant has set out their responses to the review of their initial ES by Nicholas Pearson Associates in Appendix A2 of the Supplementary ES. The responses largely address the comments provided by Nicholas Pearson Associates and the reader is sign-posted to additional information elsewhere in the document. However, additional information is requested where appropriate. Full details are found in Table 3.1. A separate review of the Landscape & Visual Assessment has also been undertaken by MacFarlane & Associates (Appendix 1 of this report).

5.2.5 In assessing the subsequent design changes, the list of changes provided in Chapter 2 of the Supplementary ES were tabulated. The additional information provided in the Supplementary ES were used to assess whether these changes were likely to result in significant effects, as commonly understood within the context of EIA. Where additional information was deemed necessary to make this assessment it was highlighted in Table 4.1. The assessment highlights that there are several areas where the supplementary ES does not provide adequate information in relation to the changes in design.

5.3 Recommendations

- 5.3.1 The Supplementary ES would strongly benefit from use of tables detailing all design changes with comparative text highlighting the differences to the original ES. Additional benefit would come from inclusion of figures providing a visual comparison of the differences. As it stands, information relating to the design changes in the ES is often presented in a confused and unclear manner making it difficult for the reader to interpret the changes and their relative potential for significant effects.
- 5.3.2 Whilst the Supplementary ES states there is no change in conclusions from the original ES, despite the subsequent design changes, some proposed changes have the potential for significant effects and further clarification, or additional information is needed.

Appendix 1 – Review of LVIA by MacFarlane & Associates



GARLICK'S ARCH, SEND

REVIEW OF LVIA ADDENDUM
SUBMITTED AS PART OF SUPPLEMENTARY ENVIRONMENTAL STATEMENT

7th May 2021

Commissioned by
Guildford Borough Council



Garlick's Arch Ref: 3154 CR03

1. SCOPE OF THE REVIEW:

- 1.1. This report by Macfarlane + Associates, on behalf of Guildford Borough Council, reviews the Land at Garlick's Arch LVIA Addendum, a portion of the Supplementary Environmental Statement issued from Barton Willmore February 2021, Commissioned by London Strategic Land.

2. INTRODUCTION:

2.1. TIMELINE

Barton Willmore December 2019 Land at Garlick's Arch Environmental Statement and LVIA issued.

Macfarlane + Associates June 2020 Final Review and Recommendations of LVIA issued.

Barton Willmore February 2021 Land at Garlick's Arch Supplementary Environmental Statement and LVIA Addendum issued, following consultation with GBC in period following initial ES (December 2019).

3. ANALYSIS OF SUPPLEMENTARY ENVIRONMENTAL STATEMENT CHAPTER 7, LANDSCAPE AND VISUAL IMPACT ASSESSMENT:

- 3.1. This review addresses the specific points contained within Chapter 7 with regards to both the quality of the update, and the rationale behind the decision to update this information.
- 3.2. Table 2.1 Parameter plans accompanying the ES (August 2020) and Supplementary ES (February 2021) lists the following plans:
 - Land Use Parameter Plan 19055-C01C (Dec 2019) and 19055-C01F (Feb 2021)
 - Access and Movement Parameter Plan 19055-C02C (Dec 2019) and 19055-C02F (Feb 2021)
 - Landscape Parameter Plan 19055-C03C (Dec 2019) and 19055-C03F (Feb 2021)
 - Building Heights Parameter Plan 19055-C04C (Dec 2019) and 19055-C04F (Feb 2021)
 - Density Parameter Plan 19055-C05C (Dec 2019) and 19055-C05F (Feb 2021)
- 3.3. (Note: see Appendix A for parameter plans referenced as part of this review.)
The following changes are observed in the parameter plans as compared, from December 2019 to February 2021 issues:
 - 3.3.1. **Land Use Parameter Plan**
 - Phase one is subject to detailed planning application and is not shown on the 2021 Land Use Parameter Plan.
 - The dimensions of the traveling showpeoples' site have changed. Area appears to have increased in size.
 - Open space layout on site has been altered.
 - 3.3.2. **Access and Movement Parameter Plan**
 - Primary vehicular access has changed location, possibly as a result of phase two not being shown on the plan.
 - 3.3.3. **Landscape Parameter Plan**
 - Swales and SuDS basins are not shown on the 2021 parameter plan.
 - Modifications to play strategy are observed.
 - Open space layout alterations are observed.
 - 3.3.4. **Building Heights Parameter Plan**
 - Area in centre of site is changed from maximum two storeys to maximum 2.5 storeys.
 - Phase one is subject to detailed planning application and is not shown on the 2021 plan.



Garlick's Arch Ref: 3154 CR03

- The area of three storey maximum height structures on the southern boundary, with frontage on the A3, has increased in size.

3.3.5. Density Parameter Plan

- Phase one is subject to detailed planning application and is not shown on the 2021 plan.

(All text extracted from the Barton-Willmore Supplementary ES shown in blue)

(All Chapter headings in blue are extracted from the Supplementary ES)

Updated Legislation and Policy Context

7.3 There are no updates to the policy context detailed within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

Updated Assessment Methodology and Significance Criteria

7.4 There are no updates to the assessment methodology and significance criteria detailed within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A RESPONSE

- The Guildford Borough Council adopted their local plan 25 April 2019. The NPPF was updated on 19 February 2019.
- Barton Willmore states that the same methodology is applied to the supplementary LVIA as was utilised in the Dec.2019 LVIA, found in Ch.10 Assessment Methodology 10.33 – 10.38 and Significance Criteria 10.39 – 10.40, Figure 10.1 and Tables 10.1 and 10.2.

M+A CONCLUSION

- We agree with the above, legislation and policy updates precede both the December 2019 LVIA and the supplementary February 2021 LVIA.
- We cannot verify that the exact methodology utilised was consistent to both assessments.

Updated Baseline Conditions

7.5 There are no updates to the baseline conditions detailed within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

7.6 No new or updated Landscape Character Assessments pertaining to the Site of the study area have been prepared in the period since the preparation of the ES (December 2019).

M+A RESPONSE

- Barton Willmore states that there are no updates to the baseline conditions relevant to the supplementary LVIA, and that the Dec.2019 LVIA Baseline Conditions found in Ch.10 10.41 – 10.95 are still applicable to the assessment.

M+A CONCLUSION

- Without a site visit and extensive research into potential changes to the baseline conditions for the site, we are not able to verify whether this is an accurate statement.
- The most recent landscape character assessments for Guildford Borough, provided by their website, were issued in 2007. Therefore, this statement appears to be accurate.

Changes to Supporting Material

7.7 The photo-montages prepared to support the LVIA have been updated to reflect the changes to the Proposed Development as set out in this Supplementary ES (February 2021) and further information available with respect to existing proposals. These are included in Appendix A10.

7.8 The Visually Verifiable Montages (VVMs) prepared by Realm have been updated to take account of the following:



Garlick's Arch Ref: 3154 CR03

- Updated Phase 1 details for proposed built form;
 - Updated parameter plans for building height and footprints for Phases 2 and 3 in order to demonstrate worst case scenario; and
 - Updated proposals for undergrounding of OPLs, removal of existing pylons and provision of new terminal pylons as per drawings prepared by UK Power Networks (UKPN).
- 7.9 The 'digital mock up view' montage prepared by Barton Willmore to approximate views from the A3 has been updated to reflect the revised indicative masterplan for Phase 2 and include the revised maximum parameters.

M+A RESPONSE

- Above points to be reviewed in the following sections of the report.

Updated Assessment of Effects (Construction and Operational)

7.10 As set out in Section 2 of this Supplementary ES (February 2021), a number of amendments have been made to the design of the Proposed Development since the ES (August 2020) was submitted. Additional information has also been made available with respect to elements of the Proposed Development that have already been taken into account, including the re-positioning of the electricity pylons and the temporary acoustic fence. These points have been considered in further detail on a thematic basis and with reference to the effects identified in the ES (December 2019). Where any of the effects identified in the original assessment are considered to have changed, the revised effects are set out.

7.11 The assessment of effects carried out as part of this addendum is in accordance with the LVIA methodology appended to the ES (December 2019).

M+A RESPONSE

- Table 2.1 Parameter plans accompanying the ES (August 2020) and Supplementary ES (February 2021) described above noting the observed changes from December 2019 to February 2021.

M+A CONCLUSION

- The changes to the development, and the subsequent changes to the assessment of effects, appear to have been addressed through the addendum to the LVIA.

Temporary Acoustic Fence

7.12 The detailed Phase 1 proposals include the construction of a temporary timber-built acoustic fence with a height of 5m to mitigate noise impacts from the A3. It is understood that this fence will be in place during the construction of Phase 1, however it will be replaced by the permanent bund and acoustic fence along the A3 provided as part of the construction of the outline element of the application (Phases 2 and 3). The permanent solution will be subject to detailed design and a subsequent reserved matters application.

7.13 The temporary fence is likely to be visible in views experienced by People travelling on the A3 (Ripley By-Pass), People travelling on the A247 (Clandon Road) and People travelling on Burntcommon Lane.

7.14 The duration of the construction works has not changed, and the temporary fence will be seen in the context of construction activities across the Site, which are considered to be the primary source of adverse effects. In views from the A3, the temporary fence will be seen at a distance of at least 25m and transiently in the context of a busy major road, and at an oblique angle to the direction of travel.

7.15 Furthermore, the fence itself will provide a degree of screening of Phase 1, thereby having the potential to mitigate adverse visual effects relating to visibility of construction activities and equipment seen from the A3. In the other views, the fence will be seen at a greater distance from



Garlick's Arch Ref: 3154 CR03

an elevated position or from across the Site where visual effects will primarily result from the construction of the Proposed Development in its entirety.

- 7.16 On this basis, the construction phase effects identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) are not considered to have changed as a result of these works.

M+A RESPONSE

- As stated, the acoustic fence is in context on a busy major road and views are transient and at an oblique angle, and may in fact assist in mitigating adverse views related to construction activity.
- Where views are from an elevated position or from across the site, the fence will be less obtrusive to the view because of the contextual construction of proposed development.
- The temporary fence is to be replaced with a permanent fence and bund as part of a subsequent application.

M+A CONCLUSION

- We agree with the assertion that the construction phase effects are not considered to have changed as a result of these works.

Overhead Power Lines and Pylons

7.17 At the time of writing Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) discussions with UKPN regarding the proposals to remove the existing Overhead Power Lines (OPL) and the pylons from the Site were ongoing. The findings of the assessment were based on the general principle of the removal of three pylons and the associated spans of cables from within the Site interior, and thus typically noted that visual receptors who currently have views of the OPLs and pylons would experience beneficial effects as a result of their removal, with beneficial effects also identified with respect to the character of the Site itself due to a reduction in the influence of infrastructure on local character.

7.18 Discussions with UKPN remain ongoing however UKPN have now provided indicative designs for the proposed new terminal pylons that will replace the existing pylons to the west of the Site (with a temporary pylon provided during the works), and the north-east of the Site.

7.19 Full details of the current proposals, including the locations and appearance of the proposed terminal pylon are set out in the following drawings provided by UKPN and included in Appendix A10:

- Drawing 9966-UKPN-DR-105905-85-006 indicates the position, layout and elevation of temporary pylon PPA25T approximately 52m north-west of the existing pylon (PPA25) to the west of the Site. Pylon PPA25T is approximately 5.8m shorter than the existing pylon.
- Drawing 9966-UKPN-DR-105905-85-005 demonstrates that the proposed permanent terminal pylon (PPA25R) to the west of the Site will be located in approximately the same location as the existing pylon and will be approximately 8.9m shorter than the existing pylon.
- Drawing 9966-UKPN-DR-105905-85-007 shows the location and elevation for the proposed terminal pylon in the northern-eastern part of the Site with a total height of 38.4m

7.20 The above proposals are not considered to have any additional measurable effect on the landscape receptors identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) due to the likely short duration of construction activities and the existing presence of electrical transmission infrastructure within the Site.

7.21 In terms of visual effects relating to the construction of the western pylon, Residents on Clandon Road are likely to have views of the temporary pylon and the activities relating to the demolition of the existing/temporary pylon and construction of the proposed temporary and permanent pylons.



Garlick's Arch Ref: 3154 CR03

However, these effects are likely to occur over a limited duration and will be experienced in the context of construction activities on Clandon Road and within the Site. They are therefore unlikely to result in a change to the moderate adverse (temporary, significant) effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A RESPONSE

- The assertion by Barton Willmore that the duration of construction is 'likely to occur over a limited duration' is not a substantiated argument, as many factors can delay construction activities and prolong the duration of the project.

M+A CONCLUSION

- Due to the perception of construction activities during construction phase, we agree that the effects on receptors is unlikely to change as a result of this activity.

7.22 Road users travelling along the A3 and the A247 are likely to have temporary views of construction activities and temporary infrastructure relating to the proposals for the western pylon, however in the context of existing views that include electricity transmission infrastructure and perceived alongside construction activities on the Site itself, the significance of effect for both receptors will not change from the minor adverse (temporary, not significant) effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A CONCLUSION

- Due to the existing electricity transmission infrastructure as well as perception of construction activities during construction phase, we agree that the effects on receptors from the A3 and the A247 is unlikely to change as a result of this activity.

7.23 Residents of houses abutting the Site on Kiln Lane are likely to have views of activities relating to the construction of the north-eastern terminal pylon, located approximately 56m from the rear elevation of two semi-detached houses properties. These effects will be experienced for a relatively short duration and seen in the context of existing views of OPL/Pylons however due to closer range views of emerging and completed infrastructure for residents of these specific properties such that the effects would be minor adverse (temporary, not significant) during the construction phase. This is slightly worse than the negligible adverse (temporary, not significant) effect identified within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019), although this is still considered to be not significant.

M+A RESPONSE

- The assertion by Bart Willmore that the effects from construction activity will be 'experienced for a relatively short duration' is not a substantiated argument, as many factors can delay construction activities and prolong the duration of the project.

M+A CONCLUSION

- Due to the existing electricity transmission infrastructure as well as perception of construction activities during construction phase, we agree that the effects on the residences abutting the site on Kiln Lane have been made worse by the construction of the north-eastern terminal pylon.

Design Changes to Phase 1 (Detailed Element)

7.24 With respect to views from existing publicly accessible vantage points, the amendments to Phase 1 are not considered to result in any measurable change in the significance of effects identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019). This is supported by the amended VVM provided for View 3A, which demonstrates that the view from Burnt Common



Garlick's Arch Ref: 3154 CR03

Lane has not been materially altered as a result of the design changes, and the remainder of the VVMs, which show that the amendments do not have an impact on the wider visibility of the Proposed Development from the landscape to the south.

- 7.25 Notwithstanding the above, the enlargement of the proposed SuDS basin adjacent to the proposed Portsmouth Road roundabout and associated stepping back of built form is considered to be a positive design change that will alter the composition of views from Portsmouth Road so as to be more strongly influenced by the landscape proposals. However, the balance of positive and negative effects for this receptor is judged as having the same outcome in significance terms as that set out in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).
- 7.26 Consequently, no changes to the operational effects presented within the ES (December 2019) are anticipated as a result of the design amendments to Phase 1.

M+A CONCLUSION

- We agree that the design changes have not significantly altered the views from Burnt Common Lane, and that expanding the SuDS basin will positively influence the views from Portsmouth Road.

Parameter Plans

- 7.27 As shown by the VVMs the changes to the parameter plans proposals do not materially alter the likely visibility of the Proposed Development in vantage points in the landscape to the south of the Site where the Proposed Development is almost entirely screened by intervening vegetation.
- 7.28 Further to the south, in views experienced by Users of the Road network within the Surrey Hills AONB, the changes to Proposed Development (and consideration of the potential visibility of the maximum parameters) are unlikely to be perceptible due to the considerable distance to the Site.

M+A RESPONSE

- The exact distance to the Surrey Hills AONB is not specified in the report.
- 7.29 With respect to visual receptors travelling along the A3, the updated 'digital mock-up' photo-montage demonstrates that changes to the indicative built form proposals for Phase 2 have not materially altered the views potentially experienced from this major road. However, the inclusion of the updated maximum parameter for building height in Phase 2 does indicate that built form could potentially lead to greater visual impact than the indicative built form proposals.

M+A RESPONSE

- Noted.
- 7.30 Nonetheless, given the sensitivity of visual receptors travelling along this route is identified as low and the effects relating to the Proposed Development are experienced for a relatively brief duration, travelling at speed and at an oblique angle to the direction of travel, the impact of the inclusion of built form up to the maximum parameter is not considered likely to give rise to effects greater in adverse significance than that identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) at Year 1 (i.e. moderate adverse).
- 7.31 At Year 15, the proposed planting along the bund provides substantial screening of the indicative built form proposals on which the assessment is based, and therefore the negligible adverse effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) remains unchanged.
- 7.32 Consequently, no changes to the operational effects presented within the ES (December 2019) are anticipated as a result of the design amendments to Phases 2 and 3.

M+A CONCLUSION



Garlick's Arch Ref: 3154 CR03

- We agree with the conclusion that the combination of speed of travelling vehicles, oblique angle, and proposed planting of a bund create a scenario where there no changes to operational effects with regards to the design amendments.

Overhead Power Lines and Pylons

7.33 There will be an increased effect significance for residents along Kiln Lane during the operational phase due to closer range views of emerging and completed infrastructure for residents of these specific properties. This would result in a minor adverse (temporary, not significant) effect at Year 1, which is slightly worse than the negligible adverse (temporary, not significant) effect identified within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019), although this is still considered to be not significant.

M+A RESPONSE

- Noted.

7.34 At Year 15, following establishment of proposed planting as set in the Illustrative Landscape Masterplan (Drawing ref: LN-LD-02), views of the new terminal pylon will be substantially screened to the height of proposed vegetation (typically 6-8m after 15 years). However, due to the height of the proposed pylon, it would be seen to rise above this vegetation where views towards the sky are possible, such as within gardens. The presence of existing OPL in these views limits the effect significance, however the presence of the proposed terminal pylon is considered likely to result in a negligible adverse (not significant) effect at Year 15 for nearby visual receptors including LCA CW1 / C1 the Merrow and Clandon Woodland North Down, people travelling along the A247, Grove Heath Road, and Rose Land, residents on Burnt Common Lane, Kiln Lane and residents in Send Marsh / Burnt Common, which is slightly worse than the neutral effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

7.35 As demonstrated by the revised VVMs, in views from further afield, the proposed terminal pylons constitute a virtually imperceptible change and as such the effects identified at Year 1 within the ES (December 2019) are unchanged.

