



Contact Officer:

Sophie Butcher, Democratic Services
Officer

11 July 2023

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 19 JULY 2023 at 7.00 pm.**

Whilst Committee members and key officers will be in attendance in person for the meeting, registered speakers as well as ward councillors registered to speak, 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: 382 237 707 105#.

Members of the public may watch the live webcast here:

<https://guildford.publici.tv/core/portal/home>

Yours faithfully

Tom Horwood
Joint Chief Executive

MEMBERS OF THE COMMITTEE

Chairman: Councillor Fiona White
Vice-Chairman: Councillor Vanessa King

Councillor Bilal Akhtar	Councillor George Potter
Councillor David Bilbe	Councillor Maddy Redpath
Councillor Lizzie Griffiths	Councillor Joanne Shaw
Councillor Stephen Hives	Councillor Howard Smith
Councillor James Jones	Councillor Cait Taylor
Councillor Richard Mills	Councillor Sue Wyeth-Price
Councillor Patrick Oven	

Authorised Substitute Members:

Councillor Sallie Barker MBE	Councillor Catherine Houston
Councillor Phil Bellamy	Councillor Bob Hughes
Councillor Joss Bigmore	Councillor Richard Lucas
Councillor James Brooker	Councillor Merel Rehorst-Smith
Councillor Philip Brooker	Councillor Jane Tyson
Councillor Ruth Brothwell	Councillor James Walsh
Councillor Amanda Creese	Councillor Keith Witham
Councillor Jason Fenwick	Councillor Catherine Young
Councillor Matt Furniss	

QUORUM 5

THE COUNCIL'S STRATEGIC FRAMEWORK (2021- 2025)

Our Vision:

A green, thriving town and villages where people have the homes they need, access to quality employment, with strong and safe communities that come together to support those needing help.

Our Mission:

A trusted, efficient, innovative, and transparent Council that listens and responds quickly to the needs of our community.

Our Values:

- We will put the interests of our community first.
- We will listen to the views of residents and be open and accountable in our decision-making.
- We will deliver excellent customer service.
- We will spend money carefully and deliver good value for money services.
- We will put the environment at the heart of our actions and decisions to deliver on our commitment to the climate change emergency.
- We will support the most vulnerable members of our community as we believe that every person matters.
- We will support our local economy.
- We will work constructively with other councils, partners, businesses, and communities to achieve the best outcomes for all.
- We will ensure that our councillors and staff uphold the highest standards of conduct.

Our strategic priorities:

Homes and Jobs

- Revive Guildford town centre to unlock its full potential
- Provide and facilitate housing that people can afford
- Create employment opportunities through regeneration
- Support high quality development of strategic sites
- Support our business community and attract new inward investment
- Maximise opportunities for digital infrastructure improvements and smart places technology

Environment

- Provide leadership in our own operations by reducing carbon emissions, energy consumption and waste
- Engage with residents and businesses to encourage them to act in more environmentally sustainable ways through their waste, travel, and energy choices
- Work with partners to make travel more sustainable and reduce congestion
- Make every effort to protect and enhance our biodiversity and natural environment.

Community

- Tackling inequality in our communities
- Work with communities to support those in need
- Support the unemployed back into the workplace and facilitate opportunities for residents to enhance their skills
- Prevent homelessness and rough-sleeping in 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 MINUTES

To confirm the minutes of the meeting of the Committee held on 21 June 2023 which will be attached as part of the supplementary late sheets. A copy of the minutes will be placed on the dais prior to the meeting.

4 ANNOUNCEMENTS

To receive any announcements from the Chairman of the Committee.

5 PLANNING AND RELATED APPLICATIONS (Pages 19 - 20)

All current applications between numbers 21/P/0211 and 23/P/00871 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.

- 5.1 **21/P/01211 - Land at May and Juniper Cottages, Ash Green Road, Ash, Guildford** (Pages 21 - 78)
- 5.2 **22/P/01786 - Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1** (Pages 79 - 126)
- 5.3 **22/P/01834 - 188 Send Road, Send, Woking, GU23 7ET** (Pages 127 - 136)
- 5.4 **23/P/00219 - Car Park, Royal Horticultural, Society Gardens, Wisley Lane, Wisley** (Pages 137 - 156)
- 5.5 **23/P/00871 - 25 Markenfield Road, Guildford, GU1 4PB** (Pages 157 - 168)

6 PLANNING APPEAL DECISIONS (Pages 169 - 176)

Committee members are asked to note the details of Appeal Decisions as attached at Item 6.

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:

Procedure for determining planning and related applications:

1. A Planning Officer will present the Officer's Report by sharing the presentation on Microsoft Teams as part of the live meeting. Copies of all the presentations will be loaded onto the website to view and will be published on the working day before 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 attend in person to address the meeting in accordance with the agreed procedure for public speaking (a maximum of two objectors followed by a maximum of two supporters). Alternatively, public speakers may join the meeting remotely. In these circumstances, public speakers will be sent an invite by the Democratic Services Officer (DSO) via Microsoft Teams to attend online or via a telephone number and conference ID code as appropriate to the public speaker's needs. Prior to the consideration of each application which qualifies for public speaking, the DSO will ensure that those public speakers who have opted to join the meeting online are in remote attendance. 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 DSO by no later than midday the day before the meeting. In such circumstances, the DSO will read out their speech.
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 comment on an application, either in or outside of their ward, will be then allowed to speak 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. Non-Committee members should notify the DSO, in writing, by no later than midday the day before the meeting of their wish 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 councillors who are not members 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 have 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 have 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) If, during the debate on an application, it is apparent that Committee members do not support the officer's recommendation, the Chairman shall ask if any Committee member wishes to propose a motion contrary to the officer's recommendation, subject to the proviso that the rationale behind any such motion is based on material planning considerations. Any such motion must be seconded by another Committee member.
 - (f) Where such a motion proposes a refusal, the proposer of the motion shall be expected to state the harm the proposed development would cause in planning terms, together with the relevant planning policy(ies), where possible, as the basis for the reasons for refusal. In advance of the vote, the Chairman shall discuss with the relevant

officers, the proposed reason(s) put forward to ensure that they are sufficiently precise, state the harm that would be caused, and refer to the relevant policy(ies) to justify the motion. The Committee shall take a separate vote on each proposed reason for refusal, following which the Committee shall take a vote on the motion to refuse the application based on all of the agreed reasons.

(g) Where such a motion proposes approval, the proposer of the motion shall be expected to state why the proposed development would be acceptable in planning terms, together with the relevant planning policy(ies), where possible. In advance of the vote, the Chairman shall discuss with the relevant officers the proposed reason(s) put forward to ensure that the planning reason for approval is sufficiently precise to justify the motion. In addition, the Committee shall discuss and agree the substance of the planning conditions necessary to grant a permission before taking a vote on the motion to approve.

(h) Where such a motion proposes deferral, (for example for further information/advice) the Committee shall discuss and agree the reason(s) for deferring the application, before taking a vote on the motion to defer.

(i) If the motion is not seconded, or if it is not carried, the Chairman will determine whether there is an alternative motion and, if there is not, the Chairman will move the officer's recommendation and ask another Committee member to second the motion. That motion will then be put to the vote.

(j) A simple majority vote is required for a motion to be carried. In the event of a tied vote, the Chairman will have a second, or casting vote. The vote may be taken by roll call, a show of hands or, if there is no dissent, by affirmation.

6. Unless otherwise decided by a majority of councillors present and voting 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 and Elections Manager detailing the rationale for the request (the proposer and seconder does not have to be a planning committee member). The Democratic Services and Elections 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

The Court of Appeal has held that Planning Committees are not acting in a judicial or quasi-judicial role when deciding planning applications but “in a situation of democratic accountability”. Planning Committee Members **must** therefore:

1. act fairly, openly and apolitically;
2. approach each planning application with an open mind, avoiding 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;
6. ensure that the reasons for their decisions are clearly stated and
7. consider the interests and well-being of the whole borough and not only their own ward.

The above role applies also to councillors who are nominated as substitutes 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:

Officer's 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 online via the planning portal: <https://publicaccess.guildford.gov.uk/online-applications/>.

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 Executive Head of Planning Development. This information is also available online via the planning portal: <https://publicaccess.guildford.gov.uk/online-applications/>

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 2011 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.
- Emerging Local Plan Development Management Policies
- 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 Children 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 in part, which have 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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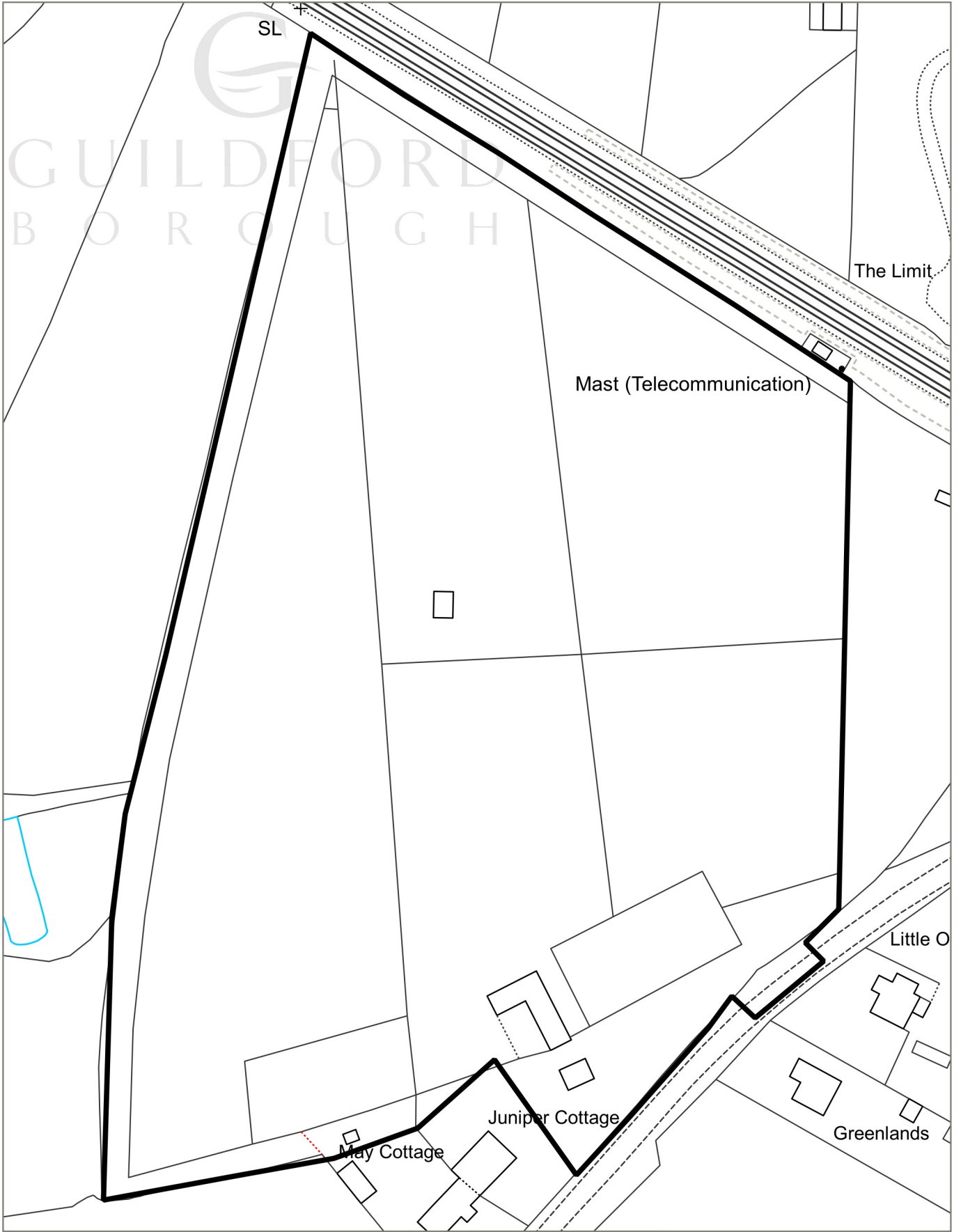
GUILDFORD BOROUGH COUNCIL**PLANNING COMMITTEE INDEX****19/07/2023**

Item No.	Parish	Applicant	Location	App.No.	Rec.	Page
5.1	Ash South	Bloor Homes Southern, River Reach	Land at May and Juniper Cottages, Ash Green Road, Ash, Guildford, GU12 6JH	21/P/01211	APPC	21.
5.2	Bellfields and Slyfield	GBC, C/O Agent	Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1	22/P/01786	APPC	79.
5.3	Send & Lovelace	Mr J Hurst, 188 Send Road	188 Send Road, Send, Woking, GU23 7ET	22/P/01834	APPC	127.
5.4	Send & Lovelace	The Royal Horticultural Society, C/O Agent	Car Park, Royal Horticultural Society Gardens, Wisley Lane, Wisley, GU23	23/P/00219	APPC	137.
5.5	Stoke	Mr Geoff Wells, 25 Markenfield Road	25 Markenfield Road, Guildford, GU1 4PB	23/P/00671	APPC	157.

Total Applications for Committee**5**

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21/P/01211 - Land At May And Juniper Cottages, Ash Green Road, Ash, Guildford



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This map is for identification purposes only and should
not be relied upon for accuracy.

Print Date: 07/07/2023



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GUILDFORD
BOROUGH

21/P/01211 – Land at May and Juniper Cottages, Ash Green Road, Ash,



App No: 21/P/01211
Appn Type: Full Application
Case Officer: Hannah Yates
Parish: Ash
Agent : Mr R. Steele
 Savills

8 Wk Deadline: 25/07/2023

Ward:
Applicant: Mr C. Hebden
 Bloor Homes Southern
 River Reach
 Unit 7 Newbury Business Park
 Lond Road
 Newbury
 RG14 2PS

Location: Land at May and Juniper Cottages, Ash Green Road, Ash, Guildford, GU12 6JH

Proposal: Reserved matters application pursuant to outline permission 18/P/02308, approved on 18/02/2020, to consider appearance, landscaping, layout and scale in respect of the erection of 93 dwellings.

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.

It is noted that the application was included on the Planning Committee agenda for its meeting on 1 February 2023. Owing to the inability to find a chairperson for that meeting, the meeting was cancelled. In the intervening period the report has been updated to take into account submissions received before the committee meeting and the newly adopted policies in the Local Plan Development Management Policies.

Key information

Reserved matters application pursuant to outline permission 18/P/02308, approved on 18/02/2020, to consider appearance, landscaping, layout and scale in respect of the erection of 93 dwellings.

Details of the application

	Private	Affordable rented	Shared ownership	Total
One bed units	3	16	0	19
Two bed units	17	4	7	28
Three bed units	24	5	4	33
Four bed units	11	1	0	12
Five bed units	1	0	0	1
Total	56	26	11	93

This equates to 40% affordable housing provision, with a 70/30 split of affordable rent to other forms of affordable units.

Agenda item number: 5(1)

All homes meet the minimum size requirements as set out in the Technical housing standards – nationally described space standard.

M4(3)(2)(a) 'wheelchair adaptable' standard homes: Plots 11-13, 17, 18, 21,22, 59 & 60

M4(2) 'accessible and adaptable' standard homes: Plots 40, 45, 46, 57 & 58 [Officer note: This layout complies with requirements of condition 5 on the outline permission]

Site area: 3.5 hectares

Density: 27 dwellings per hectare

Density excluding landscape buffers and open space: 33 dwellings per hectare

Allocated parking spaces: 160

Visitor parking spaces: 11

Garage parking spaces: 25 (not included in allocated parking spaces)

Separate secure cycle storage provided for the flats and within sheds/garages for dwellings on plot

The application proposes a number of 2 storey dwellings inclusive of detached, semi-detached and terraces; as well as 4 blocks of flats also 2 storeys in height. The application proposes a Local Equipped Area of Play (LEAP) for children's play space, a central area of amenity green space and overlooked, green landscape buffers to the east and west.

Summary of considerations and constraints

The principle of the development has been established under the outline planning permission (18/P/02308) and the site is allocated under policy A31. The application seeks approval for the layout of the site as well the scale and appearance of the buildings and landscaping.

The application for reserved matters is consistent with current development plan policies, and it is concluded the proposal is in accordance with the Development Plan when read as a whole.

As identified in the body of the report, there are some conflicts with policy ID10 and the Strategic Development Framework SPD which form material considerations. These conflicts relate to parking provision for vehicles and cycles and the future potential of bus use through the site, however no material harm has been identified from these minor breaches. It is also noted that while the proposal does technically breach the Council's new parking policies, these were only emerging when the application was submitted and the applicant had designed a scheme which would have been compliant with the Council's previous parking standards.

In addition, it is acknowledged that the proposal fails to provide a full 'green buffer' between the development and Ash Green Road. However, while the proposal is therefore technically in conflict with policy A31 of the LPSS, Officers have not identified any material harm which would arise from this situation.

The benefits of the proposal include the provision of market and 40% affordable housing. In addition, there are economic benefits flowing from the proposal, as well as the provision of recreational open space including a LEAP for use by existing and future residents.

It is also noted that the proposed layout has responded to the constraints and opportunities on the site, including the adjacent Ash Manor complex. The proposed dwellings have been designed to reflect the local vernacular where materials will be conditioned and boundary treatment and landscaping plans refined ensuring the development is appropriate to the context. The scale and height of buildings is considered appropriate towards the edges of the A31 allocation. The scheme, through its urban design principles will create a place with a sense of identity/place and is considered to have an appropriate relationship with Ash Green. The arrangement of internal roads and pedestrian routes are safe and convenient, allowing for the potential of future permeability in accordance with the outline permission and the Strategic Development Framework SPD.

The design takes into account the amenity of future occupiers as well as providing appropriate separation distances from existing neighbours to avoid overlooking, loss of outlook, loss of daylight and sunlight and to minimise noise and disturbance.

The details secured as part of this application will minimise the harm to the designated heritage assets at the Ash Manor complex, and ensures that the development itself will cause less than substantial harm - at the lower end of the scale. This level of heritage harm was considered to be acceptable at the outline stage given the public benefits of the scheme, and it is not open to the Council to revisit this judgement on this application for reserved matters.

The report will set out that the benefits of this proposal are considered to clearly and demonstrably outweigh the harm which has been identified, which includes the heritage harm which should be given great weight and considerable importance.

RECOMMENDATION:

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

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing Reference	Drawing Title	Drawing Revision	Dated (On GBC website)
SL.01	Amended site layout plan	P_2	10/05/2023
AHL.01	Affordable Housing Layout	M	10/05/2023
LP.01	Location plan	A	03/08/2022
CSL.01	Amended Coloured Site Layout	P_2	10/05/2023
CSE.01-2	Amended Coloured street scenes 2/2	M	10/05/2023
CSE.01-1	Amended coloured street scenes 1/2	K	10/05/2023
HT.BUT.E	Amended House Type Butler Elevations	A	03/08/2022
HT.BUT.P	Amended House Type Butler Floor Plans	B	03/08/2022
HT.BUX-3.E	Amended house type Buxton (2-block) elevations option 3	A	03/08/2022
HT.BUX-4.E	Amended house type Buxton (2-block) elevations option 4	A	03/08/2022
HT.BUX.P	Amended house type Buxton (2-block)	E	03/08/2022

	floor plans		
HT.BUX-2-1.E	Amended house type Buxton 2 bedroom (2-block) elevations option 1	A	03/08/2022
HT.BUX-2-2.E	Amended house type Buxton 2 bedroom (2-block) elevations option 2	A	03/08/2022
HT.BUX-2.P	Amended house type Buxton 2 bedroom (2-block) floor plans	A	03/08/2022
HT.DOR-1.E	Amended house type dorneywood elevations option 1	B	03/08/2022
HT.DOR-2.E	Amended house type Dorneywood elevations option 2	B	03/08/2022
HT.DOR.P	Amended house type Dorneywood Floor Plans	B	03/08/2022
HT.DOR-A.E	Amended house type dorneywood - a elevations	A	03/08/2022
HT.DOR-A.P	Amended house type dorneywood - a floor plans	A	03/08/2022
HT.HAW.E	Amended house type Hawkins elevations	A	03/08/2022
HT.HAW.P	Amended house type Hawkins floor plans	B	03/08/2022
HT.HUX.E	Amended house type huxley elevations	A	03/08/2022
HT.HUX.P	Amended house type huxley floor plans	A	03/08/2022
HT.LIS.E	Amended house type lister elevations	A	03/08/2022
HT.LIS.P	Amended house type lister floor plans	B	03/08/2022
HT.LYF.E1	Amended house type lyford elevations - option 1	A	03/08/2022
HT.LYF.E2	Amended house type lyford elevations - option 2	A	03/08/2022
HT.LYF.P	Amended house type	A	03/08/2022

	lyford floor plans		
HT.PEE-1.E	Amended house type peelee elevations option 1	A	03/08/2022
HT.PEE-2.E	Amended house type peelee elevations option 2	A	03/08/2022
HT.PEE-3.E	Amended house type peelee elevations option 3	A	03/08/2022
HT.PEE.P	Amended house type peelee floor plans	A	03/08/2022
HT.RAL.E	Amended house type raleigh elevations	A	03/08/2022
HT.RAL.P	Amended house type raleigh floor plans	B	03/08/2022
HT.SANM4(2).E	Amended house type Sansom M4-2 (2-block) elevations	C	30/11/2022
HT.SANM4(2).P	Amended house type Sansom M4-2 (2-block) floor plans	B	30/11/2022
HT.TAN(2BLK).E	Amended house type tanner (2-block) elevations	A	03/08/2022
HT.TAN(2BLK).P	Amended house type tanner (2-block) floor plans	A	03/08/2022
HT.TAN.E	Amended house type tanner elevations	A	03/08/2022
HT.TAN.P	Amended house type tanner floor plans	A	03/08/2022
P.1-4.E	Amended plots 1-4 (ht.lyf / ht.dek / ht.dek / ht.lyf) elevations	B	03/08/2022
P.1-4.P	Amended plots 1-4 (ht.lyf / ht.dek / ht.dek / ht.lyf) floor plans	B	03/08/2022
P.8-10.E	Amended plots 8-10 (ht.sym) elevations	B	03/08/2022
P.8-10.P	Amended plots 8-10 (ht.sym) floor plans	B	03/08/2022
P.11-15.E	Amended plots 11-15 (ht.san/ ht.tan / ht.lyf) elevations	A	03/08/2022

P.11-15.P	Amended plots 11-15 (ht.san / ht.tan) floor plans	A	03/08/2022
P.17-19.P	Amended proposed plots 17-19 floor plans	A	30/11/2022
P.17-19.E	Amended proposed plots 17-19 elevations	A	30/11/2022
P.20-22.E	Plots 20-22 Elevations	A	30/11/2022
P.20-22.P	Amended proposed plots 20-22 floor plans	A	30/11/2022
P.28-29.E	Amended plots 28-29 (ht.lyf/ ht.bux) elevations	A	03/08/2022
P.28-29.P	Amended plots 28-29 (ht.lyf/ ht.bux) floor plans	A	03/08/2022
P.39-40.E	Amended plots 39-40 (ht.scu-ht.sun m4(3)) elevations	A	03/08/2022
P.39-40.P	Amended plots 39-40 (ht.scu-ht.sun m4(3)) floor plans	A	03/08/2022
P.62-64.E	Amended plots 62-64 (house type dekker) elevations	A	03/08/2022
P.62-64.P	Amended plots 62-64 (house type dekker) floor plans	A	03/08/2022
P.65-66.E	Amended plots 65-66 (house type sansom) elevations	A	30/11/2022
P.65-66.P	Amended plots 65-66 (house type sansom) floor plans	A	30/11/2022
P.87-89.E1	Amended plots 87-89 (house types tanner & lyford) elevations (sheet 1 of 2)	A	03/08/2022
P.87-89.E2	Amended plots 87-89 (house types tanner & lyford)	A	03/08/2022

	elevations (sheet 2 of 2)		
P.87-89.P1	Amended plots 87-89 (house types tanner 7 lyford) floor plans (sheet 1 of 2)	A	03/08/2022
P.87-89.P2	Amended plots 87-89 (house types tanner & lyford) floor plans (sheet 2 of 2)	A	03/08/2022
P 35-38 P	Amended plots 35-38 (ht.acton) floor plans	B	10/05/2023
P 35-38 E	Amended plots 35-38 elevations	B	10/05/2023
P 35-38 E1	Amended front elevation of bin/cycle store and plots 35-38	A	10/05/2023
P.47-50.P	Amended plots 47-50 (ht.acton) floor plans	B	10/05/2023
P.47-50 E	Amended plots 47-50 (ht.acton) elevations	B	10/05/2023
P.67-74.P	Amended plots 67-74 (ht.acton) floor plans	B	10/05/2023
P.67-74.E	Amended plots 67-74 (ht.acton) elevations	B	10/05/2023
CP.01.PE	Amended car port floor plan and elevations	B	03/08/2022
GAR.01.PE	Amended single garage floor plans and elevations	B	03/08/2022
GAR.02.PE	Amended double garage floor plans and elevations	B	03/08/2022
SHD.01.PE	Amended timber shed floor plans and elevations	B	03/08/2022
BLOO200727 BBS.03 PE	Amended bin and bike store (plots 35-38) floor plans and	B	10/05/2023

	elevations		
BBS.02.PE	Bins and bikes store (plots 67-74) floor plans and elevations	A	03/08/2022
BLOO200727 BBS.01 PE	Amended bin and bike store (plots 47-50) floor plans and elevations	C	10/05/20023
SO136-LS-003F	Amended plot landscaping plan 3/3		10/05/2023
SO136-LS-002F	Amended plot landscaping plan 2/3		10/05/2023
SO136-LS-001F	Amended plot landscaping plan 1/3		10/05/2023
BLOO200727 SE.01-2	Amended street scenes 2/2	M	10/05/2023
BLOO200727 SE.01-1	Amended street scenes 1/2	K	10/05/2023
BLOO200727 RSL.01	Amended refuse strategy layout	J	10/05/2023
BLOO200727 PSL.01	Amended parking strategy layout	N	10/05/2023
BLOO200727 NDAL.01	Amended net development area layout	H	10/05/2023
BLOO200727 DML.01	Amended dwelling material layout	N	10/05/2023
BLOO200727 BML.01	Amended boundary materials layout	N	10/05/2023
HT.SUNM4(3).E	Amended proposed elevations plots 45-46, 57-58	C	01/02/2023
HT.SUNM4(3).P	Amended proposed floor plans 45-46, 57-58	C	01/02/2023
HT.SAS(2BLK)-2.E	Amended proposed elevations plots 92-93	C	01/02/2023
HT.SAS(2BLK).P	Amended proposed floor plans plots 92-93	D	01/02/2023
HT.DEK.E	Amended proposed elevations plots 5-6, 55-56	C	01/02/2023

HT.DEK.P	Amended proposed floor plans plots 5-6 55-56	C	01/02/2023
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Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

2. No development above ground level shall take place (excluding ground works, demolition and construction up to damp proof course (dpc) and the construction of the access) until a written schedule with details of the source / manufacturer, colour and finish, OR samples on request, of all external facing and roof materials have been submitted to and approved in writing by the Local Planning Authority. The schedule must include the details of embodied carbon / energy (environmental credentials) of all external materials. The development shall only be carried out in accordance with the agreed details.

Reason: To ensure that a satisfactory external appearance of the development is achieved and to ensure materials that are lower in carbon are chosen.

3. No development above ground level shall take place (excluding ground works, demolition and construction up to damp proof course (dpc) and the construction of the access) until detailed drawing and/or samples of the:

- a) porches
- b) fenestration details; and
- c) fascias, soffits and gutters

to be used externally have been submitted to and approved in writing by the Local Planning Authority. The details should include sections, plans and elevations on drawings at a scale of at least 1:20. The development shall only be carried out using the approved external materials.

Reason: To ensure that the appearance of the development is satisfactory, taking into consideration its location within the setting of the Ash Manor complex.

4. Prior to first occupation of the development hereby approved, a detailed landscaping scheme, in accordance with the overall principles of the submitted landscaping plans (SO136-LS-001 Rev F, SO136-LS-002 Rev F and SO136-LS-003 Rev F) shall be submitted to and approved in writing by the Local Planning Authority. The submitted landscaping scheme shall include full details of:

- a) hardstanding surfaces;
- b) soft landscaping – this must include a supplemented and robust boundary along the western side of the site adjacent to the Ash Manor complex;
- c) public seating

The scheme should incorporate measures to design out the opportunity for car owners to use verges for parking. For examples knee rails, mounding, dense evergreen shrubs rather than grass, and tree protection should be considered. It will also need to provide further details of how the railway buffer will be secured and maintained - boundaries will need to be clearly defined and maintenance responsibilities clearly explained.

The approved landscape scheme (with the exception of planting, seeding and turfing) shall be carried out in accordance with the approved plans and shall be implemented prior to the occupation of the development and retained thereafter.

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

5. 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.

6. Prior to first occupation of the development hereby approved, an amended boundary treatment plan which details the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure shall be submitted to and approved in writing by the local planning authority. The submitted plan needs to take the following into account:

- Replace long stretches of public facing fencing to the sides of plots 20, 19 and 1 with a more appropriate response (for example brick wall, climbers and trees). Rationalise low fencing to fronts of plots 5,6,19 and 20. (Street Scene Section B)
- Amend fencing to the side of 47-50 to a more appropriate response (for example cleft fencing) and provide access for maintenance
- The scheme should incorporate measures to design out the opportunity for car owners to use verges for parking

Development shall be carried out in accordance with the approved details prior to the development first being occupied and shall be maintained in perpetuity.