7.36 Aside from residents along Kiln Lane as discussed above, the operational effects with respect to LVIA receptors remain consistent with those presented in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A CONCLUSION

- We agree that the proposed pylon will be tall enough to be seen above vegetation where views towards the sky are possible, and is likely to result in a negligible adverse (not significant) effect at Year 15 for nearby visual receptors.

Off-Site Works

7.37 The off-site works are understood to comprise limited widening of Kiln Lane opposite the White House to provide access to the Travelling Show People plot and allow passage for larger vehicles. The works will involve widening the existing road by 1.5m into an area of grass verge whilst avoiding root protection areas and comprise could comprise limited vegetation removal; and upgrades to footways on the existing highway network in areas of settlement around the Site. The latter does will not result in any impact on existing trees whilst the former is understood to only require limited clearance of overhanging vegetation to facilitate vehicles to pass on the road. The proposed upgrades to existing footways themselves are not considered to lead to any measurable effect on landscape character or visual amenity.



Garlick's Arch Ref: 3154 CR03

7.38 On this basis, these measures have been considered not to result in any additional effects on the landscape and visual receptors identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A CONCLUSION

- We agree that the above measures will not have additional effects on receptors as stated.

Additional Mitigation Measures

7.39 There are no further updates to mitigation measures set out within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A RESPONSE

- We have reviewed the remaining views assessed in the original LVIA (Dec 2019) and ascertained that they are not impacted by the subsequent scheme changes.

M+A CONCLUSION

- We agree with the assessment and the conclusions of Barton Willmore in the addendum to the LVIA.

Updated Effect Interactions and Cumulative Effects

7.40 Taking into consideration the additional cumulative schemes identified, there are no further updates to the effect interactions and cumulative effects set out within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

M+A RESPONSE

- We have reviewed the cumulative effects assessed in the original LVIA (Dec 2019) and ascertained that they are not impacted by the subsequent scheme changes.

M+A CONCLUSION

- We agree with the assessment and the conclusions of Barton Willmore regarding cumulative effects in the addendum to the LVIA.

Summary and Conclusions

7.41 A comprehensive review of the updated Proposed Development has been undertaken with reference to the effects identified as part of LVIA.

7.42 Following receipt of further information with respect to UKPN's proposals for the undergrounding of existing OPLs a single visual receptor has been judged likely to experience a greater significance of visual effect as a result of the Proposed Development. However, the revised effect remains not significant in EIA terms.

7.43 The conclusions presented in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) remain valid in that the Site has the capacity to accommodate the Proposed Development without undue harm on the landscape character and visual amenity of the Site and the wider area. The Proposed Development would lead to tangible long-term benefits on the landscape features of the Site and the character and general amenity of the local area.

7.44 There are no further updates to the assessment of potential effects detailed within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).

4.0 CONCLUSIONS OF REVIEW:

4.1. CONCLUSIONS AND RECOMMENDATIONS



Garlick's Arch Ref: 3154 CR03

- The conclusion of this review is that the LVIA Addendum appraisal has followed a sound and thorough methodology, in accordance with relevant legislation, and has addressed impact and sensitivity of receptors to the changes to the proposed development.
- The appraisal makes a professional judgement that the changes to the proposed development that have arisen since the original LVIA issued in Dec. 2019 do not significantly alter the conclusions of the LVIA, with the exception of minor changes to effect as stated above.
- We agree with the recommendation of this assessment.

APPENDIX A

COMPARATIVE PARAMETER PLANS

GARLICK'S ARCH, SEND

REVIEW OF LVIA ADDENDUM
SUBMITTED AS PART OF SUPPLEMENTARY ENVIRONMENTAL STATEMENT



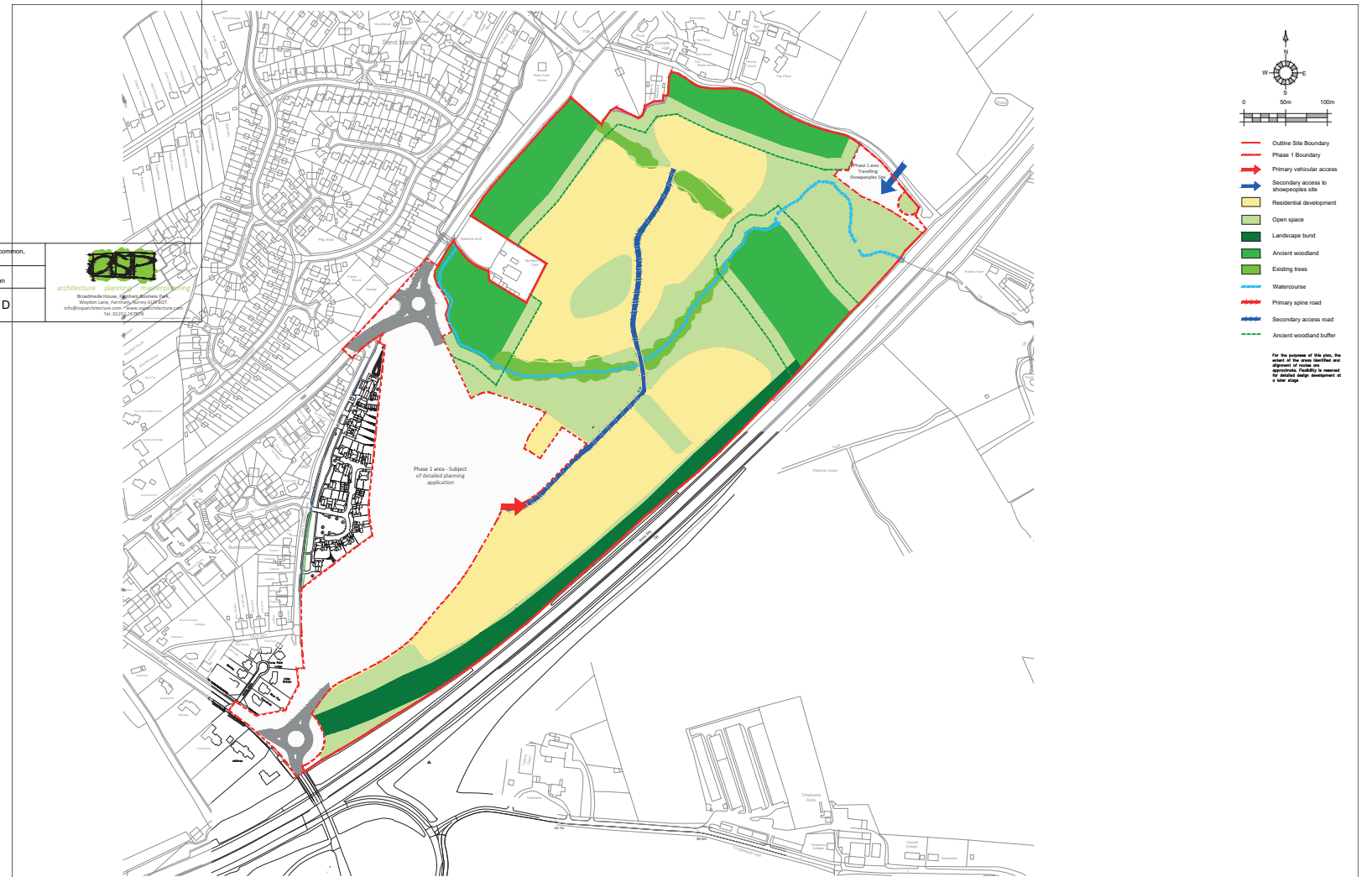


Page 178

December 2019

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burslem, Surrey
SCALE:	1:2000 (AT ORIGINAL)	DRAWING:	Land Use Parameter Plan
DRAWN:	AL	DATE:	06.08.19
			19055
			C01
			D



Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burslem, Surrey
SCALE:	1:2000 (AT ORIGINAL)	DRAWING:	Land Use Parameter Plan
DRAWN:	AL	DATE:	06.08.19
			19055
			C01
			F





Page 179

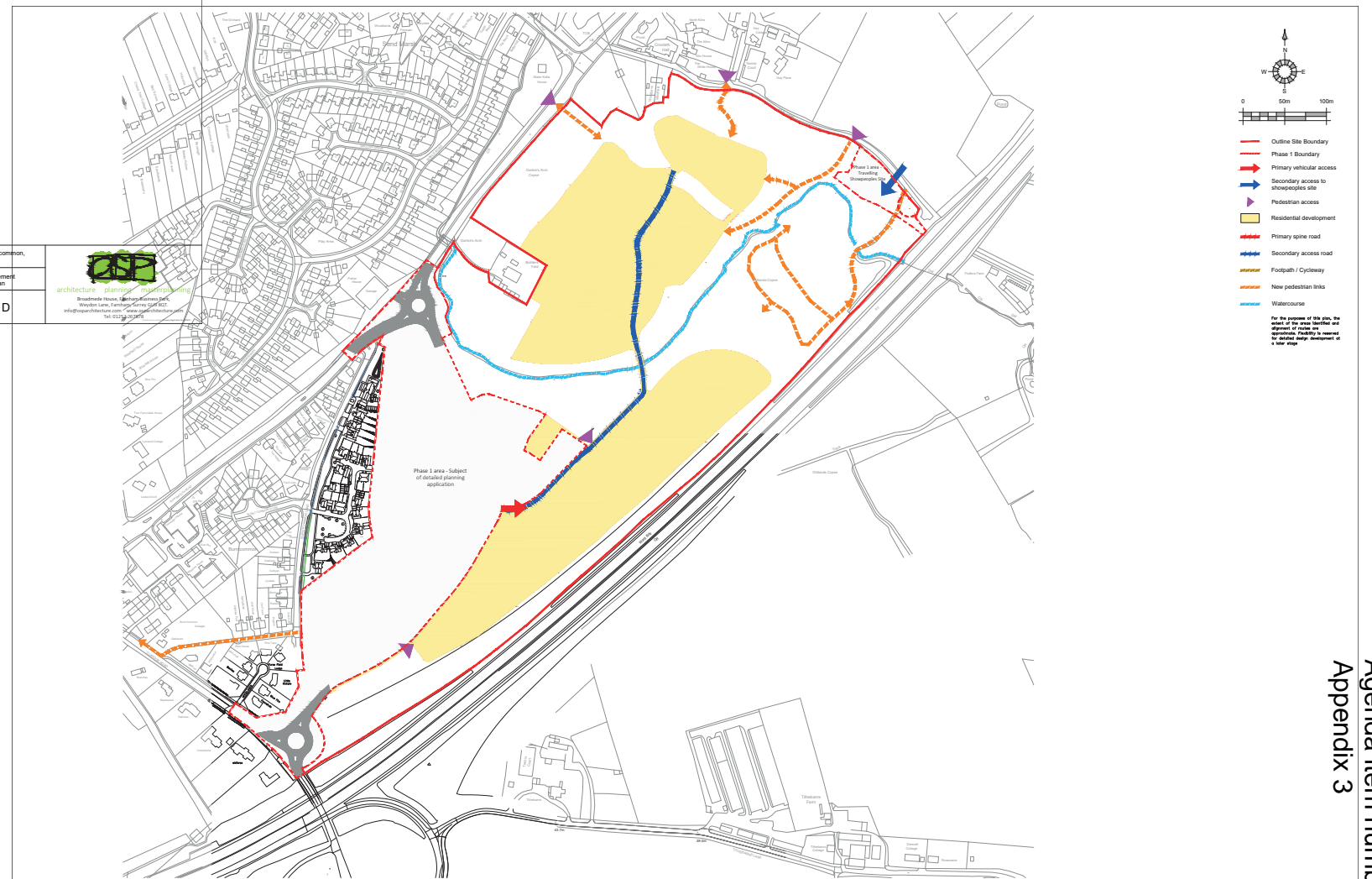
REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	STATUS
A	17/08/19	Phase 1 application boundary updated	AL					
B	18/10/19	General amendments	AL					
C	19/12/19	Checking updated	NL					
D	13/01/20	Phase 1 application boundary updated	AL					

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (AT ORIGINAL)	DRAWING:	Access and Movement Parameter Plan
DRAWN:	AL		
DATE:	06.08.19	19055	C02 D



February 2021



December 2019

REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	STATUS
A	17/08/19	Phase 1 application boundary updated	AL					
B	18/10/19	General amendments	AL					
C	19/12/19	Checking updated	NL					
D	13/01/20	Phase 1 application boundary updated	AL					
E	07/02/20	Checking updated	AL					
F	08/02/20	Phase 1 boundary updated	AL					

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (AT ORIGINAL)	DRAWING:	Access and Movement Parameter Plan
DRAWN:	AL		
DATE:	06.08.19	19055	C02 F



Agenda item number: 4(1)
Appendix 3





Page 180

December 2019

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Landscape Parameter Plan
DRAWN:	AL	DATE:	06.08.19
	19055	C03	D



February 2021

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Landscape Parameter Plan
DRAWN:	AL	DATE:	06.08.19
	19055	C03	F



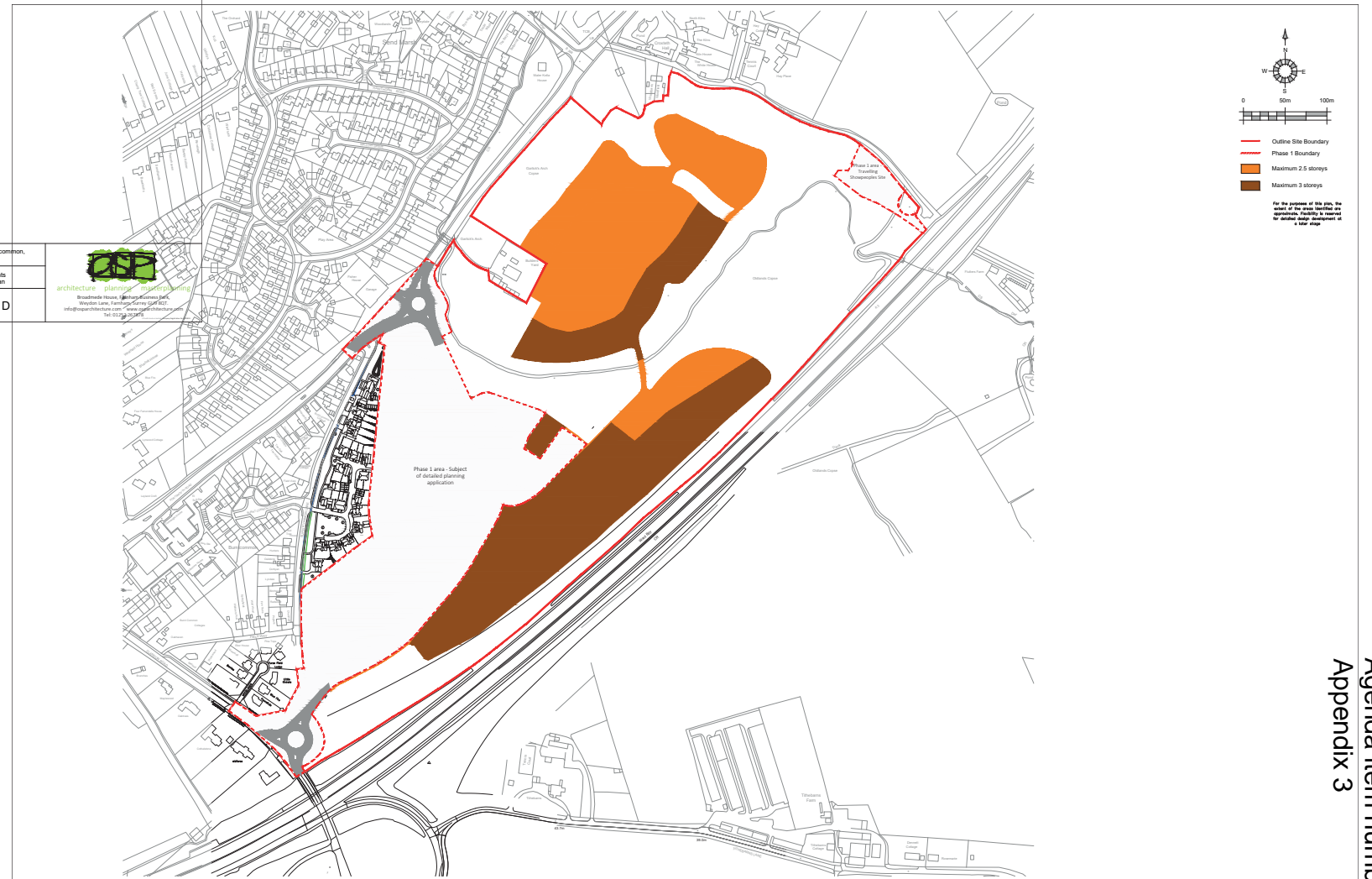


Page 181

REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	STATUS
A	13.09.19	Phase 1 application boundary updated	AL									
B	14.09.19	Other amendments	AL									
C	19.12.19	Drawing updated	AL									
D	13.01.20	Phase 1 application boundary updated	AL									

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Building Heights Parameter Plan
DRAWN:	AL	DATE:	06.08.19
	19055	C04	D



February 2021

December 2019

REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	STATUS
A	13.09.19	Phase 1 application boundary updated	AL									
B	14.09.19	Other amendments	AL									
C	19.12.19	Drawing updated	AL									
D	13.01.20	Phase 1 application boundary updated	AL									
E	07.02.20	Drawing updated	AL									
F	08.02.20	Phase 1 boundary updated	AL									

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Building Heights Parameter Plan
DRAWN:	AL	DATE:	06.08.19
	19055	C04	F



Agenda item number: 4(1)
Appendix 3



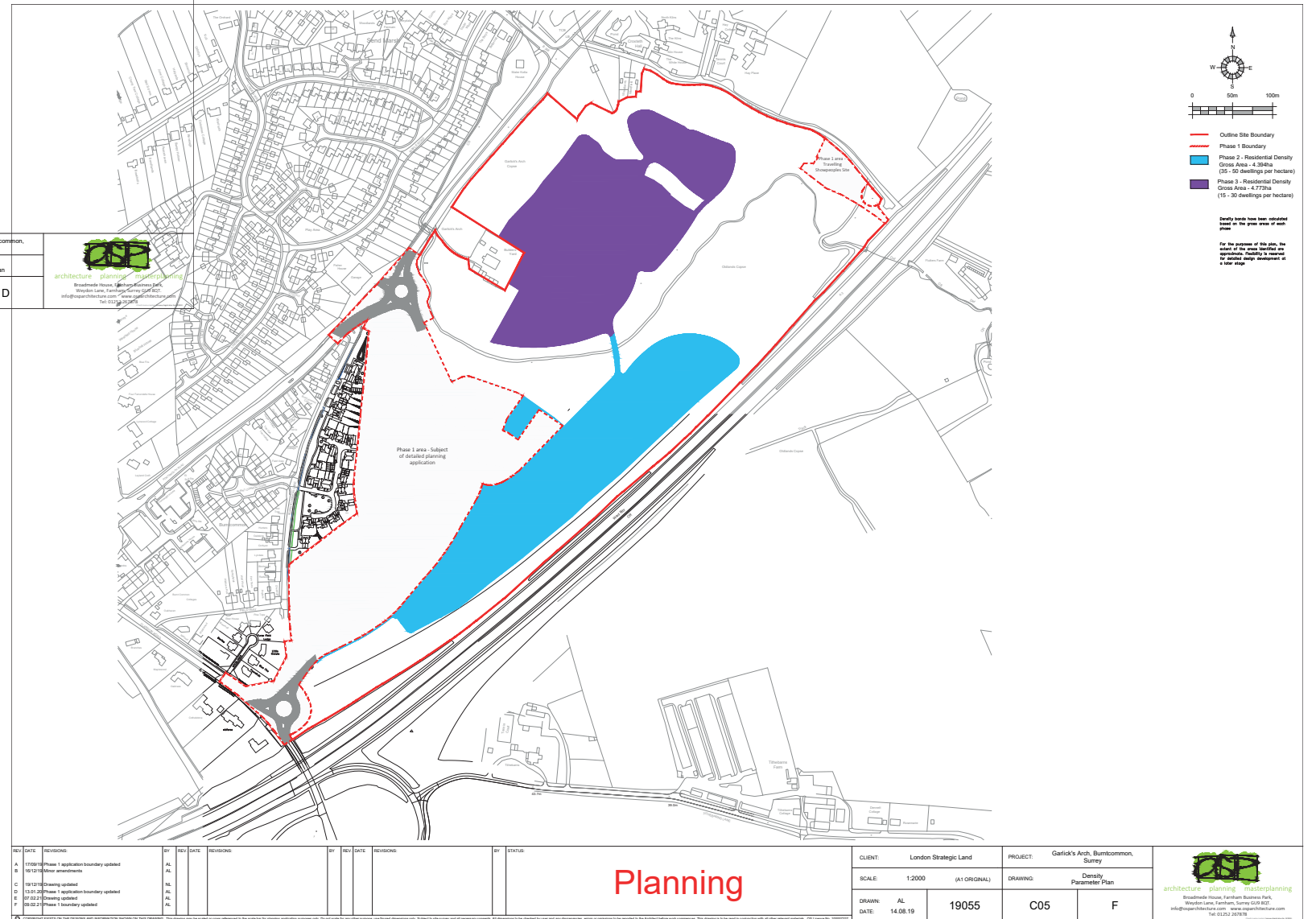


Page 182

December 2019

Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Density Parameter Plan
DRAWN:	AL	DATE:	14.08.19
			19055
			C05
			D



Planning

CLIENT:	London Strategic Land	PROJECT:	Garlick's Arch, Burrencommon, Surrey
SCALE:	1:2000 (A1 ORIGINAL)	DRAWING:	Density Parameter Plan
DRAWN:	AL	DATE:	14.08.19
			19055
			C05
			F



Appendix 4:

<u>Compliant</u>	<u>Financial contribution</u>	<u>Compliance with 3 tests of a planning obligation</u>
✓	Passenger transport improvements	<p><i>Passenger transport improvements: up to £860,000 and two bus stops and associated footway works at Clandon Station: £41,000</i></p> <p>The Sustainable Transport Strategy for the site would require improvements to the existing infrastructure and facilities to support passenger transport, including monitoring. To provide travel choices for the new population, this would have to be supported by improvements to buses so that residents would use the bus or re-consider owning or using a private motor car for journeys. The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Sustainable transport improvements	<p><i>Travel plan: £6,150, cycle parking at Clandon Station: £24,000, improving public footpath 568: £60,000 and free membership of the Car Club for three years</i></p> <p>The Sustainable Transport Strategy for the site would require off-site works and monitoring. To provide travel choices for the new population, this would have to be supported by improvements in facilities and routes so that they could cycle and walk or re-consider owning or using a private motor car for journeys. The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Early years, primary and secondary education	<p><i>Additional school spaces: £3,940,883</i></p> <p>The new population would place an additional burden on educational services for early years, primary and secondary schools. The decision as to which school or schools would be nominated would be decided at the time the development commences, being dependent upon the ability of the schools to provide the additional places within the determined radius of the site. The final total would be dependent on the housing mix as this would inform the number of new residents. The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Primary healthcare	<p><i>Additional floorspace at the local GP practice: circa. £451,000</i></p> <p>The new population would place an additional burden on primary healthcare delivered by GP practices from new patients registering. Additional capacity such as a consulting room, would be required to serve the new homes. The final total would be dependent on the housing mix as this would inform the number of new residents.</p>

		The proposed works are required to make the proposal acceptable in planning terms.
✓	Surrey Police	<p><i>Staff set up costs, staff accommodation and vehicles: circa £101,534.50</i></p> <p>The new population would place an additional burden on local policing and would potentially lead to an increase in crime on the application site or in the local area. Additional infrastructure would be required to police the new homes.</p> <p>The final total would be dependent on the housing mix as this would inform the number of new residents. The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Play fields and recreational space	<p><i>New pavilion, Send Recreation Ground: £300,000</i></p> <p>To meet the shortfall in on-site playing fields and recreation space an off-site is justified and a request has been received for £50,000 for a pavilion, which would provide enhanced facilities for increased use for sports and recreation use at the recreation ground. Under the Council's Planning Contributions SPD 2017 the proposed development is liable for £590,072. Sports England confirm that a 2 team changing room of 75sqm, traditional construction would cost £265,000. Whilst the details of the pavilion are not known, it is identified as a project in policy Send 6 of the Send Neighbourhood Plan.</p> <p>The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Ripley Village Hall	<p><i>Replacement Ripley Village Hall: £600,000</i></p> <p>To enable residents of the new community to assimilate using the facilities and social infrastructure provided by the village hall in an existing community. This would complement the on-site facilities.</p> <p>The proposed works are required to make the proposal acceptable in planning terms.</p>
✓	Environmental Improvements	<p><i>Send Parish Council: £150,000 & West Clandon Parish Council: £400,000</i></p> <p>Improvements that would enhance the sustainability of communities and residential environments, to ensure that the villages could accommodate the increase in new people using them. The parishes of Send and West Clandon would have increased use of their local centres and facilities. The physical environment would benefit from enhancements from the increase in use from the new population using local services in the local centre.</p> <p>This could include the EV charging and additional public car parking. Further details of the projects would follow.</p>

		The proposed works are required to make the proposal acceptable in planning terms.
✗	Lancaster Hall	<i>Lancaster Hall: £250,000</i> The proposal would have an on-site community use and additional capacity would be met off-site at the replacement hall in Ripley, so an off-site contribution is not justified. No details have been provided of how this would amount to capital works that would increase capacity. The proposed works are not required to make the proposal acceptable in planning terms.
✗	Play equipment	<i>New play equipment: £100,000</i> Send Parish Council own and maintain the playground on Send Recreation Ground. The proposal would provide satisfactory on-site play space for children, so an off-site contribution is not justified. The proposed works are not required to make the proposal acceptable in planning terms.
✓	Public car parking	<i>Public car parking: £150,000</i> These would amount to environmental improvements for Send Parish Council, they would support the infrastructure to support any increase in car parking demands from the new population using local services in the local centre. The location and cost is unknown at this time, however, these details can follow. The proposed works are required to make the proposal acceptable in planning terms.
✗	New footpath	<i>From the A247 to the potential SANG at Tithebarns Farm: uncosted</i> West Clandon Parish Council do not own or maintain the highway and the County Highways Authority have not included these works as proposed highway improvement works for this application, so a contribution is not justified. 19/P/02240 for the potential SANG would include works to Tithebarns Lane to connect the site to Footpath 69 and the A247, in accordance with Drawing No. 184389-G-015, A. The proposed works are not required to make the proposal acceptable in planning terms.
✓	Electric vehicle charging points	<i>Two electric vehicle charging points: uncosted</i> These would amount to environmental improvements for West Clandon Parish Council, they would support the infrastructure to encourage the use of electric vehicles in addition to the charging points

		provided on the application site. The location and cost is unknown at this time, however, these details can follow. The proposed works are required to make the proposal acceptable in planning terms.
X	West Clandon Village Hall	<i>Insulation, fixtures and fittings: £100,000</i> The proposal would have an on-site community use and additional capacity would be met off-site at the replacement hall in Ripley. The proposed works would amount to maintenance and upgrading of the existing hall and could be required regardless of the proposed development. No details have been provided of how this would amount to capital works that would increase capacity. So, an off-site contribution is not justified. The sustainable transport and highway improvement works would also make the village halls in Send and Ripley more accessible. The proposed works are not required to make the proposal acceptable in planning terms.

Stakeholders, service providers and Parish Council's were contacted on the following dates for any planning obligations in addition to the formal public consultations carried out by the Council on 24.01.2020, 02.10.2020 and 03.03.2021:

<u>Date</u>	<u>Comment</u>
12.03.2020	Email from case officer to all groups
13.03.2020	Clarification sought from Surrey Police and provided
22.03.2020	Clarification sought from NHS CCG and provided
24.03.2020	Send Parish Council confirm proposals with limited details
27.03.2020	Ripley Parish Council confirm contribution amount
04.08.2020	Send Parish Council confirm no changes to requests
04.05.2020	Email from case officer to Parks Development Officer for proposals for pitches/ sports grounds
10.10.2020	Email from case officer to Parks Development Officer for proposals for pitches/ sports grounds
13.04.2021	Email from case officer to Send Parish Council to clarify which proposals are acceptable and which are not, based on submission
27.04.2021	Email from case officer to West Clandon Parish Council
17.05.2021	Clarification from County on education contributions
19.05.2021	West Clandon Parish Council confirm proposals with limited details

19.05.2021	Email from case officer to West Clandon Parish Council to clarify which proposals are acceptable and which are not, based on submission
20.05.2021	Clarification sought from County Highways Authority and provided

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20/P/01736 - Oldlands, Burnt Common Lane, Ripley, Woking



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Print Date: 26/05/2021



Page 189 Not to Scale



GUILDFORD
BOROUGH

20/P/01736 – Oldlands, Burnt Common Lane, Ripley, Woking



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App No: 20/P/01736 **8 Wk Deadline:** 30/06/2021
Appn Type: Full Application
Case Officer: Katie Williams
Parish: Send **Ward:** Send
Agent : Mr D Neame **Applicant:** Crownhall Estates Limited c/o Agent
Neame Sutton Limited
West Suite
Coles Yard Barn, North Lane
Clanfield
PO8 0RN

Location: Oldlands, Burnt Common Lane, Ripley, Woking, GU23 6HD
Proposal: The erection of 30 no. residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because more than 20 letters of objection have been received, contrary to the Officer's recommendation.

Key information

The proposal is for the erection of 30 no. residential dwellings, including 12 affordable homes, with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.

Market:

3 x 2-bed houses
10 x 3-bed houses
5 x 4-bed houses
Total = 18

Affordable:

4 x 1-bed flats
2 x 2-bed flats
4 x 2-bed houses
2 x 3-bed houses
Total = 12

Breakdown:

Market: 60%
Affordable: 40%

Parking:

Total of 64 parking spaces

61 allocated parking spaces (including garaging / car ports)
3 visitor spaces

Summary of considerations and constraints

With the adoption of the new Local Plan, this site is no longer designated as being within the Green Belt. The application site forms part of the wider allocated site of Garlicks Arch. Therefore the principle of residential development on the site is acceptable, in accordance with Policy A41 of the 2019 Local Plan.

The concerns regarding the design and layout of development raised under previous applications have been addressed and this revised scheme would result in a development of high quality design, which creates its own identity and character but which is also sympathetic to local character and history, including the surrounding built environment and landscape setting. The proposal represents a well designed scheme in a sustainable location and would provide a net increase of 10 dwellings contributing to meeting the Council's housing need. The provision of housing is a benefit in the balance.

Subject to the recommended conditions the proposal would not have a detrimental impact on highway safety, neighbouring amenity and would not have adverse impact in terms of flood risk.

The development would achieve carbon emission reductions through the building fabric, this would then be complemented by in-situ renewable energy sources to achieve the required 20% carbon emissions reduction. In addition to this there would be a Site Waste Management Plan, electric vehicle charging points and cycle storage. This would support sustainable design, construction and lifestyles.

An Ecological Enhancement Scheme has been put forward to ensure a net gain in biodiversity can be secured. The necessary SANG and SAMM contributions will also be secured by way of a S106 agreement to ensure any adverse impact on the TBHSPA is adequately mitigated.

Subject to conditions and a S.106 Agreement committing to the Heads of Terms noted below, the application is deemed acceptable and is recommended for approval.

RECOMMENDATION:

(i) That a S106 Agreement be entered into to secure the provision of:

- **SANG and SAMM Contributions and Open Space contributions in accordance with the formula of the updated tariff;**
- **£28,000 for implementation of 2 bus shelters and their foundations within the vicinity of the site;**
- **Education contributions as specified by Surrey County Council**
- **Healthcare - contribution towards additional clinical floorspace for a GP practice within the local area**
- **Off site Ecological Enhancements in accordance with the submitted Ecological Management Plan**

If the terms of the S106 or wording of the planning conditions are significantly amended as part of ongoing S106 or planning condition(s) negotiations any changes shall be agreed in consultation with the Chairman of the Planning Committee and lead Ward Member.

(ii) That upon completion of the above, the application be determined by the Head of Place. The preliminary view is that the application should be granted subject to conditions.

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:

Received on 12 October 2020:

20107/S101 Site Location Plan
20107/S102 Existing Site Plan
20107/P127 Proposed Car Barn
20107 P115B Plots 9-12 Floor Plans

Amended plans received 9 March 2021:

20107/C101 Coloured Site Layout
20107/P101H Proposed Site Layout
20107/C102B Proposed Street Scene

Floor plans and elevations (received 9 March 2021):

20107 P110C, P111D, P112D, P113A, P114A, P116C, P117B, P118B, P119A, P120A, P121A, P122A, P123C, P124A, P125B, P126B and P128A.

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 commencement of development above the damp proof course (dpc) level, large scale plans to a scale of at least 1:20 shall be submitted to and approved in writing by the Local Planning Authority for:
 - a) fenestration details including depths of reveal, sections, mouldings, glazing bars, trickle vents, materials, colour, finishes and method of opening;
 - b) pattern brick and hanging clay tile work;
 - c) headers and cills;

- d) balcony, access ramp and other balustrading, excluding the use of glass and sheet materials;
- e) garage doors, including panelisation, glazed window and door within a door (where practicable)
- f) porches;
- g) chimneys;
- h) roof verges and eaves;
- i) dormer windows;
- j) profile of roof slopes or other surfaces with solar photovoltaic panels fully integrated in sectional build-up and visually co-ordinated to the plan and general appearance of the building and surrounds.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the building is satisfactory.

4. Prior to the commencement of development above the damp proof course (dpc) level, a written schedule including source/ manufacturer of materials based on the principles in the Design and Access Statement, shall be submitted to and agreed in writing by the Local Planning Authority. The submission shall be supplemented with a sample board(s) of the submitted materials to be constructed within the site compound or an alternative agreed location:

- a) bricks, tiles and cladding materials;
- b) fascias and soffits;
- c) rainwater goods, vents and flues;
- d) footpath, driveway and all other hard standing areas;

The sample board shall be retained on site until the completion of the relevant phase of development. The development shall be carried out using the approved external materials.

Reason: To ensure that the external appearance of the building is satisfactory.

5. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of **2.3 l/s**.

- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) Details of the receiving watercourse including whether there is sufficient capacity, what condition it is in and if there are any flow restrictions downstream.
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

6. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

7. 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. 20107,P101,B, for vehicles to be parked and for vehicles 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 purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

8. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are 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.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

9. No part of the development shall be first occupied unless and until the proposed vehicular accesses to Burntcommon Lane have been constructed and provided with visibility zones in accordance with the approved plans, Drawing No. 1903002-201, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

10. 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
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Burntcommon Lane or Portsmouth Road during these times
- (k) on-site turning for construction vehicles 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

11. The development hereby approved shall not be first occupied unless and until the bus stops on Portsmouth Road have been improved, to include re-location of the south –westbound bus stop and provision of accessible kerbing, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter shall be maintained.

Reason: To encourage sustainable modes of transport.

12. The development must accord with the Arboricultural Impact Assessment and Method Statement prepared by ACD Environmental, dated 4th September 2020. No development shall start on site until the protective fencing and any other protection measures shown on the Tree Protection Plan in the Arboricultural Report have been installed. At all times, until the completion of the development, such fencing and protection measures shall be retained as approved. Within all fenced areas, soil levels shall remain unaltered and the land kept free of vehicles, plant, materials and debris.

No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the LPA Tree Officer.

Reason: To protect the trees on and adjacent to the site in the interests of the visual amenities of the locality.

13. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To allow adequate archaeological investigation before any archaeological remains are disturbed by the approved development.

14. Notwithstanding the approved plans, prior to the commencement of development above the damp proof course (dpc) level, details for the refuse collection points including, surface, dimensions (to accommodate the required number of bins) and any means of enclosure and a waste management plan for the new dwellings, to include details of how the movement of bins to and from the bin store for Plots 25-30 will be managed, shall be submitted to and agreed in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the storage facilities for bins and recycling and the bin collection area(s) shown on the agreed details have been provided and made available for use. These facilities shall be maintained in accordance with the approved details thereafter.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling.

15. The development shall be constructed in accordance with the measures set out in the Energy and Sustainability Statement prepared by Bluesky Unlimited dated 2 September 2020 and achieve or improve upon the standards set out in those documents. The development shall be built in accordance with the approved details and thereafter maintained (as far as practicable).