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

7. The development must accord with the Arboricultural Method Statement prepared by ACD Environmental (Ref. BLO22959ams) dated 27/07/2022 and the Tree Protection Plan (Ref. BLO22959-03).

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

8. No development, or site preparation prior to operations which has any effect on compacting, disturbing or altering the levels of the site, shall take place until a person qualified in arboriculture, and approved by the Local Planning Authority, has been appointed to supervise construction activity occurring on the site. The Arboricultural Supervisor will be responsible for the implementation of protective measures, special surfacing and all works deemed necessary to ensure compliance with the approved ACD Environmental (Ref. BLO22959ams) dated 27/07/2022 and the Tree Protection Plan (Ref. BLO22959-03).

Reason: To retain and protect the existing trees which form an important part of the amenity 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.

9. Before any equipment, materials or machinery are brought onto the site for the purposes of development, a pre-commencement site meeting between the Tree Officer, Arboricultural Supervisor and Site Manager shall take place to confirm the protection of trees on and adjacent to the site in accordance with approved ACD Environmental (Ref. BLO22959ams) dated 27/07/2022 and the Tree Protection Plan (Ref. BLO22959-03). The tree protection shall be positioned as shown on the Tree Protection Plan, before any equipment, materials or machinery are brought onto the site for the purposes of the development.

The tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of appropriate monitoring and compliance by the pre-appointed Arboricultural Supervisor.

Reason: To retain and protect the existing trees which form an important part of the amenity 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.

10. All existing 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 10 years from the first occupation of the development.

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.

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.

Reason: To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained landscape features.

11. Prior to the first occupation of any dwelling hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the BEEP, its Addendum, and the Landscape Strategy Drawings (which should be appended to the document); and should include, but not be limited to the following:
- a) Description and evaluation of features to be managed, including but not limited to:
 - i. Retained, enhanced, and newly created habitats
 - ii. The Ancient Woodland and its buffer
 - iii. Areas of the site being managed specifically for reptile species
 - iv. Bird and bat boxes
 - v. Boundary fencing
 - b) A reptile mitigation strategy
 - c) Ecological trends and constraints on site that might influence management
 - d) Aims and objectives of management
 - 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
 - i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery
 - j) Monitoring strategy, including details of 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 development shall then be carried out in accordance with the approved details.

Reason: To ensure satisfactory landscaping and to prevent adverse impacts on protected species resulting from the proposed development works.

12. No development shall take place, until an amended Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. In addition to what is contained in the submitted CEMP, the amended CEMP shall provide for:
- a) Map showing the location of all ecological features
 - b) Practical measures to avoid and reduce impacts during construction, including, but not limited to, areas where reptiles are present, particularly reptile receptor areas
 - c) The requirement for ground level bat roost assessment prior to tree works
 - d) Responsible persons and lines of communication
 - e) Use of protected fences, exclusion barriers and warning signs, including:
 - i. Erection, maintenance, repair, and removal of reptile exclusion fencing
 - ii. Erection, maintenance, and repair of boundary fencing installed to protect the Ancient Woodland buffer zone.

Reason: To ensure that satisfactory measures are put in place to protect the environment during the construction period. It is considered necessary for this to be a pre-commencement condition because the management of the construction needs to be considered before construction commences.

13. Prior to the start of development works, a survey of the site by an appropriately qualified and experienced ecologist shall be submitted to, and approved in writing by the LPA. The survey should be undertaken within the proposed development boundary and a 30m buffer where possible, to search for any new badger setts and confirm that any setts present remain inactive. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the LPA to prevent harm to this species.

Reason: To prevent adverse impacts on protected species resulting from the proposed development works.

14. No external lighting shall be installed on the site or affixed to any buildings on the site unless the local planning authority has first approved in writing details of the position, height, design, measures to control light spillage and intensity of illumination. Only the approved details shall be installed.

Reason: To prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works and in the interest of minimising harm to nearby heritage assets.

15. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the local planning authority. Following completion of the remediation works, a verification report must be submitted to and approved in writing of the local planning authority.

Reason: 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.

16. Before any development is commenced (excluding demolition, ground works and construction up to damp proof course (dpc) and the construction of the access), a fully detailed scheme for protecting the proposed gardens/amenity areas from noise from the adjacent railway line shall be submitted to and approved by the Local Planning Authority (LPA). The scheme shall comprise such works as are necessary to ensure compliance in general terms with the desirable noise levels detailed in the WHO 2000 Guidelines for Community Noise. Any works which form part of the scheme shall be fully completed before any part of the noise-sensitive development is occupied unless an alternative period is agreed in writing by the LPA and shall thereafter be maintained in perpetuity.

Reason: To safeguard the residential amenities of the proposed properties adjacent to the railway.

17. Works related to the construction of the development hereby permitted, including works of demolition or preparation prior to building operations, shall not take place other than between the hours of 0800 and 1800 Mondays to Fridays and between 0800 and 1330 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the neighbours from noise and disturbance outside the permitted hours during the construction period.

18. The window in the first floor side elevation of plot 80 of the development hereby approved shall be glazed with obscure glass and permanently fixed shut, unless the parts of the window which can be opened is more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

Reason: In the interests of residential amenity and privacy.

19. No occupation of the dwellings hereby approved shall take place until details including plans, have been submitted to and approved by the Local Planning Authority in writing for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to the development 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 building 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.

20. 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.

21. Before the first occupation of the 90th dwelling of the development a certificate demonstrating that Secured by Design (physical security) has been successfully achieved shall be submitted to and approved in writing by the Local Planning Authority.

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

22. No development above ground level shall take place (excluding ground works, demolition and construction up to damp proof course (dpc) and the construction of the access) until amended details of secure cycle parking facilities for the occupants of, and visitors to, the development hereby approved have been submitted to and approved in writing by the local planning authority. These facilities shall be fully implemented and made available for user prior to the occupation of the development hereby permitted and shall thereafter be retained for such use at all times.

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

Informatives:

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

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

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

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. County Highway Authority Informatives:

- 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.

- 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-crossovers-or-dropped-kerbs.
- 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 <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.
- 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. Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment: <https://www.theiet.org/resources/standards/cop-electric.cfm>

4. Lead Local Flood Authority Informatives:

- 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.
- If proposed works result in infiltration of surface water to ground within a Source Protection Zone
- If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

5. Network Rail informatives:

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure

- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any thirdparty access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway should be made aware to the future occupiers of the site. It must also be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains. The appropriate building materials should be used to reduce any potential noise disturbance from the railway.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

Whilst not a planning matter, we would like to remind the applicant of the need to identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

Property Rights

Notwithstanding the above, if any property rights are required from Network Rail in order to deliver the development, Network Rail's Property team will need to be contacted.

If you would like to discuss any of the above, please contact your local Network Rail's Asset Protection team:

Anglia: AssetProtectionAnglia@Networkrail.co.uk

Kent and Sussex: AssetProtectionLondonSouthEast@NetworkRail.co.uk

Wessex: AssetProtectionWessex@NetworkRail.co.uk

To identify your route, please use the link: <https://www.networkrail.co.uk/running-the-railway/our-routes>

6. Thames Water Informatives:

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/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

7. Environmental Healt Informatives:

As this is a large development involving the addition of 100 houses to the area, the applicant should be following the guidance contained in the Institute of Air Quality Management (IAQM) document 'Land-Use Planning & Development Control: Planning For Air Quality': https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/air-quality-planningguidance_Jan17.pdf In particular, the staged approach outlined in Section 6 of this document should be reviewed and followed.

Officer's Report

Site description

The site is within the urban area of Ash and Tongham and forms part of a large site allocated for housing under policy A31 of the Local Plan: Strategy and Sites. The site is also within the 400m to 5km zone of influence of the Thames Basin Heaths Special Protection Area. The application site comprises an irregularly shaped section of land located north of Ash Green Road. The site was most recently used for the keeping of horses and includes a stable building close to the access to Ash Green Road. The site is generally open and laid to grass, containing little development other than the stable building and includes few notable landscape features. The site is generally flat but the site levels fall gradually from south to north in the direction of the railway.

The site boundaries are generally marked with mature trees and hedgerows with an area of ancient woodland marking the eastern boundary and a railway line marking the northern boundary. A number of trees along the western and southern boundary are covered by TPO (No. 7 of 2017). To the south of the site are a number of detached and semi-detached properties along Ash Green Road. To the west of the site is a small complex of buildings known as Ash Manor that contains a number of dwellings and farm structures. The largest building within the complex is Grade II* listed and is converted into two residential dwellings, known as Ash Manor and Old Manor Cottage. To the south of these is The Oast House, which is also in residential use and which includes a stable block off one wing. The Oast House and stables are Grade II listed (one listing). To the south of this is a further residential dwelling known as Oak Barn, which too is Grade II listed.

Proposal

Reserved matters application pursuant to outline permission 18/P/02308, approved on 18/02/2020, to consider appearance, landscaping, layout and scale in respect of the erection of 93 dwellings.

Amended plans and additional information

Through the process of the application determination, three sets of amended plans and a number of amended and additional supporting documents were received in response to concerns raised. The key changes to the application are:

- Reduction from 100 dwellings to 93
- Change in layout to address concerns around the landscape buffers to west and east of the site
- Reduction in height of flats from 3 storey to 2 storey and the introduction of corner turning apartment
- Change in layout around May and Juniper Cottages to provide better enclosure of private space and a better response to the public realm
- A larger and more centralised area of public open space
- Addition of a swale in the SuDs strategy
- Introduction of street trees
- Amended house designs on two plots, so that the development complies with Condition 5 of the Outline Planning Permission which requires 10% of the homes to meet M4(2) standards and 5% to meet M4(3) standards
- The layout has been adjusted in certain locations to ensure adequate turning and servicing for refuse vehicles.

In addition, immediately after Planning Committee in February the applicant submitted a number of other alterations. These included:

- The provision of additional visitor parking bays within the development (increase of ten spaces)
- Bin collection points moved adjacent to plot 23 and opposite plot 30
- Apartment blocks amended to show the entrance lobby widened
- Windows to apartments that face plot 66 have been removed.

A number of re-consultations were undertaken on the amended information, and a summary of the combined responses are found in the consultation section below.

Details of the application

	Private	Affordable rented	Shared ownership	Total
One bed units	3	16	0	19
Two bed units	17	4	7	28
Three bed units	24	5	4	33
Four bed units	11	1	0	12
Five bed units	1	0	0	1
Total	56	26	11	93

This equates to 40% affordable housing provision, with a 70/30 split of affordable rent to other forms of affordable units.

All homes meet the minimum size requirements as set out in the Technical housing standards – nationally described space standard.

M4(3)(2)(a) ‘wheelchair adaptable’ standard homes: Plots 11-13, 17, 18, 21,22, 59 & 60

M4(2) ‘accessible and adaptable’ standard homes: Plots 40, 45, 46, 57 & 58 [Officer note: This layout complies with requirements of condition 5 on the outline permission]

Site area: 3.5 hectares

Density: 27 dwellings per hectare

Density excluding landscape buffers and open space: 33 dwellings per hectare

Allocated parking spaces: 160

Visitor parking spaces: 11

Garage parking spaces: 25 (not included in allocated parking spaces)

Separate secure cycle storage provided for the flats and within sheds/garages for dwellings on plot

The application proposes a number of 2 storey dwellings inclusive of detached, semi-detached and terraces; as well as 4 blocks of flats also 2 storeys in height. The application proposes a Local Equipped Area of Play (LEAP) for children's play space, a central area of amenity green space and overlooked, green landscape buffers to the east and west.

Relevant planning history

On site:

Reference:	Description:	Decision Summary:	Appeal:
22/N/00117	Non material amendment to planning application 18/P/02308 approved 19/01/2023 18/02/2020 to change the description of the approved outline planning proposal.	Approved	N/A

The description of the development approved under planning application ref: 18/P/02308 is: Outline application for development of 100 dwellings (including 40 affordable homes) with access to be determined, with associated garages, parking, open space, landscaping and play areas (layout, scale, appearance and landscape to form the reserved matters).

This NMA changed the description of development of the planning permission to the following: Outline application for development of **up to** 100 dwellings (including **up to** 40 affordable homes) with access to be determined, with associated garages, parking, open space, landscaping and play areas (layout, scale, appearance and landscape to form the reserved matters).

Reference:	Description:	Decision Summary:	Appeal:
22/N/00033	Non-material amendment to planning application 18/P/02308 approved 28/07/2022 18/02/2020 to vary condition 14 on the approved planning permission.	Approved	N/A

Condition 14 on 18/P/02308 now reads:

14. Prior to first occupation, the following package of measures shall be implemented at the applicant's expense through a S278 Agreement, and in accordance with the agreed plans specified:

- A 2m footway shall be provided on the southern side of Foreman Road from the site access towards The Croft in accordance with Drawing Ref: SO136-PLN-003 Rev A as approved under 20/D/00099/4.
- High Friction Surfacing shall be implemented on Foreman Road on the approach to the site access in accordance with Drawing Ref: SO136-PLN-003 Rev A as approved under 20/D/00099/4.
- The speed limit shall be reduced from 40mph to 30mph with associated speed reduction measures, subject to TRO approval, in accordance with Drawing Ref: SO136-PLN-003 Rev A as approved under 20/D/00099/4.
- A 1.5m footway shall be provided from the site access to Foreman Road in accordance with works as approved under 21/P/01166, drawing Refs: SO136-PLN-001, SO136-PLN-002 and A294-AGR-111 P3 and in accordance with Drawing Ref: SO136-PLN-003 Rev A as approved under 20/D/00099/4, unless alternative pedestrian access is submitted to and approved in writing by the Local Planning Authority.

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

This non material amendment application has amended the approved footpath which is required between the application site and Forman Road, from a footpath solely on the north side of Ash Green Road, to one that is on both the north and south side of Ash Green Road, considerably lessening the impact on existing hedgerow and trees along this boundary. The route was very carefully considered by the County Highway Authority, the Local Planning Authority and a local resident group to be the best route achievable within the constraints. The amended footpath is subject to the grant of planning permission 21/P/01166 (see below history on adjacent sites).

Reference:	Description:	Decision Summary:	Appeal:
18/P/02308/S106/2	Deed of variation is proposed to Clause 1 and the second schedule of the Section 106 agreement. Within Clause 1 the Principal Agreement is to be amended to reflect the change in the Affordable Indicative Mix, the Affordable Housing Units, the Affordable Rented Units and the Shared Ownership Units. The amounts will be changed from set numbers to percentages of the total number of dwellings. Amendments to the Second Schedule are also proposed to reflect this.	Pending	N/A
18/P/02308/S106/1	Deed of Variation to the Section 106 dated 18/02/2020 to vary the arrangements for delivery of the SANG to mitigate the impact of the development permitted by the planning permission 18/P/02308.	Approve 12/11/2020	N/A
18/P/02308	Outline application for development of 100 dwellings (including 40 affordable homes) with access to be determined, with associated garages, parking, open space, landscaping and play areas (layout, scale, appearance and landscape to form the reserved matters).	Approve 18/02/2020	N/A

Adjacent sites:

Reference:	Description:	Decision Summary:	Appeal:
	Ash Green Road (footpath application)		
21/P/01166	Alterations to and creation of a new footpath along Ash Green Road, Ash, GU12 6JH	Approve 15/10/2021	N/A

Ash Manor:

20/P/01461	Erection of 69 dwellings with associated vehicular and pedestrian access from Ash Green Road, parking and secure cycle storage, on site open space, landscape and ecology management and, servicing.	Appeal Dismissed 10/05/2022
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Consultations.

A summary of all the responses on the amended scheme is contained below. This is not a verbatim report and full copies of all representations received are available on the electronic planning file, which is available to view online.

Statutory consultees

County Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends conditions relating to space for parking and turning and electric vehicle charging as well as a number of informatives. [Officer note: Conditions covering these points are on the outline permission, and have therefore already been secured].

Surrey County Council are satisfied with the width of the road for the proposed number of dwellings. The access onto Ash Green Road is acceptable for the number of dwellings proposed. Our design guidance suggests an access width of 4.8m up to 100 dwellings, with a radius of 4.5m. The access is 5.5m where it meets Ash Green Road and has a radius of 6m. Although the width reduces to 4.7m for a section, this is acceptable as there is sufficient forward visibility if two larger vehicles were to meet. Manual for Streets does say that carriageway widths can be reduced to act as traffic calming feature. A width of 4.8m allows for one large vehicle (refuse/delivery van) and a car to pass.

The developer has already approached Surrey County Council (SCC) regarding the internal layout and adoption of the spine road, discussions will continue through the S38 agreement process. SCC are satisfied with the alignment of the spine road, the speed controlling bend near dwelling 28 will reduce speeds at this point, there is sufficient visibility within proposed highway based on perceived speeds of vehicles. The shared surface near the community space will require a raised table and kerbs with some upstand to delineate where pedestrians can safely walk through the site. This detail will come out during the S38 technical approval process. The off-street parking provision for the dwellings is satisfactory and in accordance with standards.

However, the indicative visitor parking spaces should be removed from the plan, we have therefore conditioned this plan to be submitted prior to occupation. All other conditions and S106 contributions shall be carried forward from 18/P/02308.

Natural England: No objection, subject to SANG being secured. [Officer note: This was secured through the outline permission]

Historic England: Historic England considers that the scheme will cause some harm to designated heritage assets, and advises that paragraphs 190, 194 and 196 of the NPPF should inform your decision as to whether all harm has been avoided or minimised; that there is a clear and convincing justification for the harm that remains; and the public benefits of the proposal outweigh what we assess to be less-than-substantial harm.

In determining this application you should bear in mind the statutory duty of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Thames Water: Thames Water would advise that with regard to foul water sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Informatives recommended regarding existing public sewers crossing the site.

Lead Local Flood Authority (SCC): No objection. Informatives recommended regarding the Ordinary Water Course.

We are satisfied that the proposed drainage scheme meets the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems.

The Applicant has addressed the comments from our letter dated 23/03/2022 reference LLFA-GU-21-0608 RevA. A buffer has been included along the western boundary to the existing Ordinary Watercourse and a swale has been included. Currently no surface water is indicated entering the swale, full details must be submitted at the detailed design stage.

The surface water drainage for this site will be dealt with under a separate discharge of planning conditions application.

Network Rail: No objections. Due to the proximity of the development to the rail, we request the applicant or developer engage with our Asset Protection and Optimisation (ASPRO) team prior to commencing works. Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway.

Non-statutory consultees

Designing Out Crime Officer Surrey Police: The change in landscape design has addressed concerns around the unobserved landscaping corridors around the edge of the development.

Surrey Wildlife Trust: The applicant has submitted a Biodiversity and Ecology Enhancement Plan (BEEP), prepared by a suitably qualified ecologist, which outlines the general biodiversity enhancements proposed for the site. Section 4.4 of the BEEP states that "the proposed development aims to retain and enhance existing habitats and maintain the connective features of the Site to the wider landscape".

The NPPF (2021) states that "Planning policies and decisions should contribute to and enhance the natural and local environment by...minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures".

We cannot advise the LPA on whether the project will provide measurable net gains for biodiversity due to the absence of a biodiversity net gain metric calculation and biodiversity net gain plan. However, having reviewed the BEEP, we would advise the LPA that "the proposals for retaining and enhancing existing habitats" would likely have benefits for ecology if habitats are created, maintained, and managed appropriately, in line with a Landscape and Ecology Management Plan (LEMP). This document should include a reptile mitigation strategy. Additional condition recommendations in relation to protection of badger and bats.

Internal consultees

Housing Strategy and Enabling Manager: A broadly policy-compliant affordable housing contribution at 40% has been offered, with the appropriate split between affordable rented (26 units) and other affordable intermediate homes (11 units).

Whilst broadly compliant, there is a deficit in 2-bedroom units for affordable rent, with a higher proportion of 1-bedroom units for affordable rent and other less significant variations from the overall SHMA requirements. However, the affordable housing offered as broadly compliant with the policy requirement should be secured within the terms of a legally binding Section 106 agreement, which makes adequate provision for homes at or close to Social Rent as described within the NPPF definitions (Affordable housing for rent – as above), with suitable safeguards in place to ensure the affordable housing units are provided in perpetuity at the development, appropriately managed by a suitable Registered Provider. [Officer note: Affordable housing was secured through the outline permission]

Environmental Health: No objection. Conditions recommended in relation to unsuspected contaminated land, noise from the railway and working hours. Informatives recommended in relation to air quality and good working practices.

Waste and Recycling: Having reviewed the Amended Refuse Strategy Layout, uploaded to the planning portal on 10 May 2023, I no longer hold any objections to this application. The movement of the presentation points and communal bin stores minimises our reserving and allows us to service these properties from the main roadway.

I would suggest that –

- Plots 81 and 82 present waste towards the frontage of their properties
- Plots 52 and 53 present waste towards the road side of plot 53
- Plots 90 and 91 present waste towards the road side of plot 90

The above 3 points are not of major cause of concern due to the low number of containers. We will issue all properties with an Section 46 Notice (EPA 1990) on occupation informing them of how our service works and how they interact with it, including where they must present their bin.

Arboricultural Officer: No objection. I have now had the opportunity to review the revised scheme and in principle support the new layout subject. Conditions recommended relating to conformity with the Arboricultural Method Statement.

- All trees are located on the four boundaries and can be adequately protected during development of the site
- The strip of woodland on the eastern side (outside red line) is identified as ‘ancient woodland’ and is protected in accordance with the Forestry Commission and Natural England standing advice – a minimum 15 metre ecological buffer zone is proposed.

Conservation Officer: Less-than-substantial harm has been identified to the heritage assets of the Ash Manor complex, both individually and collectively. In terms of the harm arising solely from the proposed development, this is judged to be at the lower end of the spectrum, whilst cumulative harm is slightly higher, rising to the lower end of mid-range.

With less-than-substantial harm being identified I therefore advise that paragraph 202 of the NPPF will need to be engaged.

Urban Designer: In summary the amended scheme responds positively to the urban design comments and discussions. Further work is required to understand how the railway buffer would be secured and maintained. Further amendments are also requested to benefit the overall appearance and character of the scheme in relation to materials, on street parking, fencing design details and landscaping. [Officer comment: Where possible, these requested amendments are addressed by a number of conditions]

Parish Councils

Ash Parish Council: Objection.

- Properties potentially overlooking Juniper Cottage
- Garages/Parking located to rear of properties possible source of anti-social behaviour
- Concern about the lack of sufficient parking on local adjoining roads for any potential overflow parking from development
- Two entrances required for development of this size but only one included in plans leading onto a dangerous curve. Access via the proposed adjacent development at Ash Manor not certain.
- Potential for flooding Is the drainage proposed appropriate for the design layout of the site
- 1 five bedroom property is proposed. There is a requirement for smaller dwellings in the area
- Urban design officer to be consulted on the new plans. [Officer comment: Comments have now been received from the Urban Designer on the latest amendments]

Normandy Parish Council: The Council objects in relation to highway safety and traffic generation.

Amenity groups/Residents associations

Ash Green Residents Association: AGRA wish to record their objections to the above planning application on the following grounds:

- The infrastructure required to support development is not available and will not be available at the time of first need. This is due to unspent S106 contributions on infrastructure projects, and infrastructure outlined in the Local Plan: Strategy and Sites not being delivered. [Officer note: This is a reserved matters application, where planning permission for up to 100 units exists. Contributions towards infrastructure provision were secured by way of planning obligation prior to the grant of outline planning permission. All issues relating to infrastructure detailed in the AGRA objection are matters of principle, and do not concern matters which are the subject of this application (appearance, landscaping, layout and scale).]
- Given that the primary route from the adjoining site to the south of Ash Manor does not and may not ever exist, and that the Ash Green Road junction is insufficient for anything more than 5 houses, this application for 97 houses is too great a volume for the junction and should therefore be refused.
- Insufficient assessment of the access at outline stage.
- For the foreseeable future all the traffic will have to go through Ash Green Road. The road is clearly unsuitable for the volume of traffic this site would generate.
- The access road from Ash Green Road is insufficient in size to be the sole access into the site in relation to the number of units served, especially with the narrow 5.5 metre entrance at Ash Green Road. Neither this application nor the outline application have demonstrated that the junction with Ash Green Road can support the additional volume of traffic produced by 97 houses. The application should be refused on the grounds of highway safety until such time as the primary access (through an anticipated link from Ash Road Bridge and through to the adjacent Ash Manor site) is provided. There is no access to the bridge. The bridge has planning permission, but...the land between the bridge and the development site

is not owned by either the developer or the council and there is no information on how this might be achieved. Historic England have also objected to this part of the access road. So, today there is no prospect of this link being completed. [Officer note: The Transport Assessment submitted with the Outline application did assess transport impacts with the access located on Ash Green Road. Matters of access were considered and approved at the time that outline permission was granted, and cannot be revisited as part of this application for reserved matters. The outline application was assessed by SCC in relation to access to the site, inclusive of the option that the Ash Green Road site access remained the only site access. The S106 on the outline permission only requires the closure of the access from Ash Green Road (except in relation to access 7 dwellings) if, and when, the Ash Road Bridge and related link roads have been constructed, and rights of access over them have been conveyed. Neither the bridge or the link roads have been constructed, although the scheme does provide future connections to both (in accordance with the conditions on the outline permission). Therefore the layout now applied for is in accordance with the restrictions placed on the outline permission in this regard. Furthermore, the County Highways Authority do not object to the application and, have stated for the avoidance of doubt that the road widths proposed are acceptable for the number of units proposed].

- The officer report mentions the s.106 contains information on the closure of Ash Green Road. It completely fails to mention that this should have been submitted prior to the submission of the first reserved matters.
- The site does not offer any realistic options of travel other than the car, therefore the site is unsustainable. Access to both GP surgeries and schools would also require a car. The width of the internal roads will not accommodate buses. It is also noted that this aspect of the proposal would not be compliant with the SDF SPD. [Officer note: The matters raised concern the accessibility of the site in principle, which was a matter assessed through the outline permission and cannot be revisited as part of this application. The issue of the widths of the internal roads is addressed in on the section of the officer report on site highway/parking consideration below].
- The applicant has stated that their submitted drainage scheme will not work. Thames Water have provided a no objection response, which is different to the response for the adjacent scheme at land south of Ash Manor. [Officer comment: Drainage is not for consideration as part of this Reserved Matters application. Separate conditions covering the drainage are imposed on the outline permission. Thames Water have been approached regarding an anomaly in the site address on a previous response. This has been rectified within the latest response received from them on 28/10/2022].
- The heritage constraints around this area are well known to AGRA and to the council. The application is within the setting of Ash Manor and earlier amendments have resulted from consideration of the heritage assets. The buffer zone between the development and the historic buildings should be increased. The removal of the access to the Ash Manor site is strongly supported by AGRA as a road would cause harm to the setting of all the listed buildings in the complex. Without an access road the site becomes unsustainable, and should also be refused on heritage grounds. [Officer comment: The existing outline permission requires an access to be provided between the site to the south and the site to the north west. The reserved matters application must proceed in accordance with the outline. This matter was assessed through the outline permission and cannot be revisited under this application. The issue of impact on the heritage assets as a result of the matters relevant to this application (application (appearance, landscaping, layout and scale) are considered below].

- Policy A31 (6) requires a buffer zone to prevent the coalescence of Ash Green with Ash. It also requires sensitive design at site boundaries so as to respect the transition between rural and urban landscapes. May and Juniper Cottages are sited in Ash Green Road, which is defined in the Local Plan as being within Ash Green. Therefore, there must be a suitable buffer zone between those houses and any development. This application, as for the failed Ash Manor one, has an insufficient buffer zone. [Officer note: This comment is addressed in the layout section of the officer report below].
- Believe that the volume of housing in this application is far too great for the current situation. It is very clear that the only thing approved at outline was the access (see below) so therefore the volume is still a debatable issue. There have been many cases where applications have been refused at appeal because the volume at reserved matters stage was deemed unacceptable by the planning committee. We believe the volume is unacceptable given the issues with access, layout, landscaping and infrastructure.
- The housing mix is only broadly compliant but has a deficit of the much needed 2-bed houses [Officer Note: This will be discussed below].
- There are no flats or terraced houses in Ash Green, therefore the proposal would be out of keeping.

Third party comments

34 objections have been received and a summary of all these responses is contained below. This is not a verbatim report and full copies of all representations received are available on the electronic planning file, which is available to view online.