Reason: To ensure that the development takes sustainable design and construction principles into account, including climate change adaption and reducing carbon emissions.

16. No development shall take place until a written Waste Minimisation Statement, confirming how demolition and construction waste will be recovered and reused on site or at other sites has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details.
- Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced.
17. The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.
- Reason: To improve water efficiency in accordance with the Council's Supplementary Planning Guidance 'Sustainable Design and Construction' 2011.
18. Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to each dwelling/building hereby approved. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each dwelling where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that been made in the absence of FTTP.
- Reason: To ensure that the new development in Guildford is provided with high quality broadband services and digital connectivity. It is considered necessary for this to be a pre-commencement condition because utility services need to be agreed at the groundworks stage of construction.
19. Prior to the occupation of development the pedestrian / cycle link through to the adjacent Garlick's Arch development (between Plots 7 & 16) must be implemented in full accordance with the approved plans (as shown on drawing number 20107/P101H (received 9 March 2021)). The link shall be maintained in accordance with the approved plans for the lifetime of the development.
- Reason: In order to enhance the pedestrian / cycle links with the local area and encourage sustainable modes of transport.

20. Prior to first occupation of the development, details of all boundary treatment, including a plan indicating the positions, height, species, materials and type of boundary treatment to be erected, as appropriate, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The approved scheme shall be maintained in perpetuity.

Reason: To safeguard the visual amenities of neighbouring residents and the locality.

21. The development shall be carried out in accordance with the landscaping scheme (hard and soft landscape proposals) shown on drawing no.s CRO 18974-11A (Sheets 1 to 3) received 12 October 2020. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.

22. All planting, seeding or turfing approved shall be carried out in the first planting and seeding season following the occupation of the development or the completion of the development, whichever is the sooner. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or diseased in the opinion of the local planning authority, shall be replaced in the next available planting sooner with others of similar size, species and number, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.

23. A landscape management plan covering a period of no less than 10 years, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or any completed phase of the development, whichever is the sooner.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

24. No trees, hedgerows or shrubs within the curtilage of the site, except those shown on the approved plan(s) or otherwise clearly indicated in the approved details as being removed shall be felled, lopped or pruned, nor shall any roots be removed or pruned without the prior consent of the Local planning authority during development and for a period of five years after completion of the building(s), structure(s) or any other development hereby approved. Any trees, hedgerows or shrubs removed or which die or become dangerous, damaged or diseased before the end of a period of five years after completion of the development hereby approved shall be replaced with new trees, hedging or shrub species (of such size species and in such number and position as maybe agreed in writing), before the end of the first available planting season (1 November to 31 March) following their loss or removal.

Reason: In order to ensure that the site is landscaped and is maintained in the interest of the visual amenities of the area, ensuring the adequate respect for trees, set out in Section 197 of the Town and Country Planning Act 1990.

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no gates, fences, walls or other means of enclosure, other than those shown on the approved plans, shall be erected forward of any wall of the dwelling(s) (including a rear or side wall) which fronts onto a highway, carriageway or footpath].

Reason: In the interests of visual amenity.

26. The development hereby permitted shall not be occupied until the cycle parking facilities shown on the approved plans have been fully implemented and made available for use. The cycle parking facilities shall thereafter be retained for use by the occupants of, and visitors to, the development at all times.

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

27. Prior to first occupation details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall be in accordance with the Sensitive Lighting Management Plan to comply with 'Bats and Lighting in the I - Bats and Built Environment Series'. The details shall be implemented in accordance with the approved details and thereafter maintained.

Reason: In the interests of visual and residential amenity and to prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works.

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification) any garage or car barn which has been approved with open sides, fronts or backs shall remain as such in perpetuity and they shall not be further enclosed in full or in part at any time and be useable for its designated purpose for car parking.

Reason: To prohibit the unsightly enclosure of the structures and in an ad-hoc manner, to protect the character and appearance of the development and ensure that parking provision is maintained to prevent obstruction of the highway.

29. The development hereby approved shall have 2 homes constructed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards and this dwelling shall include storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable. 3 of the units hereby approved shall also be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2), as specified in the 'schedule of accommodation' on Page 49 of the Design & Access Statement (received 9 March 2021). Thereafter these features and accessible homes shall be retained and maintained for the life of the development.

Reason: In order to provide a flexible housing stock to meet a wide range of accommodation needs.

30. The development hereby approved shall be based upon the principles of Secured by Design (physical security) or the Building Regulations equivalent, and the scheme shall be implemented in accordance with those principles.

Reason: To ensure that the development is acceptable in terms of crime prevention and safety.

31. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) or any succeeding or replacement legislation, no extensions or alterations to dwelling houses hereby approved shall be carried out under Schedule 2, Part 1 (Class A for Plots 7 to 16 only, Class B all plots and Class F all plots); and Part 3 Class L (all plots).

Reason: Having regard to the specific, innovative and detailed design of the approved dwellings, maintaining satisfactory private outdoor amenity space and place-making principles.

32. No development shall commence until a comprehensive Construction Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. This shall include:
- a) measures for noise and vibration mitigation during each phase of construction, together with plans to monitor noise and vibration during construction;
 - b) specify the proposed piling method and the reason for its selection. This shall take into account the ground conditions of the proposed development site and the proximity of residential properties
 - c) lighting requirements during construction; and
 - c) a Dust Management Plan.

The CEMP measures shall be maintained for the course of the development works.

Reason: In order to safeguard against the emission of noise, vibration and dust to protect the amenities of the locality. This is required to be a pre-commencement condition as the details go to the heart of the planning permission.

33. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Planning Authority. The CEMP (Biodiversity) shall include the following:
- a) risk assessment of potentially damaging construction activities;
 - b) identification of "biodiversity protection zones";
 - c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
 - d) the location and timing of sensitive works to avoid harm to biodiversity features;
 - e) the times during construction when specialist ecologists need to be present on site to oversee works;
 - f) responsible persons and lines of communication;
 - g) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
 - h) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: To ensure that any adverse environmental impacts of development activities are mitigated.

34. Prior to the commencement of development, a landscape and ecological management plan (LEMP) should be submitted to, and be approved in writing by the LPA. The content of the LEMP should include the following:
- a) description and evaluation of features to be managed;
 - b) ecological trends and constraints on site that might influence management;
 - c) aims and objectives of management;
 - d) appropriate management options for achieving aims and objectives;
 - e) prescriptions for management actions, together with a plan of management compartments;
 - f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five year period;
 - g) details of the body or organisation responsible for implementation of the plan;
 - h) ongoing monitoring and remedial measures.

The LEMP should also include 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 should 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.

35. The recommended 'mitigation and compensation' actions in section 5 of the EIA (Ecological Impact Assessment (EIA) by ACD Environmental dated 25 August 2020) and in the Letter of Report (by ACD Environmental dated 10 December 2020) shall be implemented in full during the course of development in order to help protect habitats currently on site and species from adverse effect resulting from development, together with the Ecological Enhancements outlined to help add biodiversity value to the site post development.

Reason: To increase the biodiversity of the site and mitigate any impact from the development.

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.

In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.

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
3. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services>.
4. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on the Surrey County Council website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

7. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

8. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.

9. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

10. 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 or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-cross-overs-or-dropped-kerbs.
11. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
12. The Environmental Protection UK Guidance on Land use planning and development control: Planning for Air Quality, 2017 (<https://iaqm.co.uk/text/guidance/air-quality-planningguidance> provides important guidance on air quality considerations to all new developments and planning control that can be applied. The guidance recommends that all new developments should incorporate good principles of design with regard to minimising emissions and the reduction of impacts on local air quality. The following good design principles as discussed in chapter 5 of the document are relevant to this development:
 - The provision of at least 1 Electric Vehicle (EV) rapid charge point per 10 residential dwellings and/or 1000m² of commercial floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made.
 - All gas-fired boilers to meet a minimum standard of <40 mg NO_x/kWh.

Officer's Report

Site description.

The site forms part of the Garlicks Arch site allocation which has recently been removed from the Green Belt following the adoption of the new Local Plan (LPSS: 2015-34).

The site consists of a gently arching strip of land which sits within but on the western edge of the Garlick's Arch site allocation immediately adjacent to Burnt Common Lane. The site measures approximately 1.35 hectares. It is currently undeveloped, except for a single detached house located at the southern end of the site known as Oldlands. The site is adjacent to established residential development on the western side of Burnt Common Lane. Agricultural land lies to the east and south of the site, this land makes up the Garlick's Arch site allocation. The A3 is located to the south east of the site beyond the agricultural fields. The boundaries of the site are well defined by mature trees and vegetation.

The site is within the 400m to 5km buffer zone of the Thames Basin Heaths Special Protection Area.

Proposal.

The erection of 30 no. residential dwellings, including 12 affordable homes, with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.

A small two storey apartment building (6 apartments) marks the north extension of the site. Beyond this to the south the proposal incorporates houses fronting Burnt Common Lane culminating in a small landscaped mead. This is accessed via a turning nearly opposite that for Burnt Common close. Six new houses are placed around the newly landscaped mead ('Oldlands Green') to frame the original farmhouse. Upon turning into the mead, a short roadway leads north in hammerhead form to serve nine houses. There is one roadway connection in and out that connects the southern portion of new housing to Burnt Common Lane. Plot 1, the southernmost plot and the upper area of housing are served with separate access points directly off the Lane.

The development proposes a mix of sizes and typologies of dwellings, from individual 2-storey, detached, semi-detached and short-form terraces of three, 2 storey houses, reaching up to the modest scale apartment building (of 6 apartments) at the northern end of the site.

One main area of open space ('Oldlands Green') is proposed towards the southern end of the site, opposite the existing dwelling at Oldlands and a balancing pond is proposed at the northern end of the site.

Changes from refused application (19/P/02191)

- More coherent extension to the Garlick's Arch proposals
- Positive link between the site and Garlick's Arch provided with good natural surveillance
- Clearly defined and strong frontage to Burnt Common Lane (Avoiding backs and ensuring that any flanks have dwelling entrances and are actively fenestrated and articulated)

Agenda item number: 4(2)

- Corner turning apartment building at the northern end of the site well integrated with the scheme
- Linear green corridor as a wide verge provided along the Burnt Common Lane frontage Retained Oldlands property integrated into the grain and layout of the scheme and responding to the building line presented by its frontage
- Creation of a formal and more clearly defined green with Oldlands as a visual focus Houses arranged to provide strong frontage around 'Oldlands Green'
- Proposed architectural theme responds to the Surrey Style and is complementary to the proposals for Phase 1 at the adjacent Garlick's Arch site
- Distinctive character to the proposals as an integrated part of the wider masterplan Layout, form and massing amended
- Grain which reflects the sites location at the interface between Garlick's Arch and properties west of Burnt Common Lane
- Maximum building heights for all buildings reduced to 2 storey, compared to 2.5 storey elements shown on refused application
- Direct access points proposed for Plots 20&21, 22&23 and 24-30

Proposed dwelling mix

Market:

3 x 2-bed houses
10 x 3-bed houses
5 x 4-bed houses
Total = 18

Affordable:

4 x 1-bed flats
2 x 2-bed flats
4 x 2-bed houses
2 x 3-bed houses
Total = 12

Breakdown:

Market: 60%
Affordable: 40%

Figures

Site area: 1.38Ha (including the dwelling at Oldlands to be retained)

Density: 22.46 dwellings per hectare (including the dwelling at Oldlands to be retained)

Site density of Burnt Common Close, dwellings per hectare (dph): 23.3 (includes road)

Site density of dwellings to north of Burnt Common Close (dph): 18.6 (no road)

Site density of dwellings to south of Burnt Common Close (dph): 22.2 (no road)

Parking:

Total of 64 parking spaces
 61 allocated parking spaces (including garaging / car ports)
 3 visitor spaces

Market housing (parking spaces):

3 x 2-bed houses = 4.5 no. required / 6 no. provided
 10 x 3-bed houses = 20 no. required / 20 no. provided
 5 x 4-bed houses = 10 no. required / 16 no. provided
 Total = 34.5 no. required / 42 no. provided

Affordable housing (parking spaces):

Flats

4 x 1-bed flats = 4 no. required / 4 no. provided
 2 x 2-bed flats = 3 no. required / 3 no. provided

Houses

4 x 2-bed houses = 6 no. required / 8 no. provided
 2 x 3-bed houses = 4 no. required / 4 no. provided
 Total = 17 no. required / 19 no. provided

Open Space:

One area (central green) with a total area of approximately 1,000 m2

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
21/P/00352	Proposed erection of 29 residential dwellings with associated vehicular and pedestrian access via Burnt Common Lane, garaging, car parking, secure cycle storage and landscaping. [This is an alternative scheme for the same site]	Pending	N/A
19/P/02191	Proposed erection of 30 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.	Refused	Appeal allowed 26/05/2020 (appeal decision appended to this report)

19/P/01112	Proposed erection of 32 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.	Withdrawn 27/09/2019	N/A
14/P/00219	Outline application for retention of existing dwelling and the erection of 25 new dwellings with associated access. (All matters are reserved except for access and layout) (amended application form received and description amended 14.02.14).	Refuse 07/05/2014	N/A

There is also a current planning application (19/P/02223) for residential development on the remainder of the Garlick's Arch allocated site (adjoining the application site). The proposed development is for up to 520 dwellings and the application is currently under consideration on the same planning agenda.

The appeal decision for the previous refused application 19/P/02191 was issued on 26/05/2020 and the appeal was allowed. A copy of the decision is appended to this report.

Consultations.

Statutory consultees

County Highway Authority:

- no objection subject to recommended conditions and subject to an agreement to secure: A contribution of £28,000 for implementation of 2 bus shelters and their foundations within the vicinity of the site
- the vehicular accesses have sufficient visibility in both directions.
- we want to encourage travel by sustainable modes of transport to deter use/need of private vehicle, the S106 contribution and proposed highway works should encourage use of the local bus stops for future occupiers.
- the site is located within walking and cycling distance of many existing amenities and facilities.
- the proposal will not result in a significant impact on the highway network.

Thames Water:

- no objection with regard to the waste water network and sewage treatment works infrastructure capacity.
- requirements regarding proximity to public sewers and Thames Waters underground assets and requirements regarding surface water drainage.

County Archaeologist

- condition recommended to secure the implementation of a programme of archaeological work.

Local Lead Flood Authority (LLFA) - Surrey SUDS

- satisfied that the proposed drainage scheme meets the requirements set out in the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems and content with the development proposed, subject to recommended conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Internal consultees

Recycling and Waste Projects Officer:

- suggest that a bin storage area that can accommodate 3-4x 240L wheeled bins be seriously considered for properties of 3+ bedrooms.
- the block of 6 flats are a mixture of 1 and 2 bedroom so will need use of 1x 1100L refuse, 1x 1100L recycling and 1x140L food waste. The developer has planned for 3x 1100L bins and 2x 140L bins which is good as it accounts for upcoming changes in the Environment Bill.
- it is expected that we will empty bins from Burnt Common Lane for plots 20 – 30 so no vehicle routing is provided. The swept path analysis covers the remaining plots and is acceptable, tracking a vehicle that is slightly longer and wider than ours alongside a slightly larger turning radius.
- all of the bin collection points listed on 6.18 of the design and access statement are more than 5m away from where the vehicle will stop. This equates to 14 of the 30 plots and nearly 50% of the development. Plot 1 and plots 20 – 24 will need to present bins closer to Burnt Common Lane while the bin store for the flats block will need to be closer to the highway. The only way to prevent moving the collection points is to allow vehicular access in front of the properties so our vehicle can enter and exit the development in forward gear.
- Plots 2 – 4 should have a presentation location closer to where the vehicle drives round in front of plot 9 or plot 5. The reverse proposed outside Oldlands is not acceptable as all reversing should be eliminated where practicable.

Comments in response to amended Swept Path Analysis - Provisional Refuse Collection Points drawing (received 12 January 2021):

- the developer has addressed the concerns previously noted under waste collection.
- no issue with the vehicle routing and the presentation points for plots 20 – 24.
- I remove my objection subject to a condition to ensure the presentation point, and route from the bin store to the collection vehicle, for the flats (plots 25-30) is properly explained. Would expect the managing agent to arrange moving the bins in and out of the store but this needs to be confirmed. [*Officer comment: A condition is recommended to ensure these details are submitted to the LPA for agreement*]

Head of Environmental Health and Licensing:

- no objection subject to conditions including requirements for noise insulation from traffic noise and electric vehicle charge points.

Tree officer:

- No objection, subject to recommended condition.

Non-statutory consultees

Surrey County Council School Commissioning:

- contributions required towards Primary and Secondary School infrastructure in the area to increase capacity.

Surrey Wildlife Trust

comments received 17 November 2020:

- documentation submitted in support of this application does not clearly demonstrate that measurable net gains will be secured as a result of the proposed development. It is therefore not possible to ascertain that the development is in line with the requirements of the NPPF.
- recommended conditions to secure Ecological Enhancements in line with the submitted Ecological Impact Assessment document, bat sensitive lighting, Construction Environmental Management Plan (CEMP: Biodiversity) and Landscape and Ecological Management Plan (LEMP)

comments received (15 February 2021) following submission of additional information 'Letter of Report' dated 10 December 2020 from ACD Environmental

- the application as submitted will result in an overall net loss of biodiversity as a result of development which would be contrary to the obligations of the National Planning Policy Framework which requires no net loss to be secured as an absolute minimum and that net gain should be sought.
- therefore recommend that further information is required from the applicant to demonstrate that the net loss of baseline habitats is appropriately avoided, mitigated and as a last resort, compensated for, in line with the mitigation hierarchy, prior to the determination of this planning application.

comments received (20 May 2021) following submission of details of a proposed scheme for ecological enhancements off-site (offsetting scheme):

- the additional documentation acknowledges that the proposed development will result in a net loss of biodiversity at the development site and proposes that this biodiversity loss is compensated for via ecological enhancement measures at an offsite location detailed within the Ecological Management Plan

- advise that should the Council be minded to grant permission of the above referenced planning application, that the offsite ecological enhancement measures presented with the Ecological Management Plan are secured, through legal agreement, with secure land tenure, financial and ecological site management provision for a minimum of 30 years from date of grant.
- In addition, the Council should also ensure that development site ecological impact avoidance and mitigation measures are secured for the long term, as proposed within previously submitted documentation;
- advise that where the above is appropriately secured, that the applicant is able to demonstrate no net loss as a result of development and that the policy obligations of the National Planning Policy Framework is therefore met.
- All other comments relating to submission of LEMP and CEMP documentation pre-commencement, remain valid.