- Access onto Ash Green Road for up to 100 vehicles is unsafe and inappropriate, where Ash Green Road and the adjacent Harpers Road could not accommodate more traffic [Officer note: The site already has planning permission for 100 units under the outline permission, and this matter cannot be revisited]
- Ash Green Road is too narrow
- Insufficient sight line from the now only site entrance
- The application does not support active travel
- Problems with construction traffic [Officer note: The site already has planning permission for 100 units under the outline permission, and this matter cannot be revisited. Condition 16 on the outline permission requires the submission of a Construction Transport Management Plan and Condition 20 on the outline approved the Travel Plan submitted at outline stage]
- Permission should only now be granted for the 5 homes which will access the site from Ash Green Road and not the full 93 as proposed
- No pedestrian footpaths linking the site to anything else [Officer note: The outline permission secured a new pedestrian footpath from the site connecting with the existing footpath on Foreman Road]
- The application should not be approved unless the proposed path down the North side of Ash Green Road is replaced by the agreed path down the South side of the road [Officer note: 22/N/00033 has replaced the previously approved footpath proposal with the agreed alternative on both the north and south side of Ash Green Road]
- Insufficient buffer to Ash Green Road, contrary to A31 policy requirement
- Number of houses proposed is excessive, out of keeping with Ash Green
- Design of houses not in keeping with others on Ash Green Road negatively impacting the street scene of this country road
- Detrimental to the rural character of the area
- Density too great
- No design statement has been made with the proposal being a normal housing estate
- Harm to the setting of Ash Manor, a Grade II* asset, and the Grade II assets Ash Manor Oast, The Oast House and Oak Barn

- Impact on neighbouring amenity - loss of natural light, no green buffer in between May and Juniper Cottages and the new houses, loss of privacy, overlooking and noise and disruption
- Materially alters the village community
- Negative impact on ecology
- Hedgerow and established trees will be removed causing a loss of wildlife habitat
- Negative impact on the Ancient Woodland next door
- The SuDS scheme required for the site by the LPA has been found by Bloor Homes to not be viable
- The drainage strategy is paramount given the relationship of this site and its other direct neighbours to the heritage assets nearby [Officer note: This is a reserved matters application, where drainage of the site was agreed at outline stage and is secured by condition]
- There has been significant building of new homes in the area and the existing infrastructure - schools, healthcare and policing already too stretched, no additional bus services
- Potential for increased crime, in an area where antisocial behaviour has been a problem [Officer note: This is a reserved matters application, where planning permission for up to 100 units exists. Infrastructure was dealt with through the outline, and cannot be revisited now]
- GBC is delivering more houses than needed each year
- "Future Homes Standard" due in 2025 which has a much tougher target for carbon reduction than is proposed
- Scheme is too significant and would be out of keeping with the area.
- The proposal would be harmful to local wildlife. It is noted that the stable building has already been demolished.
- Increased traffic on local roads which are already congested.
- Ash Green Road has no footpath where the entrance to the site will be, making it extremely dangerous for people walking down to the disused railway line as all site traffic will have to turn right out of the site. The existing railway bridge is too narrow and weight limited, with little visibility for site traffic.
- The Ash Green Road/Harper Lane junction, over Harper's Bridge, has substandard visibility. There are no lights along local roads.
- Ash Green Road can only support the extra traffic with improved infrastructure. Ash Green Road will be subject to at least an additional 150 cars using the one single entrance and exit to the new development.
- The local roads of Ash Green Road, Harpers Road, and Wyke Lane can not take the additional traffic that this development would bring. Surrey Highways have already said that improvements would need to be made to the Harpers Bridge junction.
- The SuDS scheme is not viable.
- No buffer to May and Juniper Cottages.
- Loss of amenity to surrounding properties.

Planning policies.

Guildford Borough Local Plan 2015-2034:

The Guildford borough Local Plan: strategy and sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan.

Policy S1: Presumption in favour of sustainable development
Policy P4: Flooding, flood risk and groundwater protection zones
Policy D1: Place shaping
Policy D2: Climate change, sustainable design, construction and energy
Policy D3: Historic environment
Policy ID4: Green and blue infrastructure

Policy A31: Land to the south and east of Ash and Tongham

Guildford Borough Local Plan: Development Management Policies (LPDMP) (2023):

Policy H7 First Homes
Policy P6 Protecting important habitats and species
Policy P7 Biodiversity in new developments
Policy P9 Air quality and air quality management areas
Policy P10 Water quality, waterbodies, and riparian corridors
Policy P11 Sustainable surface water management
Policy D4 Achieving high quality design and respecting local distinctiveness
Policy D5 Protection of amenity and provision of amenity space
Policy P6 External servicing features and stores
Policy D7 Public realm
Policy D11 Noise impacts
Policy D12 Light impacts and Dark Skies
Policy D14 Sustainable and low impact development
Policy D15 Climate change adaptation
Policy D16 Carbon emissions from buildings
Policy D18 Designated heritage assets
Policy D19 Listed buildings
Policy ID6 Open space in new developments
Policy ID9 Achieving a comprehensive Guildford Borough cycle network
Policy ID10 Parking standards for new development

Planning Practice Guidance

National Planning Policy Framework (NPPF):

Chapter 2: Achieving sustainable development
Chapter 4: Decision making
Chapter 5: Delivering a sufficient supply of homes
Chapter 8: Promoting healthy and safe communities
Chapter 9: Promoting sustainable transport
Chapter 11: Making effective use of land
Chapter 12: Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 16: Conserving and enhancing the historic environment

National Design Guide

Supplementary planning documents:

Parking Standards for New Development SPD

Surrey County Council Vehicular and Cycle Parking Guidance 2021

Strategic Development Framework SPD 2020

Residential Design Guide SPG 2004

Guidance on the storage and collection of household waste for new developments 2017

[Officer Note: The Strategic Development Framework SPD was published in July 2020 by the Council as a guide for future masterplanning, planning and development of the strategic sites. Members are reminded that, whilst SPDs have been subject to consultation and their content is a material consideration, it does not form part of the development plan, and does not attract the same weight to be given to Local Plan policies].

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- the layout of the development
- the scale and appearance of the buildings
- open space and landscaping
- on site highway/parking considerations
- housing mix
- living environment for future occupiers
- the impact on trees
- biodiversity and ecological enhancement plan
- the impact on nearby heritage assets
- the impact on character of the area
- the impact on residential amenity
- other matters for clarification

The principle of development

This is a reserved matters application seeking approval for appearance, landscaping, layout and scale following the grant of outline planning permission (inclusive of access) in 2020. Therefore the principle of the development has been fully established. Matters of access, site sustainability and required infrastructure were approved at outline stage and are not to be considered again as part of this application. The principle of the development of the site for up to 100 homes is also not to be revisited as part of this application.

It is not open to a local authority to deny the approval of reserved matters submitted within the validity period of an outline permission, so as to, in effect, revoke the permission. The grant of outline permission constitutes commitment by the planning authority to the principle of the development, and disentitles them from refusing approval of a reserved matters on grounds going to the principle of the development. PPG advice on the award of costs, explains at paragraph 049 that a planning authority may be at risk of an award where it refuses to approve reserved matters when the objections relate to issues that should already have been considered at the outline stage.

In addition to a number of conditions relating to access to the site, there are also a number of other conditions on the outline permission which have dealt with other matters of principle which require:

- full details of the children's play space (LEAP)
- foul water drainage strategy
- surface water drainage strategy
- sustainability measures of individual homes
- water efficiency
- site levels and finished floor levels
- a Construction Transport Management Plan
- a scheme for parking and turning of vehicles
- a scheme for electric vehicle charging points
- a Travel Plan
- a programme of archaeological work in accordance with a Written Scheme of Investigation

These matters are not for consideration as part of this application. The assessment of details submitted under planning conditions are dealt with under delegated authority.

The outline application was also subject to a planning obligation which secured:

- affordable housing
- appropriate SANG mitigation and contributions towards SAMM
- a recreational open space contribution
- a healthcare contribution
- an education contribution
- highways improvements
- a footbridge contribution
- a public art contribution
- a road bridge scheme contribution
- restriction on the access onto Ash Green Road following

There is no requirement for a legal agreement for this reserved matters application.

The relevant considerations in respect of this application are whether the layout, scale, appearance and landscaping of the development is acceptable in planning terms. These aspects of the proposal will be assessed below.

The layout of the development and the scale and appearance of the buildings

Paragraph 126 of the NPPF states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. The NPPF notes that decisions should ensure that developments:

- 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;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- establish or maintain 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;

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- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create 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.

The National Design Guide also provides useful information on how to design scheme which take into account context, identity, the built form and public spaces etc.

Policy D1 of the LPSS makes clear that new development will be required to achieve a high quality design that responds to the distinctive local character of the area in which it is set. The design criterion set out in policy G5 of the saved Local Plan are also relevant.

Policy D4 of the LPDMP is also relevant and it provides further detailed design guidance. Amongst other things, it notes that development proposals are required to incorporate high quality design which should contribute to local distinctiveness by demonstrating a clear understanding of the place. Development proposals should respond positively to:

- a. the history of a place;
- b. significant views (to and from);
- c. surrounding context;
- d. built and natural features of interest;
- e. prevailing character;
- f. landscape; and
- g. topography.

Policy D4 goes on to note that development proposals are expected to demonstrate high quality design at the earliest stages of the design process, and then through the evolution of the scheme, including in relation to:

- a) layout - settlement pattern of roads, paths, spaces and buildings, urban grain, plot sizes, building patterns, rhythms and lines
- b) form and scale of buildings and spaces - height, bulk, massing, proportions, profile and roofscapes
- c) appearance
- d) landscape - landform and drainage, hard landscape and soft landscape
- e) materials
- f) detailing

Development proposals are also required to reflect appropriate residential densities that are demonstrated to result from a design-led approach taking into account factors including: a) the site size, characteristics and location; b) the urban grain of the area and appropriate building forms, heights and sizes for the site; and c) the context and local character of the area. Development proposals are expected to make efficient use of land and increased densities may be appropriate if it would not have a detrimental impact on an area's prevailing character and setting.

Policy A31 covers the site allocation, and within this policy there are a number of points which cover issues relating to layout, scale and appearance. These are:

(6) Development proposals in the vicinity of Ash Green to have recognition of the historic location of Ash Green village. The properties along Ash Green Road form part of Ash Green village. Proposals for the land west of this road must respect the historical context of this area by preventing the coalescence of Ash, Tongham and Ash Green. Any development as a whole will not be of a

size and scale that would detract from the character of the rural landscape. This must include the provision of a green buffer that maintains separation between any proposed new development and the properties fronting onto Ash Green Road. This will also help soften the edges of the strategic development location and provide a transition between the built up area and the countryside beyond

(7) Sensitive design at site boundaries that has regard to the transition from urban to rural

(8) Sensitive design at site boundaries with the adjacent complex of listed buildings at Ash Manor. Views to and from this heritage asset, including their approach from White Lane, must be protected

A further material consideration of relevance is the Strategic Development Framework SPD which sets out a vision and a number of design objectives for this part of the A31 allocation (between Ash train station and Harpers Lane, either side of the railway line). Pages 136 - 153 of this document are relevant to this application, setting out a number of considerations around design, accessibility and movement, green infrastructure and character including a number of illustrative plans providing an example of how development could come forward.

The applicant has submitted a Design and Access Statement - May 2021, a Design Response Document - December 2021 and a Design Response Document addendum - August 2022. These detail the design evolution of the scheme and review the immediate and local context in detail, provide site and contextual analysis, and describe how the amendments have been designed to take into consideration the Ash Manor complex and urban design comments as well as the Strategic Development Framework for Ash and Tongham.

It is acknowledged that a detailed study has been undertaken to understand the local built and natural environment to inform the revised scheme. The key constraints and opportunities of the site identified in the submission are the identifiable determinants of the layout, alongside the requirements coming from relevant Local Plan policies.

Layout

- Western boundary

The layout has been designed to provide breathing space to the nearby heritage assets in the Ash Manor complex, by locating an area of open space in the south west corner of the site, and providing a landscaped buffer along the western boundary of the development ensuring built form does not come too close to the boundary. In the submission documents, the architect has suggested the layout has been formed in this way, around an area of open space to suggest a rural edge. The western buffer has a width of between 12 - 19 metres from the boundary to the dwellings. It is a multi functional space, as in addition to providing an offset to the boundary nearest to Ash Manor in accordance with point 8 of policy A31, it also provides pedestrian connectivity around the site in the form of a paved footpath, space for additional landscaping serving an ecological function and the opportunity for a swale for surface water drainage.

The layout of the dwellings along this boundary has allowed for defensible frontages and passive surveillance. The frontages to plots 1, 5, 6, 19, 20, 31, 32, 33 overlook the space. This will provide a good level of passive visual surveillance.

This design response is considered to be positive, relating to the context and will allow the buffer to function as public open space and a useable and attractive pedestrian link.

The site layout provides for a connection onto the adjoining site to the north west, as required by condition and the Strategic Development Framework SPD. The position of this access has been agreed under condition 6 of the outline, and is not for consideration under this reserved matters application. The submitted layout ensures the development is in accordance with the Strategic

Development Framework SPD which requires connectivity between sites.

- Eastern boundary

The application proposes a 15-metre buffer from the ancient woodland to the east of the site. Development fronts onto this boundary ensuring it is overlooked. It is beneficial that an access road borders the buffer zone rather than gardens of the properties, which reduces the possibility of fly-tipping and anti-social behaviour. The boundary treatment plan indicates the erection of a 1.2m timber cleft fence, separating the buffer zone from the rest of the proposed development which is considered an appropriate response. Within the buffer zone, meadow wildflower and tussock grassland seeding is proposed, along with shrub and tree planting.

The response to the Ancient Woodland boundary is considered to work well, and will provide an attractive soft edge to the development responding well to the context, towards the edge of the urban area in compliance with point 7 of policy A31.

- Northern boundary

Along the boundary with the railway line to the north of the site, the applicant is proposing housing backing onto this boundary with a landscape buffer to the rear of the gardens of the properties. In principle, the approach of backing housing onto the railway is considered an acceptable and appropriate design response. However this landscape buffer is not considered to be resolved from a design perspective, where the submitted boundary treatment plan is confusing along the boundary with the railway line. To ensure resolution of this matter and adequate definition of public/private space a condition will be added requiring an amended boundary treatment plan is submitted and agreed, prior to first occupation.

The constraint of noise from the railway line has been considered by the applicant in relation to layout, where acoustic fencing will be utilised. Environmental Health have recommended a condition to ensure the proposal meets the relevant guidelines on noise for residential development.

- Southern boundary

The proposed layout is now responding positively to the context along the southern boundary, ensuring the development integrates well with the existing adjacent properties of May and Juniper Cottages. Plots 92 and 93 would form a 'perimeter block' and a defensible rear boundary with these two adjacent properties, and plots 80 - 85 would continue the building line of May and Juniper Cottages, which is an appropriate and logical response. In addition to May and Juniper Cottages, there is also Greenlands and Little Orchard on the other side of Ash Green Road around the location of the access. Both these dwellings are set away from Ash Green Road, with an element of landscaping in front. Therefore the addition of an additional 7 dwellings facing Ash Green Road behind a landscape buffer on the application site is not particularly out of character in this location and would not have a detrimental impact on the character of Ash Green Road.

Point 6 of policy A31, referenced above, is of particular relevance to the development in relation to its boundary with Ash Green Road. The Inspector's decision relating to the Ash Manor application discusses the buffer zone. Specifically, in para 36 of the decision she states "It therefore seems to me that the purpose is for a green buffer to be provided that would be sufficient as a landscape feature to provide a visual break between the proposed development area and the houses along the southern side of Ash Green Road."

Plots 51 and 80-85 stand between 15 and 25 metres from Ash Green Road. Plots 80-85 front onto a minor access road, parallel to Ash Green Road, therefore have a separation from Ash Green Road itself. The area of land to the front of plots 80-85 contains a green landscaped area between 6 - 12 metres, giving space for existing high quality mature trees and space for additional

landscaping. It is considered that the layout proposed does provide a green buffer between the development and the existing properties along the southern side of Ash Green Road in accordance with this policy requirement.

There is a clear difference between the application in this regard and the dismissed appeal scheme at the land surrounding the adjacent Ash Manor (ref. 20/P/01461). The fact that the proposed dwellings are fronting an area of overlooked, green space of significant depth which is supplemented by landscaping is a different scenario to dwellings backing onto a buffer as was the case in the failed appeal. Another relevant difference between the two applications is how the existing dwellings on Ash Green Road differ as you move up the road. There are two dwellings opposite the site access - Little Orchard and Greenlands. These two properties are set back from the road, with intersecting hedgerow and trees. This situation effectively adds to the green buffer, with a more rural existing response to Ash Green Road than further south opposite the failed appeal scheme where properties are closer to the road. There is also a gap between Little Orchard and Greenlands and the next development you come to as you move south along Ash Green Road of approximately 60 metres, which provides a further break to the almost continuous built form further south, which is also in close proximity to the road. In addition, another difference between the failed appeal and this application is what is shown in the illustrative plans of the Strategic Development Framework SPD. These plans are only illustrative, however they show an area of open space adjacent to Ash Green Road along the boundary with the neighbouring site (the Ash Manor site), this area of open space does not stretch to the area that abuts Ash Green Road in this application site. The SPD therefore made a distinction between the application site and its neighbour.

The site layout provides for a connection onto the adjoining site to the south west, as required by condition. The position of this access has been agreed under condition 6 of the outline, and is not for consideration under this reserved matters application. The submitted layout ensures the development is in accordance with the Strategic Development Framework SPD which requires connectivity between sites.

- Community Green and surrounds

The application now proposes a central area of open space designed for a leisure use and a meeting place. This area of open space is well located for the use of residents, and is of a size and design that will facilitate this aim. The central open space provides a green focal point for the development, having a positive impact on the visual amenity of the site.

- General layout considerations

The scheme comprises residential development parcels to either side of a primary vehicle route. The overall urban form broadly follows the principles of perimeter blocks, which ensures dwellings front onto streets and open space. The vehicle route would connect adjacent allocated land areas to the south and to the north-east of the site. A pedestrian/ cycle link and vehicle access is also proposed from Ash Green Road in accordance with the intentions of the Strategic Development Framework SPD. The intention is that the Ash Green Road vehicle access would be stopped up when alternative access is available from the allocated site to the south and on completion of the road bridge.

The dwellings would have adequate spacing between them ensuring the proposal does not appear cramped or overdevelopment. The application proposes a number of different dwelling types inclusive of detached, semi-detached and terraced housing as well as a number of flats providing variety and interest. The density achieved is considered to be acceptable, making an efficient use of land whilst taking into consideration all of the identified constraints of the site. It is noted that a number of comments have been received raising concerns about the proposed apartments and terraced housing which are said to be out of keeping with Ash Green. It is noted that the apartments

would be within two storey buildings and as such, Officers do not believe that they would represent incongruous features in the area. The area does not have one set architectural or design characteristic and as such, there is no in principle objection to terraced housing in the area.

Open space and Green Infrastructure includes a 'buffer' to the Ancient Woodland; a 'buffer' to the adjacent railway; a narrow 'buffer' to the western boundary hedgerow; open space with a play area in the site's south-western corner; and a central community space within the scheme. The proposal provides good cycle and pedestrian connectivity in accordance with the Strategic Development Framework SPD, where direct routes to the train station and other facilities have been provided which would safeguard this potential as and when adjacent sites in the allocation come forward.

The Surrey Police Designing Out Crime Officer has raised no objection to the amended scheme, the applicant having addressed previous issues associated with the initial design which was inward facing and caused issues in relation to corridors of unsurveyed open space.

Scale and appearance

The application proposes a number of design responses across different areas of the site. The following is set out in the design submissions of the applicant:

- Southern open space

The buildings are designed as cottages and utilitarian buildings to evoke a farmstead character and materials will reflect Ash Manor buildings. New trees, hedges and timber cleft fencing will further evoke the character of Ash Manor barn and associated buildings.

- Cottage and utilitarian character
- Small pane casement windows with splayed brick headers
- Dark window frames and fascias
- Lean-to and flat top entrance canopy
- Red/orange brick
- Terracotta tile hanging and black weatherboarding to first floor
- Chimneys to key plots and plot series

- Community green and internal streets and edges

The houses will reflect the cottage character of houses within Ash Green and nearby farms together with an Arts and Craft influence. Formal hedge planting and timber picket fencing to plot boundaries.

- Cottage character and Arts and Craft design influence
- Small pane casement windows horizontal headers
- Bay windows to larger houses
- Gabled and flat top entrance canopy
- Red/orange and blended brick
- Terracotta tile hanging first floor and projecting gables
- Chimneys to key plots and plot series

- Ash Green Road

The houses facing Ash Green Road are influenced by both the form of May and Juniper cottages and the taller existing villas on Ash Green Road south-east of the site. Plots 80-83 are designed to reflect the existing cottages, whereas plots 84-51 are designed with roof forms and window fenestration to reflect the established character and roofscape of the existing villas.

- Cottage character and detached villas
- Small pane casement windows to cottages
- Taller vertical sash style to villas
- Bay windows to larger houses
- Flat/rounded top entrance canopy
- Lean-to canopy and roof and bay window combination
- Red/orange and blended brick
- Painted brick to one villa
- Chimneys to key plots

In terms of the architectural strategy, the proposed dwellings are of simple design with a subtle diversity among the different house types in the different areas of the site bringing interest whilst remaining harmonious. All properties are two storeys in height to reflect the sites location near the outer edges of the A31 allocation and urban area and the existing surrounding development. The dwellings would range in height, with the tallest standing at approximately 9.2m, which is not deemed to be excessive.

A wide variety of materials are proposed including brick, tile hanging, render, painted brick and weatherboarding. A number of boundary treatments are also proposed inclusive of brick walls, close boarded fencing, cleft fencing and hedges. To ensure a high quality finish to the development, not withstanding the submitted materials and boundary treatment plan (where there remain a few minor concerns with finishes currently proposed), conditions are recommended to secure both materials and boundary treatments.

The street scenes created are considered to be acceptable, and will be further improved upon with updates to materials and boundary treatment plans secured via condition. The Principal Urban Design Officer raises no objection to the scheme proposed, and considers the amendments have addressed the concerns raised. Therefore, the proposals are in accordance with policies A31 and D1 of the Local Plan 2019, policy D4 of the Guildford Borough Local Plan: Development Management Policies, the principles contained in the Strategic Development Framework SPD and the NPPF.

Open space and landscaping

It is noted that policy ID6 of the LPDMP splits the open space required into categories. In accordance with policy ID6 the application site would have an estimated population of 205 based on Ordinance Survey data of occupancy rates. Due to the size of the scheme (93 units), the following therefore needs to be provided on site:

- 0.2 hectares of Amenity/ Natural Green Space
- 0.01 hectares of Play Space (Children)

The layout shows the development will deliver two formal areas of open space measuring approximately 0.3 hectares, including an area of children's play space measuring 0.04 hectares. This would exceed the guidance on provision set out in policy ID6.

The application provides a LEAP in the south west corner of the site. This LEAP meets the Fields in Trust Guidance, having an activity zone over 400sqm, and being over 20 metres to the nearest residential dwelling. It is also within the walking distance guidelines of 400m to all the properties on the site. Exact details of this play space have been secured by a condition on the outline consent.

The applicants have submitted a detailed planting specifications within a number of landscaping plans and planting schedule. The principles contained within this document are considered to be appropriate where the structural landscaping is native and appropriate. In the built-up part of the site, a mix of native species and ornamental or 'introduced' species are proposed in order to add

variety in terms of colour, texture, fragrance and season interest and also to provide habitat and food sources for birds, insects and other small animals. This is considered to be acceptable in the locations proposed. The applicant is also proposing street trees along the main road, which is a considerable benefit, complying with para 131 of the NPPF.

There are however, a number of elements of the landscaping which have not been submitted, such as areas of hard landscaping and a suitable management and maintenance scheme. In addition there are a few areas of the scheme which need further modification to ensure a high quality finish such as measures to design out the opportunity for car owners to use verges for parking, more inclusive seating (with arm rests) in areas of public open space, resolution of the railway land buffer zone, and changes to some of the boundary treatments proposed (as discussed in the above section). These matters are secured by condition.

The open space provided has merit in providing opportunities for recreation and physical activity. The spaces provided would have a clear function and have been designed with permeability and connectivity within and beyond the site boundaries in mind. There are effective linkages across the site for residents accessing these facilities, which would comply with policies D1(6) and D1(7) of the LPSS, policy ID6 of the LPDMP and the NPPF.

On site highway/parking considerations

As noted above, outline permission gave approval for the means of access into the site and dealt with the principle of developing the site with up to 100 houses. This included a package of measures secured through a S278 agreement, and approved through conditions 14 and 17 of the outline, together with transport infrastructure measures secured through the S106 Agreement.

Vehicle and Cycle Parking

Policy ID10 of the LPDMP relates to parking standards for development.

3) For non-strategic sites:

a) the provision of car parking in new residential development in Guildford town centre or suburban areas, for use by residents themselves, will have regard to the maximum standards set out in the Parking Standards for New Development SPD;

c) the provision of additional unallocated parking, to allow for visitors, deliveries and servicing, at the ratio of 0.2 spaces per dwelling will only be required where 50% or more of the total number of spaces, provided for use by residents themselves, are allocated;

e) the provision of electric vehicle charging will provide at least the minimum requirements set out in Building Regulations (Part S); and

f) the provision of cycle parking will have regard to the minimum requirements set out in the Parking Standards for New Development SPD.

4) For residential and non-residential development on strategic sites and also non-strategic sites in urban areas:

a) the provision of car and motorised vehicle parking at lower than the defined maximum standards must be justified by a coherent package of sustainable transport measures which will be proportionate to the level of reduction sought. Evidence will be expected to address:

i) generous provision of unallocated car parking as a proportion of all car parking spaces provided by the development proposal, where this enables more efficient use of land;

ii) excellent quality of walking and cycling access to a local centre, district centre or Guildford town centre;

iii) high public transport accessibility; and

iv) planning obligations and/or on-street parking controls such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.

5) For all sites:

a) car parking spaces external to a dwelling will be required to meet the minimum size requirements of 5 by 2.5 metres;

b) a garage will only count as providing a car parking space if it meets the minimum internal dimensions of 6 by 3 metres. A garage with the minimum internal dimensions of 7 by 3.3 metres will be considered to also have the capacity to park up to 2 cycles, allowing independent access. A garage with the minimum internal dimensions of 7 by 4 metres will be considered to have the capacity to park up to 5 cycles, allowing independent access. Alternate layouts for garages which can be demonstrated to provide equivalent or better space provision and access for a vehicle and cycles may be acceptable;

c) car parking spaces for disabled drivers will be designed and provided in accordance with national guidance;

d) development proposals will be required to demonstrate that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.

The Parking Standards for New Development SPD notes that the site is in the suburban area and is a non-strategic site. As such, the maximum standards for car parking for dwellings, for use by residents themselves are:

1 bed flats	1 space
2 bed flats	1 space
1 bed houses	1 space
2 bed houses	1.5 spaces
3 bed houses	2 spaces
4+ bed houses	2.5 spaces

This equates to a maximum requirement of 159 spaces for this application.

Within their submission, the applicant has put forward the following breakdown of car parking on the application site:

- 160 allocated spaces (including a mix of allocated parking on driveways, allocated parking in carports and car barns and allocated parking in parking courtyards)
- 25 garages - all with internal dimensions of 6 x 3 metres

Within the submitted Reserved Matters Transport Statement the applicant has not counted the garage spaces, as garages are often not used to park cars in. However, the proposed garages meet the internal dimensions of 6 x 3 metres and in Officer's opinion should be counted in the parking numbers. This results in 185 allocated parking spaces for residents on the site. This exceeds the maximum standards in the Parking Standards for New Development SPD and is therefore contrary to policy in this regard.

It is noted that the applicant has confirmed that all of the parking spaces and garages meet the size requirements set out in policy ID10.

In terms of visitor spaces the Parking Standards for New Development SPD in this instance requires 19 spaces which are unallocated for use by visitors, deliveries etc. The proposal has been amended to increase the number of unallocated spaces within the development to 11. These spaces are spread across the development. It is noted the County Highway Authority originally raised concerns about the provision of visitor parking on the site as they were to be provided mostly on the road side. As noted above, amended plans have now been submitted and the 11 visitor spaces are now provided in marked bays around the site. The County Highway Authority now confirm they have no objections with regard to parking. However, although the County Highway Authority are satisfied with the parking provision, the SPD requires 19 unallocated spaces as part of this proposal. Only 11 unallocated spaces are provided and therefore this provision for visitors, deliveries, and servicing does not accord with the requirement of policy ID10 and the SPD.

Both of the conflicts with policy ID10 and the SPD will be factored into the overall balance at the end of this report.

Notwithstanding the above, it must be acknowledged that the LPDMP and the Parking Standards for New Development SPD were at a very early stage when this application was submitted. As such, at the point of submission the parking policies were emerging and of little weight in the assessment of planning applications. As such, it is understandable why the applicant has submitted the application in its current form. However, having said this, the applicant has also amended the plans to reduce the level of inconsistency with the policies, in particular the visitor parking requirements. The applicant also argues that garages should not be included in the parking provision numbers as these are likely to be used for storage, rather than vehicle parking. If this approach was adopted, the proposal would just be one space over the maximum standard. However, as noted above, this is not the approach which has been adopted by Officers.

In terms of cycle parking the SPD requires a minimum of one parking space per bedroom. It is stated in the applicant's submission that for some plots, garages will be used for cycle parking (albeit alongside sheds for some dwellings, and communal cycle parking for the flats). However, for garages to count as providing cycling parking, they would have to be of a larger size to meet the requirements of Policy ID10 (5)(b). The applicant has confirmed their intention to provide 226 cycle parking spaces within the development. This level of provision meets the Council's standards and there is no reason to believe that this number of cycle stands cannot be accommodated on the site. As such, the proposal is compliant with policy ID10 and the SPD in this regard. It is noted that cycle provision is secured by condition 18 on the Outline permission and an additional condition is recommended on this reserved matters application, for an amended cycle parking strategy to be submitted to and agreed by the Council. This will further emphasise the importance of cycling generally, and the level of cycle parking provision.

Electric vehicle charging is secured under condition 19 imposed upon the outline planning permission. All dwellings with dedicated off-street parking spaces will have 1 charging socket per dwelling. Where allocated parking is in courtyards, an appropriate ducting strategy will be prepared to ensure at minimum 1 EV charging point is provided per dwelling, which will be metered to the associated dwelling's electricity supply.

Internal Road Layout

The submitted Reserved Matters Transport Statement states that the internal road layout has been designed in accordance with Surrey County Council's, Surrey Design – Technical Appendix (January 2002), as well as up to date and commonly applied design principles set out in Manual for Streets (MfS) - 2007. To that end the following key design principles have been followed:

- Carriageway widths have been kept to a practicable minimum to encourage low vehicle speeds and create an environment that is safe and useable by pedestrians and cyclists
- Priority has been given to the movement of pedestrians and cyclists, with a fully permeable and safe layout along with landscaping and open green areas to soften the design
- Where shared surfaces are provided, these are open and further enhance connectivity for non motorised road users
- The need to accommodate vehicular movement with the exception of the main spine road which has been designed to allow two buses to pass, and parking, has not been allowed to dominate the layout. Parking is generally within the property curtilage, or in short sections of off-street parking bays. Parking for flats is contained within off-street parking courts.

SCC raised no objection to the internal road layout proposed, stating they are satisfied with the alignment of the spine road where the speed controlling bend near dwelling 28 will reduce speeds at this point and there is sufficient visibility within proposed highway based on perceived speeds of vehicles.

Compliance with the Strategic Development Framework SPD

The Strategic Development Framework SPD indicates the location of primary routes, and states the intention that buses should be able to use the primary routes. The internal access road linking the north west corner of the site to the southern boundary is secured by condition 6 of the Outline permission, and forms part of this identified primary route.

The application has been designed with a road width of 5.5m, which accords with Manual for Streets (DfT; 2007) Fig. 3.12 Street Specification – residential street: 20mph speed limit; 5.5m minimum carriageway width; and, with no bus access. Further, Para 6.5.7 states 'Using a residential street as a bus route need not require restrictions on direct vehicular access to housing. Detailed requirements for streets designated as bus routes can be determined in consultation with local public transport operators. Streets on bus routes should not generally be less than 6.0 m wide (although this could be reduced on short sections with good inter-visibility between opposing flows). The presence and arrangement of on-street parking, and the manner of its provision, will affect width requirements'. It is noted that the application proposes no on-street parking keeping the roadway open for vehicular traffic. It is recommended by Highways England that the minimum width should be increased to 6.0 metres for lengths with occasional use by buses or heavy goods vehicles. Currently, the road is narrower than the recommended minimum width for a standard bus route. As bus movement could be viewed as 'occasional use', the width proposed could enable bus movement, with possible lay-bys for bus passing, if this were so required to enable policy. However, the overly winding nature of the road, which restricts long forward visibility, has raised safety concerns of bus movement through a solely residential neighbourhood.

The applicant has been asked to fully explore the possibility of the primary route being designed to allow for a potential future bus route in order to comply with the aspirations of the SPD, and they have provided a response in the cover letter dated 30/11/2022.

The key points made by the applicant in relation to the potential bus route are:

- Site residents will be served by existing bus routes - it is unlikely to be necessary or desirable for such services to deviate from a direct route and traverse through the application site.
- The proposed width of 5.5m is sufficient to permit a smaller, 'hopper' style bus to navigate through the application site. Bus access is therefore not precluded, should a localised service ever be provided along this route in the future.
- Any changes to existing bus routes is only speculation, as no details are available to confirm the deliverability of amending these services in this respect at the time of writing.
- Condition 6 of the outline permission has already been discharged with a 5.5m road width, therefore the LPA, in consultation with SCC Highways, has already accepted this width.

In addressing the points made by the applicant, which are considered to have merit as an argument for not providing the standard 6.0m wider road which could accommodate regular bus movement, it is also considered that a 6.0m road, with related longer forward visibility splays and potential higher speeds, would not be appropriate in the context of a solely residential neighbourhood, where it could form an overly engineered response in an application that has responded to the adjacent Ash Manor (Grade II) heritage setting and landscape structure, and a site that is located towards the edge of the urban area. It is therefore considered that the applicant has addressed the 5.5m width road width as being the most appropriate response on this site. SCC are satisfied with the

internal layout, inclusive of the 5.5m width and have stated details will be agreed through a separate S38 technical approval process.

Access for pedestrians and cyclists, including within the built development and around the perimeter of the site within the open space is considered a positive response, being permeable and pedestrian friendly. The application proposes a cycle and pedestrian route from the access at Ash Green Road, up to the north west corner of the site, ensuring the potential for future connectivity is not lost in accordance with the Strategic Development Framework SPD.

Other road layout matters

The applicant has provided plans which show a GBC refuse vehicle is able to enter and exit the site in a forward gear. The applicant has submitted tracking plans for manoeuvres, where it has been demonstrated that the refuse truck can safely move around the site.

The GBC Waste and Recycling team raise no objection to the amended scheme, where the presentation points and communal bin stores minimises the requirement for reversing and allows collection from the main roadways.

The applicant has also provided tracking plans showing a fire truck can manoeuvre around the site, ensuring compliance with building regulations.

Overall, internal layout and parking proposed is considered to be acceptable, forming a well considered and designed residential development, which would comply with policies D1(6) of the Guildford Borough Local Plan: strategy and sites 2019 and saved Local Plan policy G5(9). A conflict with one element of the Strategic Development Framework SPD has been identified, relating to the potential bus route, however in all other regards, the application is considered to comply with the SDF SPD. The above assessment has identified some conflict with emerging policy ID11, where higher than the maximum allocated parking is provided, and a lower number of unallocated visitor parking is provided. This breach does not however result in any harmful impact, as the total number of spaces, when including the garages is very close to the total parking requirement for the site (both for residents and visitors) when looking at the requirements of the LPDMP and SPD.

Housing mix

This section is for information only, demonstrating how the layout complies with the condition on the outline. Housing mix was agreed at the outline, and cannot be revisited at this stage.

Policy H1 of the LPSS states that '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 (SHMA). New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location'.

The outline permission dealt with this matter, where condition 5 required the development to come forward within the following range of mixes to ensure a close match with the requirements of the SHMA:

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%

The current application is in compliance with these ranges, as shown in the two tables below, ensuring that the type of homes delivered match the boroughs housing need.

Table 1			
Market Mix	No.	SHMA % Req	Provided %
1 bed	3	10	5
2 bed	17	30	30
3 bed	24	40	43
4 bed+	12	20	21
Total	56		

Table 2			
Affordable Mix	No.	SHMA % Req	Provided %
1 bed	16	40	43
2 bed	11	30	30
3 bed	9	25	24
4 bed	1	5	3
Total	37		

GBC's Housing team raise no objection to the affordable housing mix. In relation to the location of the affordable units, these are integrated throughout the development.

Living environment for future occupiers

Policy D5 of the LPDMP relates to the provision of amenity space. It states:

2) All new build residential development proposals, including flatted development, are expected to have direct access to an area of private outdoor amenity space. In providing appropriate outdoor amenity space, both private and shared, development proposals are required to:

- a) take into account the orientation of the amenity space in relation to the sun at different times of the year;
- b) address issues of overlooking and enclosure, which may otherwise impact unacceptably on the proposed property and any neighbouring properties; and
- c) design the amenity space to be of a shape, size and location to allow effective and practical use of the space by residents.

3) All balconies or terraces provided on new flatted development proposals are required to be:

- a) designed as an integrated part of the overall design; and
- b) a minimum of 4sqm.

4) Development proposals are required to have regard to relevant national and local design guidance or codes, including in relation to garden sizes and residential building separation distances.

All of the proposed houses would have access to both private and communal outdoor space. Garden sizes across the development are occasionally on the small side, however all gardens do provide a level of amenity for future occupiers, where smaller gardens are not uncommon in new build housing, and not always undesirable dependant on the needs of the purchaser.

The largest block of flats in the centre of the scheme only has access to the shared areas of open space. It is not considered balconies would be appropriate in this location, as they would cause issues of overlooking to neighbouring dwellings. The supporting text of policy D5 states there may

be instances whereby communal gardens are considered to be the most appropriate form of provision, however this will need to be justified on the basis of site-specific circumstances. The central block of flats is located particularly close to the central area of open space, and it is considered the approach in this instance is justified.

All flats are dual aspect, where landscaping has been incorporated into rear parking courtyards to improve outlook for rear facing rooms.

The layout provides for adequate separation distances between buildings /properties to ensure appropriate privacy, outlook and daylight/sunlight. All units will meet the required Nationally Described Space Standards in terms of internal layout/space.

As such, the external and internal amenity of the proposed units would be acceptable and the application complies with policy D5.

The impact on trees

Policy P6 of the LPDMP seeks to protect Ancient woodland and significant trees. It states:

- 4) Where ancient woodland falls within or adjacent to a development site, the following measures are required.
 - a) The submission of information setting out the location of all significant ancient or veteran trees (a BS5837 Survey).
 - b) An appropriate buffer around the ancient woodland of a minimum of 15 metres or a greater distance if specified by national policy.
 - c) A clear separation between the woodland and the rest of the development, delineated by a physical feature such as a wildlife permeable barrier, a cycle lane, path or lightly trafficked road.
 - d) Site design that discourages harmful activities such as the use of the woodland as a cut-through where well-used paths do not currently exist.
- 5) Development proposals for sites that contain significant trees, including ancient and veteran trees and ancient woodland, are expected to incorporate them and their root structures and understorey in undeveloped land within the public realm, and to provide green linkages between them.

The application site contains a number of trees around the edges of the site, and has been submitted with a Tree Protection Plan and a Method Statement prepared by ACD Consultants. There is a TPO along the boundary with the site to the west affecting a number of individual trees (TPO no. No. 7 of 2017) and also an area of Ancient Woodland along the eastern boundary of the site.

The application does not propose the removal of any trees, where all retained trees will be protected through the course of the development. Some minor development is required with the root protection areas of two of the TPO trees, however it has been shown that in these locations, a special no-dig construction will be utilised.

The woodland block to the east of the site is designated as Ancient Semi-Natural Woodland (ASNW) on Natural England's Ancient Woodland Inventory. The Forestry Commission and Natural England's guidance, known as 'standing advice' refers to Ancient Woodland, and trees classed as ancient, or veteran or aged as irreplaceable. Ancient woodland takes hundreds of years to establish and is important for its:

- Wildlife (which include rare and threatened species)
- Soils
- Recreational value

- Cultural, historical and landscape value.

The Standing Advice provides guidance regarding potential mitigation regarding development in close proximity to Ancient Woodland. The advice is that an appropriate buffer zone should be provided of semi-natural habitat between the development and the Ancient Woodland (depending on the size of the development, a minimum buffer should be at least 15 metres). The application proposes a 15-metre buffer from the ancient woodland, which provides an adequate buffer between the woodland and development. It is beneficial that the access road borders the buffer zone rather than gardens of the properties, which reduces the possibility of fly-tipping. Landscape plans indicate the erection of a fence, separating the buffer zone from the rest of the proposed development. Within the buffer zone, tussuck grassland and wildflower seeding is proposed, along with native shrub planting.

The Council's Tree Officer has raised no objections, stating all trees are located on the four boundaries and can be adequately protected during development of the site. Conditions requiring development in accordance with the Arboricultural Method Statement and Tree Protection Plan and an on-site meeting with the Council's Arboricultural Officer prior to works commencing are recommended.

The development is therefore in accordance with policy P6 of the LPDMP and the NPPF in this regard.

The biodiversity and ecological enhancement plan

Policy P7 of the LPDMP relates to biodiversity in proposed developments and includes the requirement for a 20% net gain. This is a reserved matters application, where biodiversity impacts were assessed and concluded under the outline permission. This requirement does not therefore apply to a reserved matters application where permission has already been granted.

Notwithstanding the above, it is noted that condition 23 of the outline consent required the Reserved Matters application to be submitted with a Biodiversity and Ecology Enhancement Plan (BEEP). The applicant has submitted a BEEP, which has been prepared by a suitably qualified ecologist. The document outlines the general biodiversity enhancements proposed for the site. Section 4.4 of the BEEP states that "the proposed development aims to retain and enhance existing habitats and maintain the connective features of the site to the wider landscape".

Surrey Wildlife Trust have assessed the submitted BEEP and have advised that if implemented properly, the proposals contained in the BEEP for retaining and enhancing existing habitats would likely have benefits for ecology. To ensure the proper implementation of the intentions of the BEEP, a Landscape and Ecology Management Plan (LEMP) has been added as a condition. Other conditions recommended by SWT relating to an amended Construction Environment Management Plan, a badger survey, a retiling mitigation strategy and a ground level tree bat roost assessment have also been incorporated as conditions to the application.

Based on the above, and considering biodiversity impacts have already been considered as part of the outline consent, the proposal remains acceptable in this regard.

The impact of nearby heritage assets

Whilst the application site itself is void of heritage assets within its boundary, there are a number of heritage assets within the immediate context of the site that have the potential of being affected by the proposed development. The assets in question have been identified as:

- Ash Manor and Old Manor Cottage – Grade II* (approximately 125m to the west of the site boundary)

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- Ash Manor Oast and The Oast House – Grade II (approximately 85m to the west of the site boundary)
- Oak Barn – Grade II (approximately 85m to the west of the site boundary)

Collectively, these assets are referred to as the Ash Manor complex. The applicant has submitted a Heritage Assessment which has considered the assets identified above.

Statutory provisions:

Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

This statutory duty requires decision makers to give considerable weight and importance where there is harm to the significance of a designated heritage asset.

NPPF provisions:

Chapter 16 of the NPPF at paragraph 195 sets out that the Local Planning Authority 'should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.

Paragraphs 197 - 203 set out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs.

Policies D18 and D19 of the LPDMP reiterate the NPPF stating development proposals which result in harm to, or loss of, the significance of a designated heritage asset will be considered in line with national policy and guidance.

Outline permission and approach to reserved matters

When assessing the acceptability of the scheme at the outline stage, the Council recognised that the scheme would result in "less than substantial" harm to the setting of Ash Manor. Applying "considerable weight" to this harm – as it was required to do by section 66(1) – the Council considered that the public benefits of the scheme outweighed that harm.

On this application for reserved matters it is not open to the Council to revisit or remake that judgement. However, it is entitled to consider whether the layout, appearance, scale and landscaping now put forward is such that the harm caused has been minimised, consistent with national and local policy, and that, therefore, the public benefits of the scheme continue to outweigh the harm.

Significance and setting of the Ash Manor complex

In terms of significance, Historic England (HE) have stated in their consultation response that the grade II* listed Ash Manor and Old Manor Cottage is one of three listed buildings forming a discrete group within the rural landscape to the north of Ash Green. The building's significance is derived from its historic and architectural interest as a moated manor house thought to have 13th century origins with successive phases of development dating to the 16th, 17th and the mid-20th centuries. Ash Manor and Old Manor Cottage have a strong group value in combination with the nearby grade

It listed Oak Barn, Ash Manor Oast and The Oast house, together having integrity and coherence in a rural setting.

The GBC Conservation Officer states the special interest of the Ash Manor complex derives from the architecture and history of its buildings and their setting. The current agricultural and open character of the setting of this group of listed buildings is one that has remained constant throughout the sites history. It contributes to the significance of the group of buildings by illustrating the functional relationship between agricultural buildings and farmland, and the current openness of the surroundings helps us to read the historic importance of this group of buildings. The immediate setting now comprises domestic curtilages and so has changed considerably from that of the original farmstead, facilitated by the conversion of some of the farm buildings, as well as the removal of others. Nevertheless, the interrelationship between the farmstead and the moated site of Ash Manor is still evident.

Assessment of impact on setting and significance

The Conservation Officer considers that the introduction of houses, gardens and road infrastructure would result in a concerning change to the wider setting of this group of heritage assets. This would manifest, not only by virtue of physical change to the character of this land, including by being perceptible and disruptive in outward views from the heritage asset, as well as inward views, but also, it would facilitate in the erosion of a part of the legible understanding of the site's history, role and use as a manorial farmstead. Equally, the activity and noise generated from the placement of 90+ homes and their occupants would certainly have an impact on assets current tranquil character and sense of privacy.

However, the Conservation Officer acknowledges that the site has outline planning permission for 100 dwellings, where less than substantial harm was identified. Moreover, the Conservation Officer accepts that various revisions have been made to the scheme, with the aim of minimising harm and improving the layout and design of the scheme. These include:

- Increase set back from the western boundary
- Re-design of area around May and Juniper Cottages
- Reduction in height of the apartments buildings and introduction of corner turning apartment
- Introduction of street trees
- Reduction in prominent frontage parking
- Increased open spaces around trees on the Ash Green Road boundary

These revisions are generally welcomed by the conservation officer, who recognises that the sensitivities of the heritage assets have been factored into the layout. In particular she recognises that harm will be minimised by leaving the most sensitive section of the western boundary free from development; having a looser/organic arrangement of development where it is proposed on the western edge; constraining the mass and bulk through the avoidance of having gable ends orientated towards the western boundary; and, in particular, by the provision of a robust ecological buffer along the screened boundary.

On this basis the Conservation Officer concludes that the degree of harm caused from the scheme can be described as being at the lower end of the 'less than substantial harm' spectrum.

Historic England considers the proposal will cause some harm to the significance of the Ash Manor complex and that this harm is within the less than substantial range under the terms of the NPPF. In their initial response to this application they stated, "to reduce this harm, it is essential that this site delivers a high quality, locally distinctive design, along with landscape enhancements and sensitive lighting. We highlight the importance of an impermeable site boundary to the west of the proposed site except, if necessary, where to facilitate an opening to the north corner for the

proposed future access. The current boundary formed of hedging and Common Oaks should be augmented by additional high and under-storey planting to provide a visual and noise barrier between the historic buildings and new development. The landscaping should encourage native species and have suitable on-going management (including via a management plan) to ensure that the proposed buffer planting remains effective. Conditions should be applied to prevent removal in the future. Additionally, the lighting to the rear of the houses to the western boundary of the site should be designed to have as a minimal an impact as possible. If these amendments are undertaken, we consider this would go some way to reducing the urbanising effect on the setting of the manorial complex".

Since this response, amendments to the application have been received, improving the application (in the ways stated above by the Conservation Officer). In addition, the landscaping has also been enhanced along the western boundary. The maintenance of this landscaping is secured by the S106 on the outline permission, where a scheme has to be submitted and agreed by the Council. A sensitive lighting scheme has been added as a condition to this permission.

In relation to the proposed future access arrangements (connection into the Ash Road bridge scheme) HE note that 'we recognise that the principle of a future access point at the north west corner of the site has been approved in principle as part of the Outline consent and the future route of this is illustrated in the Strategic Development Framework SPD. The routing of main spine road in this location across the north west adjacent field would be directly in the setting of the Manor and within key views from the north of the property. The proposal would insert a significant new piece of infrastructure into the landscape, which would have an urbanising and negative impact on the rural setting of Ash Manor and Old Manor Cottage. In addition, it could create a precedent for additional new development in this field. We recommend in our advice further below that this field should remain undeveloped to help preserve the rural setting of Ash Manor and help protect its significance'.

It is noted that the application maintains an ability for this site to connect to the bridge by taking the estate roads to the north-west corner of the site. From here it may be possible in the future to link into the bridge, but only when other applications were approved and constructed. The infrastructure which is needed outside of the application site is not yet known and would be considered when / if the relevant planning applications are made. The impact on the heritage assets would then be carefully considered. However, it is emphasised that HE has commented on the proposal, including the estate road being taken to the north-western corner of the site and their conclusions on the level of harm have been duly taken into account.

In relation to cumulative effects, PPG guidance on the Historic Environment clearly states in paragraph 18a-013-20190723 that "when assessing any application which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change." The relevant scheme in this instance is application 19/P/01460 – Land East of Ash Railway Station and Foreman Road & South of Guildford Road, Ash. The harm of this scheme upon the significance of the Ash Manor complex was recently assessed by the Planning Inspector in relation to the recent appeal at Land at Ash Manor, Ash Green Road, Ash, (APP/Y3615/W/21/3273305) who concluded that "the harm to the significance of the heritage assets would be in the middle of the scale in the less than substantial category".

When taking the above into consideration, the Conservation Officer goes on to state when considered together the combined effect of the proposed scheme and the approved road bridge scheme would result in increased erosion of the historic setting to the north and east of the heritage assets, and thereby diminishing one's appreciation or experience of the heritage assets as a collective group. Nevertheless, it is unlikely that the two developments would be read and/or be experienced in one view, either from the Ash Manor complex or in views towards it. With this in mind she concludes that the cumulative harm to the significance of the heritage assets would fall in the lower end of mid-range of harm in the less-than-substantial category.

From the above it is noted that the applicant, HE and the Council's Conservation Officer agree that the harm to the setting of the Ash Manor complex from the application would be less than substantial. The site has outline permission for 100 dwellings which forms a material consideration and the applicant has minimised the harm by submitting a layout which pulls development away from the boundary with the heritage assets, protects and supplements the existing considerable landscaping along this boundary, and has considered the orientation, design and scale of the units nearest to the heritage assets. When taking into account the mitigating measures, the level of harm is considered to be at the lower end of the 'less than substantial harm' spectrum.

Conclusion on impact on heritage assets

From the above it is noted that the applicant, HE and the Council's Conservation Officer agree that the harm to the setting of the Ash Manor complex from the application would be less than substantial. The site has outline permission for 100 dwellings which forms a material consideration and the applicant has minimised the harm by submitting a layout which pulls development away from the boundary with the heritage assets, protects and supplements the existing considerable landscaping along this boundary, and has considered the orientation, design and scale of the units nearest to the heritage assets in accordance with policy A31(8).

It has been concluded above that the proposal would result in less than substantial harm at the lower end of the scale to the Ash Manor complex (Grade II* and II). Looking at the cumulative impact with the Ash Road Bridge scheme, this would rise to less than substantial (at the low end of the mid-range of the scale). As less than substantial harm has been identified, paragraph 202 of the NPPF is engaged. Para 202 states 'this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.

Having reached the view that the proposal results in harm to surrounding heritage assets, one must look at paragraph 199 of the NPPF which states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This accords with the duty under section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and "is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'. Paragraph 200 goes on to note that 'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification'. It is noted that any future additional infrastructure which is needed outside of the application site boundary would be considered on its own merits when / if an application is submitted.

The "less than substantial harm" identified shall be weighed against the public benefits in the final section of this report.

The impact on character of the area

The initial point which needs to be raised is that this application relates to the approval of details pursuant to an outline permission. The change in character of the site from open fields to a built residential development has been approved in principle and is not for consideration at this stage. The site is also a part of a wider allocation (A31), where it can be assumed there will be a level of change to the character of the surrounding area from additional residential development.

The application site is located towards the edge of the urban area adjacent to Ash Green. The proposal responds appropriately to all edges of the development, as described in detail in the above layout section of the report, to ensure the impact on the character and appearance of the area is acceptable. It is considered the application is in accordance with policy A31(7) which requires sensitive design at site boundaries that has regard to the transition from urban to rural.

It is acknowledged that one of the requirements of the allocation is that development proposals in the vicinity of Ash Green should recognise the historic location of Ash Green village. The properties along Ash Green Road form part of Ash Green village. Proposals for the land west of this road must respect the historical context of this area by preventing the coalescence of Ash, Tongham and Ash Green. Any development as a whole will not be of a size and scale that would detract from the character of the rural landscape. This must include the provision of a green buffer that maintains separation between any proposed new development and the properties fronting onto Ash Green Road. This will also help soften the edges of the strategic development location and provide a transition between the built up area and the countryside beyond.

It is noted that the proposal has a relatively narrow frontage directly onto Ash Green Road. This section has been designed to include a landscaped strip which includes existing trees that are being retained, as well as new tree planting. This landscaped strip would vary in width of between 6 and 12 metres (approx). In addition, while not necessarily a 'green buffer', the proposed dwellings (plots 80-85) which address Ash Green Road are also set well back into the site. As such, any built form would be between 15 and 25 metres (approx) from Ash Green Road and Officers consider that this would also help to soften the edges of the strategic development location and provide a transition between the built up area and the countryside beyond.

It is acknowledged that both May and Juniper Cottages are being retained as part of this proposal. These dwellings are on the eastern side of Ash Green Road. It is noted that the proposed scheme shows plots 92 and 93 to the rear of May and Juniper Cottages as well as plots 80 and 81 to the side. It is noted that the rear gardens of plots 92 and 93 would provide a buffer, however, these would be private areas of land, controlled by the occupier of the dwellings and the Council would have no control over whether the gardens would fulfil the role of a 'green buffer' into the future. It is acknowledged that plots 80 and 81 would be located close to the side of May and Juniper Cottages and a 'green buffer' would also not be provided here. Therefore, the conclusion reached by Officers is that where May and Juniper Cottages are concerned, a 'green buffer' has not been provided to these properties and on this basis, the detailed proposal now before the Council technically does not comply with this requirement of policy A31.

Having said the above, it is not considered that policy A31 requires or envisages a 'cordon sanitaire' around May and Juniper Cottages and the Council's SDF SPD shows the land immediately up to Ash Green Road in this location as the 'development area' (whereas a green buffer or open space is shown in the SDF SPD for the Ash Manor site). As plots 80 to 85 exhibit a similar set back to Ash Green Road as May and Juniper Cottages, Officers consider that the location of plots 80 and 81 close to the side of Juniper Cottage does not negatively impact on the perception that the scheme would still provide a buffer to Ash Green Road, as has been set out above. As regards plots 80 and 81, these would be set well behind the rear elevations of May and Juniper Cottages and although a 'green buffer' is not proposed, the distance of separation between the built form would result in some distinction between the development associated with the allocation and the existing properties. As concluded already above, there would be no harm caused to the streetscene or the character of the wider area.

In conclusion on this point, while the proposal would provide an adequate transition from urban to rural, this has not been fully achieved in the manner as set out in the allocation. As a 'green buffer' has not been provided in full, there is some conflict with policy A31 of the LPSS. However, the level of harm to the area resulting from this is relatively low and as such, only modest weight should be afforded to this matter. This will be considered further in the final balancing section of the report.

The impact on neighbouring amenity

Policy D5 of the LPDMP relates to the protection of amenity. It states:

1) Development proposals are required to avoid having an unacceptable impact on the living environment of existing residential properties or resulting in unacceptable living conditions for new residential properties, in terms of:

- a) Privacy and overlooking
- b) Visual dominance and overbearing effects of a development
- c) Access to sunlight and daylight
- d) Artificial lighting
- e) Noise and vibration
- f) Odour, fumes and dust

May and Juniper Cottages

The proposed development wraps around the side and rear of these two existing properties, to provide enclosure of the rear gardens and a positive outward design response. The back to back distance between these neighbours and plots 92 and 93 will measure between approximately 30m - 32m. This is a sufficient minimum distance to ensure no direct, window to window overlooking or loss of privacy from plots 92 and 93 to the existing cottages.

Plot 91 is located behind Juniper Cottage on a diagonal line, standing approximately 20 metres from the dwelling and 7 metres from the rear garden at its closest point. Between the two properties is a pedestrian access route. The front elevation of plot 91 is angled away from Juniper Cottage and its garden, ensuring no materially harmful overlooking impact. In addition, additional landscaping (native shrub mix) is proposed between the two properties, helping to enhance the separation.

Plot 80 follows the same building line as May and Juniper Cottages, with approximately 10 metres from side elevation to side elevation. Plot 80 contains one side facing window, which serves a first floor bathroom. This will be conditioned to be obscurely glazed to ensure no materially harmful overlooking impact.

Greenlands and Little Orchard

Both these dwellings are sited over 40 metres from the nearest dwellings on the application site, with Ash Green Road between them. At this distance, and with the road as an intervening feature, there will be no material impact on these neighbouring dwellings in relation to overlooking, overbearing impact and loss of privacy.

Other dwellings in the vicinity of the development

Due to distances involved between the site and any other neighbouring properties, there is no harmful impact to the amenities of any other neighbours in the vicinity of the development. It must be borne in mind that this is an allocated housing site and therefore existing residents will inevitably have new "neighbours" replacing the existing green field aspect.

The proposal has been found to accord with policy D5 of the LPDMP and the NPPF, in respect of impact on amenity.

Other matters for clarification

Flood Risk and drainage strategy

This issue is not for consideration as part of this reserved matters application as it was dealt with by the outline permission and conditions. However, for information/completeness, through design negotiations on the site, officers encouraged the applicant to look at the use of SuDs in accordance with principles in design guidance. On this basis, the applicant submitted plans showing a swale.

The Lead Local Flood Authority have advised that due to the fall of the site it should be possible for some of the plots and parking areas to drain into this swale, however the details of this need to be agreed under condition 10.