Parish Council

Send Parish Council: Objects

- all assessments need to take into account the whole of the Garlicks Arch site as there are inter-dependencies. The application for Garlicks Arch and Oldlands should be considered as a whole and not separately in respect of impact on the area, including the Environmental Impact Assessment.
- impact on wildlife including bats and deer, a more extensive wildlife survey is required
- the traffic assessment does not take into account the additional traffic from the Garlicks Arch development
- should be a single access point for the Garlick's Arch and Oldlands site
- impact on flooding
- insufficient parking proposals
- inadequate waste collection proposals
- broad strategic concerns regarding the impact of additional housing in Send parish including impacts from windfall sites not included in the adopted Local Plan, the impact on transport and movement, social infrastructure, character and affordable housing provision
- electric charging points should be included for all properties
- development is too urban for a semi-rural location on a previously greenfield site
- reasons for refusal for Field Way application regarding insufficient local infrastructure and impact on SPA are relevant to this application

[Officer note: The applicant has agreed to enter into a S106 agreement to secure the required contributions including towards education and GP surgery places]

Third party comments:

21 letters of representation have been received raising the following objections and concerns:

- increased traffic and congestion, safety risk
- increase in traffic will put extra burden on already congested local roads
- access with Portsmouth Road, exiting on Portsmouth Road is already difficult
- highway safety concerns - Burnt Common Lane is narrow and already congested with parked cars
- impact on local infrastructure, only one local doctors surgery and one local school which are oversubscribed and do not have capacity

- impact on the rural character
- positioning of access opposite entrance to Burnt Common Lane is dangerous
- impact on wildlife and protected species, including bats and badgers
- impact on drainage / already problems with flooding along Burnt Common Lane
- lies outside of the Local Plan site allocation [Officer note: the site is within the Garlick's Arch Site Allocation in the LPSS: 2015-2034 (Policy A41)]
- constant submissions for planning on the site is unacceptable
- overdevelopment
- broadband / internet infrastructure
- extra vehicle movements represent further unnecessary degradation to the Lane with no details provided as to what if any maintenance might be provided and how residents use of the lane is to be safeguarded
- air pollution
- noise pollution
- why is it necessary to have more than one access point?
- there are still brownfield sites in the area, which could be and should be built on before farm land

Planning policies.

National Planning Policy Framework 2019 (NPPF):

1. Introduction
2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

Planning Policy Guidance (PPG)

National Design Guide (NDG)

Guildford Borough Local Plan: strategy and sites (LPSS) 2019:

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).

The Council is able to demonstrate a five year housing land supply with an appropriate buffer. This supply is assessed as 7.34 years based on most recent evidence as reflected in the GBC LAA (2020). In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2020 measurement is 90%.

As this is over 85%, the buffer that needs to be applied to our five year housing supply (as set out in NPPF para 73) is now 5% rather than 20%. Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

S1 - Presumption in favour of sustainable development
H1 - Homes for all
H2 - Affordable homes
P4 - Flooding, flood risk and groundwater protection zones
P5 - Thames Basin Heaths Special Protection Area
D1 - Place shaping
D2 - Climate change, sustainable design, construction and energy
D3 - Historic environment
ID1 - Infrastructure and delivery
ID3 - Sustainable transport for new developments
ID4 - Green and blue infrastructure
A41 - Land at Garlick's Arch, Send Marsh / Burnt Common and Ripley
A42 - Land for new north facing slip roads to / from A3 at Send Marsh / Burnt Common

Evidence base:

Land Availability Assessment (LAA) 2020
West Surrey SHMA Guildford Addendum Report (SHMA Addendum) 2017
West Surrey Strategic Housing Market Assessment (SHMA) 2015
Green Belt & Countryside Study 2013

Send Neighbourhood Development Plan (SNDP) – Referendum Version 2019 – 2034

The plan passed at local referendum on 06.05.2021 and therefore carries full weight in decision-making.

Send 1 - Design
Send 2 - Housing development
Send 3 - Supporting the local economy
Send 4 - Green and blue infrastructure
Send 5 - Local Green Space
Send 6 - Supporting Community Facilities
Send 7 - Supporting sustainable transport

Send 8 - Car parking provision

Surrey Waste Local Plan (SWLP) 2019-2033

Policy 4 - Sustainable Construction and Waste Management in New Development

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

Following the adoption of the LPSS, until the local plan Development Management Plan Policies DPD is produced and adopted some of the policies (parts of the policies) contained within the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24 September 2007) remain part of the development plan.

G1 (3), (4), (8), (11), (12) - General Standards of Development
G5 (2), (3), (4), (5), (7), (8), (9) - Design Code
NE4 - Species Protection
NE5 - Dev. Affecting Trees, Hedges & Woodlands
R2 - Recreational Open Space in Large Residential Developments

South East Plan (SEP) 2009:

NRM6 - Thames Basin Heath Special Protection Area

Supplementary planning documents:

Climate Change, Sustainable Design, Construction and Energy SPD 2020
Planning Contributions SPD 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy 2017
Guildford Landscape Character Assessment 2007
Vehicle Parking Standards SPD 2006
Residential Design SPG 2004
Surrey Design 2002

Other guidance:

Surrey County Council Vehicular and Cycle Parking Guidance 2018
Guidance on the storage and collection of household waste for new developments 2017

Planning Considerations

The main planning considerations in this case are:

- the principle of development
- Environmental Impact Assessment
- housing need and the mix of dwellings proposed
- affordable housing
- design and character
- living environment for future occupiers
- the impact on neighbouring amenity
- the impact on highway safety and the level of parking
- the impact on trees and vegetation
- the impact on biodiversity and protected species
- the impact on the Thames Basin Heaths Special Protection Area
- archaeology
- sustainable design and construction
- the risk of flooding and the proposed surface water drainage strategy
- legal agreement requirements

The principle of development

With the adoption of the new Local Plan, this site is no longer designated as being within the Green Belt. The application site forms part of the wider allocated site of Garlicks Arch so shall be considered under the specific site allocation policy.

The Local Plan 2019 has allocated the Garlicks Arch site (which the application site forms part of) under policy A41 for approximately 500 homes. The 30 houses proposed under this application would go towards the total number of homes provided for on this wider site allocation, they would not be in addition to the allocation of approximately 550 homes across the wider site.

The proposed site would not affect the land allocated under Policy A42 for a new north facing slip road to / from the A3 at Send Marsh / Burnt Common. The proposal therefore complies with Policy A41 in this regard.

The Garlick's Arch site is allocated for approximately 550 dwellings and 6 Travelling Showpeople plots in the adopted Local Plan: strategy and sites (LPSS). For this reason, the principle of residential development on this site is established. Therefore, the in-principle suitability and sustainability of the site for residential development has been established through the Plan Making process. As part of the plan making process, the Council developed a spatial strategy that sought to meet the identified need for housing in full in the most sustainable way. In doing so, the Garlick's Arch site was first identified in The Regulation 19 (2016) version of the plan. It was retained in the Regulation 19 (2017) version however, the proposed industrial use within the allocation was removed and replaced with the Travelling Showpeople use.

The justification for the allocation at Garlick's Arch included:

- it made an important contribution towards meeting identified housing need;
- including that of Travelling Showpeople;
- it made a significant contribution to early housing delivery thereby helping to address the significant backlog accrued since the start of the plan period and ensuring that the Council was able to demonstrate that the plan would achieve a rolling five year supply from the date of adoption;
- facilitated the provision of an A3 northbound on-slip and an A3 southbound off-slip at A247 Clandon Road (Burnt Common).

Following five weeks of hearings, including a specific session on the sites in and around Send/Send Marsh/Burnt Common, the LPSS was found sound by an independent Planning Inspector. In doing so the Inspector considered both the wider spatial strategy and the specific allocation at Garlick's Arch. He concluded that the spatial strategy allocates development to the most sustainable locations, or those that can be made sustainable, and that there is an appropriate balance of strategic/non-strategic sites as well as location of sites to provide choice and variety of housing across the borough. He also concluded that the site is well related to the village, accessible to the nearby facilities, would have a limited impact on the wider openness of the Green Belt and would help make a very effective contribution towards meeting the Borough's significant housing needs.

The Council is able to demonstrate a five-year housing land supply with an appropriate buffer. The supply, base dated 1 April 2020, is assessed as 7.34 years based on most recent evidence as reflected in the GBC LAA (2020). It should be noted that this land supply figure has been prepared on the basis of an approval on Garlick's Arch and assumes a total of 450 units to be delivered during the five year period to 31 March 2025 – this equates to 9% of the total supply identified. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2020 measurement is 90%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (75%). These two factors mean that the development plan policies can be regarded as up-to-date in terms of paragraph 11 of the NPPF.

The principle of 30 dwellings on this part of the allocated site is therefore acceptable, subject to compliance with the detailed requirements set out in Policy A41 and other development management policies.

The principle of the development is also subject to the resultant impact on the Thames Basin Heaths Special Protection Area (TBHSPA) to which policy P5 of the Local Plan applies.

Environmental Impact Assessment

As noted above, a previous application (19/P/02191) for 30 dwellings on the application site was refused by the LPA and is currently at appeal. In relation to the appeal, the Planning Inspectorate has issued a screening direction in accordance with Regulation 14(1) of the EIA regulations. This screening direction is considered relevant to this current application which proposes the same number of dwellings on the same size site area.

The direction states:

The development proposed, namely, The erection of 30 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley, falls within the description at 10 (B) of Schedule 2 to the above Regulations. In the opinion of the Secretary of State, having taken into account the criteria in Schedule 3 to the above Regulations, the proposal would not be likely to have significant effect on the environment for the following reasons:

The site is located within the Zone of Influence of the Thames Basins Heaths Special Protected Area (SPA) located c 4.4km North East, and c 4.5km west at its closest point. Mitigation measures are available for aspects of the Proposed Development, including a financial contribution to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) measures for the Thames Basins Heaths SPA.

Whilst there may be some impact on the surrounding area and nearby designated sensitive area as a result of this development, it would not be of a scale and nature likely to result in significant environmental impact. There would be no likely significant effects in terms of noise, waste, contamination, flooding, ecology, arboriculture, archaeology, cultural heritage, transport, or complex construction. The threshold criteria at 10 (B) of schedule 2 to the above regulations are also not exceeded.

Accordingly, in exercise of the powers conferred on the Secretary of State by Regulations 14(1) and 7(5) of the above Regulations, the Secretary of State hereby directs that this development is not Environmental Impact Assessment (EIA) development.

Housing need / mix

As a recently adopted plan and in accordance with paragraph 74 of the NPPF, the Council is able to demonstrate a five-year housing land supply with an appropriate buffer. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2019 measurement is 90%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (45%).

Housing mix:

POLICY H1: Homes for all

Housing mix and standards

(1) New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the latest Strategic Housing Market Assessment. New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location.

It is important to note that Policy H1(1) is not intended to be applied in a prescriptive manner. It is a broad assessment of the needs required over the plan period and should be used to guide development proposals. However in applying the mix consideration needs to be given to site specific matters which together will shape the appropriate mix on particular sites.

Proposed mix:

Total Housing mix	No.	SHMA % req	Provided %
1 bed	4	20	13
2 bed	9	30	30
3 bed	12	35	40
4 bed	5	15	17
Total	30		

(table 1)

Market mix	No.	SHMA % req	Provided %
1 bed	0	10	0
2 bed	3	30	17
3 bed	10	40	55
4 bed	5	20	28
Total	18		

(table 2)

Affordable mix	No.	SHMA % req	Provided %
1 bed	4	40	33
2 bed	6	30	50
3 bed	2	25	17
4 bed	0	5	0
Total	12		

(table 3)

In terms of the overall mix of the proposal, as shown in table 1 above, the overall mix is generally close to what the SHMA requires for the borough. The overall housing mix would comprise a greater mix of 3 and 4 bed units and less 1 bed units. This is due to a larger proportion of 3 and 4 bed market units and a greater level of 2-bed affordable units.

There are 4 x 1 bed units proposed with none of these being market units. However, smaller 1 bed units are expected to be delivered in a town/district centre locations (particularly in the town centre which will mainly deliver flatted development), larger sites with a range of character areas or adjoining a transport hub and 2-4 beds units delivered in the out of town settlements. Given the application site forms the edge of the wider site allocation and that it sits immediately adjacent to the existing settlement edge, it is considered that the proposed overall housing mix would complement the local context.

Furthermore, taking into account the housing mix proposed under application 19/P/02223 for Phase 1 of the Garlick's Arch development, this would increase the proportion of 1, 3 and 4 bed affordable units and 2 bedroom market units closer to the SHMA requirement, when looking at the mix across both sites. Also, application 19/P/02223 for the wider Garlick's Arch site only provides details of housing mix for the first of three phases of development, with higher density and smaller units being delivered in Phase 2.

Therefore, whilst not strictly complying with the SHMA, taking into the location, context and characteristics of the site and that smaller units are proposed to be provided on later phases of development on the wider site allocation, it is considered that the proposed housing mix would be appropriate.

Policy H1 requires 15% of new residential development (on sites of 25 homes or more) to meet the Building Regulations 'accessible and adaptable dwellings' M4(2) or 'wheelchair user dwellings' M4(3) standard to help meet future housing stock needs identified accommodation needs. The application confirms that this requirement would be met with 5 (16%) of the units meeting the M4(2) or M4(3) standards and this could be secured by condition.

The proposed affordable housing provision is addressed in more detail below.

Affordable housing

The proposal is for the provision of 40% of the units to be affordable which meets the requirement specified by Policy H2.

The affordable units comprise 4 x 1 bed flats, 2 x 2 bed flats, 4 x 2 bed houses and 2 x 3 bed houses. Therefore 6 of the 12 affordable units will be provided as houses with private gardens, with 4 of the 6 x 2 bed units provided as houses with private gardens. The mix in the size of the affordable units is also close to meeting the mix requirement identified in the SHMA, with a greater mix of 2 bed units than required by the SHMA and no 4 bedroom affordable units provided. However, it is noted that when taking into account the affordable mix proposed under application 19/P/02223 for Phase 1 of the Garlick's Arch development, with 5 affordable 4 bed units proposed, the proposals taken together would meet the SHMA requirement for 4 bedroom units.

The proposed affordable houses are shown as Plots 7 & 8 and 17 & 18 and are therefore distributed through the site.

In line with the SHMA the requirement is for 71% affordable rented and 29% home ownership tenure (shared ownership). This tenure mix could be secured by way of a S106 agreement.

As a result, it is concluded that the application meets the requirements of Policy H2 of the 2019 Local Plan or Chapter 5 of the NPPF.

Design and character

Para 127 of the NPPF stipulates that developments:

- a) “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”;
- b) “are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”;
- c) “are sympathetic to local character and history, including the surrounding built environment and landscape setting”;
- d) “establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”;

128 stipulates that “design quality should be considered throughout the evolution and assessment of individual proposals”.

130 stipulates that “authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme, for example, through changes to approved details such as the materials used”.

131 stipulates that “in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area”.

Policy D1 (Place Shaping) of the 2019 Local Plan states that (1) “all new developments will be required to achieve high quality design” and in this case, to a strategic site (Policy A41), Policy (4.5.4) and (5), that distinctive high quality design shall “create its own identity and character” to “ensure cohesive and vibrant neighbourhoods”.

Policy 4.5.9 requires proposals to be developed with “flair, imagination and style” reflective of Guildford’s place as regional centre and County town.

Policy 4.5.12 requires “assessment of the design of new development to ensure that it provides a positive benefit in terms of landscape and townscape character, and enhances local distinctiveness.... to protect, conserve and enhance the landscape character of the Borough”.

The site forms a narrow western portion to the A41 site allocation in separate ownership from the adjacent Garlick’s Arch development, a plan for which is being considered under a separate planning application. Oldlands, an unlisted much altered seventeenth century farmhouse stands at the southern part. The east side plot line is shared with Garlick’s Arch and is defined by a long established land division and hedgerow. Burnt Common Lane defines the western boundary, a narrow semi-rural character roadway serving inter and post-war housing development. The north tip of the site virtually addresses the old Portsmouth Road, nearly reaching Burnt Common Lane’s junction with that road. The land is essentially flat. Characterful mature trees line the frontage to the lane.

Overview of proposals for a well-designed place in response to National Design Guidance (NDG) and the National Planning Policy Framework (NPPF)

Background to application design

This application follows refusal of a scheme by other designers,

Section 5.0 of the Design and Access Statement (DAS) fully records the process of review of design proposals for this application scheme detailing the three formal pre-application reviews which began with the first on 4th August 2020. A number of other spoken and written exchanges between the designers and Guildford Borough Council followed including exchanges in February 2021 clarifying and agreeing design refinement and amendments.

The initiating vision and design approach was considered, in principle, sound, because it addressed the reasons for refusal and withdrawal of the preceding scheme (by others). The application design sought to create a place laid out in sympathetic relation to three main site factors, namely, the public frontage to Burnt Common Lane, the old farmhouse, and potential for direct pedestrian connection through to the larger Garlick's Arch community planned adjacent in the east. The concept proposed a coherent urban proposition and formation of a place that avoided the mechanical and un-reflexive arrangements and design proposed previously by others.

To heighten the design response, guided by NPPF, NDG 1, 2 & 3, response to context, identity and built form, as well as local Policy D1 place-shaping, the design review sessions tested core matters of concept, development narrative, and the story of the place.

These discussions included wider community matters of connectivity of this smaller section to the larger neighbouring development at Garlick's Arch via a proposed pedestrian pathway. This connection avoids the pitfall of a marginally placed route, being embraced by the plan in alignment with a site roadway space bounded by houses.

Design reviews concentrated on the experience of a distinctive character of development, from the public point of view, to ensure clarity of design outcome aligned with the development vision. This included layout rationale and general building disposition, aggregation of building form, height (two storeys), punctuation of varying form and roof profile, fenestration, bay window and porch features, expression of gables, plays of symmetry and asymmetry, restrained palette of natural materials, coherent and orderly datum lines, and inter-relation of landscape.

Proposal layout – entrance and identity of place

The proposed development would be situated south of Burnt Common Lane's junction with the old Portsmouth Road. The proposals are designed to subtly command their position in this locality.