Energy reduction and sustainability measures

Energy reduction measures are covered in the outline planning condition 19 and are not for consideration as part of this reserved matters. However, for information, the applicant is now seeking to achieve a 30% CO2 reduction through the use of an increased number of photovoltaic panels spread throughout the development representing an improvement of 10% above and beyond the 20% required by the outline permission.

Planning balance

Heritage harm vs. public benefits balance

Where less than substantial harm has been identified to a heritage asset, paragraph 202 of the NPPF is engaged. Paragraph 202 states 'this harm should be weighed against the public benefits of the proposal'. It is also important to note that paragraphs 199 and 200 of the NPPF state that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance...Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification'.

There are two key benefits arising from the proposal.

Firstly the provision of market housing, which is afforded significant weight. The Council has a deliverable supply of housing land for in excess of five years. The Council's published Position Statement is that the Council has 6.46 years supply. However, the application site is included in the 5 year supply, within the 1-5 years delivery, and is therefore an important element of the Council's supply.

Secondly the provision of affordable housing, which is also afforded significant weight. The application proposes a policy compliant 40% affordable housing, which equates to 37 units. This is not an insignificant number of units helping to address an acute need which exists across the borough. In addition, the mix of units is very closely aligned with the SHMA mix, addressing the identified housing need in a way that provides a true mix of units in accordance with need identified.

There are two additional benefits arising from the scheme. Firstly the economic benefits in the short term arising from construction jobs and in the longer term stemming from continuing occupation. This is given modest weight. Secondly the provision of recreational open space including a LEAP for use by existing and future residents, which stems directly from the proposed development. This is also given modest weight.

As noted above, paragraph 199 of the NPPF states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'. It should also be remembered that section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that 'in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

It has been concluded above that the proposal would result in less than substantial harm (at the lower end of the scale) to the Ash Manor complex (Grade II* and II). Taking into account the cumulative impact with the Ash road bridge scheme, this would rise to less than substantial (at the low end of the mid-range of the scale).

A key consideration is that the Council have already accepted, at outline stage, that the public benefits of the scheme outweigh the "less than substantial harm" that would be caused to the Ash Manor complex. It is not open to the council to revisit this judgement on this application for reserved matters.

As part of this application, it has been concluded that the harm – taking account the additional detail from the reserved matters – would be at the lower end of the "less than substantial" scale. Moreover, in accordance with national policy - and as was required by Historic England – it is accepted that, through this reserved matters application, the applicant has minimised the harm that would be caused.

Although the harm increases to the low end of the mid-range when considered cumulatively with the Ash Road Bridge, this is still within the "less than substantial" scale as originally assessed. Moreover, it is to be noted that the Ash Road Bridge scheme in isolation has been judged by a planning inspector to cause harm to the Ash Manor complex "in the middle of the scale in the less than substantial category."

Therefore, although great weight and considerable importance has been afforded to the heritage harm, it is considered – as was the case at the outline stage - that the public benefits of housing, both market and affordable, along with the other identified benefits continue to be sufficient to outweigh the identified heritage harm.

Conclusion and final balance

The principle of the development has been established under the outline planning permission (18/P/02308) and the site is allocated under policy A31. The application seeks approval for the layout of the site as well the scale and appearance of the buildings and the landscaping of the site.

The application for reserved matters is consistent with current development plan policies, and it is concluded the proposal is in accordance with the Development Plan when read as a whole.

As identified in the body of the report, there are some conflicts with policy ID10 and the Strategic Development Framework SPD which form material considerations. These conflicts relate to parking provision for vehicles and cycles and the future potential of bus use through the site, however no material harm has been identified from these minor breaches. It is also noted that while the proposal does technically breach the Council's new parking policies, these were only emerging when the application was submitted and the applicant had designed a scheme which would have been compliant with the Council's previous parking standards. Taking into account the position set out earlier in the report, **modest weight** is afforded to this breach of policy ID10, the Parking Standards

for New Development SPD and the SDF SPD.

In addition, it is acknowledged that the proposal fails to provide a full 'green buffer' between the development and Ash Green Road. While the proposal is therefore technically in conflict with policy A31 of the LPSS, Officers have not identified any material harm which would arise from this situation. As such, **modest weight** is also afforded to this matter.

The benefits of the proposal have already been set out above. Firstly the provision of market housing is afforded **significant weight**. Secondly, the provision of affordable housing is also afforded **significant weight**. In addition, the economic benefits in the short term arising from construction jobs and in the longer term stemming from continuing occupation is given **modest weight**. The provision of recreational open space including a LEAP for use by existing and future residents, which stems directly from the proposed development is also given **modest weight**.

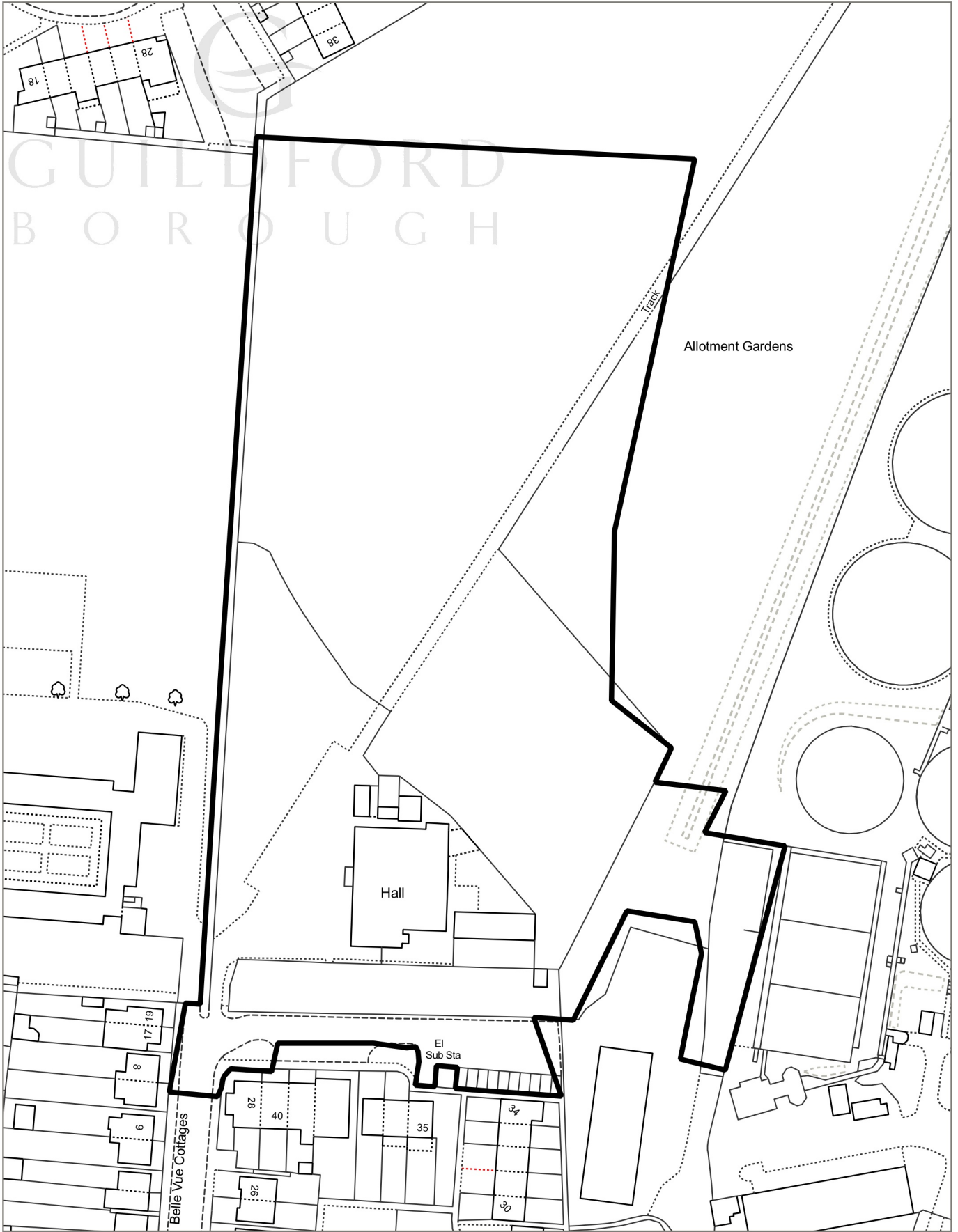
It is also noted that the proposed layout has responded to the constraints and opportunities on the site, including the adjacent Ash Manor complex. The proposed dwellings have been designed to reflect the local vernacular where materials will be conditioned and boundary treatment and landscaping plans refined ensuring the development is appropriate to the context. The scale and height of buildings is considered appropriate towards the edges of the A31 allocation. The scheme, through its urban design principles will create a place with a sense of identity/place and is considered to have an appropriate relationship with Ash Green. The arrangement of internal roads and pedestrian routes are safe and convenient, allowing for the potential of future permeability in accordance with the outline permission and the Strategic Development Framework SPD.

The design takes into account the amenity of future occupiers as well as providing appropriate separation distances from existing neighbours to avoid overlooking, loss of outlook, loss of daylight and sunlight and to minimise noise and disturbance.

The details approved by this application will minimise the harm to the designated heritage assets at the Ash Manor complex, and ensures that the development itself will cause less than substantial harm - at the lower end of the scale. This level of heritage harm was considered to be acceptable at the outline stage given the public benefits of the scheme, and it is not open to the Council to revisit this judgement on this application for reserved matters.

In conclusion the benefits of this proposal are considered to clearly and demonstrably outweigh the harm which has been identified, which includes the heritage harm which should be given great weight and considerable importance. Subject to the conditions, the application is therefore recommended for approval.

22/P/01786 - Weyside Urban Village (slyfield Regeneration Programme), Slyfield Green, Guildford



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This map is for identification purposes only and should not be relied upon for accuracy.

Print Date: 07/07/2023



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**22/P/01786 – Weyside Urban Village (Slyfield regeneration Programme),
Slyfield Green, Guildford, GU1**



App No: 22/P/01786 **8 Wk Deadline:** 10/02/2023
Appn Type: Full Application **Extension of Time:** 31/07/2023
Case Officer: Joanna Chambers
Parish: NA **Ward:** Stoke
Agent : Savills **Applicant:** Guildford Borough Council
Mountbatten House
1 Grosvenor Square
Southampton
SO15 2BZ

Location: Weyside Urban Village, Slyfield Green, Guildford, GU1
Proposal: Reserved Matters Application pursuant to outline consent 20/P/02155 (siting, design and external appearance, access and landscaping) for the erection of 81 dwellings and associated infrastructure, parking and landscaping.

Executive Summary

Reason for Referral

This application has been referred to the Planning Committee because it constitutes a major application and the applicant is Guildford Borough Council. The application is of particular importance as it relates to one of the largest strategic sites in the Local Plan and the Council's regeneration project at Weyside Urban Village (Slyfield Area Regeneration Programme) which is identified as a strategic site (Ref: A24) in the Guildford Local Plan.

Key Information

The application has been submitted on behalf of Guildford Borough Council ('the Applicant') acting in its capacity as landowner in support of the Slyfield Area Regeneration Project (SARP). A hybrid planning consent (Ref: 20/P/02155) was granted in March 2022 for a sustainable, mixed-use riverside community to be called Weyside Urban Village (WUV). The WUV masterplan incorporates new homes integrated alongside landscaped open spaces, associated community, and retail facilities, with associated infrastructure including highways and green spaces. The site has the capacity to deliver approximately 1,500 new homes alongside community and employment uses. It also makes provision for the relocation of the existing Woking Road Council Depot and Sewage Treatment Works (STW) to facilitate the regeneration and development of the site in accordance with the adopted Local Plan allocation (Policy A24).

The hybrid consent is subject to 91 planning conditions in respect of the development that will come forward through Reserved Matters Approval. The development must comply with the approved Regulatory and Parameter Plans and design guidance for the development which has been established through the approved Design Code.

This application is a Reserved Matters Application (RMA) pursuant to the outline consent which seeks consent (appearance, means of access, landscaping, layout and scale) for the Phase 1 residential development comprising the erection of 81 dwellings and associated infrastructure, parking and landscaping. The principle of the proposed development for this phase of development accords with the approved outline proposals for the WUV Masterplan.

Summary of Considerations and Constraints

The site forms part of Site Allocation A24 (Slyfield Area Regeneration Project) in the adopted Local Plan: Strategy and Sites (April 2019) which allocates the site for mixed-use redevelopment for approximately 1,500 residential units along with employment and community uses.

The principle of the proposed development has been established under the Hybrid planning consent (Ref: 20/P/02155) for the redevelopment of part of the allocated site for the mixed use development now referred to as Weyside Urban Village (WUV). The principle considerations therefore relate to the compliance of the application with the parameters established in the outline consent and details of appearance, means of access, landscaping, layout and scale. The approval of other matters relating to the development will require the discharge of a range of conditions attached to the parent consent.

The Parameter Plans were recently amended through an application under s96a of the Town and Country Planning Act 1990 (Reference: 23/N/0003) and the proposed development is in accordance with the approved Parameter Plans.

The design has been developed in consultation with the local community and is considered to provide a high standard of development and a high quality, distinctive living environment in accordance with the Design Code. It will be well integrated with the wider community through an enhanced network of footpaths and cycleways.

GBC's Ecological Advisors (LC Ecological Services) have reviewed the proposals and are satisfied that it meets the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However, it is recommended that conditions should be included requiring the submission of a detailed Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees.

The Proposed Development will deliver a high level of sustainability benefits. Analysis completed suggests that up to 61 dwellings could achieve Passivhaus Classic, with the remaining dwellings achieving Low Energy Building Status. The Applicant is targeting to achieve the above accreditations on Phase 1 to provide an exemplar development and future-proofed homes that incorporate occupant health and wellbeing, minimising their impact on the climate and set a precedent for future phases of WUV. With the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels, the proposed energy strategy for the Site would result in calculated site-wide regulated carbon savings of 31% a major improvement above the GBC Policy D2 20% requirement. This is in accordance with the commitments in the consented WUV Energy Statement.

For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

RECOMMENDATION:

Approve- subject to the following conditions and reasons:

1. The development hereby permitted shall be carried out in accordance with the following approved plans, reports and specifications:

Drawing Title	Drawing Number	Revision
Site Location Plan	01715D-JTP-MP-XX-DR-A-00100	P1
Existing Site Plan	01715D-JTP-MP-XX-DR-A-00101	P1
Proposed Ground Floor Plan	01715D-JTP-MP-XX-DR-A-00102	P3
Proposed Roof Plan	01715D-JTP-MP-XX-DR-A-00103	P3
Proposed Parking & Cycle Strategy	01715D-JTP-MP-XX-DR-A-00104	P3
Proposed Refuse Strategy	01715D-JTP-MP-XX-DR-A-00105	P3
Proposed Housing Mix Plan	01715D-JTP-MP-XX-DR-A-00106	P3
Proposed Tenure and Block Plan	01715D-JTP-MP-XX-DR-A-00107	P3
Proposed Street Elevation A & B & C	01715D-JTP-MP-XX-DR-A-00200	P1
Proposed Street Elevation D & E & F & G	01715D-JTP-MP-XX-DR-A-00201	P1
Cottage Flat A Plans & Elevations	01715D-JTP-BA-XX-DR-A-00001	P1
Cottage Flat B Plans & Elevations	01715D-JTP-BB-XX-DR-A-00002	P1
Cottage Flat C Plans & Elevations	01715D-JTP-BC-XX-DR-A-00003	P1
HT 201 Plans & Elevations	01715D-JTP-HT201-XX-DR-A-0001	P2
HT 201a Plans & Elevations	01715D-JTP-HT201a-XX-DR-A-00002	P2
HT 201b Plans & Elevations	01715D-JTP-HT201b-XX-DR-A-00003	P2
HT 202 Plans & Elevations	01715D-JTP-HT202-XX-DR-A-00004	P2
HT 202a Plans & Elevations	01715D-JTP-HT202a-XX-DR-A-00005	P2
HT 301 Plans & Elevations	01715D-JTP-HT301-XX-DR-A-00006	P1
HT 301a Plans & Elevations	01715D-JTP-HT301a-XX-DR-A-00007	P1
HT 311 Plans & Elevations	01715D-JTP-HT311-XX-DR-A-00008	P2
HT 401a Plans & Elevations	01715D-JTP-HT401a-XX-DR-A-00009	P1

HT 411 Plans & Elevations	01715D-JTP-HT411-XX-DR-A-00010	P1
Cycle/Refuse Store Plans & Elevations	01715D-JTP-AS-XX-DR-A-00011	P1
Substation Plans & Elevations	01715D-JTP-AS-XX-DR-A-00012	
Accommodation Schedule	01715D-JTP-ZZ-XX-SH-A-30100	P1
Statement of Community Engagement		
Illustrative Masterplan	BMD.21.0040_L02.DR.P100	B
Overall Landscape General Arrangement Plan	BMD.21.0040_L02.DR.P101	C
Landscape General Arrangement Plan (1 of 3)	BMD.21.0040_L02.DR.P102	B
Landscape General Arrangement Plan (2 of 3)	BMD.21.0040_L02.DR.P103	C
Landscape General Arrangement Plan (3 of 3)	BMD.21.0040_L02.DR.P104	C
Play Area Sample General Arrangement Plan	BMD.21.0040_L02.DR.P105	
Kerb / Edging Treatment Plan	BMD.21.0040_L02.DR.P106	B
Boundary Treatment Plan	BMD.21.0040_L02.DR.P107	B
Landscape Detailed Section (1 of 4)	BMD.21.0040_L02.DR.P201	B
Landscape Detailed Section (2 of 4)	BMD.21.0040_L02.DR.P202	
Landscape Detailed Section (3 of 4)	BMD.21.0040_L02.DR.P203	
Landscape Detailed Section (4 of 4)	BMD.21.0040_L02.DR.P204	
Landscape Planting Plan (1 of 3)	BMD.21.0040_L02.DR.P301	B
Landscape Planting Plan (2 of 3)	BMD.21.0040_L02.DR.P302	C
Landscape Planting Plan (3 of 3)	BMD.21.0040_L02.DR.P303	C
Typical Tree Pit Details (1 of 6)	BMD.21.0040_L02.DR.P401	
Typical Tree Pit Details (2 of 6)	BMD.21.0040_L02.DR.P402	
Typical Tree Pit Details (3 of 6)	BMD.21.0040_L02.DR.P403	
Typical Tree Pit Details (4 of 6)	BMD.21.0040_L02.DR.P404	
Typical Tree Pit Details (5 of 6)	BMD.21.0040_L02.DR.P405	
Typical Tree Pit Details (6 of 6)	BMD.21.0040_L02.DR.P406	
Typical Surfacing / Edging Details (1 of 2)	BMD.21.0040_L02.DR.P501	
Typical Surfacing / Edging Details (2 of 2)	BMD.21.0040_L02.DR.P502	
Street Furniture Bin	BMD.21.0040_L02.DR.P503	
Street Furniture Bench with Backrest	BMD.21.0040_L02.DR.P504	
Closeboard Fence Detail	BMD.21.0040_L02.DR.P505	
Boundary Treatment Detail	BMD.21.0040_L02.DR.P506	
Planting Schedule (document)	BMD.21.0040_L02.SP.P001	B

Landscape Maintenance and Management Plan (document)	BMD.21.0040_L02.SPB.P002	
Design Code Addendum: Phase 1	JTP, May 2023	
Design and Access Statement	JTP, October 2022	
Design and Access Statement Addendum	JTP, May 2023	
Biodiversity Mitigation & Enhancement Plan	Stantec, October 2022	
Waste Storage and Servicing Statement	JTP, September 2022	
Transport Assessment Addendum Rev B	Markides Associates, September 2022	
Phase 1 Vehicle Tracking Large Car Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260041	P02
Phase 1 Vehicle Tracking Large Car Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260042	P02
Phase 1 Vehicle Tracking Large Refuse Vehicle Sheet 1	WUV1-ACM-PH1-XX-SK-CE-260011	P02
Phase 1 Vehicle Tracking Large Refuse Vehicle Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260012	
Phase 1 Vehicle Tracking Fire Tender Sheet 1	WUV1-ACM-PH1-XX-SK-CE-260021	
Phase 1 Vehicle Tracking Fire Tender Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260022	
Phase 1 proposed earthworks isopachyte plan	WUV1-ACM-PH1-XX-DR-CE-0600	
Phase 1 vehicle tracking hiab mobile crane sheet 1	WUV1-ACM-PH1-XX-SK-CE-260031	
Phase 1 vehicle tracking hiab mobile crane sheet 2	WUV1-ACM-PH1-XX-SK-CE-260032	
Heritage Statement	Orion Heritage, September 2022	
Lighting Assessment	Stantec, October 2022	
Flood Risk Assessment	Stantec, September 2022	
EIA Compliance Note	Stantec, September 2022	
Noise Impact Assessment	Stantec, October 2022	
Highways lighting design lighting contours	WEY-ACM-ZZZ-ZZ-DR-CE-130006	
Highways lighting design lighting calculation results	WEY-ACM-ZZZ-ZZ-DR-CE-130005	
Highways lighting design lighting layout	WEY-ACM-ZZZ-ZZ-DR-CE-130004	
Invasive species survey	GBC, June 2021	
Bat surveys 2021	Stantec, May 2022	
Badger mitigation	Pierce Environmental Ltd, December 2021	
Energy Statement	Aecom, September 2022	
Sustainability Statement	Aecom, September 2022	

Biodiversity Statement	Stantec, October 2022	
Archaeological Desk Based Assessment	Orion Heritage, September 2022	
Utilities & Infrastructure Strategy	Daniel Parkinson Engineers, September 2022	
Aboriginal Impact Assessment	Treework Environmental Practice, October 2022	

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

2. Prior to the commencement of any development above slab level works, a written schedule with details of the source/ manufacturer, colour and finish, OR samples on request, of all external facing and roof materials. This must include the details of embodied carbon/ energy (environmental credentials) of all external materials. These shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using only those detailed.

Reason: To ensure that a satisfactory external appearance of the development is achieved and to ensure materials that are lower in carbon are chosen.

3. 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 for vehicles to be parked; for the loading and unloading of vehicles; 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: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

4. The development hereby approved shall not be first occupied unless and until secure cycle storage has been provided for all dwellings and cycle parking has been provided in accordance with the approved plans. Thereafter the cycle parking shall be retained and maintained for its designated purposes.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

5. The development hereby approved shall not be occupied unless and until all of the allocated parking spaces and at least 20% of the unallocated parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply), and the remaining unallocated parking spaces have been provided with a passive connection for EV charging, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

6. The detailed Biodiversity Mitigation and Enhancement Plan (dBMEP) hereby approved will be implemented in full. A revised dBMEP must be submitted to the local planning authority for approval at the pre-commencement stage following the appointment of the contractor. The dBMEP is a live working document and will require reviews and updates and production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (Conditions 32, 38, 43, 60 and 91 of planning permission ref:20/P/02155), including the detailed Demolition and Construction Environmental Management Plan (DCEMP).

Reason: To safeguard protected species in accordance and existing natural features.

7. Details of the biodiversity enhancement features including a plan showing the location of integral roost/nest boxes for bats and birds shall be submitted to and approved in writing by the local planning authority prior to the commencement of above ground works. The approved features shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme

Reason: To protect and ensure enhanced biodiversity across the site.

8. Prior to the commencement of above ground works, a detailed Lighting design shall be submitted to and approved in writing by the Local Planning Authority. The Lighting design will be required to minimise any potential light spill and impacts on bat foraging and commuting and public amenity. The development shall be implemented in accordance with the approved details and maintained for the life of the development.

Reason: To ensure a satisfactory appearance and to protect amenity and safeguard protected species.

9. Facilities for waste storage and recycling shall be provided in accordance with the approved drawings prior to the first occupation of the development and shall be maintained and managed for the life of the development.

Reason: To ensure that the collection of refuse can be adequately managed and to ensure that adequate waste and recycling storage and access is provided in the Phase 1 development.

10. Waste generated during the construction, demolition and excavation phase of the development should be limited to the minimum quantity necessary and opportunities for re-use and recycling of construction, demolition and excavation residues and waste should be maximised. A site Waste Management Plan will be required to be submitted and approved by the Local Planning Authority in accordance with Condition 25 of planning permission Ref: 20/P/02155 prior to the commencement of development.

Reason: To ensure the development takes the waste hierarchy into account to manage and minimise waste.

11. The sustainability commitments detailed in the Sustainability Statement shall be delivered in full. A detailed Sustainability Statement shall be submitted to and approved by the Local Planning Authority in accordance with the requirements of Condition 22 of planning permission Ref: 20/P/02155 prior to the commencement of development.

Reason: To ensure sustainability commitments and targets are met in accordance with national and local policy.

12. A detailed specification for the Local Equipped Area of Play (LEAP), benches and other fixed equipment to be provided on the Community Green shall be submitted to and approved by the Local Planning Authority prior to the commencement of works to the Community Green. The LEAP shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme.

Reason: To ensure high quality play provision to meet the needs of residents in accordance with national and local policy.

13. Notwithstanding the details shown on the approved drawings and documents, details of the road crossing in the vicinity of Weyside Primary School shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway and pedestrian safety.

14. Details of the boundary treatment to PRoW Footpath 4 shall be submitted to and approved by the Local Plan Authority. This shall include details of how the creation of the proposed new pedestrian access to Weyside Primary School will be facilitated and connected with pedestrian and cycle routes within the development.

Reason: To enhance pedestrian and cycle routes and promote sustainable travel modes.

INFORMATIVES

1. The applicant is advised that all conditions of the parent consent (ref 20/P/02155) are relevant to this approval and may require separate written consent from the Local Planning Authority.
2. The applicant has satisfied the requirements of Conditions 37, 53, 54, 69, 70, 71, 72, 73, 75, 83 and 84 in respect of the information required to be submitted with the Phase 1 Reserved Matters Application.
3. The applicants should be aware of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.
4. The applicant is advised that prior to the commencement of development, an Aboricultural Impact Assessment and Aboricultural Method Statement and a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority in accordance with Condition 23 of the parent consent (Ref: 20/P/02155).
5. The applicant is advised that prior to the first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the local planning authority in accordance with Condition 60 of the parent consent (Ref: 20/P/02155).
6. The applicant is advised that prior to the commencement of development, a sustainability statement for this phase of development shall be submitted to and approved in writing by the local planning authority in accordance with Condition 22 of the parent consent (Ref: 20/P/02155).
7. The applicant is advised that the submitted Drainage Strategy does not provide sufficient detail for the partial discharge of Condition 32 in respect of the Phase 1 development and a separate application for the discharge of this Condition will be required to be made. The applicant is advised to engage with the LLFA and other stakeholders during the process of finalising proposals for the Phase 1 development in order to satisfy the requirements of this Condition.
8. 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. A previous application was submitted this application seeks to address the concerns raised at that point in time. The application has been submitted in accordance with that advice and no further issues have arisen.

9. 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

Officer's Report

Site Description

The wider Weyside Urban Village (WUV) site comprises a circa 30 hectare (ha) site occupied by a number of existing uses on the western side of the River Wey, approximately 2km north from Guildford Town Centre. The existing uses of the WUV site comprise the existing GBC depot, part of the existing Bellfields Allotments and Agricultural Club, the existing Thames Water Wastewater Treatment Works and the existing Surrey County Council (SCC) Recycling Centre. The wider WUV site is bounded to the west by existing residential areas around Waterside Road and Slyfield Green, the Weyfield Primary Academy and the Bellfields Allotments. The Slyfield Industrial Estate is located to the north and north-west of the site. The existing residential area of Parsons Green and Bellfields Road is to the south and Woking Road provides access to the existing GBC Depot to the south.

The application site forms the first residential phase of development. The Phase 1 site is located on the south west corner of the wider WUV site on an area of existing allotments and the Agricultural Club building at Society Hall, where access is provided from Bellfields Road. The site is bounded by Weyfield Primary School and playing fields along the western edge of the site, and existing settlement along the north-western and southern edges. To the west lies the existing Thames Water Sewerage Treatment Works, which will be relocated to a new facility within the wider SARP area to the north. Directly to the north of the site sits a proportion of the Bellfields Allotments which will be retained. An existing Public Right of Way (PRoW) linking Bellfields Road and Waterside Road runs along the west boundary of the site, adjacent to the boundary of the Primary School. This route is a key pedestrian and cycle route to school for pupils of Weyfield Primary School.

The site is currently and has historically been occupied by allotments with allotment holders living all across Guildford. At the entrance of the site stands a small collection of buildings which form part of the Agricultural Club, locally known as the Aggie Club. An area of hard standing provides parking for the allotments and clubhouse, as well as functioning as an informal drop-off area for the primary school.

The application is the second reserved matters application to be submitted to the local planning authority pursuant to the grant of the hybrid planning consent. Planning permission was given for the first reserved matters application in respect of the relocated Council Depot (Ref: 22/P/01050) in March 2023. The development will be the first built phase of the new neighbourhood and will provide one of the primary access points for the wider Weyside Urban Village masterplan. Phase 1 will be a key area to set the tone in terms of design and built quality for the new development and will play a key role in the integration between the existing community of Bellfields and the new residents of Weyside Urban Village.

Proposal

Planning consent for WUV was granted on 30 March 2022 (Ref: 20/P/02155) following completion of the accompanying Section 106 Agreement. This application seeks Reserved Matters Approval in respect of appearance, means of access, landscaping, layout and scale relating to the provision of 81 dwellings as the first residential phase of the WUV development pursuant to Condition 66 of the extant hybrid consent.

The application also includes information which satisfies the following conditions which relate directly to the scope and content of the Reserved Matters Application:

Condition 37 (Biodiversity and Environmental Management Plan)

Condition 53 (Quantitative provision of open space)

Condition 54 (Design Code Check List)

Condition 69 (Details of waste storage and collection)

Condition 70 (Nationally Described Space Standards)

Condition 71 (Details of Housing Mix)

Condition 72 (Schedule of accommodation)

Condition 73 (Details of hard and soft landscaping)

Condition 75 (Details of cycle parking)

Condition 83 (Details of Utilities Strategy)

Condition 84 (Details of lighting)

A full Environmental Impact Assessment (EIA) was undertaken as part of the hybrid application. A comprehensive review of the parameters tested by the EIA has been carried out, the results of which are detailed in the submitted EIA Compliance Statement. The conclusions of this exercise are that the proposed reserved matters do not materially affect the findings of the EIA.

A detailed Statement of Community Involvement (SCI) has been submitted alongside this application, which details the applicant's engagement with local stakeholders. The objective of the consultation was to ensure that local residents, amenity interest groups, and elected representatives were made fully aware of the emerging development proposals and had an opportunity to provide their feedback. The SCI details how the Phase 1 proposals have been designed to be in accordance with the outline consent and to take account of the comments raised during the public consultation.

Following responses to consultation and further design workshops with the Council, amended plans were submitted in May 2023 which have resulted in scheme improvements. These relate in particular to a reduction in hard surfacing and increase in soft landscaping, enhancements to the central community green and community link, the introduction of greater detailing to elevations and improved pedestrian and cycle connections with the wider area.

Relevant planning history

20/P/02155

Hybrid planning application for the redevelopment of part of the allocated site for the Slyfield Area Regeneration Project for a mixed-use development (known as Weyside Urban Village) comprising:

- A. Outline planning approval for the demolition of existing buildings and infrastructure and outline planning permission for up to 1550 dwellings; local centre comprising up to 1800 sqm of retail (inc. convenience store), healthcare, community, nursery and flexible employment uses (Use Class E); up to 500 sqm of flexible community facilities (Use Classes E/F1/F2); up to 6,600 sqm of flexible employment space (Use Classes E/B2/B8); up to 30,000 sqm for new Council Depot Site (Use Classes E/B8); 6 Gypsy and Traveller pitches (Use Class C3); and associated road infrastructure, landscaping (including Sustainable Drainage Systems) and amenity space.
- B. Full planning permission for the development of primary and secondary site accesses, internal access roads and associated landscaping.
- C. Full planning permission for engineering operations associated with remediation and infrastructure, including primary and secondary sub-stations; utilities and drainage (including Sustainable Drainage Systems).

Granted 30 March 2022

22/P/01050

Reserved matters application pursuant to outline permission 20/P/02155 permitted on 30/03/2022, to consider appearance, means of access, landscaping, layout and scale in respect of the erection of a new GBC Depot, Multi-Storey Car Park, MOT Test Centre and sprinkler tank compound with associated external areas of hard and soft landscaping, parking and storage. (EIA Development)

Granted 9 March 2023

23/N/00031

Non-material amendment to planning application 20/P/02155 approved 30/03/22 to amend drawings within conditions 1,2,6,67 & 86 to regularise them with the retained allotments and wording of Condition 7.

Granted 27 June 2023

Consultations

Statutory consultees

County Highway Authority: Requested further information relating to proposed uses and transport assessment and amendments to the submitted drawings. Further discussions have taken place and the applicant has made changes to the submitted drawings and supporting documents in response to the issues raised. Confirmation is awaited from the Highway Authority that they are happy with the proposed changes.

Environment Agency: No comments. Requested that account is taken of any relevant planning conditions, informatives or advice and comments provided in response to the outline application when determining this reserved matters application.

SCC Lead Local Flood Authority: Not satisfied that the submitted document(s) provide sufficient information to partially discharge planning condition 32 of planning permission 22/N/00062. *Officer Note:* the application was subsequently amended to remove the discharge of Condition 32. Approval of the Drainage Strategy will be subject to a separate application to part discharge this condition and the LLFA will be consulted during this process.

SCC Archaeology: The proposed development is large, well over 0.4 hectare limit that requires archaeological assessment under Guildford Local Plan Policy and recent investigations elsewhere close to the River Wey have revealed the potential for highly significant archaeological remains, particularly from the early prehistoric period. The application area is within a wider site has been subject to an initial programme of archaeological desk based research and geo archaeological site investigations in order to determine the nature, extent and significance of any archaeological remains that may be present on the site so that an informed decision can be made regarding the need for any further archaeological evaluation and mitigation measures. The site investigations confirmed that the wider site has potential to contain undesignated heritage assets of archaeological interest, particularly from the prehistoric period, Roman and post medieval periods and so a condition (36) was attached to the Outline planning consent 20/P/02155 requiring a programme of archaeological works secured by a Written Scheme of Investigation submitted to and approved in writing by the Local Planning Authority in advance of any works below current ground level, by phase or for general site preparation works and site grading infrastructure. The application for Phase 1 is supported by a desk based archaeological assessment prepared by Orion Heritage that confirms that the site has potential for archaeological remains and also that this area was not available for initial geoarchaeological assessment that occurred elsewhere on the wider site due to access issues at the time and so the geoarchaeological potential of the site remains to be determined. The report therefore recommends an archaeological strategy for Phase 1 consisting of an initial examination of geotechnical records and an update to the existing site wide deposit model, followed by a trial trench and geoarchaeological evaluation of the Phase I study area. Further evaluation and mitigation works may then be required depending on the results of the initial work. Provision for this work is secured by the existing condition 36 attached to planning consent 20/P/02155 and so in accordance with the condition a Written Scheme of Investigation setting out the scope of the required archaeological investigation works is now required specific to the Phase 1 works. This will need to be provided and the evaluation work set out therein completed in advance of any intrusive works within the Phase 1 area.

SCC Minerals and Waste: The application site is located within proximity of the Slyfield Community Recycling Centre (CRC), which is important waste infrastructure and is safeguarded in accordance with Policy 7 of the Surrey Waste Local Plan 2020 (SWLP). Policy 7 states that proposals for non-waste development in proximity to safeguarded waste sites must demonstrate that they would not prejudice the operation

of the site, including through incorporation of measures to mitigate and reduce their sensitivity to waste operations. You will be aware of ongoing discussions between Surrey County Council and Guildford Borough Council regarding the relocation of the existing CRC. However, the existing site cannot be closed until a replacement site is provided, and until such time as this relocation takes place, Guildford Borough Council will need to ensure that the development to which this application relates does not prejudice the operation of the existing CRC, in accordance with Policy 7 of the SWLP. The National Planning Policy for Waste 2014 (NPPW) explains at paragraph 8 that in determining planning applications for non-waste development Guildford Borough Council should ensure that new development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development. This includes providing adequate storage facilities (e.g. ensuring that there is sufficient and discrete provision for bins) to facilitate a high quality, comprehensive and frequent collection service; and the handling of waste arising from the construction in a way that maximises reuse/recovery opportunities and minimises off-site disposal. Accordingly, Policy 4 of the SWLP seeks to ensure that planning permission for any development is granted only where: CD&E waste is limited to the minimum quantity necessary; opportunities for re-use and for the recycling of CD&E waste on site are maximised; on-site facilities to manage waste arising during the operation of the development are of an appropriate type and scale, and; integrated storage to facilitate reuse and recycling of waste is incorporated in the development. No objection to the proposed development subject to:

1. Guildford Borough Council being satisfied that the development includes adequate facilities for waste storage and recycling during its operational phase, and that adequate controls exist to ensure that waste storage and recycling is maintained and managed for the life of the development, in accordance with Policy 4 of the SWLP.
2. Guildford Borough Council being satisfied that the waste generated during the construction, demolition and excavation phase of the development is limited to the minimum quantity necessary; and that opportunities for re-use and recycling of construction, demolition and excavation residues and waste are maximised, in accordance with Policy 4 of the SWLP.

Thames Water: Thames Water have no comments to make regarding SuDS,

Historic England: No comments

Internal consultees

Head of Environmental Health and Licensing: No comments received.

Head of Parks and Countryside: No comments received.

LC Ecological Services (GBC Independent Specialist Ecology Advisor):

The Biodiversity Statement (BS) confirmed that there are no new impacts to designated statutory or non-statutory sites that need to be considered for this RMA, and the Environmental Statement (ES), ES Addendum and Shadow Habitats Regulations Assessment (HRA), submitted with the hybrid application (20/P/02155), considered the two potential cumulative effects that could arise from the development including recreational impacts and potential air quality impacts to the Thames Basin Heath (TBH), which concluded there would be no residual significant effects arising from the wider Slyfield Area Regeneration Project (SARP) following implementation of the approved mitigation measures. Since this RMA is for a smaller development within the wider SARP, the same conclusion can be drawn for this application. The report discusses the potential impact to the Riverside Park Site of Nature Conservation Interest (SNCI) through the proposed temporary surface water drainage outfall on the River Way. Details of the sighting of the temporary headwall and construction plan need to be provided in writing and agreed with the Local Planning Authority (LPA) (note: the headwall has now been removed in the amended drainage design).

In support of this application, the Illustrative Masterplan, and overall Landscape General Arrangement Plan identifies SuDs and landscaping with biodiversity value. The planting schedule and landscape maintenance and management plan confirms the use of native species planting, and where ornamental / non-native species are proposed, these include species that will provide nectar and fruit sources for the local wildlife. The creation of rain gardens using wetland meadow mixes will also provide biodiversity value within the development site. These measures all align with the design committed to within the ES and ES addendum. The hybrid application stated that Biodiversity net gain (BNG) would be achieved through delivery of an off-site off-set through the council owned land at Burpham Court Farm. At the time of the outline application, the Local Plan: Development Management Policies was to be adopted, however this plan has since been adopted and Policy 7 (requires a 20% net gain in BNG to be achieved. This will be achieved through the off-site off-set measures. A BNG report will be provided in writing to the Local Planning Authority (LPA), prior to commencement of works on site in order to discharge condition 38 of the outline consent. . The Biodiversity Statement confirmed that there were no significant changes to the baseline condition of the RMA site, and the proposed mitigation and enhancement measures detailed within the ES and ES addendum are still relevant, including the reptile translocation, to the approved off-site receptor site, and provision of nest boxes for bats and birds.

As part of the RMA submission a Biodiversity Mitigation and Enhancement Plan (BMEP) was required in order to assist in discharging condition 37 of the approved hybrid application. The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA. The BEMP confirms that the monitoring, management and remediation measures required as part of the application will be conducted by the appointed contractors responsible for the detailed design and construction of development, as well as the landowner or appointed management company for ongoing responsibility, upon handover from the

contractors. The Outline BEMP (OBMEP) which was submitted as part of the hybrid application included details to avoid, mitigate and compensate for the effects on ecological features during the demolition and construction phases. Those measures that are relevant to this RMA are detailed in the BMEP under paragraph 4.3.1 and need to be implemented in full. Written confirmation of works completed in accordance with this must be provided to the LPA. This includes the results of any update ecology surveys required where current base line date is out of date prior to works commencing on site, for example an update building and tree assessment for bats prior to their removal. The OMEP also included details to avoid, mitigate and compensate for the effects on ecological features during the operational phases. Those measures that are relevant to this RMA are detailed in the BMEP under paragraph 4.4.1 and need to be implemented in full. Written confirmation of works completed in accordance with this must be provided to the LPA. The landscape plans provided as part of this RMA detail species and habitat areas which are to be created. Further details on these habitats and their conditions will be required within the BNG documents submitted to discharge condition 38 of the outline hybrid consent. Features for bats and birds including a minimum of 16 of each integral roost/nest box have been prescribed including height and aspect of boxes, however details on their exact locations and make have yet to be confirmed. Written confirmation and a site layout plan is required to ensure these measures are achievable and are deliverable. The BMEP discusses the requirement for works to avoid impacts on trees, and as such an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan has been included within the RMA. Written confirmation of works required and protection measures must be provided to the LPA. The Lighting Assessment Technical Note submitted as part of the RMA demonstrates that external street lighting will not impact the River Wey Corridor, within this development phase. There is no detailed lighting design, and therefore when there is an appointed contractor the details will need to be approved in writing by the LPA to ensure the River Wey corridor remains unaffected, and dark zones are provided suitable for foraging mammals including bats and badgers. The BMEP details the protection and management measures for the identified ecological features during both construction and operational phases. These must be implemented in full, including (but not limited to) the delivery of tool box talks, protection of trees, translocation of reptiles, updated inspection of building and trees for roosting bats, timings for removal of bird nesting habitat, pre-site inspection for badger, provision of SANG and SAMM, implementing the detailed landscape planting, management of reptile receptor site, management of invasive species, and management of installed bat and bird boxes.

The BMEP will need to be reviewed and updated against the detailed design and submitted to the LPA for approval. Each individual RMA that comes forward, must show how the outline submission (including OBEMP, Demolition and Construction Environmental Management Plan and Landscape design) is consistent with that vision. The RMA needs to show that it delivers 'its part' of the overall development. The RMA needs to deliver the final detail, and we are currently lacking this information.

statutory consultees

Surrey Hills Area of Outstanding Natural Beauty Officer: As the site is located a considerable distance from the Surrey Hills AONB and the development would relate visually with the neighbouring built up area, and with no highrise development proposed, I consider there are no protected landscape implications arising from this proposal.

Forestry Commission: Existing trees should be retained wherever possible, and opportunities should be taken to incorporate trees into development. Appropriate measures should be in place to secure the long-term maintenance of newly planted trees. A requirement for most development to deliver a minimum of 10% BNG is expected to become mandatory from November 2023. The planning authority should consider the wide range of benefits trees, hedgerows and woodlands provide as part of delivering good practice biodiversity net gain requirements.

Worplesdon Parish Council: Comments as follows:

1. It is proposed that the 20 private homes have two allocated spaces each, but what other visitor spaces are available for these homes? *Officer Note:* There is no requirement for visitor parking as over 50% spaces are unallocated, However, 5 visitor spaces are proposed until visitor spaces in other parts of WUV such as the Local Centre have been delivered.
2. For the remaining 61 homes, which are not private, there would no allocated parking and 75 unallocated spaces would be provided. Whilst less than one for one for the flats would be acceptable, the level of unallocated spaces for the homes appears to be low and could lead to inconsiderate on street parking. *Officer Note:* The parking standards in Policy ID10 are maximum figures. It is considered that the applicants have presented a rationale for lower level of parking taking into account site location and the context of the wider WUV and sustainable transport measures proposed.
3. The residents using the unallocated spaces would need to apply for a parking permit (one per house) which would limit the vehicle parking. *Officer Note:* This is normal practice and will be managed and monitored by the Management Company.
4. Whilst five disabled spaces have been proposed, which is welcome, these would be located in close proximity to the accessible units. These should be closer than 20m from the dwelling. However, there is no mention how additional disabled spaces would be delivered, when required. *Officer Note:* the disabled spaces are considered to be conveniently located in relation to the entrances to M4(3) homes.
5. EVC charging is welcomed, though there is nothing mentioned how the passive spaces will be brought into operation. *Officer Note:* Parking will be monitored under the terms of the s106 agreement and this will be the responsibility of the Management Company.
6. Cycle parking will be in rear gardens with direct access, which is welcome.
7. A Travel Plan has been submitted for this site, which is welcome.

8. There are no plans showing visibility splays, forward visibility splays, and pedestrian visibility splays. The Parish Council would have expected these to be submitted. *Officer Note:* Vehicle visibility splays have been provided and the site layout has been designed to prioritise sustainable travel modes and to provide legibility and safe navigation through the site for residents and visitors.
9. Worplesdon Parish Council agrees with Surrey County Council's SUDS comments and requests additional information to be submitted to confirm compliance. *Officer Note:* Approval of the Drainage Strategy will require a separate planning application to discharge Condition 32. Consultation will be undertaken and full information will be required for this condition to be discharged.
10. It is Worplesdon Parish Council's opinion that the Biodiversity monitoring should not be passed onto the contractor. The monitoring should be passed onto any management company that is appointed to control the site in order that biodiversity is monitored in perpetuity. *Officer Note:* Biodiversity monitoring will be undertaken in accordance with the relevant conditions of the hybrid planning consent.

National Trust: Objection: The Wey Navigation, which runs roughly south west-north east to the south and east of the application site, is owned and managed by the National Trust. It is a heritage asset situated in a designated conservation area. The drainage strategy submitted with the application makes provision for surface water to be discharged to the Wey Navigation, initially south of Stoke Lock and ultimately north of Stoke Lock. Any such discharge would require a written agreement from the National Trust, which has not yet been obtained. Given that discharge to the Wey Navigation is integral to the implementation of the drainage strategy, the absence of an agreement, even in-principle, means that the drainage strategy cannot be approved by the Borough Council in its current form. The National Trust would welcome a dialogue about the drainage strategy with the Borough Council, in its capacity as applicant and project promoter, on the terms and conditions for an agreement to discharge surface water into the Wey Navigation. In the Trust's view the heads of terms of an agreement should be reached before the above application is determined. Having reviewed the revised drainage strategy submitted in respect of the above application the National Trust have made further representations in relation to the surface water drainage proposals. The Trust's position remains as it was in December 2022.

Officer Note: The Drainage Strategy has been amended to remove the previously proposed new outfall to the River Wey and under the revised Drainage Strategy, it is proposed to use existing Thames Water infrastructure and outfall. Approval of the Drainage Strategy will be addressed through a separate application under Condition 32 of the hybrid consent. An informative is recommended to the effect that the applicant should work with the LLFA and National Trust in finalising the Drainage Strategy.

Third party comments:

None received

Planning Policies

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.

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the borough- our spatial strategy

Policy H1 Homes for all

Policy H2 Affordable homes

Policy P4 Flooding, flood risk and groundwater protection zones

Policy P5 Thames Basin Heaths Special Protection Area

Policy D1 Place shaping

Policy D2 Climate change, sustainable design, construction and energy

Policy D3 Historic environment

Policy ID1 Infrastructure and delivery

Policy ID3 Sustainable transport for new developments

ID4 Green and blue infrastructure

Site Allocation A24: Slyfield Area Regeneration project, Guildford

Guildford Borough (Submission) Local Plan: Development Management Policies (LPDMP) (March 2023):

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. This now forms part of the statutory development plan and the policies are given full weight.

Policy H7: First Homes

Policy P6: Protecting Important Habitats and Species

Policy P7: Biodiversity in new developments

Policy P8: Land affected by contamination

Policy P9: Air quality and Air Quality Management Areas Policy

Policy P10: Water quality, Waterbodies and Riparian Corridors

Policy P11: Sustainable Surface Water Management

Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy D5: Protection of Amenity and Provision of Amenity Space

Policy D6: External Servicing Features and Stores

Agenda item number: 5(2)

Policy D7: Public Realm

Policy D11: Noise Impacts

Policy D12: Light Impacts and Dark Skies Policy

D14: Sustainable and Low Impact Development Policy

D15: Climate Change Adaptation

Policy D16: Carbon Emissions from Buildings

Policy D17: Renewable and Low Carbon Energy Generation and Storage

Policy ID6: Open Space in New Developments

Policy ID7: Community Facilities

Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network

Policy ID10: Parking Standards

National Planning Policy Framework (NPPF):

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

Chapter 14. Meeting the challenge of climate change, flooding and coastal change

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

South East Plan 2009 (as saved by CLG Direction):

Policy NRM6 Thames Basin Heath Special Protection Area Page 6

Surrey Waste Local Plan (SWLP) 2019-2033

Policy 4 Sustainable Construction and Waste Management in New Development.

Policy WD2 Land to the north east of Slyfield Industrial Estate, Moorfield Road, Guildford

Supplementary planning documents:

Strategic Development Framework SPD (July 2020)

Parking Standards SPD (March 2023)

Climate Change, Sustainable Design, Construction and Energy SPD (2020)

Thames Basin Heaths Special Protection Area Avoidance Strategy (2021)

Surrey Design Guide (2002)

Residential Design Guide (2004)

Other guidance:

Healthy Streets for Surrey (2022)

National Design Guide (NDG) (2019)

National Model Design Code (2021)

Surrey County Council Vehicular and Cycle Parking Guidance 2018

Guidance on the storage and collection of household waste for new developments (2017)

Guildford Children's Play Strategy 2016-2021

National Trust Guidance on Developments Adjoining River Wey

Planning Considerations and Appraisal

1. Principle of Development

- 1.1 The Guildford Borough Local Plan identifies the site at Slyfeld (Policy A24) (including the application site) as a location for strategic development, with capacity for approximately 1,500 dwellings, community facilities and approximately 6,500 sqm of light industrial (B1c) / trade counters (B8) uses over the plan period. The policy establishes the land uses for the site, which are aimed at providing a new urban residential quarter. Sustainable transport measures include the northernmost section of the SMC to deliver bus, pedestrian and cycle connections between the site, the town centre and the station.
- 1.2 The principle of the overall development has been established through the original hybrid planning permission consented in March 2022 (Ref: 20/P/02155). The Strategic Development Sites SPD is predicated on the basis that land at Slyfeld should be used efficiently. The Phase 1 site is identified for residential development in the hybrid planning permission.

- 1.3 The principle of development is supported by the consented masterplan for the redevelopment of the wider WUV site for a residential-led, mixed use development. The concept is 'landscape led' and comprises of buildings and uses responding to a series of landscaped open spaces, and a sequence of 'green fingers' that provide functional open spaces. The landscape-led masterplan is driven by the site's riverside location and is divided into a number of character areas.
- 1.4 The proposal is therefore considered to be acceptable in principle subject to consideration of the following matters:
- Compliance with Parameter Plans
 - Housing Mix
 - Design
 - Residential amenity
 - Public open space
 - Landscaping
 - Ecology and Biodiversity
 - Access, Traffic and Parking
 - Minerals and Waste
 - Waste and Utilities
 - Lighting
 - Flooding and Drainage
 - Noise
 - Air Quality
 - Sustainability and Energy
 - EIA Conformity

2. Compliance with Parameter Plans

- 2.1 A set of parameter plans was approved under the outline application which establish the framework for this Reserved Matters application and for the phased development of the site with regards to the layout, scale, appearance, and landscaping of the proposed development. Condition 2 of the hybrid planning consent for WUV (Ref:20/P/02155) states that development shall be carried out substantially in accordance with the vision, objectives and principles contained in the Design and Access Statement, as illustrated on the illustrative masterplan together with the mitigation requirements contained in the Environmental Statement and Environmental Statement addendum submitted in support of the outline planning application and in compliance with the development parameters plans, design code and regulatory plans.
- 2.2 The boundary of the Phase 1 development and as a result, the parameters for development have been amended since the grant of planning consent and this has been addressed through the approval of a non-material amendment (Ref: 23/N/00031). The approved parameter plans were based on the re-provision of the existing Bellfields allotments which lie to the north of the Phase 1 site through new and improved space at North Moors and Aldershot Road, which have planning consent

that has been implemented. However, following a refusal from the Secretary of State for the relocation of the Bellfields allotments in 2020, a subsequent application to the Secretary of State confirmed that 2.58ha of statutory allotment land could be relocated. This was not received until 08 November 2022, significantly after the issue of the planning consent for WUV and confirmed that a proportion of the existing Bellfields Allotments were required to be retained. The retention of the allotments has impacted on certain development parameters for part of the WUV site, which includes the part of the site now defined as the Phase 1 residential parcel. The location of the retained allotments also impacts the approved route of the Wey Water Journey, which is part of the pedestrian/cycle and green infrastructure provision and one of the proposed pedestrian/cycle access points to and from the existing community on Waterside Road. The locations of these are shown on the approved parameter plans. As a result, the site boundary for the phase 1 residential and the green infrastructure, pedestrian/cycle infrastructure and access point have been moved southwards on this distinct part of the site to accommodate the retained allotment area. In addition, it has been necessary to remove the new school access route from the approved plans as the Highway Authority had objected to this prior to the resolution to grant consent for the WUV development and the approved drawings were not amended at the time to reflect this. These changes were not considered to materially affect the planning consent and were approved under the s96a application on 27th June 2023.

- 2.3 As a result of the change to the site boundary, the Phase 1 development comprises 81 dwellings compared to the 122 dwellings included within the illustrative masterplan which accompanied the Outline planning application.

Appraisal of scheme against revised Parameter Plans

- 2.4 The proposals comply with the parameters set by the revised Parameter Plans and Design Code and the approved outline planning consent. The approved Regulatory Plan identifies the site for residential use and for the western part of the Wey Walk Community Green Finger. In addition, the approved Regulatory Plan identifies the site to deliver the western part of Wey Water Journey Community Link. The proposed development would deliver residential use and the Green Finger and Community Link, consistent with the requirements of the approved Regulatory Plan. The approved Land Use Parameter Plan identifies the site for residential (including internal access, parking, incidental place spaces and associated infrastructure) and landscape and open space. The proposed development would deliver residential, landscape and open space, consistent with the requirements of the approved Land Use Parameter Plan.
- 2.5 The approved Green and Blue Infrastructure Parameter Plan identifies public open space, including a Neighbourhood Equipped Area of Play (NEAP), SuDS features and location of allotment/community orchard/garden in the Green Finger in the centre of the site. The proposed development would deliver these features in accordance with the approved Green and Blue Infrastructure Parameter Plan. The approved Building Heights Parameter Plan allows for buildings of up to four storeys on parts of the site. The maximum height of any building within the proposed

development is three storeys, with the majority of the built form between two and three storeys. The proposed development would be consistent with the requirements of the approved Building Heights Parameter Plan.

- 2.6 The approved Access and Movement Parameter Plan identifies key cycle, pedestrian, vehicular and bus access routes across the WUV development. The proposed development would provide a vehicular entrance in the south west corner to provide access from Bellfields Road. Additionally, the proposed development would provide footpaths/cycle paths, consistent with the requirements of the approved Access and Movement Parameter Plan.
- 2.7 The proposed development is allocated under Policy A24, benefits from outline planning consent and accords with the approved Parameter Plans. It is considered that the principle of development should be accepted.

3. Housing Mix and Tenure

3.1 Condition 71 requires each reserved matters application for a phase to include a housing mix that results in an overall mix for the whole development that shall accord with the following range:

Market Housing:	Affordable Homes:
1 bed: 5-15%	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%

3.2 The hybrid consent for the WUV development states the exact housing mix will come forward as part of future Reserved Matters applications and will respond to the scheme parameters and urban design considerations as well as external factors, including market demand as set out in the most up to date SHMA. The Phase 1 development provides a higher proportion of family housing than the overall development which reflects site characteristics and the suitability of the site for family housing (67% 3 and 4 bed units compared to 43% in the overall development). The balanced will be redressed in later phases of development to ensure the overall development has a housing mix which accords with the range specified in Condition 71. The overall mix will continue to be monitored through the submission of subsequent reserved matters applications to ensure the overall mix is achieved.

Table 1: Housing and Tenure Mix

Unit Size	Private	Affordable	Total	% Total
1 bed apartment	0	5	5	6%
2 bed apartment	0	5	5	6%
2 bed house	11	6	17	21%
3 bed house	29	14	43	53%
4 bed house	9	2	11	14%
	49	32	81	100%

- 3.3 The tenure mix comprises 40% affordable rent and 60% market housing in accordance with the hybrid consent and the requirements of Policy H2. Policy H7 of the recently adopted LPDMP states that a minimum of 25% of affordable homes provided either on-site or off-site are expected to be First Homes. Planning consent for the WUV development was granted before the adoption of the Local Plan in March 2023 and is subject to the provisions of the hybrid planning consent and accompanying s106 dated 30th March 2022. The s106 stipulates that 70% of affordable housing will be provided as rented housing and 30% as shared ownership housing or other form of intermediate housing to be agreed with the local planning authority which could in principle include First Homes.
- 3.4 In accordance with the requirements of Condition 72, the reserved matters application includes a schedule of accommodation and accompanying plans to demonstrate that:
- 5% of the units are designed to meet Building Regulations M4(3) ‘wheelchair accessible dwelling’ standards including storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable;
 - 10% of the units are designed to meet the Building Regulations ‘accessible and adaptable dwellings’ M4(2).
- 3.5 The submitted scheme includes 4 units (5%) designed to meet M4(3) standards and the remaining 77 units (95%) are designed to M4(2) standards thereby exceeding the requirements of Condition 72. The development therefore provides a very flexible housing stock capable of meeting a wide range of housing needs.

4. Design

- 4.1 Policy A24 (SARP) of the Local Plan (April 2019) sets out the requirements that the development must accommodate. Policy D1 (Place Shaping) states that strategic allocation sites must create their own identity to ensure cohesive and vibrant neighbourhoods.
- 4.2 The design for Phase 1 has been underpinned by the following documents and constraints:
- The approved Design Code
 - The revised Design Code (The Community Design Code)

- Amendments to the Phase 1 boundary line (as shown on the revised arameter Plans and Regulatory Plan)
- Further amendments and improvements to the Phase 1 design as requested by Officers.