A small apartment building of two storeys height marks the north extension of the site. The extent of its aggregated plan and character of varying form and roof profile being sympathetically calculated to feature as a landmark, of appropriate weight and presence, on the turning from Portsmouth road into Burnt Common Lane.

This first building is designed to lead the eye south, along and past houses fronting the lane. These display a characterful play of local "Surrey Style" architectural form and detailed expression referenced in the DAS, culminating in a small landscaped mead. This is logically accessed via a turning nearly opposite that for Burnt Common close. Six new houses are placed around a newly formed landscaped mead to frame the original farmhouse as low-key centre-piece.

Upon turning into the mead, a short roadway leads north in hammerhead form to serve nine houses. With this arrangement, there is logically one roadway connection in and out that connects the southern portion of new housing to Burnt Common Lane. The upper area of housing is served more normally with separate access points directly off the Lane.

Design of homes

The proposed plan layout and the design of the homes is informed by exemplary analysis of the locality in the DAS. This work reviews the history of the site and the farmhouse, noting its own aggregated form built up over the years in distinct moments of extension. Local and wider Surrey architecture patterns, of vernacular agricultural and historic housing form, design, materials and character of development are assessed and interpreted in successful synthesis exemplified by the design.

The already noted principles of approach to the plan, the design and material expression of the architecture is evidenced in the submitted two, and three, dimensional drawings.

These present an orderly, proportionate, understandable and harmonious proposal that is considered sympathetic and would sit well in its context. By example, the scheme presents a compact arrangement of garaging integrated to the main body of homes, designed to present coherent well composed street scenes that would build an enhanced quality and atmosphere of place. Integrated garages would be made properly subservient and less dominant, rendering more attractive and inviting street and neighbourhood scenes.

It is considered that the strength of the plan idea and the variety and difference of arrangement and design of the homes will present an attractive and characterful development to the neighbourhood. As noted, this development will be well-connected to neighbouring development in the east by a landscaped pedestrian pathway.

Good order of the landscape spaces and formation of a place

The proposals respond to the situation and features of the site following national and local design guidance, as well as the Government's Building Better Building Beautiful Commission recommendations.

Following evolution of design in the exchanges noted above, the plans offer a well-designed place for living in accordance with the ten individual characteristics identified in NDG. These characteristics work together to "help nurture and sustain a sense of community" by creating desirable physical character. Further, these "all contribute towards the cross-cutting themes for good design set out in the NPPF".

The application plans for Oldlands would distinguish this small community of thirty households in its context for the reasons explained below.

Present proposals' measured with benefit of The National Design Guide (NDG) 2019

- (a. connection of the site to Old Portsmouth Road with presence of signature gateway housing form
- (b. promotion of a convincing sense of place and identity in a richly varied character of development that is well-related to the features of the local landscape, protecting and enhancing these qualities
- (c. connection to new community planned at Garlick's Arch via pedestrian pathway

Scale and appearance

The application plans present a playful complement of distinctive housing forms, profiles and subtly varying design expression rooted in an understanding of the vernacular and historic patterns of residential architecture of Surrey. Some of the house designs adopt playfully asymmetrical appearance under characterfully sloping cat slide or other roof forms in harmony with the historic Surrey and wider Arts and Crafts manner.

The development proposes a mix of horizontal scale / massing to built form from a range of typologies from individual 2-storey, detached, semi-detached and short-form terraces of three, 2 storey houses, reaching up to the modest scale apartment house allocated at the north (of six apartments).

As already noted, the proposals are founded upon a detailed character study of patterns and architectural characteristics of residential development within surrounding villages and more broadly based upon a study of vernacular 'Surrey Style'.

The resulting appearance of the development is presented in colour streetscene diagrams depicting the choreography of building forms, heights and elements/elevational treatments. The scheme relies on consistent use of materials in a muted palette of bricks and use of tile hanging under tile roofs. The DAS sets out the aim;

"limited variation in the palette of proposals would ensure that, together with the built form and layout, the materials would deliver local identity within a unified and coherent sense of place".

While the architecture and public realm within the new neighbourhood would reflect contemporary living within the 21st century, the use of materials, colour and texture would ensure it is related very strongly to its location and context.

the housing designs have incorporated a consistent use of simple forms and elevations, but which vary in terms of roof designs. Complementary contemporary handling of features is evident in the design of generous areas of fenestration particularly at ground floor level, and their balance within elevations. The 'Surrey Style' employed presents variety of character in roof forms and contrasting emphasis of different roof massing.

Material expression

The traditional use of materials, colour and building details within the local area has informed the approach to detailed design. Careful consideration of the appearance and performance over time of facing materials on the general impression of the place has informed proposals. It was felt that a more subtle palette of locally authentic natural brick and tile that would weather gracefully, and would not call inordinate attention, would be appropriate in the local context.

Oldlands' sense of place lies in a compound of material expression, as well as the substantive contrasts of varied building disposition, size and overarching form, and the considered landscape design. To promote a visually balanced and orderly environment, the limited materials palette was agreed to avoid an unnecessarily tokenistic variation of appearance in suggested "render" and "timber" facings, in addition to brick and tile. In principle, natural materials tend to weather more harmoniously. Natural materials are specified in the application.

The proposed design features more slimline, historically resonant detailing. For these reasons officers have recommended planning conditions in respect of final approval of materials and to secure details of architectural elements at 1:50 scale.

Trees and landscaping

Much of the existing soft landscape infrastructure including boundary trees and hedgerows will be retained and integrated into the development. There is a row of good quality mature trees along the western boundary of the site forming a frontage to the eastern edge of Burnt Common Lane. These comprise predominantly Common Oak and Ash trees and are to be retained as part of the proposed development. There is a row of Silver Birch trees along the eastern boundary with the adjacent Garlick's Arch site, this is also to be retained with some thinning. A hedge runs along the southern boundary with the adjacent Garlick's Arch site. In front of the existing Oldlands property is a Goat Willow tree. Although this is not of a good quality, it is an interesting tree as part of the setting of the existing house and it is proposed to retain it as part of the landscape layout.

Detailed soft landscaping proposals have been submitted with the application which show the retention of the existing mature trees and hedgerows together with new tree planting and soft landscaping incorporated across the site. This includes the provision of a soft landscaped frontage along Burnt Common Lane and provision of a landscaped open space ('Oldlands Green') to the front the existing dwelling at Oldlands. The proposed landscaping details will be secured by condition.

Refuse storage / collection

The proposed layout incorporates bin presentation points and storage areas and demonstrates that these can be satisfactorily accommodated as part of the development. Further to concerns raised by the Operational Services Team, an amended refuse vehicle routing plan has been provided which has addressed the concerns. A condition is recommended to ensure the full details of positioning, size and design of the presentation points and storage areas are submitted for approval and implemented in accordance with the agreed details prior to occupation.

Open / amenity space

The application proposes 30 new dwellings and as such is required by the Council's SPD 'Planning Contributions' 2011 to provide a total of 0.21 hectares of open space including formal playing field space, children's play space and amenity space. The proposed layout includes an area of Public Open Space towards the southern end of the site, proposed landscaped mead ('Oldlands')

in the middle of the site between Burnt Common Lane and the new access road serving running through the development. This area of open space measures approximately 0.1 hectares. There is then a small area of informal open space around the electricity sub-station opposite Plot 23 and a balancing pond to the rear of the apartment block (Plots 27-30). However, this is not shown to be publicly accessible space and as it will be a balancing pond, will not be useable.

The proposed area of public open space is considered to be a good usable area for informal recreation which is easily accessible to all the residents. The amount provided is also above the 0.032 required by the SPD for general amenity space. The two other areas are small in size and in terms of accessibility are not very usable spaces. However, they are considered to play an important role in the general landscaping and spacing of the site, by introducing elements of open space within and around the site. The amount of general amenity space provided is therefore considered to be acceptable. The proposal does not propose any children's play space or formal playing fields and therefore in accordance with Policy R3 of the saved Local Plan and the Planning Contributions SPD tariff, an off-site financial contribution is necessary for these elements.

Design and character - conclusion

In conclusion, it is considered that the proposal would achieve a distinctive high quality design that creates its own identity and character but which is also sympathetic to local character and history, including the surrounding built environment and landscape setting. The proposed development would achieve a sympathetic transition between the established looser knit character and pattern of development along Burnt Common Lane and the proposed higher density of development on the wider Garlick's Arch site. Furthermore, it is considered it would provide an acceptable development on its own, notwithstanding the proposals for the wider Garlick's Arch site.

The proposal therefore accords with the criteria set out within the NPPF and NDG and also policies D1 and A41 of the LPSS 2015-34 and G5 of the saved Local Plan.

Living environment for future occupiers

Policies H1 and D1 of the 2019 Local Plan require all new residential development to conform to the nationally described space standards as set out by the Ministry of Housing, Communities and Local Government (MHCLG) 2015. The accommodation schedule submitted with the application confirms that all of the proposed dwellings would conform to the nationally described space standards. The proposal therefore meets the requirements of Policies H1 and D1 of the 2019 in this regard.

The site is in relatively close proximity to the A3. The applicant has submitted a noise impact assessment, which was carried out by 24 Acoustics. The report concludes that, subject to the use of acceptable double glazed windows and ventilation, the internal noise levels would not exceed the recommended limits set by British Standards and the World Health Organisation (WHO). The report acknowledges that the external noise levels could exceed the WHO targets and as such recommends that the gardens of the proposed dwellings are bounded by 1.8m high garden fences with a minimum surface density of 12 kg/sqm.

The Council's Environmental Health Team has assessed the report and raises no objection subject to the addition of conditions regarding the provision of noise insulation. It is however noted that, the southern end of wider Garlick's Arch site allocation lies between the application site and the A3. When developed, this will act as a considerable buffer. It is therefore considered that the noise insulation requirements could be adequately dealt with under the building regulation requirements in this instance. Details to ensure suitable boundary fencing for the rear gardens of the new dwellings will be secured by way of the suggested boundary treatment condition.

Impact on neighbouring amenity

As noted above, access to the site would be taken off Burnt Common Lane, with one main access point and four secondary access points. Whilst this proposal would increase the amount of traffic on this road, given the number of dwellings proposed, it is considered that the introduction of vehicles using the access points would be unlikely to lead to significant noise, light and disturbance for the dwellings and occupants which are located on the western side of Burnt Common Lane.

The layout shows the dwellings will be set back from Burnt Common Lane behind a wide soft landscape buffer which runs along the road frontage, enhanced by the retention of the existing mature trees, as you travel further south along Burnt Common Lane.

The closest proposed dwellings to Burnt Common Lane and therefore the neighbouring properties opposite will be the two storey apartment building (Plots 25-30).

A minimum separation distance of approximately 8.5m will be retained between the front of the apartment building and the back edge of the pavement along Burnt Common Lane, with a separation distance of approximately 18 metres to the nearest property on the opposite side of Burnt Common Lane. This separation distance then increases to approximately 12m between the front of the dwellings on Plots 20-24 and Burnt Common Lane. The proposed dwellings are then positioned a similar distance back from the road as you travel southwards, with tree screening increasing by virtue of the existing mature trees which line the road frontage.

These separation distances are considered to be an acceptable and would not result in a significant loss of light or overbearing impact to the nearby dwellings. The separation distances and positioning of the dwellings would also ensure that there would not be an adverse loss of privacy to the occupants of the existing dwellings along Burnt Common Lane.

The Council's Environmental Health team has recommended that conditions are attached, including to ensure that a Construction Environmental Management Plan (CEMP) is submitted to the LPA for approval, to ensure that any impact in terms of noise, dust etc are during both the groundworks and construction works minimised and mitigated as appropriate.

Subject to the recommended conditions, it is considered that the proposed development complies with policy G1 (3) of the saved Local Plan with regard to the neighbouring amenity considerations.

Impact on highway safety and parking provision

There are 2 access points to the existing property from Burnt Common Lane. It is proposed that the northernmost of these will be used as the location for the primary access to the southern part of the site. All of the vehicular access to the site will be from Burnt Common Lane. Access points are limited by the locations of the good quality mature trees and their associated root protection areas along the western boundary. In the northern part of the site properties will be served by 4 direct plot accesses from Burnt Common Lane while the southern part of the site will be generally served from an access opposite Burnt Common Lane with the exception of Plot 1 which will have its own direct plot access.

Surrey County Council, in their capacity as County Highway Authority (CHA), has no objection to the application subject to recommended conditions and a financial contribution towards improvements to bus stops in the vicinity being secured by way of a s106 agreement.

Subject to the recommended conditions the CHA does not have an objection to the proposed new accesses into the site off Burnt Common Lane or the proposed parking provision.

Several comments from third parties relate to the concern that the development would have on the existing difficulties experienced at the junction of Burnt Common Lane and Portsmouth Road and the risk to highway safety from the increased vehicle movements on both cars and pedestrians in the area. The CHA has not raised any objection to the proposed visibility splays in both directions, which are considered adequate to enabling drivers to see along Burnt Common Lane in both directions when exiting the proposed development accesses. The access also allows drivers to see vehicles exiting and entering Burnt Common Lane. The likelihood of conflict occurring between vehicles and pedestrians travelling along the lane, which is restricted to a 30 limit, and vehicles entering/exiting the proposed and existing accesses is considered to be small. This is because there is unlikely to be a significant increase in the number of vehicle movements. It is considered given the low level of movement generated by the proposed development and the low likelihood of conflict any recommendation for refusal would not be warranted. Further concerns have been raised concerning the increase in cars parked along the road. However, whilst this is an acknowledged concern, it is considered that the likely net additional traffic generation resulting from the proposed development would not have a material impact on the safety and operation of the adjoining public highway.

In terms of parking provision, the proposal would accommodate 61 allocated car parking spaces for the 30 residential units and 3 visitor spaces, as well as retaining the existing parking at Oldlands. The 30 properties would range in size from one, two, three and four bedroom properties and according to the adopted parking standards this would require a parking provision of 52 spaces. The provision is therefore slightly above the maximum parking standards required for this application. Given the more rural location of this site and therefore the likelihood that car ownership would be higher than if it was in a more urban location, the level of parking provision is considered to be acceptable. A condition is recommended to ensure adequate bike storage for each dwelling.

The proposed layout has been designed in accordance with the manual for streets and as such is considered to be acceptable in terms of the width of the access roads. A new pedestrian walkway will run within the soft landscaped buffer along the road frontage, providing a safe pedestrian / cycle link through the development. A pedestrian / cycle link is also proposed through to the Garlick's Arch site. As set out in the D&A statement, the proposed scheme will create a new extension to the existing residential neighbourhoods of Burntcommon and Send Marsh with good links to existing facilities and amenities through the enhancement of the local footpath, cycleway and highway network together with enhanced public transport provision.

The submitted Transport Statement has submitted information regarding the transport accessibility of the site. The statement states that the maximum walk distance for commuting is 2km, reasonably fit people can comfortably cycle 8km and walking distances to bus stops should not exceed 400. In this case the report states that there are paths which provide access to Send Village Centre and Ripley. Portsmouth Road has a designated cycle lane allowing access to

Ripley and Send and other cycle routes provide access to Burpham (about 2.7km away). The nearest bus stop is approximately 100m from the site. This bus stop provides access to routes between Guildford and Woking and between Kingston-upon Thames and Guildford. The timetable submitted shows that the routes are available on a reasonably frequent basis during the week and weekends which would provide residents with an option to regularly use the bus routes.

The applicant has agreed to provide the necessary financial contribution required by the CHA to allow for the implementation of 2 bus shelters and their foundations in the vicinity of the application site. The CHA has stated that the Ripley bound stop should be moved slightly west, closer to the pedestrian refuge or an informal crossing should be implemented so people with mobility issues or with pushchairs can access the stop safely. The stop should be provided with 140mm high kerb for 7m. These measures would improve the service and encourage travel by sustainable modes of transport to deter use/need of private vehicles.

The nearest railway station is Clandon rail station, approximately 2.3km miles from the site, which has regular services to London Waterloo and Guildford and Woking Station can be accessed via the bus service. Furthermore, the site is within cycle and walking distance of local services at the petrol station and Send village centre. The site is therefore considered to be reasonably accessible to local services in the village.

The proposal therefore accords with Policy ID3 of the LPSS 2015 - 2034.

Trees and vegetation

An Arboricultural Impact Assessment and Method Statement has been submitted with the application. The Council's Tree Officer has no objection to the application. The majority of significant trees are located on the boundary of the development site and Burnt Common Lane. All these trees are proposed to be retained. To facilitate the development, tree removal will be required. One B category Ash tree, T10 will be removed. All other trees proposed for removal are in the lower two categories, C and U, and are not of a quality that should represent any constraint to development. The removal of these trees is mitigated for by replacement planting proposed as part of the detailed Landscape Plan.

A significant proportion of the Ash within the borough exhibit the early signs of the disease referred to as 'Ash Dieback'. It simply not viable to retain Ash unless they are significant landmark trees. The linear group of Silver Birches (G8), planted on the eastern boundary with the Garlick's Arch site, are proposed be retained to act as site screening. The group are currently tightly planted, and thinning of the group is proposed to alleviate competition pressure, with the canopies trimmed back to rebalance the crowns. Where removal of trees is proposed, replacement hedging is proposed to ensure there is site screening.

It is therefore concluded that subject to a condition to ensure that the development is carried out in accordance with the submitted Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement to ensure replacement planting in line with the landscaping proposals, there will not be a detrimental impact on the trees and vegetation or the visual amenities they provide. The proposal therefore accords with Policy NE5 of the saved Local Plan.

Impact on biodiversity and protected species

The presence of protected species is a material planning consideration, which needs to be addressed prior to any permission being granted.

Circular 06/2005 (Biodiversity and Geographical Conservation - Statutory Obligations and Their Impact Within the Planning System) states that "it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before planning permission is granted otherwise all relevant material considerations may not have been addressed...".

The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

An Ecological Appraisal Report (by ACD Environmental, dated 14 January 2020) and Ecological Impact Assessment (EIA) (by ACD Environmental, dated 25 August 2020) have been submitted with the application.

The EIA has been informed by a desk study and survey work comprising a Phase 1 Habitat Survey with visual survey for badger and emergence surveys for bats. The conclusions of these reports are:

- habitats present on site are amenity grassland, semi-improved grassland, hedgerows with trees, hedgerows (intact - species poor), woodland (planted orchard) and allotment, introduced shrubs - these habitats are common in the wider landscape
- species present on site include nesting birds, commuting and foraging bats, as well as roosting bats within retained house.
- no records of dormouse from the 2km search area. the site is assessed as being of negligible value for dormice.
- no evidence of barn owl found during the survey
- the application site contains habitats that are of up to local value, and that provide opportunities for roosting bats, and opportunities for birds to nest and forage
- the residential house at Oldlands supports a brown long-eared bat roost and the garage supports an occasionally used common pipistrelle roost. These buildings are to be retained within the final scheme along with existing gardens, therefore no mitigation is required.
- mitigation for impacts on nesting birds are required to include removal of vegetation and buildings outside of the bird breeding season if possible, and to provide replacement habitat planting at the boundaries of the application site.
- measures to mitigate for other impacts have been set out along with recommendations for enhancement of the application site's ecological value
- implementing the recommendations will ensure that there are no significant impacts upon protected species

Whilst there are no concerns regarding the impact of the proposals on protected species, Surrey Wildlife Trust raised concerns regarding the net loss of biodiversity that would result from the proposed development.

Biodiversity net gain

A Letter of Report dated 10th December 2020 (from ACD Environmental) was subsequently submitted. This provides additional information with regards to the biodiversity baseline of the development site in order to identify whether biodiversity is lost or retained as a result of development. This additional information states that the development will result in a net loss of nearly 39% of baseline habitats. Compensation for loss of these habitats is not incorporated

within the design of the footprint of the development site and no off-site compensatory habitats creation provision is suggested.

The Letter of Report does indicate that the development will result in an increase in linear habitats by 51%, primarily through the planting of hedgerow. Provision of additional linear habitat is welcomed for providing additional ecological connectivity within the landscape. However SWT advised that linear habitat provision is not acceptable as appropriate compensation for loss of baseline semi-improved grassland habitats. Baseline grassland habitats and linear hedgerow habitats have different ecological functions. The conclusion has to be drawn that the development results in a net loss of baseline biodiversity units of largely semi-improved grassland which cannot be offset by the provision of new linear habitats.

SWT therefore recommend that further information was required from the applicant to demonstrate that the net loss of baseline habitats is appropriately avoided, mitigated and as a last resort, compensated for, in line with the mitigation hierarchy, prior to the determination of this planning application.

The following additional information has subsequently been submitted by the applicant:

- Excel spreadsheet presenting results of the DEFRA V2.0 Biodiversity Metric, assessor H. Roberts, dated 7th December 2020.
- Drawing titled Landscape Proposals, author ACD Environmental Ltd, dated April 2021 ref no. CRO18974-13-Sheet1
- 'Ecological Management Plan – Offsetting Parcel', dated 13th April 2021, author ACD Environmental Ltd.

The above referenced documentation acknowledges that the proposed development will result in a net loss of biodiversity at the development site and proposes that this biodiversity loss is compensated for via ecological enhancement measures at an offsite location detailed within the Ecological Management Plan above. The offsite location comprises of a 0.65Ha (approx) piece of land which currently part of a farmer's field off Tithebarn's Lane, located approximately 400 metres away on the eastern side of the A3.

SWT advise that should the Council be minded to grant permission of the above referenced planning application, that the offsite ecological enhancement measures presented with the above referenced Ecological Management Plan are secured, through legal agreement, with secure land tenure, financial and ecological site management provision for a minimum of 30 years from date of grant. In addition, the Council should also ensure that development site (on-site) ecological impact avoidance and mitigation measures are secured for the long term, as proposed within previously submitted documentation. These measures will need to be secured by way of a S106 agreement. SWT has advised that with the above appropriately secured, that the applicant is able to demonstrate no net loss as a result of development and that the policy obligations of the National Planning Policy Framework is therefore met.

In addition, due to the proximity of important habitat, including irreplaceable ancient woodland, SWT advise that a condition is attached to require the development process to be undertaken under the control of an approved Construction and Environmental Management Plan (CEMP), to help protect adjacent habitats from the adverse effects likely to arise from development works.

SWT also advised that a condition is attached to require the applicant to submit for approval a Landscape and Ecological Management Plan (LEMP) for this site which should incorporate the provision, conservation management and on-going monitoring of public open space habitats, species populations and ecological enhancements.

It is concluded that subject to the recommended conditions and a S106 agreement to secure the required mitigation measures and ecological enhancements, the proposed development would comply with the requirements of the NPPF and Policy ID4 of the LPSS 2015-2034.

Thames Basin Heaths Special Protection Area

The application site is located within 400m to 5km buffer zone of the Thames Basin Heaths. Natural England advise that new residential development in proximity of the protected site has the potential to significantly adversely impact on the integrity of the Thames Basin Heath through increased dog walking and an increase in recreational use. The application proposes a net increase of 30 residential units and as such has the potential, in combination with other development, to have a significant adverse impact on the protected site.

As part of the application process the Council has undertaken an Appropriate Assessment (AA), which concluded that the development would not affect the integrity of the European site either alone or in combination with other plans and projects in relation to additional impact pathways subject to the application meeting the mitigation measures set out in the TBHSPA Avoidance Strategy. Natural England (NE) has advised that it will not object to an Appropriate Assessment (AA) undertaken which concludes no adverse effects on the integrity of the TBHSPA due to measures being secured and required to be put in place through a legal agreement and accord with the provisions of the Development Plan and the adopted Guildford Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2017.

The applicant has agreed to enter into a legal agreement to secure the necessary contributions. As such, it is concluded that the development would not impact on the TBHSPA and would meet the objectives of the TBHSPA Avoidance Strategy 2017 and Policy NRM6 of the South East Plan 2009. For the same reasons the development meets the requirements of Regulation 61 of the Conservation of Habitats and Species Regulations 2010.

Flooding and land drainage

The site is not designated as being within Flood Zones 2 or 3. All areas not designated as Flood Zones 2 or 3 are designated as Flood Zone 1. The application site is therefore within Flood Zone 1 (Low Probability), this zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1per cent). Paragraph 100 of the NPPF states that development be directed away from area at the highest risk. The proposal is therefore an acceptable location for new residential development in line with the aim of the NPPF.

However, for development proposals on sites of one hectare (or above) the vulnerability to flooding from other sources as well as from river and sea flooding, and the potential to increase flood risk elsewhere through the addition of hard surfaces and the effect of the new development on surface water run-off, should be incorporated in a Flood Risk Assessment (FRA).

The Flood Risk Assessment includes a sustainable surface water drainage strategy to ensure there is no increase in flood risk. The Local Lead Flood Authority (LLFA) has assessed the report and the drainage strategy and has raised no objection to the addition of 30 houses in terms of surface water drainage, subject to the exact details of sustainable drainage systems (SuDS) being agreed. This can be dealt with by condition. Conditions are also recommended to ensure the implementation and maintenance of the drainage strategy for throughout the lifetime of the development would be secured by condition. With such a condition imposed and the agreed details implemented, the development will not exacerbate any existing surface water drainage problems within the area.

Archaeological impact

A desk based archaeological assessment has been submitted by the applicant. The report concludes that the site has a generally low potential for archaeological remains but that this may be a reflection of the fact that little previous fieldwork has been carried out in the vicinity of the site. Therefore the report suggests further archaeological investigations may be required in order to clarify the nature, extent and significance of any archaeology that may be present.

The County Archaeologist agrees with this conclusion and advises that in the first instance the work should consist of a trial trench evaluation which will identify any archaeological remains and thus enable suitable mitigation measures to be developed for the site.

A condition is recommended to secure the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the LPA.

Sustainable design and construction

Guildford Borough Council has declared a climate emergency, Policy D2 of the Adopted Local Plan sets out the measures that must be met by new developments. This is supported by the recently adopted Climate Change, Sustainable Design, Construction & Energy SPD 2020. New buildings are required to:

- Achieve a 20% reduction in carbon emissions over and above Building Regulation Standards
- Water Efficiency measures
- Applications for development, including refurbishment, conversion and extensions to existing buildings should include information setting out how sustainable design and construction practice will be incorporated

The Climate Change SPD clarifies when this information should be provided, whilst it states some information should be forthcoming at the time of submission. It is important to have this information early to ensure sustainability principles drive early site design.

Details of proposed measures

An Energy and Sustainability report prepared by Bluesky Unlimited has been submitted with the planning application which addresses the requirements of Policy D2. This details the proposed sustainability measures to be incorporated in the development. These measures are summarised as follows:

Agenda item number: 4(2)

The buildings have been designed and will be constructed to reduce energy demand and carbon dioxide emissions. Once cost effective structures have been designed, low-carbon and renewable technologies have been considered for installation to provide heat and/or electricity.

The following hierarchy has been followed:

- Lean reduce demand and consumption
- Clean increase energy efficiency
- Green provide low carbon renewable energy sources

The water efficiency measures incorporated within the houses will ensure the water use is less than 110 litres per person per day and achieves the enhanced standard required by the Building Regulations.

Passive Design Measures will include:

Passive Solar Gain

- Passive measures include allowing for natural ventilation and exposed thermal mass coupled with high levels of insulation, air tightness and the control of solar gain. The position of the buildings within the site is in context with surrounding development. However, the homes are generally positioned with either a northwest and southeast orientation or a southwest and northeast orientation. The apartments are all designed with at least dual orientations. All units have access to direct sunlight at some point throughout the day.
- Natural Daylighting
- The orientation and the size of the windows have been optimised to maximise the amount of natural daylight and therefore reduce the demand for artificial lighting.

Efficient Building Fabric - Building Envelope

- U-values of the building envelope must meet Building Regulations standards and further improvements to U-values will reduce the houses heating requirements.
- Ground floors, external walls and roofs will be insulated
- Windows will be double glazed
- Air Leakage - Large amounts of heat are lost in winter through air leakage from a building (also referred to as infiltration or air permeability) often through poor sealing of joints and openings in the building. The Building Regulations set a minimum standard for air permeability of 10 m³ of air per hour per m² of envelope area, at 50Pa. It is proposed to achieve a 50% improvement over Building Regulations and the buildings will target a permeability of 5.0 m³/hr/m².

Active Design Measures will include:

- Efficient Lighting and Controls - Throughout the scheme natural lighting will be optimised. Building regulations require three in four light fittings (75%) to be dedicated low energy fittings. The homes will exceed this and all light fittings will be of a dedicated energy efficient type. External lighting will be fitted with time controls and light sensors to ensure illumination is restricted to required times. External lighting will be limited to a maximum fitting output of 150w.
- Space Heating and Hot Water

Proposed renewable energy technologies:

The policy can be achieved through the installation of 48 x 400W photovoltaic panels (6 panels on each of Plots 1-5, 13, 14 & 20) OR the installation of air source heat pumps into 10 detached houses (Plots 1- 6, 12-14 & 19). The panels located on Plots 1, 13 & 14 are orientated towards the east and therefore the output has been discounted to 85%. All panels could be located on rear or non-prominent side elevations and would not detrimentally impact on the aesthetics of the development. A Site Layout drawing has been submitted with the report showing the possible locations of the photovoltaic panels or those homes that could be equipped with air source heat pumps (Options 1 & 2 respectively).

The above proposed measures will be secured through the use of suitably worded planning conditions to ensure they are implemented as part of the development. The provision of electric vehicle charging points and secure cycle storage can also be secured by condition. In addition, a condition is also recommended to ensure a Site Waste Management Plan is submitted to the LPA for approval prior to the commencement of development, to ensure construction waste is dealt with in a sustainable manner.

As a result, the proposal accords with the requirements of Policy D2 of the LPSS: 2015-34 and the Council's Climate Change, Sustainable Design, Construction & Energy SPD 2020.

Section 106 requirements

The following contributions are required in connection with proposed development and the infrastructure demands generated by it:

Affordable Housing

There is a requirement that 40% are affordable for applicable schemes; in accordance with Policy H2 of the 2019 Local Plan. The application proposes 12 affordable units (as set out above), which is a total of 40%. Further clarification is required regarding the tenure of the houses proposed. Subject to a suitable tenure mix being secured by way of a s106 agreement the proposal is considered to be compliant with the requirements of Policy H2.

Open space provision

In accordance with the Planning Contributions SPD, the following Open Space contributions are required:

30 dwellings are proposed, and the 1,000 population is calculated at 2.5 persons per dwelling. Therefore in this case the calculated population would be 75 people. The following therefore needs to be provided:

- 0.12 hectares of formal playing fields
- 0.06 hectares of children's play space
- 0.03 hectares of amenity space

Total of 0.21 hectares

The proposed layout shows that the development would provide approximately 0.1 hectares of open space comprising of a central area of Public Open Space to the front of the existing dwelling (Oldlands). This central area of open space, which measures approximately 0.1 hectares is considered to be a good usable area for informal recreation and is easily accessible. This area is also well above the requirement for general amenity space and is therefore considered to be acceptable. However the proposal does not propose any children's play space or formal playing fields and therefore in accordance with local plan policy R3 and the Planning Contributions SPD tariff, an off-site financial contribution is necessary for these elements.

Education

The proposed development is in an area where there is pressure on school places. The Planning Contributions SPD identifies that where new development creates additional need or exacerbates an existing deficit in education provision, the developer may be required to contribute towards improving provision within the Borough. Contributions would be sought for units of two bedrooms and above.

Surrey County Council has specified the amount required in connection with this application and the applicant has agreed to these contributions being secured by way of a S106 agreement.

Highways

The CHA has identified requirements for financial contributions towards the following highways improvements connected with the proposed development:

- A contribution of £28,000 for implementation of 2 bus shelters and their foundations within the vicinity of the site

These are considered reasonably necessary improvements to sustainable transport links to the village of Send, associated with the development and to encourage sustainable modes of transport, in line with Policies A41 and ID4 of the 2019 Local Plan.

Healthcare

The proposed development would result in additional use of primary care facilities provided by GP practices. The calculation for the required contribution has been based on the formula provided by the NHS Surrey Heartlands Clinical Commissioning Group in response to the planning application 19/P/02223 for the adjacent Garlick's Arch site. Based on this, the benchmark GP to patient ratio should be 1:1,600. The additional new residents resulting from the proposed development would lead to up to 67 new patients. This equates to 0.04 of a fulltime GP and associated practice staff.

Allowing for a further 20m² per GP to account for use of GP surgeries to support the delivery of community services, this equates to a requirement of 7.4m² of clinical floor space which equates to a financial contribution of £25,900 towards clinical space.

Ecological Enhancements - Offsetting scheme

As set out above, the proposed development would result in a net loss in biodiversity on the application site. The applicant has subsequently put forward an Ecological Management Plan to enhance biodiversity on a separate piece of farmland in close proximity to the application site. The proposed offsite ecological enhancement measures need to be secured by way of a S106 agreement in order to secure land tenure and financial and ecological site management provision for a minimum of 30 years from the date of grant. This will ensure that the development does not result in a net loss of biodiversity and ensure the development complies with the obligations of the NPPF in this regard.

Legal agreement requirements

The three tests as set out in Regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended) require S.106 agreements to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

As the application proposes the provision of additional residential units, in order for the development to be acceptable in planning terms, a S.106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards a SANG, in line with the Guildford Borough Council TBHSPA Avoidance Strategy 2017. This strategy has been formally adopted by the Council. In line with this strategy and the requirements of Regulation 61 of the Habitats Regulations, a S.106 agreement is required to ensure that the 30 additional residential units proposed by this development would not have any likely significant effect on the TBHSPA. The level of financial contribution sought is required to be in line with the specific tariffs set out in the adopted Avoidance Strategy which relate to the number of residential units and number of bedrooms proposed. As such, the requirement for the S.106 agreement meets the three tests set out above. Provided that a S.106 agreement is in place to mitigate against the likely significant effect on the TBHSPA, the proposed development would be considered acceptable in planning terms in this regard. However, the applicant has not been invited to enter into a legal agreement as the development has not been considered acceptable in policy terms. As such without a legal agreement secured, an objection is raised to the development in this regard.

A minimum of 40% affordable housing provision must be provided in accordance with the requirements of the Council's Planning Contributions SPD 2011.

As the application proposes the provision of 30 additional residential units, in order for the development to be acceptable in planning terms, a S.106 agreement is required to secure a financial contribution towards children's play space and formal playing fields. In line with policies G6 and R3 of the saved local plan and the adopted Planning Contributions SPD (2011). The required financial contribution is based on the tariff set out in the Planning Contributions SPD.

The S.106 also needs to secure a financial contribution towards the provision of primary and secondary education, in line with the adopted Planning Contributions SPD (2011) and Surrey County Council's education policy, contained in Surrey Planning Collaboration Project S.106 Planning Obligations and Infrastructure Provision Code of Practice (2007). The required financial contribution (based on the tariffs provided by Surrey County Council) is formula based, dependent on the types of units proposed.

The CHA has also identified requirements for financial contributions towards highways improvements connected with the proposed development. The contribution is based on the cost of providing these improvements as calculated by Surrey County Council.

The required financial contribution for healthcare is based on the formula provided by the NHS Surrey Heartlands Clinical Commissioning Group which estimates the number of new patients likely to result from the development, the amount of additional clinical floorspace required to accommodate these patients and the cost of providing this additional floorspace at a GP practice in the local area.

The S106 also needs to secure the proposed offsite Ecological Management Plan in order to ensure the development does not result in a net loss of biodiversity, in line with the requirements of the NPPF.

As such, the requirement for the S.106 agreement meets the three tests set out above.

Conclusion.

With the adoption of the new Local Plan, this site is no longer designated as being within the Green Belt. The application site forms part of the wider allocated site of Garlicks Arch. Therefore the principle of residential development on the site is acceptable, in accordance with Policy A41 of the 2019 Local Plan.

The concerns regarding the design and layout of development raised under previous applications have been addressed and this revised scheme would result in a development of high quality design, which creates its own identity and character but which is also sympathetic to local character and history, including the surrounding built environment and landscape setting. The proposal represents a well designed scheme in a sustainable location and would provide a net increase of 10 dwellings contributing to meeting the Council's housing need. The provision of housing is a benefit in the balance.

Subject to the recommended conditions the proposal would not have a detrimental impact on highway safety, neighbouring amenity and would not have adverse impact in terms of flood risk.