4.3 The site-specific design strategy has evolved through review of relevant local policy, guidance and design principles, including the aspirations to regenerate and make best use of this brownfield site for the development of a new mixed-use neighbourhood adjacent to the River Wey and existing residential neighbourhoods. The design responds to an assessment of the local context and surrounding development, as well as key site constraints and opportunities identified through detailed technical assessments. It proposes a 'landscape led' scheme that is heavily influenced by its adjacency to the River Wey to the east and wider natural landscape and seeks to connect new communities with existing neighbourhoods to the west.

The Design Code approved under the outline application sets out the key design requirements for the site with the aim of ensuring a consistent level of high-quality development is implemented throughout the scheme. The Design Code is fundamental to delivering the vision for WUV along with the key land uses.

4.4 Phase 1 forms the Garden Mews character area which is described as 'medium density community living that links the existing and new residents together'. It provides one of the key accesses to the WUV site and connects the existing Weyfield community and Weyfield Primary School with the new development with green spaces and play areas which will be accessible to all. The Design Code has been revised for the Phase 1 development to reflect further design development but the underlying principles set out in the approved Design Code remain unchanged. Revisions to the Design Code have been informed by community engagement within the National Model Design Code (NMDC) testing and learning programme in which GBC is participating as one of 14 Councils across the UK. The revised Design Code provides design guidance on community priorities for the future development of WUV, with a particular focus on the Phase 1 area and has been developed with representatives from a range of local organisations. The revised Design Code has been submitted alongside the Reserved Matters Application in accordance with the requirements of Condition 7.

4.5 Key community and stakeholder comments that have influenced the Phase 1 proposals include:

- *Parking spaces*- The design team reviewed the parking spaces following the public exhibition, and added car club space, wheelchair parking and extra unallocated parking spaces to meet the requirement of residents with various needs.
- *Materials*- The use of durable brick materials. Each unit has its own entrance. Glazed bricks in different tones are selected to be used as accent colours to give each unit its individual character and helps wayfinding across the site.
- *Increased number of affordable units*- Affordable unit numbers have increased following the community engagement to meet the need of affordable housing in the local area.

- *Private Gardens*- Outdoor space is as important as the indoor space, therefore the design has allowed all houses and ground floor apartments to have private gardens; all units to have private amenity spaces.
- *Sustainability*- The development is designed to meet Passivhaus standard. All homes will have Air Source Heat Pump for heating and hot water. They will also be equipped with Mechanical Ventilation with Heat Recovery (MVHR) for improved air quality

4.6 The Design and Access Statement (DAS) and the Design and Access Statement Addendum (May 2023) that accompanies the application sets out the design evolution process and the factors that have shaped the proposals, including the surrounding built and landscape environment that have significantly influenced the design response. The DAS details how the character, design and appearance of the proposed development has evolved to meet the objectives of the approved Design Code and the aspiration of the applicant to deliver a high-quality development influenced by the allotment site and the forms and massing of the existing community adjacent.

4.7 The DAS Addendum details the changes made to the design of the Phase 1 development following further workshops with officers to address issues relating to landscape, cycle and pedestrian connections and layout. A Design Code Check List has been provided as part of the RMA submission in accordance with the requirements of Condition 54. The design changes have further enhanced the Garden Mews character by tightening hard surfaces and introducing more street trees and understorey planting and improving pedestrian and cycle connectivity to the wider area.

4.8 The Council's Urban Design and Conservation Team Leader has welcomed the revisions to the Phase 1 development and is supportive of the amended proposals. She has advised that she is content that this phase of the development does successfully observe the vision, character and design principles instilled in the original masterplan and design codes and sets a good marker for the remaining phases. The architectural language and detailing, whilst contemporary in nature, is interesting and helps to cement the scheme with its own character and identity, with the proposed architectural and public realm material palettes also helping to reinforce the development's distinctive character.

5. Appearance

5.1 Innovative and bespoke housing typologies have been carefully designed to respond specifically to the criteria set out by the Design Code, Regulatory Plan and wider aspirations for the WUV development. The house types are typically two storey terraced units which are either part of a continuous solid run or broken into link-detached homes where a section of the massing is cut away on the ground floor to facilitate parking underneath. The three storey units facing the community green space have a section of the top-storey massing cut away to allow the scale to better correspond to the rest of the Phase 1 development.

- 5.2 The materials used are a carefully selected palette of warm tones that seek to compliment the broad range of surrounding buildings rather than trying to directly address or mimic a selective few and set a high-quality precedent for the subsequent phases.
- 5.3 To bring interest at ground level, accent colours are used to provide visual interest as well as a unity across the new character area. Entrances are celebrated using accent materials depending on the location:
- Entrances facing onto public realm or key routes use the richest green glazed brick.
 - Entrances facing onto tertiary streets or the community green use neutral sage-green glazed bricks or the secondary dark-buff brick with vertical stack bond detailing.
 - Entrances facing north use white glazed brick to reflect the light as much as possible
- 5.4 Brick detailing has been introduced on some flank/ rear elevations to add visual interest where large windows are not appropriate due to either potential overlooking or energy performance reasons.
- 5.5 It is considered that the proposed development meets the requirements of Policy D1 and objectives of the Design Code.

6. Layout & Scale

- 6.1 The layout and scale of the proposed development is in accordance with the principles set out in the approved Design Code. The internal parcels are formed by compact urban blocks with minimal back to back distances. The height of the development responds sensitively to the existing properties in the Weyfield neighbourhood. The houses range from 2-3 storeys with 3 storey apartments marking the key corners or acting as wayfinders.

7. Residential Amenity

- 7.1 The submitted plans and DAS demonstrate that the incorporation of different building typologies would enable high-quality living environment across the development for future residents. In addition, the siting and scale of development has been considered so to maintain a good level of amenity for residents of the existing community adjacent to the site. This consideration includes the positioning and orientation of the proposed buildings to ensure good standards of outlook, access to natural light and levels of privacy.
- 7.2 In accordance with Policy H1 (Homes for All), Condition 70 of the hybrid consent requires reserved matters applications for residential buildings to meet National

Described Space Standards (NDSS). In addition, Condition 72 requires at least 10% of dwellings to be designed to meet Building Regulations M4 (2) category and 5% Building Regulations M4 (3) category so that they are wheelchair accessible. The proposed housing typologies have been designed to ensure compliance with NDSS and accessibility standards and to allow for higher density solutions that respond to the specific criteria set out by the Design Code and Regulatory Plan. As such, the proposal is considered in accordance with Conditions 70 and 72, and Policies G1 and H1 of the Local Plan as well as the approved Design Code.

8. Open Space Provision

- 8.1 The application demonstrates how the whole site open space quantitative provision shall meet the minimum Guildford open space standards (using the calculation method in that statement) and the overall landscape strategy as shown on the Green and Blue Infrastructure parameter plan in accordance with the requirements of Condition 53.
- 8.2 The layout takes a balanced approach to maintain open space provision, provide amenity value, enhance local biodiversity, incorporate sustainable drainage, offer a high quality LEAP and introduce orchards and productive or edible landscapes.
- 8.3 The public open space provision has been calculated by using an average occupancy rate of 2.13 people per household. Based on the average occupancy rate 2.13, Phase 1 will generate a population of 173 people and a requirement for 4,490m² of open space. As illustrated Table 2, Phase 1 provides 4,830 sqm open space including parkland, community orchard, amenity space and a local equipped area of play (LEAP) which is in excess of the calculated requirement of 4,500 sqm. Residents will also have access to extensive areas of open space within the wider WUV development including 4.45 ha parks and recreation grounds and 4 play areas.

Table 2: Schedule of Open Space Provision

Types of Open Space	Recommended (ha/1000 pop)	WUV Phase 1 Requirement	WUV Phase 1 (Proposed)
Community Gardens/Orchard	0.25 ha	0.043 ha	0.043 ha
Amenity / Natural Green Space	1.0 ha	0.173 ha	0.068 ha
Parks and Recreation Ground	1.35 ha	0.234 ha	0.37 ha
Play space (children)	0.05 ha	1 no LEAP	1 no LEAP
Play Space (Youth)	0.03 ha	-	-
Total		0.45 ha	0.481 ha

- 8.4 The focal point of the development is the central green space which forms a community hub providing flexible spaces and opportunities for community events; a range of facilities and activities; a community orchard and play spaces for all ages.

The Community Green acts as a gateway to WUV and brings existing and new communities together.

9. Landscaping

- 9.1 Details of hard and soft landscaping have been submitted as part of this RMA in accordance with the requirements of Condition 73. The proposals would provide a nature-led landscape for community cohesion and integration and would deliver high quality and multifunctional green spaces and streets for both existing and future residents. This would be achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. A detailed Landscape Maintenance and Management Plan has been submitted alongside this application to ensure that the proposed landscaping would be successfully managed. Condition 53 of the hybrid consent requires each RMA to demonstrate its contribution to the whole site open space quantitative provision.
- 9.2 Landscape proposals have sought to build upon the Design Code principles of securing a holistic approach to the integration of nature, landscape and wildlife across the site. This has been achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. The Community Green will be the key destination, providing play, recreational, SuDs and biodiversity benefits. The Community Link offers a direct and well greened east-west route for both people and wildlife. The Green Edge will form a soft interface with the school and an attractive setting for new development. Secondary and Tertiary Streets will add another layer of green infrastructure to the masterplan, offering a distinctive streetscape
- 9.3 The site does not contain any areas of Ancient Woodland or Tree Preservation Orders and the design has been developed to minimise the impact on the most important trees. Twenty-eight trees and groups have been identified for removal to facilitate the development, of which one is category A, one is category B, 24 are category C, and two are category U. Thirty-five trees and groups of the total surveyed will be retained and integrated into the development. Sufficient space and adequate protection measures have been set out to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction. Eight trees and groups will be subject to construction within their root protection areas. Special measures are recommended to ensure that these trees are not damaged. Condition 23 requires the submission and approval of a finalised Arboricultural Impact Assessment and Arboricultural Method Statement and a Tree Protection Plan prior to the commencement of the Phase 1 development. Replacement tree planting is proposed as part of the landscaping proposals.

9.4 Officers have worked with the applicant to further develop the Landscape Masterplan. The design changes are underpinned by the principle of tightening the hard surface areas and creating additional soft landscape for informal activities. The amendments include:

- Create a continuous route along the northern edge of the open space as a shared street for cyclists and cars;
- Replacement of cycle and pedestrian route within the community green by amenity grass and wild flower meadows to provide a stronger natural environment;
- Edge of the community green to be formed by soft landscape elements including native hedgerows, street trees and planting;
- Play space designed to be integrated into the wider landscape setting through the creation of mini landforms, stepping logs etc;
- Additional street furniture such as picnic tables and cycle stands will be installed in key locations

9.5 A landscape maintenance and management plan has been submitted with the RMA.

10. Ecology and Biodiversity

10.1 Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity; recognise the wider benefits from natural capital; and minimise impacts on and provide net gains for biodiversity. Criterion (2) of Policy ID4 (Green and Blue Infrastructure) of the Local Plan (April 2019) sets out that new development should aim to deliver gains in biodiversity where appropriate.

10.2 The hybrid consent was supported by an Environment Statement which provides an overview of the ecological baseline of the site and a description of the effects of the WUV development. This reserved matters application is also supported by a Biodiversity Assessment (Stantec, October 2022), which updates the ecological baseline conditions within the site and finds no significant changes or ecological issues to address.

10.3 Condition 3 of the hybrid consent requires implementation of the approved Outline Biodiversity Mitigation Plan. A Biodiversity Mitigation and Enhancement Plan (BMEP) has been submitted as part of this RMA in accordance with the requirements of Condition 37 which sets out how the design, demolition/site clearance and construction of Phase 1 accords with the Outline BMEP and details the proposed the proposed mitigation, compensation and enhancement measures across the site and off site. Following the principles of the mitigation hierarchy, the BMEP confirms the measures required to avoid, mitigate and compensate for effects on biodiversity from demolition, construction and operation. It also describes how biodiversity enhancements will be delivered in this phase.

- 10.4 The BMEP acknowledges the requirements and provides as much information as was possible to provide against the design submitted with the Phase 1 RMA. The introduction of the BMEP also notes interactions of the BMEP with other Condition requirements and says “The contractor(s) responsible for the detailed design and delivery of Phase 1 of WUV are yet to be appointed. This BMEP will need to be kept under review and updated where necessary by the Design and Build Contractor, with reference to the detailed design’. The BMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre- occupation documents relevant to biodiversity (as required by Conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP). The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA.
- 10.5 The landscape plans provided as part of this RMA detail species and habitat areas which are to be created as detailed within paragraph 4.5.5 of the BMEP. Further details on these habitats and their conditions will be required within the BNG documents submitted to discharge condition 38 of the outline hybrid consent. The Illustrative Masterplan, and overall Landscape General Arrangement Plan identifies SuDs and landscaping with biodiversity value. The planting schedule and landscape maintenance and management plan confirms the use of native species planting, and where ornamental / non-native species are proposed, these include species that will provide nectar and fruit sources for the local wildlife. The creation of rain gardens using wetland meadow mixes will also provide biodiversity value within the development site. These measures align with the design committed to within the ES and ES addendum. Although no Biodiversity Net Gain (BNG) report has been submitted with this RMA, due to it being a separate pre-commencement condition (Condition 38) of the outline consent, the design of this phase closely resembles that within the parameter plans submitted as part of the outline consent. BNG was not achievable within the wider SARP and therefore off-site measures were explored. The hybrid application stated that net gain would be achieved through delivery of an off-site off-set through the council owned land at Burpham Court Farm. At the time of the outline application, the Local Plan: Development Management Policies was still to be adopted, however this plan has now been adopted and requires under Policy 7 a 20% net gain in BNG to be achieved. Through the off-site off-set measures this will be achieved, as detailed within the BNG technical note and metric calculator provided to support the hybrid application. A BNG report will be provided in writing to the Local Planning Authority (LPA), prior to commencement of works on site in order to discharge Condition 38 of the outline consent.
- 10.6 The Biodiversity Statement report discussed the potential for the site to support protected and notable species and an update badger survey was conducted during the site visit in September 2022. No badger activity was recorded within the site boundary, although the site does hold potential to support foraging badger, with setts

located within the wider SARP. No further update surveys were conducted for protected species; however, the site was concluded to still support a good population of slow worm, with the potential to support grass snake and common lizard, which were recorded within the wider SARP, and common toads. Buildings and trees were assessed as part of the hybrid application for their potential to support roosting bats. No roosting bats were recorded on site and the visit in September confirmed that the buildings had not altered since the survey in 2021. The site was assessed as providing suitable habitat for breeding birds, and honey bee hives were present within the allotments. The Biodiversity Statement confirmed that there were no significant changes to the baseline condition of the RMA site, and the proposed mitigation and enhancement measures detailed within the ES and ES addendum are still relevant, including the reptile translocation, to the approved off-site receptor site, and provision of nest boxes for bats and birds.

- 10.7 The BMEP confirms that the monitoring, management and remediation measures required as part of the application will be conducted by the appointed contractors responsible for the detailed design and construction of development, as well as the landowner or appointed management company for ongoing responsibility, upon handover from the contractors.
- 10.8 The BMEP discusses the requirement for works to avoid impacts on trees, and as such an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan has been included within the RMA. Written confirmation of works required and protection measures must be provided to the LPA. The Lighting Assessment Technical Note submitted as part of the RMA demonstrates that external street lighting will not impact the River Wey Corridor. There is no detailed lighting design, and therefore when there is an appointed contractor the details will need to be approved in writing by the LPA to ensure the River Wey corridor remains unaffected, and dark zones are provided suitable for foraging mammals including bats and badgers. Section 4.6 and 4.7 of the BMEP details the protection and management measures for the identified ecological features during both construction and operational phases. Features for bats and birds including a minimum of 16 of each integral roost/nest box have been prescribed including height and aspect of boxes, however details on their exact locations and make have yet to be confirmed. Written confirmation and a site layout plan is required to ensure these measures are achievable and are deliverable. These must be implemented in full, including (but not limited to) the delivery of tool box talks, protection of trees, translocation of reptiles, updated inspection of building and trees for roosting bats, timings for removal of bird nesting habitat, pre-site inspection for badger, provision of SANG and SAMM, implementing the detailed landscape planting, management of reptile receptor site, management of invasive species, and management of installed bat and bird boxes. A report will be submitted following the monitoring to ensure compliance and any remediation measures reported.
- 10.9 GBC's Ecological advisors have reviewed the proposals and are satisfied that they meet the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However,

the BMEP. The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document and will need to be reviewed and updated against the detailed design. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA. It is therefore recommended that conditions should be included relating to the Biodiversity Mitigation and Enhancement Plan and details of habitat enhancement features.

11. Access, Transport and Parking

- 11.1 The hybrid consent was supported by a Transport Assessment and Travel Plan which assessed the impact of the proposed development and provided mitigation measures. This application is supported by updated transport information to supplement that of the hybrid consent. Policy ID3 (Sustainable transport for new development) sets out that new development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport. It also states that walking and cycling should be prioritised over vehicular traffic and a permeable layout should facilitate and encourage short distance trips.
- 11.2 The application is supported by a Transport Assessment Addendum (Markides, October 2022) to examine the transport impacts of Phase 1 and provide an update to the Transport Assessment submitted as part of the hybrid consent. The assessment addresses the proposed ratios of car parking that are consistent with the hybrid consent and the levels of proposed cycle parking in line with Surrey County Council's 2021 guidance. The assessment also shows how the site would connect to Waterside Road in accordance with Condition 46 of the hybrid consent.

Vehicular Access

- 11.3 Access to the WUV site from Bellfields Road was approved as part of the hybrid planning consent. Bellfields Road will provide a connection to the Secondary Movement Corridor (SMC) once WUV is fully constructed. In the interim period, this access will serve phase 1 only until the SMC is constructed. Bellfields Road is currently a cul-de-sac, providing access to Weyfield Allotments, the associated 'Aggie Club' and Parsons Green. The existing road has a significant amount of parking on both sides, with approximately 53 vehicles parked overnight along its entire length (including Parsons Green). This parking demand will be accommodated in the proposed design, whilst also providing a wider available carriageway width to allow 2-way vehicle movements. By providing parking along the western side of the carriageway, as well as additional new parking bays off Parsons Green, enough bays can safely be accommodated to allow for a sufficiently wide carriageway of at least 5.5m, enabling 2-way flow and refuse access. Parking spaces for existing residents on Bellfields Road / Parsons Green will be re-provided on Parsons Green, and within a new parking court in the phase 1 development site (also accessed via Parsons Green). Parking restrictions will be introduced along Bellfields Road with a mix of single and double

yellow lines introduced. Single yellow lines are proposed to have restrictions between 8am-8pm.

- 11.4 The site layout has been designed to prioritise sustainable travel modes and to provide legibility and easy navigation through the site for residents and visitors. Detailed consent was granted for the internal road layout as part of the hybrid consent but it has been necessary to amend this as a result of the boundary changes and further design development. This is reflected in the amended Regulatory Plan and the Access and Movement Parameter Plan. Condition 86 states that prior to commencement the approved drawings will be reviewed and revised in accordance with the revised Access and Movement Parameter Plan and Regulatory Plan and submitted to the local planning authority for approval.
- 11.5 The tertiary roads have been designed as shared surfaces to a minimum width of 4.8m, in line with SCC adoptable standards for roads serving 26-50 dwellings. SCC guidance states that streets may be designed as shared surfaces where serving up to 50 dwellings and where traffic speed is less than 20mph.

Access to Weyfield Primary School

- 11.6 Access to Weyfield Primary School is currently possible via both School Close and Bellfields Road. Whilst School Close is used by school staff, Bellfields Road is used by some parents for the purposes of pick-up and drop-off, with parents parking on Bellfield Road adjacent to the school gate at the start and end of the school day. Given that Bellfields Road will form the route to Phase 1 of the development, it is proposed to implement traffic restrictions along this route to prevent any on-street parking that might restrict access. These restrictions will take the form of double and single yellow lines on Bellfields Road. Double yellow lines will be marked along the spine road into the site until after the 90 degree bend adjacent to the school, to ensure this section of road is kept free of parking at all times.
- 11.7 The main vehicle access to the existing school car park will remain via School Close. The Phase 1 development and highways works for Bellfields Road propose an alternative arrangement in front of the Bellfields Road school gate. The area in front of the gate is to be converted to a wide footway, at a continuous level for those walking between Bellfields Road and the Public Right of Way (PRoW) which runs along the boundary between the school and the Phase 1 development. This will significantly improve pedestrian safety. A raised table (i.e. a raised area of carriageway) is proposed on the road outside the school to slow vehicle speeds and improve pedestrian safety when crossing the road. Four bollards are proposed outside the school gate, close to the proposed kerb line of the carriageway, to protect this footway and stop vehicles parking on it. The proposed bollards at the Bellfields Road access would be retractable, allowing the school to lower them mainly for emergency access or when a contractor/servicing vehicle requires entrance to the school. The school would be provided with keys to control the operation of the bollards. Consequently, in restricting the ability to park on Bellfields Road, school-based travel by other modes

will be encouraged. Improving the PRow linking Bellfields Road and Farm Close, will also help to make the school more accessible to the local community. The Highway Authority is of the view that options to the raised table should be considered to slow vehicle speeds and improve pedestrian safety and a condition is recommended to this effect.

11.8 An additional pedestrian access to the school from the development will be provided in the future, considering the school's plans to reorientate the school's layout to face the new development. Although the school boundary is not included in the red line of the planning application for WUV Phase 1, Guildford Borough Council (GBC) intends to present the pedestrian access as part of the development proposals. An indicative location for the access is shown on the submitted plans.

11.9 The Head Teacher has confirmed that Weyfield Primary School is happy with the proposed access arrangements.

Pedestrian and Cycle Access

11.10 Improvements to existing pedestrian and cycle links will be implemented as part of the proposals. In addition to the pedestrian/cyclist access that will be provided from Bellfields Road into the site, Footpath 4 will also be improved to provide a legible pedestrian link to the existing Weyfield community. Farm Close connects to the northern section of PRow Footpath 4, which runs along the western site boundary. The footway is presently 1.75m wide and is fenced along its length, resulting in an isolated and intimidating pedestrian route between Farm Close and Bellfields Road. As part of the proposals, the eastern fence will be removed, and the route will be integrated with the site. The PRow will continue to provide a route between Farm Close and Bellfields Road, and a new connection will be introduced providing a route into the development. This will result in a significant improvement in the attractiveness of the pedestrian environment as the route will have significantly increased natural surveillance, as well as providing direct pedestrian routes aligned with desire lines. Footpath 4 will connect to one of the internal 'Green Fingers' described in the OPA, offering a landscaped pedestrian-friendly route from the Riverside into the existing neighbourhood in the future, once the later phases have been constructed. Further to the Footpath 4 improvements, an access to the retained allotments will be provided via Farm Close, with 6 parking spaces on site, as well as bicycle parking and a footpath

Parking

11.11 Parking provision is detailed in Table 3.

Table 3: Parking Provision

Type of Parking	No parking spaces
Allocated residential parking (on plot)	40
Unallocated residential parking	70
Disabled parking	5
Visitor parking	5
Car club space	1
Total	121

11.12 The level of parking provision is lower than the maximum number of spaces which would be required by applying the maximum standards set out in Policy ID10 and the Guildford Parking Standards SPD (March 2023). Applying the *maximum* standards would require the provision of 149 parking spaces as compared to the number of spaces proposed. However, it must be acknowledged that this figure is based on maximum standards and Policy ID10 encourages lower parking provision, Furthermore, on strategic sites, developers are allowed to provide lower levels of parking where this can be appropriately justified.

11.13 The proposed level of parking provision is in accordance with the parking strategy approved as part of the hybrid planning consent and a parking statement and evidence base was put forward to support this. Current adopted policy within GBC was reviewed, alongside emerging policy and Surrey County Council (SCC) guidance. Using car ownership data from the census for the whole of Guildford, an assessment was carried out on the likely future demand for this development, assuming that the initial car ownership demand would match that of the wider Guildford borough. The recommended ratios for Phase 1 match the outputs from the census data split by unit type and whether they are privately owned or affordable. These ratios have been used to determine the minimum requirement of unallocated parking for the units that do not have on-plot allocated parking.

11.14 Parking provision is well distributed across the site in a range of different ways to minimise the impact of cars on the street scene. Parking for homes is either, on-plot between dwellings or on-street. On-street parking is a combination of parallel and perpendicular arrangements with spaces broken up by soft landscape and tree planting. 20 proposed dwellings would have their own 'on-plot' parking, in each case providing two parking spaces, totalling 40 spaces. For the remaining dwellings within Phase 1, 75 unallocated spaces would be provided. Five spaces have been provided across the development to a standard appropriate for disabled access and are located within 20m of each of the accessibility designed dwellings on the site.

- 11.15 Visitor parking in the longer term is intended to be accommodated through the publicly accessible parking areas around the WUV development including the local centre, community centre and industrial units parking. However, these are all to be delivered in a later phase and therefore visitor parking needs to be considered on a temporary basis for phase 1 whilst it sits in isolation. During daytime hours, it is expected that unallocated parking across the development will be under-utilised, with many residents at work or elsewhere. Therefore, daytime visitors could park in these spare spaces. However, once residents return home with their cars overnight, this could present an issue for any overnight visitors. Therefore, 5 on-street visitor parking spaces are proposed. These will be marked as such to ensure that they are for overnight visitor use only with parking only permitted between 6pm and 8am. These visitor bays are intended to be temporary in nature (until the publicly accessible parking areas across WUV have been constructed in subsequent phases).
- 11.16 Condition 82 of the hybrid consent requires that a phase-specific Travel Plan be submitted and approved prior to occupation. This application is supported by a Residential Travel Plan (Markides, October 2022), which outlines the long-term management strategy to deliver sustainable transport objectives for Phase 1. The Travel Plan outlines that the site is accessible by a range of transport modes and that there are a significant number of facilities available within walking and cycling distances. The proposed development includes 'hard' and 'soft' measures to achieve the objective of encouraging sustainable travel methods and reducing the need for private car use. The Travel Plan provides a mechanism to monitor and control its progress and aims to be transformative through playing a significant role in delivering an exemplar sustainable development.
- 11.17 The level of parking provision has been reviewed by the Highway Authority who advise that given the parking standards in Policy ID10 are maximum figures, the level of parking provision proposed is acceptable taking into account the wider development context and the sustainable transport objectives for Phase 1. It is necessary to encourage sustainable modes of travel which are alternative to the private motor vehicle and a higher level of parking may encourage an increased level of car ownership. With the provision of the car club space and the sustainable transport measures which will be delivered as part of the WUV development, it is considered that the level of parking proposed should be acceptable.
- 11.18 One disabled parking bay is provided for each M4(3) home and is conveniently located close to each entrance. Electric vehicle (EV) charging will be provided to all allocated spaces and to 20% of unallocated parking spaces. The remaining 80% of unallocated spaces will be provided with the necessary infrastructure for the EV charging to be activated in future as demand increases. The car club space is provided in a prominent location to the south of the Community Green and is provided with a fast charging EV socket.

- 11.19 In addition to the proposed residential provision and car club space, it is also proposed to provide 26 additional spaces for existing residents on Bellfields Road. These bays will become part of a future controlled permit zone for Bellfields Road residents only and will be excluded from use by the new residents of WUV. These bays are being provided in order to cover the loss of parking along Bellfields Road as a result of the development related road improvements scheme, which introduces some parking restrictions along the road. These restrictions will ensure ease of access.
- 11.20 The S106 Agreement requires full details of the ongoing management, enforcement and funding of the on-site measures to ensure that the on-site measures are maintained, enforced and funded. Parking will be managed by an appropriate management company and residents' permits will be required for the unallocated spaces. The distribution of permits will be dependent on demand. Occupiers of the development will not be permitted to apply for a parking permit within any controlled parking zone in the locality. Future parking reviews of the WUV development will take place in accordance with the requirements of the s106 agreement.
- 11.21 Details of cycle parking have been submitted as part of this RMA and secure and covered cycle parking accessible to or within the curtilage of each dwelling is provided in accordance with the requirements of Condition 75. Cycle parking will be provided in accordance with SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (November 2021). The minimum cycle parking standards for residential dwellings require one cycle parking space for one and two-bedroom dwellings, and 2 spaces for three and four-bedroom dwellings, for flats/houses without a garden or garage. Cycle storage units have been provided for every property as per the guidance set out by SCC. These are typically located within back gardens, where there is direct access to these via a driveway/side gate.

Sustainable Transport Measures

- 11.22 The site benefits from being located close to several established bus routes that operate at good frequency levels and provide access to a range of destinations in Guildford and beyond. The nearest bus stops to the site are located on the Old Woking Road, approximately 200m from the Bellfields Road access.
- 11.23 As part of the OPA, a total sum of £1,541,482 was agreed in the section 106 agreement to cover the fees needed by SCC to introduce a new bus service linking the wider WUV site with the town centre. The analysis undertaken at the time indicated that £96,386 per year will go towards services for the first two years of the development, when Phase 1 is occupied. SCC are currently working on the details of the proposed bus service for Phase 1, with the intention being that some form of improved bus service connection to the town centre will be provided in the short term. This is important to help inbuild the use of public transport from an early stage.