The development would achieve carbon emission reductions through the building fabric, this would then be complemented by in-situ renewable energy sources to achieve the required 20% carbon emissions reduction. In addition to this there would be a Site Waste Management Plan, electric vehicle charging points and cycle storage. This would support sustainable design, construction and lifestyles.

An Ecological Enhancement Scheme has been put forward to ensure a net gain in biodiversity can be secured. The necessary SANG and SAMM contributions will also be secured by way of a S106 agreement to ensure any adverse impact on the TBHSPA is adequately mitigated.

Subject to conditions and a S.106 Agreement committing to the Heads of Terms noted below, the application is deemed acceptable and is recommended for approval.



Appeal Decision

Site visit made on 22 April 2021

by Martin Chandler BSc MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 26 May 2021

Appeal Ref: APP/Y3615/W/20/3258735

Oldlands, Burnt Common Lane, Ripley GU23 6HD

- 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 Langham Homes against the decision of Guildford Borough Council.
 - The application Ref 19/P/02191, dated 24 January 2020, was refused by notice dated 27 April 2020.
 - The development proposed is the erection of 30no. residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping on land off Burnt Common Lane, Ripley.
-

Decision

1. The appeal is allowed, and planning permission is granted for the erection of 30no. residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping, at Oldlands, Burnt Common Lane, Ripley GU23 6HD, in accordance with the details in application Ref: 19/P/02191, and subject to the conditions in the attached schedule.

Procedural Matters and Main Issues

2. In allowing the appeal, I have removed reference to the appeal site from the description of development, and I am satisfied that making this change has not compromised the interests of the main parties.
3. The planning application was originally refused due to the absence of a completed legal agreement to secure the necessary infrastructure to mitigate the impact of the proposed development. Specifically, this related to contributions towards the Thames Basin Heaths Special Protection Area, as well as highway improvements, education, and off-site open space for children's play space and formal playing fields. In addition, the provision of 40% affordable housing was required.
4. Following the submission of the appeal, the parties have provided a completed and signed legal agreement under Section 106 of The Planning Act 1990 and this agreement provides all of the mitigation required by the Council. Based on the evidence before me, I am satisfied that the infrastructure requirements are necessary to mitigate the effect of the proposed development. Accordingly, they would meet the requirements of Paragraph 56 of the National Planning Policy Framework (the Framework) as well as Regulation 122 of the Community Infrastructure Levy Regulations 2010 (the CIL Regulations).

5. Although usually expected, the mortgagee is not party to the agreement. The evidence confirms that this is their usual position and that it is a long-standing position of the company not to enter into such agreements. This is a shortcoming of the agreement and brings with it an element of risk should the site have to be repossessed. However, I note that the parties are content to proceed on this basis and I have no reason to disagree. Consequently, I am satisfied that the limited risk of repossession should not stand in the way of the development coming forward.
6. As identified above, the obligations are CIL compliant, and therefore, I give the legal agreement full weight in my assessment of the appeal. On this basis, the completed agreement addresses refusal reason 2. Accordingly, the main issues are the effect of the proposal on:
 - i) the character and appearance of the surrounding area; and
 - ii) the Thames Basin Heaths Special Protection Area.

Reasons

Character and appearance

7. The appeal site forms part of a housing allocation which has recently been removed from the Green Belt. It is a strip of primarily undeveloped land with a wide frontage on to Burnt Common Lane, which runs adjacent to the site from north to south. To the southern end of the site, and well set back from the main highway is Oldlands, a detached dwelling, and opposite the full extent of the site, there is an established residential environment that fronts Burnt Common Lane.
8. The existing built up frontage exhibits inherent variety. Houses are not set on a consistent building line, and architecturally, they differ. Some properties are set back from the road, some are closer, and some are angled towards it. In addition, there is a variety of detached and semi-detached houses, and gaps between buildings are not consistent. The spaces between buildings generally offer opportunities for well-maintained landscaping and mature trees and there is also a varied roofscape with pitched and hipped roofs widely apparent. Burnt Common Close offers a more consistent layout with semi-detached houses set around a central parking and turning area in a modest cul-de-sac, but generally the immediately adjacent environment lacks specific uniformity or rhythm within the street scape.
9. The western boundary of the appeal site is generally formed by mature hedgerow and large trees, beyond which is undeveloped open countryside. When this is combined with the verdant spaces between existing dwellings, and the variety found in the layout of houses, the character and appearance is one of a pleasant, transitional environment between edge of settlement and open countryside, to which the appeal site contributes positively. However, as identified above, the appeal site also forms part of a broader allocation for housing development, and accordingly, its character and appearance will evolve and change over time.
10. The proposal would introduce 30 new dwellings onto the site. To the south, Oldlands would be retained and an arc of four houses would run from the retained dwelling towards the highway. Opposite Oldlands, plots 5 and 6 would look towards the retained dwelling and into the proposed development.

Accordingly, these dwellings would present their rear elevation and amenity space to the existing highway. This would contrast with the prevailing nature of the surrounding development as houses generally front, or at least run perpendicular to, Burnt Common Road. However, despite this, the proposal details that existing trees and landscaping would be retained at this location and the retention of these features would soften the appearance of plots 5 and 6.

11. To the north of these two properties would be an area of public open space. This would be set forward of plots 7 – 12 and due to its size and central location, it would provide a spacious quality to the proposed layout. Retained trees would be supplemented by proposed landscaping and the resultant space would assist in partially retaining the transitional verdant quality of the existing environment.
12. Plots 17 – 20 would sit forward of the main run of houses which would back on to the eastern boundary of the site. Due to this siting, on plan they occupy a somewhat awkward location. However, the design of the houses is such that they would front Burnt Common Lane. They would also be set back from the road behind a linear open space that would be landscaped and contain a meandering footpath. The mature hedgerows would also be retained along with important trees. Accordingly, rather than appearing as an incongruously sharp arrangement, the landscaping and space to the front of the site would generate a pleasant setting for the two pairs of houses, and one that would complement the verdant surroundings. The rear elevations would be of less visual interest, however, the dwellings opposite would provide interest within the street and would therefore ensure a suitably active frontage.
13. Moving to the north of the proposed layout, I note the concerns in relation to Plots 23 – 30. The siting of these buildings does run contrary to the more linear nature of the rest of the proposal. However, their flank elevations would have some visual interest, and as identified above, the immediate surroundings do exhibit variety within the street scene in terms of the positioning of buildings. When assessed in this context, I am satisfied that the buildings would be experienced as an additional example of such variety. An area of hardstanding would also be located between the facing buildings and in isolation, this could be considered to represent a stark piece of urban design. However, the site layout would introduce sufficient pockets of openness to compensate for an isolated area of hardstanding. Consequently, this element of the proposal would not appear fragmented or cramped, and instead, due to the spacious surroundings, it would be suitably integrated with the rest of the proposal. The buildings would be located close to the eastern boundary of the site, however, I have no reason to consider that future proposals could not be adequately designed around this minor constraint.
14. The dwellings themselves would include a mixture of detached and semi-detached houses, with some short terraces also proposed. In my view, such an arrangement compares favourably with the surrounding grain, and for the reasons identified above, I am also satisfied that it would connect in an appropriate manner with the local street scene.
15. I note the concerns regarding the height of some of the properties, but there are examples of 2.5 storey dwellings in the immediate surroundings and due to the limited use of dormer windows, this would not be an overwhelming feature

of the development. Hipped roofs are also commonplace within the existing built environment. Consequently, their use in this proposal would be entirely sympathetic and complementary to the existing street scene.

16. The Council refer to what they perceive as a lack of a special over-arching story for the new settlement and that the proposal would introduce uniform and standardised design that would not reflect the local vernacular. However, for the reasons identified above, in my judgement the proposal would retain important landscaping which would provide a somewhat spacious setting for the development. This would aid the transition from the existing semi-rural environment to what will become a larger housing development. I note the reservations about particular events within the proposed street scene, however, the context opposite is sufficiently varied to accommodate these elements satisfactorily. Moreover, the proposed pedestrian links would enable integration with the broader development and subject to suitable landscaping and boundary enclosures, I have no reason to consider that these would not be well-used and inviting spaces.
17. Paragraph 127 of the National Planning Policy Framework (the Framework) establishes a series of criteria to help achieve well-designed places. In addition, the National Design Guide places distinct emphasis on context, identity and built form. For the reasons identified above, there is nothing compelling in the evidence to persuade me that the proposal would not represent an appropriate layout for the site, or that it would not complement the surrounding character and appearance of the area. Consequently, the proposal would provide a sensible transition between the existing settlement and the broader housing allocation. I therefore conclude that the proposal would not harm the character and appearance of the area. On this basis, there would be no conflict with Policy D1 of the Guildford Borough Local Plan: Strategy and Sites (2019) and Saved Policy G5 of the Guildford Borough Local Plan (2003), as well as Paragraph 127 of the Framework. Taken together, these require all new developments to achieve high quality design that responds to distinctive local character.

Thames Basin Heaths Special Protection Area

18. The appeal site is located within the buffer zone of the Thames Basin Heaths Special Protection Area (SPA). The SPA is designated due to the presence of breeding populations of Dartford Warblers, Woodlarks, and Nightjars and due to the location of the appeal site, the requirements of the Conservation of Habitat and Species Regulations 2017 apply (the Regulations). This requires that I, as the competent authority, must ensure that there are no significant adverse effects from the proposed development, either alone or in combination with other projects, that would adversely affect the integrity of the SPA.
19. The birds identified above nest on or near the ground and as a consequence, they are susceptible to predation of adults, chicks and eggs, and to disturbance from informal recreational use, including walking and dog walking. The proposal would increase the local population in the area and therefore taking a precautionary approach, and when combined with other development within the area, I am satisfied that the proposal would result in an increase in such recreational activity which would lead to a likely significant adverse effect on the integrity of the SPA.

20. Due to this effect, the Regulations place a duty on competent authorities to make an appropriate assessment of the implications of the development proposed in view of the site's conservation objectives. In this respect, and as identified above, the appeal has been accompanied by a legal agreement which would require the appellant to make a financial contribution per dwelling to mitigate the impact of the development. This approach is in full accordance with the Thames Basin Heaths Special Protection Area, Interim SPA Avoidance Strategy (September 2006) and I note that within the evidence, the approach has also been endorsed by Natural England.
21. Based on the evidence before me, I am satisfied that the obligations within the legal agreement would enable the delivery of suitable mitigation that would address the level of harm likely to be caused by the development. In this respect, the agreement is entirely compliant with Regulation 122 of the CIL Regulations 2010. Accordingly, subject to the necessary mitigation, I conclude that the proposal would not result in a significant harmful effect on the integrity of the SPA.

Other Matters

22. I note the comments in relation to the effect of the proposal on infrastructure, however, based on the evidence before me, I am satisfied that the terms set out within the legal agreement would adequately resolve these matters. I am also satisfied that through the use of suitably worded conditions, as well as through the provisions within the legal agreement, that matters regarding noise disturbance and highway safety will be suitably mitigated. Conditions are also set out below to safeguard biodiversity as well as to ensure the development is served by an adequate and safe drainage scheme.
23. It may well be the case that existing housing within the locality is empty, however, no specific evidence in relation to this point has been presented. Regardless of this matter, the site has been allocated for housing within the development plan and I have assessed the appeal on this basis.
24. Finally, I note concerns regarding air pollution, but through the use of planning conditions, I am satisfied that the development would promote sustainable means of both construction and living.

Conditions

25. In light of my findings set out above, conditions 1 and 2 are necessary in the interests of precision and clarity. Condition 3 is necessary to ensure a high quality design, although I have amended the suggested trigger to require the details prior to their installation rather than prior to the commencement of development.
26. Conditions 4 and 5 are necessary to ensure the appropriate use of sustainable construction methods, and conditions 6 and 7 are necessary to ensure high quality design and layout, as well as to ensure suitable refuse provision. Conditions 8, 9, 10, and 11 are necessary in the interests of highway safety, and condition 12 is necessary in the interests of sustainable development. I note the reservations of the appellant in relation to condition 11 and the content of the legal agreement. However, the legal agreement refers to the implementation of 2 bus shelters whereas the condition refers to relocation as well as the provision of accessible kerbing. Accordingly, it is not clear from the

evidence whether there is duplication and therefore I have attached the condition as suggested by the Council.

27. Conditions 13 and 14 are necessary to ensure a suitable landscaping scheme is implemented, and condition 15 is necessary in the interests of tree protection. Conditions 16 and 17 are necessary to ensure the provision of suitable drainage, and conditions 18, 19, 20, 21, and 22 are necessary to protect the landscape, ecological, biodiverse, and archaeological interest of the site.
28. Where conditions require work to be carried out prior to the commencement of development, the appellant has confirmed their acceptance within the evidence before me.

Conclusion

29. The appeal should be allowed, and planning permission be granted.

Martin Chandler

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: P18/28/S/300, 302, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, and 328 and additional information received 27 January 2020 and amended site layout plan, drawing no. P18/28/S/301 rev B received 7 April 2020.
- 3) Prior to their installation, details and samples of the proposed external facing and roofing materials and hard surfacing materials including colour and finish have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and samples.
- 4) Prior to the first occupation of development, an energy statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of how energy efficiency is being addressed, including benchmark data and identifying the Target carbon Emissions Rate TER for the site or the development as per Building Regulation requirements (for types of development where there is no TER in Building Regulations, predicted energy usage for that type of development should be used) and how a minimum of 20 per cent reduction in carbon emissions against the TER or predicted energy usage shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.
- 5) The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.
- 6) The development hereby permitted shall not be occupied until details of all boundary treatment have been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the local planning authority. The approved scheme shall be maintained in perpetuity.
- 7) The development hereby permitted shall not be occupied until details of storage facilities for bins and recycling have been submitted to and approved in writing by the LPA and the facilities shown on the agreed details have been provided and made available for use. These facilities shall be maintained in accordance with the approved details thereafter.
- 8) The development hereby approved shall not be first occupied unless and until space (including garaging) has been laid out within the site in accordance with the approved plans, Drawing No. P18/28/S/301, for vehicles to be parked and for vehicles 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 purposes.

- 9) No part of the development shall be first occupied unless and until the proposed vehicular accesses to Burnt Common Lane have been constructed and provided with visibility zones in accordance with the approved plans, Drawing No. P18/28/S/301, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.
- 10) 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
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Burntcommon Lane or Portsmouth Road during these times
 - (k) on-site turning for construction vehicles 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.
- 11) The development hereby approved shall not be first occupied unless and until the bus stops on Portsmouth Road have been improved, to include relocation of the south-westbound bus stop and provision of accessible kerbing, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter shall be maintained.
- 12) The development hereby approved shall not be occupied unless and until the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7kw 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.
- 13) No development shall take place until full details, of both hard and soft landscape proposals, to include details of new / replacement tree planting (including number, type, size and species of tree) and including a schedule of landscape maintenance for a minimum period of 10 years, have been submitted to and approved in writing by the local planning authority. The

approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained.

- 14) All planting, seeding or turfing approved shall be carried out in the first planting and seeding season following the occupation of the development or the completion of the development, whichever is the sooner. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or diseased in the opinion of the local planning authority, shall be replaced in the next available planting sooner with others of similar size, species and number, unless otherwise agreed in writing by the local planning authority.
- 15) The development shall be carried out in accordance with the Arboricultural Method Statement from ACD Environmental (dated 17 May 2019) and Tree Protection Plan (dwg. no. LANG22486-03D) received 27 January 2020. No machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit, without the prior written consent of the local planning authority. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.
- 16) The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
 - a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.3 l/s.
 - c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
 - d) Details of the receiving watercourse including whether there is sufficient capacity, what condition it is in and if there are any flow restrictions downstream.
 - e) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

- f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - g) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- 17) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).
- 18) Prior to the commencement of development a Landscape and Ecological Management Plan (LEMP) for this site shall be submitted to and approved in writing by the LPA. This should include the following:
- a) description and evaluation of features to be managed;
 - b) ecological trends and constraints on site that might influence management;
 - c) aims and objectives of management advised by the recommended mitigation/compensation actions for habitat and species as detailed in section 6 of the EIA;
 - d) appropriate management options for achieving aims and objectives;
 - e) prescriptions for management actions, together with a plan of management compartments;
 - f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
 - g) details of the body or organisation responsible for implementation of the plan;
 - h) ongoing monitoring and remedial measures.

The LEMP shall also include 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. The approved plan will be implemented in accordance with the approved details.

- 19) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the LPA. The CEMP (Biodiversity) shall include the following:
- a) risk assessment of potentially damaging construction activities;
 - b) identification of "biodiversity protection zones";

- c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- d) the location and timing of sensitive works to avoid harm to biodiversity features;
- e) the times during construction when specialist ecologists need to be present on site to oversee works;
- f) responsible persons and lines of communication;
- g) the role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

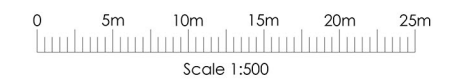
- 20) Prior to the installation of any external lighting on the site, an External Lighting Plan for the site shall be submitted to the LPA for approval and the lighting shall be installed in accordance with the agreed details. Lighting for the proposed development should be designed in line with the Bat Conservation Trust guidelines on artificial lighting and wildlife (Bat Conservation Trust 2018). The lighting design should be reviewed by a suitably experienced ecologist and the impact of this on the bat population assessed.
- 21) No development shall take place until a scheme to enhance the biodiversity and nature conservation interest of the site, in line with the recommendations set out in the consultation response from Surrey Wildlife Trust dated 12 February 2020, has been submitted to and agreed in writing by the local planning authority. The scheme shall be implemented in full prior to the occupation of the development hereby approved.
- 22) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.



Page 250

ADJACENT STRATEGIC HOUSING DEVELOPMENT
(subject to planning)

Ordnance Survey
Licence No. O11320732



Rev	Date	Details
B	03/04/20	Added pedestrian links
A	27/02/20	Location of bin collection points added

PLANNING

ark tec Architectural Consultancy Lodge Farm Barn Elvetham Park Estate Fleet Road, Hartley Wintney Hampshire, RG27 6AS	Client:	LANGHAM HOMES
	Project:	OLDLANDS, BURNT COMMON LANE, RIPLEY
	Drawing:	SITE LAYOUT
t: 01252 845335 f: 01252 845515 e: info@arktec.co.uk w: www.arktec.co.uk	Scale:	1:500 @ A2
	Date:	22/01/20

Notes:
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Drawing Number:	P18/28/S/301	Revision:	B
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