12. Waste and Utilities

- 12.1 A Waste Storage and Servicing Statement has been included with the RMA submission in accordance with the requirements of Condition 69. This addresses bin provision, bin collection and refuse vehicle tracking and demonstrate that refuse can be adequately stored, managed and collected. Condition 25 requires the submission and approval of a Site Waste Management Plan prior to the commencement of the Phase 1 development.
- 12.2 Refuse and recycling bins for the houses and flats will either be accommodated in integrated stores located in the front garden or in designated areas within back gardens, thus limiting the time bins are visible in the street. Houses with stores to the rear of the property will have direct access via alleyways to allow them to move their bins on the street for kerbside collection. Houses with on-plot parking in carports underneath buildings have been designed to allow sufficient space for bins to be pulled past parked vehicles to the front of the property for collection. Refuse and recycling for the cottage flats will be provided to the rear of the property in the form of separate, secure bin stores. The designated bin refuse spaces can be accessed to the side of the property and rear of the ground floor cottage flat. Swept path analysis has been carried out to confirm that the streets are suitable to accommodate the size of the vehicle used by the local waste authority. The proposed circulation of refuse vehicles will follow a one-way loop. The maximum distance of the refuse vehicles from each collection point is 25m to accord with Manual for Streets guidance. Residents have a maximum expected towing distance of 30m from their private bin stores to the kerbside collection point
- 12.3 The proposed provision is in accordance with the Council's Climate Change, Sustainable, Construction and Energy SPD and is considered to satisfy the requirements for storage of waste storage and recycling.
- 12.4 A utilities connection strategy has been provided as part of this reserved matters application in accordance with the requirements of Condition 83.

13. Lighting

- 13.1 Condition 84 of the hybrid consent requires lighting information to be submitted with any RMA that includes external illumination. This application is supported by a Lighting Strategy (Stantec, October 2022). A suite of lighting plans and diagrams have been submitted alongside this application. The Lighting Strategy has been sensitively designed to promote safe and efficient movement around the site during night-time conditions. In addition, the Lighting Strategy has considered precautionary and sensitive measures where wildlife is present. Energy use has also been optimised through the proposed use of energy efficient measures, along with the desire to create an uncluttered landscape with a sensitive approach to the landscape character of Phase 1.

13.2 The key principles underlying the Phase 1 lighting proposals may be summarised as follows:

- Promote safe and efficient movement around the site during night time conditions
- Ensure all lighting specified is essential, appropriate and has mitigation in place where necessary
- Take precautionary and sensitive measures where wildlife is present and utilise low heat output lights, minimum spread lamps and downward pointing lights
- Optimise energy use through energy efficient luminaries, dimmed and timed systems, recyclable products, re-use of components at the end of their life and renewable energy as a power source where appropriate
- Create an uncluttered landscape with a sensitive approach to the landscape character of the site whilst utilising best practice for lighting design

13.3 Roads and streets will be lit using column mounted luminaries. In some cases it may be possible to use wall/ building mounted luminaries to help reduce street furniture within the pedestrian corridor. Private and semi-private courtyards and shared surface links will be lit using the same family of column lighting as for streets and wall/building mounted luminaries where possible to minimise clutter in restricted spaces. Lighting within open space is limited to paths, nodal points and play spaces. Low level column or downward directional bollard lights will be used along strategic movement routes such as 3m shared cycle and pedestrian route. Feature lighting elements integrated in street furniture, ground lighting and up-lighters to feature trees will be used at nodal points and the LEAP to form points of interest that limit street clutter.

14. Heritage and Archaeology

14.1 The hybrid consent was supported by an Environment Statement in which the Historic Environment chapter provides an overview of the heritage baseline of the site and a description of the effects of the WUV development. There are no designated heritage assets within the site, which is located at the furthest extent of the WUV site from the Wey and Godalming Navigation. Condition 36 of the hybrid consent requires implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation. This application is supported by a Desk Based Assessment (Orion, October 2022), which will inform such an Investigation. The Desk Based Assessment confirms that the site contains no designated archaeological assets or is within or adjacent to an area of High Archaeological Potential. This application is also supported by a Heritage Statement (Orion, October 2022), which found no harm to off-site heritage assets or their setting in the vicinity. In addition, no new or different likely significant construction or operation heritage effects have been identified in the EIA Compliance Note.

15. Noise

- 15.1 The hybrid consent was supported by an Environment Statement in which the Noise and Vibration chapter provides an overview of the noise baseline of the site and a description of the effects of the WUV development. The EIA Compliance Note finds that no new or different likely effects have been identified.
- 15.2 Condition 44 of the hybrid consent requires a comprehensive scheme for protecting the proposed dwellings from noise. This application is supported by a Noise Impact Assessment (Stantec, October 2022). The Assessment sets out how modelling has been used to calculate the noise levels that would affect the proposed development. The Assessment concludes that based on the results of the assessments undertaken, internal and external ambient sound levels are likely to achieve the criteria during daytime and night-time periods to satisfy the requirements of Condition 44.

16. Air Quality

- 16.1 The hybrid consent was supported by an Environment Statement in which the Air Quality chapter provides an overview of the air quality baseline of the site and a description of the effects of the WUV development.
- 16.2 The site is not within an Air Quality Management Area and the proposed development does not include any development likely to generate air quality impacts. No new or different likely significant construction, operation or cumulative air quality effects have been identified in the EIA Compliance Note

17. Flooding and Drainage

- 17.1 Paragraph 166 of the NPPF state that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again, (except in circumstances such as more recent information which have panned out not to apply here as more recent modelling has not shown flood sensitive uses being affected). WUV is allocated as a strategic development site under GBC's adopted Strategy and Sites Local Plan (April 2019), and so the sequential test does not need to be applied again.
- 17.2 Policy P4 (Flooding, flood risk and groundwater protection zones) of the Local Plan (April 2019) sets out that "all development proposals are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. Proposals should have regard to appropriate mitigation measures identified in the Guildford Surface Water Management Plan or Ash Surface Water Study. Priority will be given to incorporating SuDs (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.

- 17.3 The hybrid consent was supported by an Environment Statement in which the Water Environment chapter provides an overview of the water environment baseline of the site and a description of the effects of the WUV development. No unacceptable constraints were identified. Condition 3 of the hybrid consent requires implementation of the approved Surface Water Drainage Strategy (SWDS) and Flood Risk Assessment. Condition 32 of the hybrid consent requires grade levels of the development and drainage details of the design of a whole site surface water drainage scheme. Condition 80 of the hybrid consent requires development to be carried out in accordance with the approved Flood Risk Assessment. This application is supported by levels drawings, a Drainage Strategy (AECOM, October 2022) and a Flood Risk Assessment (Stantec, October 2022).
- 17.4 When the reserved matters application was originally submitted, the applicant had sought to discharge Condition 32 as part of this application. SCC as the Lead Local Flood Authority commented on the proposed discharge of Condition 32 and advised that they were not satisfied that the submitted document provided sufficient information and further additional information was required to satisfy requirements of this condition. The applicant subsequently amended the application and is no longer seeking to discharge Condition 32 and a separate application will be required. The LLFA will be consulted on any such application.
- 17.5 The submitted Flood Risk Assessment and Drainage Strategy demonstrate that the site is located in Flood Zone 1 and that the proposed drainage networks and associated attenuation features would successfully accommodate storm events up to the 100-year return period, plus a 45% allowance for climate change. Through the implementation of SuDS, the Drainage Strategy demonstrates that the proposed development would discharge at equivalent greenfield runoff rates and would not increase surface water runoff. This would ensure no increase to flood risk within or outside the site. Surface water discharge would be pumped to the River Wey until a gravity connection is established in Phase 4 of the development. The use of the SuDS Manual Simple Index Approach demonstrates that the design is appropriate and water quality will be improved by the proposed SWDS in accordance with the hybrid consent condition requirements.
- 17.6 The National Trust has objected to the application and raised concerns about the Drainage Strategy which made provision for surface water to be discharged to the Wey Navigation, initially south of Stoke Lock and ultimately north of Stoke Lock. Any such discharge would require a written agreement from the National Trust, which has not yet been obtained. Agreement would be required with the National Trust on the terms and conditions for an agreement to discharge surface water into the Wey Navigation.
- 17.7 The Drainage Strategy has subsequently been revised to address the National Trust's concerns by utilising the existing Thames Water infrastructure and outfall rather than creating a new outfall into the River Wey. It is understood that there is a right to connect to the Thames Water infrastructure through the Water Industry Act, which the project

team has obtained in writing. Despite the changes to the Drainage Strategy, the National Trust has maintained its objection. However, as stated in para 17.3, details of the Drainage Strategy are not being approved as part of the Reserved Matters Application and will be subject to a separate planning application to discharge Condition 32. It is not therefore necessary to resolve this matter as part of this Reserved Matters Application as it will be addressed through the discharge of relevant conditions. The applicant is encouraged to engage with Surrey County Council as the Lead Local Flood Authority and the National Trust in this process.

18. Utilities

18.1 Condition 83 of the hybrid consent requires a detailed Utilities Strategy to be submitted with each RMA. This application is supported by a Utilities and Infrastructure Strategy (AECOM, October 2022), which assesses the constraints of the site and provides utility routing details in accordance with Condition 83.

18.2 Key constraints have been assessed and design solutions to overcome the spatial restrictions imposed on the site have been developed in conjunction with the relevant statutory undertakers. The spacing and sizing of proposed utilities has been assumed based on experience and available guidance and will be refined through correspondence with the utility suppliers. This will be achieved through updating new connection applications when loading requirements have been established.

19. Sustainability and Energy

19.1 The hybrid consent was supported by an Environment Statement in which the Climate Change chapter provides an overview of the climate change baseline of the site and a description of the effects of the WUV development. Energy and Sustainability Statements have been submitted in support of and to inform this Reserved Matters Application but will not be approved as part of this application. Details will be approved through the discharge of Conditions 3 and 22 of the parent consent. The Sustainability Statement, and its accompanying Energy Statement (with appended SAP modelling showing TERs and DERs), show that Phase 1 is on course to meet the requirements of Condition 22 and provide potable water maximum use of up to 110 litres per person per day and a carbon emission reduction of 31%. The commitments in the Energy and Sustainability Statements will need to be implemented in full and a condition is proposed to this effect.

19.2 The energy hierarchy has been followed delivering carbon reduction via the use of:

- Energy-efficient design and building fabric
- A design that enables the inclusion of an array of photovoltaic panels that is equivalent to 40% of the building footprint and the use of Air Source Heat Pumps to provide heating and hot water
- All homes are designed following the Passivhaus principles and anticipated to target on Passivhaus Classic or Passivhaus Low Energy Building standards

- 19.3 Passivhaus is an accreditation system that aims to deliver net-zero-ready new and existing buildings optimised for a decarbonised grid. Members of the Savills Earth team, as Certified Passivhaus Designers, have worked in conjunction with the design team to inform the development of Phase 1. Analysis completed suggests that up to 61 dwellings could achieve Passivhaus Classic, with the remaining dwellings achieving Low Energy Building Status. The Applicant is targeting to achieve the above accreditations on Phase 1 to provide an exemplar development and future-proofed homes that incorporate occupant health and wellbeing, minimising their impact on the climate and set a precedent for future phases of WUV.
- 19.4 With the inclusion of a Passivhaus Building Fabric, ASHPs to provide heating and hot water and large areas of PV panels it is anticipated that the modelling results will show a carbon reduction of more than 31%. A key feature of the design will be to utilise only systems that require electricity as the primary fuel source. It is known that the carbon intensity of UK National Grid electricity has reduced significantly in recent years and although constantly fluctuating, the carbon intensity of electricity is regularly less than that of natural gas (~0.18 kgCO₂e/kWh). The strategy for Phase 1 means that as the grid decarbonises so too will Phase 1.
- 19.5 The Overarching Sustainability Statement for the Weyside Urban Village included the Building for a Healthy Life (Homes England 2020) checklist. It states that The Building for Healthy Life Guidance influenced the decision making design process.

20. EIA Conformity

- 20.1 An Environmental Statement (ES) was submitted with the original planning application (ref 20/P/02155) and an Environmental Statement Addendum (Stantec, 2021) was submitted in response to amendments made to the 2020 Proposed Development, following responses given by the GBC Design Review Panel and other Statutory Consultees. A formal request for an EIA Screening Opinion under Regulation 6(3) of the Environmental Impact Assessment (EIA) Regulations 2017 (as amended) was submitted by Stantec in May 2022 in respect of this RMA. An EIA Compliance Note has been prepared to document whether there are any new or different likely significant effects resulting from the Proposed Development for the RMA compared to those reported in the 2020 ES and 2021 ES addendum.
- 20.2 It is therefore concluded that the Proposed Development is not likely to have new or different significant environmental effects to those documented in the 2020 ES and 2021 ES Addendum in relation to traffic and access, air quality, biodiversity, noise and vibration, the water environment, ground conditions, socioeconomics, climate change, health and wellbeing, historic environment and landscape, townscape and visual impact.

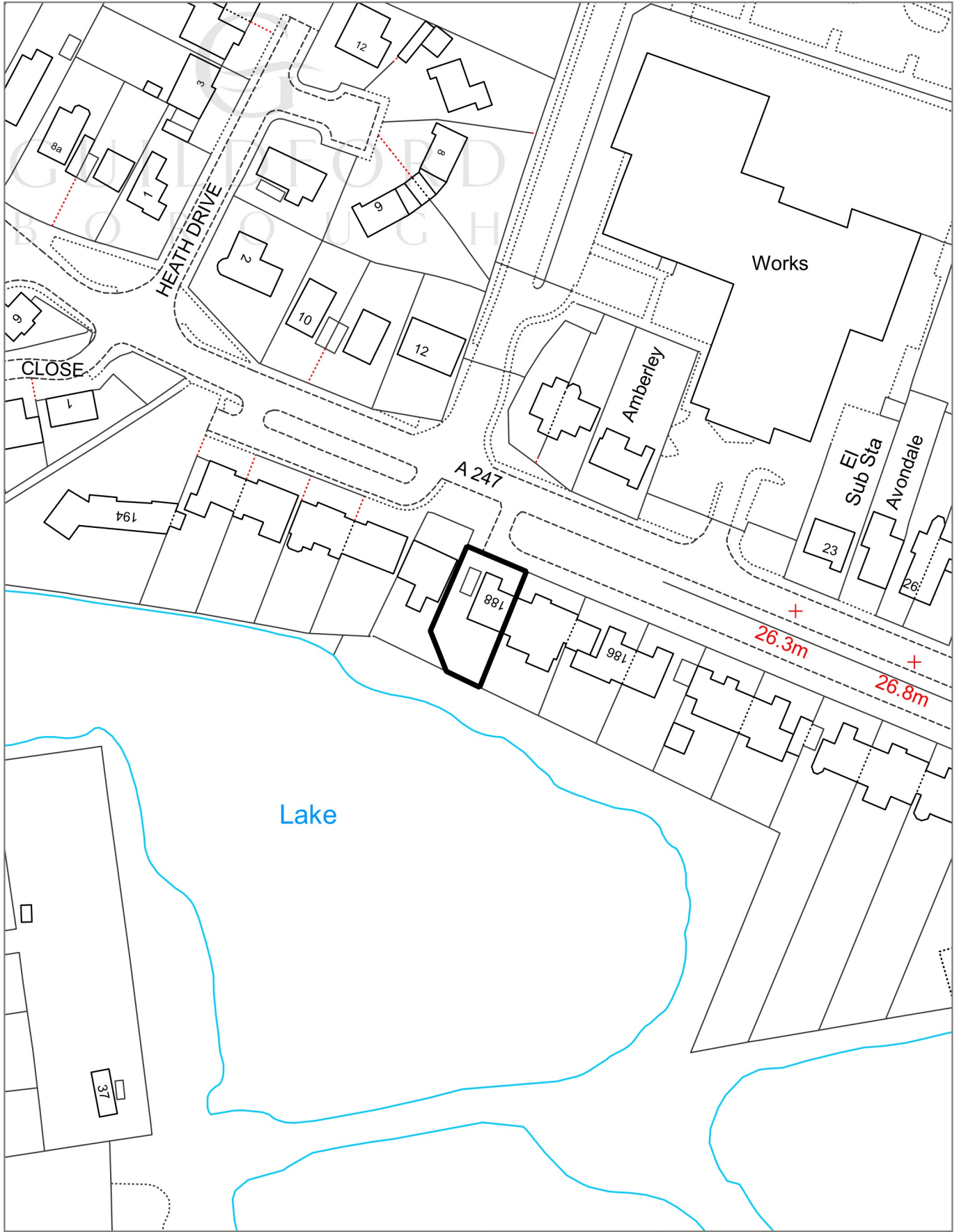
21. Conclusions

- 21.1 This application seeks Reserved Matters approval for the first residential phase of the WUV Development, which will comprise 81 dwellings.
- 21.2 The proposed development would deliver an exemplar, high-quality and highly sustainable development to meet the objectives of the approved Design Code of the hybrid consent and the aspiration of the applicant to deliver a Garden Mews character development influenced by the allotment site and the forms and massing of the existing community adjacent to the site. The application and its supporting information demonstrate how the proposed development has been considered through a careful analysis of the conditions pursuant to the hybrid consent, the constraints and opportunities of the site and the overarching guidance supplied by the approved documentation of the hybrid consent.
- 21.3 The proposed development would accord with local and national policy to deliver a development that would significantly exceed energy and sustainability targets and would meet Passivhaus standards. In doing so, the proposed dwellings would deliver significant carbon and energy reductions through energy efficient fabric and heating technologies supplemented by solar panels to better current and future energy demand targets. In addition, the proposed development would provide multifunctional open space above requirements and would provide pleasant living conditions for future occupants. Parking provision is below the maximum standards set out in Policy ID10 but this is considered acceptable in the wider context of the WUV development and the objective of promoting sustainable transport modes. The Highway Authority have advised that the level of parking provision is acceptable.
- 21.4 Further work is required on the Drainage Strategy before this can be approved by the local planning authority and the applicant is encouraged to engage with Surrey County Council as Lead Local Flood Authority and the National Trust in this process.
- 21.5 For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

Positive and Proactive Working

In determining this application, the local Planning Authority has worked with the Applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the Applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirements of the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015

22/P/01834 - 188 Send Road, Send, Woking

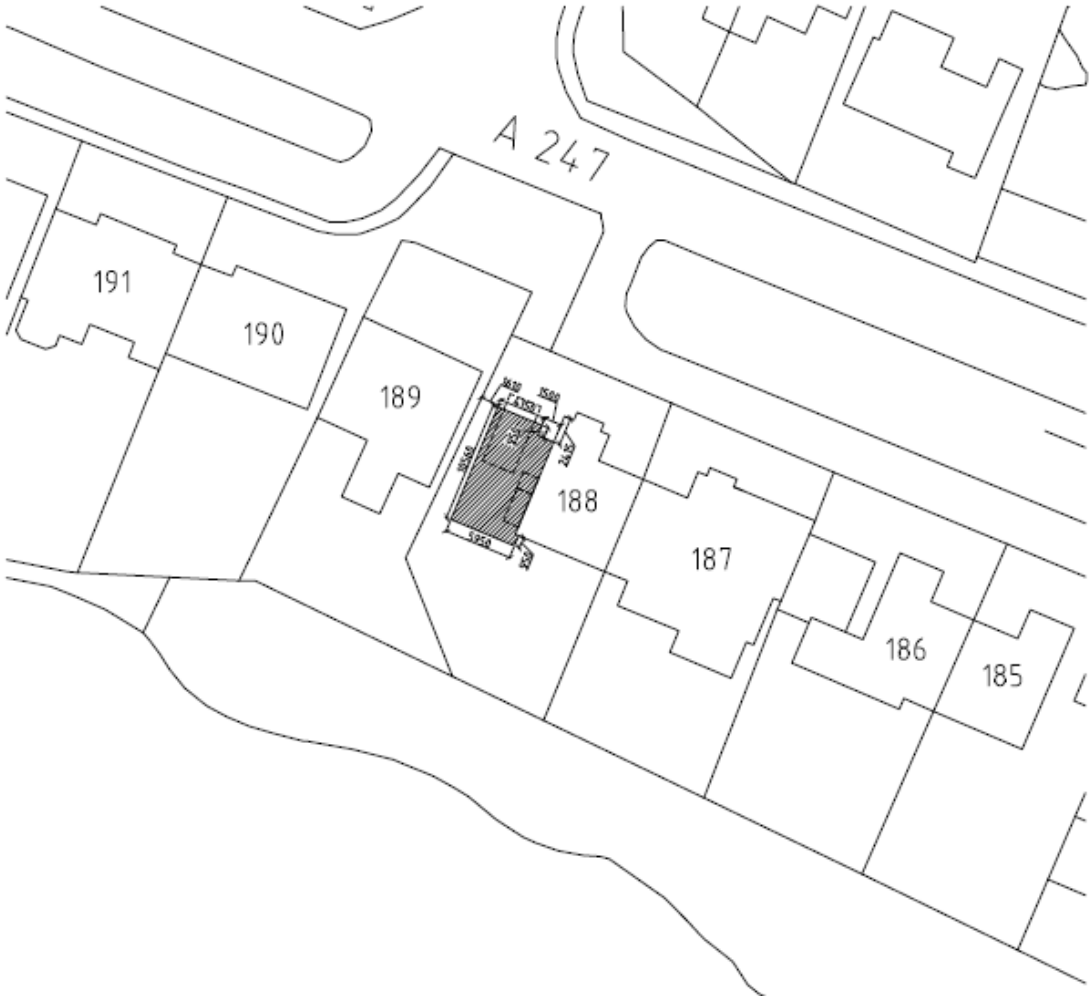


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Print Date: 07/07/2023





Not to scale

App No: 22/P/01834
Appn Type: Full Application
Case Officer: Kelly Jethwa

8 Wk Deadline: 24/07/2023

Parish: Send
Agent : Mr M McLaughlin
Springwheel Associates
Highway Farm
Horsley Road
Cobham
KT11 3JZ

Ward:
Applicant: Mr J Hurst
188 Send Road
Send
Surrey
GU23 7ET

Location: 188 Send Road, Send, Woking, GU23 7ET
Proposal: Erection of two storey side and rear extension with front and rear gables, enlarged rear dormer and front and rear roof-lights following the demolition of detached garage and lobby. (Amended plans received 26.06.2023 to change the roof and reduce the width)

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because more than 10 letters of objection have been received, contrary to the Officer's recommendation.

Key information

The proposal is for a side extension to the existing bungalow to replace the existing garage and lean-to that were demolished.

There would be an enlarged dormer window to replace the existing rear dormer window.

Three rooflights would be installed on the main roof.

There would be car parking for at least two cars on the front garden.

Amendments were successfully secured during the course of the application to change the roof design, reduce the width of the side extension and provide further details on car parking.

Summary of considerations and constraints

The side extension would be set down and back to appear as a subordinate addition, there would be gap of at least 1.61m to the shared boundary with No. 189, so there would be no visual terracing and the design and proportions would respect the main dwelling and streetscene. There would be no material harm to neighbour amenity from the extensions.

The size and location of the dormer window and rooflights would not dominate the roof slopes or result in undue overlooking.

This would be in accordance with policies H4 and D4 of the Local Plan: Development Management Policies (LPDMP) 2023, policy Send 1 of the Send Neighbourhood Development Plan 2019 - 2034 and the Residential Extensions and Alterations SPD, 2018.

A parking layout shows that at least two cars would be accommodated on the front drive, in accordance with the Parking Standards for New Development SPD, 2023.

RECOMMENDATION:

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

<u>Date received</u>	<u>Drawing no.</u>	<u>Plan</u>
31 Oct 2022		Location plan
26 Jun 2023		Block plan
26 Jun 2023	22116/03 Rev A	Proposed floor plans
26 Jun 2023	22116/04 Rev A	Proposed elevation plans
26 Jun 2023	22116/05 Rev A	Existing and proposed roof plan
26 Jun 2023	22116/06	Existing and proposed parking plan

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

3. The external finishes of the development hereby permitted, including making good to the retained fabric, shall match in material, colour, size, style, bonding, texture and profile those of the existing building.

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

4. The hardstanding area hereby permitted on the frontage shall have a permeable (or porous) surfacing which allows water to drain through, or surface water shall be directed to a lawn, border or soakaway, so as to prevent the discharge of water onto the public highway and this should be thereafter maintained.

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

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 in certain circumstances
- Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

- Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

Pre-application advice was not sought prior to submission and minor alterations were required to overcome concerns, these were sought and the applicant agreed to the changes.

Officer's Report

Site description.

The site is located on the southern side of Send Road (A247) and is accessible from an access road. The application property is a semi-detached bungalow with a front garden, on a generally level contour. There is a driveway to the front.

The surrounding area comprises of a mixed variety of styles, and sizes, with detached and semi-detached properties. This section of homes along Send Road comprises a row of 12 similarly designed bungalows.

At the time of the site visit, the roof had been removed and there was scaffolding erected. The detached garage had been demolished and the timber fencing replaced.

Proposal.

Erection of two storey side and rear extension with front and rear gables, enlarged rear dormer and front and rear roof-lights following the demolition of detached garage and lobby.

The following amendments were secured during the course of the application, following a request by officers:

- Roof of side extension set down 0.3m from the existing ridge line, rather than continuing the ridge of the main roof;
- Full hip to the roof of the side extension rather than a partial hip end;
- Rear projecting extension has been changed from a gable to a full hip end;
- The width of the entire side extension has been reduced by 0.5m;
- Proposed parking details shows with two 2.4m x 4.8m parking bays; and
- New planting proposed between the two indicated spaces too.

Relevant planning history.

Reference	Description	Decision Summary
GU/R 2900 - 1953	The erection of 12 bungalows	
GU/R 2690 - 1953	Domestic bungalows houses and shops	

[Officer comment: permitted development rights were not removed under GU/R 2900. Council records from Building Control show that the applicant is carrying out a roof enlargement

comprising a hip to gable end with a rear dormer window. Whilst no application has been made for a Certificate of Lawfulness, this is not a requirement as long the development is carried out in accordance with The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Consultations.

Statutory consultees

County Highways Authority: no objection, the application site is accessed via a private side access route and does not form part of the public highway. and would not have a material impact on the safety and operation of the adjoining public highway. Conditions suggested on the parking layout and electrical vehicle (EV) charging.

[Officer comment: the approved drawing number condition would safeguard the parking and is not required. The requirement for EV charging is not required to make the proposal acceptable]

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

- Out of character
- Overdevelopment
- Poor design
- Overbearing impact
- Loss of light/ overshadowing impact

[officer comment: the objection still stands following a re-consultation response on the amended plans]

Third party comments:

19 responses have been received to object to the proposal and raising the following;

- Out of character
- Overdevelopment
- Poor design – an eyesore
- Overbearing impact
- Loss of light/ overshadowing impact
- Property devaluation
[Officer comment: this is not a material planning consideration]
- Noise and disturbance during construction
[Officer comment: demolition works on domestic buildings do not need to give prior notification, there are safeguards under Environmental Health legislation if there is a statutory nuisance]
- Maintaining side access
- Sets a precedent
[Officer comment: this is not a material planning consideration]
- Retrospective application
[Officer comment: the rear dormer window and roof works are likely to be permitted development]
- Loss of privacy
- Inadequate car parking
- Impacts on mental health fears???
- Unsustainable use of building resources and energy
- No need for development

- Loss of a private view
[Officer comment: this is not a material planning consideration]

Five responses have been received in support; making the following comments

- Good design
- In keeping with the character
- No significant impact on car parking
- Renovate a property that needed modernising

Planning policies.

National Planning Policy Framework (NPPF):

- 2. Achieving sustainable development
- 4. Decision-making
- 12. Achieving well-designed places

Planning Policy Guidance (PPG)

National Design Guide (NDG)

Guildford Borough Local Plan: Strategy and Sites 2015-2034 (LPSS):

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.

Policy D1: Place shaping

Guildford Borough Local Plan: Development Management Policies (LPDMP):

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. This now forms part of the statutory development plan, and the policies are given full weight.

Policy H4: Housing Extensions and Alterations including Annexes

Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy D5: Protection of Amenity and Provision of Amenity Space

Policy ID10: Parking Standards for New Development

Send Neighbourhood Development Plan 2019 – 2034

Send 1 Design

Send 2 Car Parking Provision

Supplementary planning documents:

Residential Extensions and Alterations SPD, 2018

Parking Standards for New Development SPD, 2023

Planning considerations.

The main planning considerations in this case are:

- the impact on the scale and character of the area
- the impact on residential amenity
- parking considerations

The impact on the character of the site and surrounding area

Following the demolition of the existing detached garage and lean-to extension attached to main dwelling a side extension would be constructed. This would be set down 0.3m from the ridge of the main roof and would extend over the extension with a fully hipped end. The side extension would be set back from the front gable projection. This would repeat the existing feature and be of the same proportions. The side extension would be a minimum of 1.6m from the shared boundary with No. 189, with the gap increasing to the rear due to the tapered plot shape.

The proposed enlargement would not result in visual terracing effect as there would be a gap to the shared boundary. The proposed projecting bay would follow the design approach of the existing gable which is a feature of the 12 bungalows along this part of Send Road. The full hip end would follow the existing roof design of the main house and the other bungalows in the access road. This would not appear unduly prominent and would be acceptable. The extension would be set back from the front of the existing dwelling, it would also be set down from the main ridge of the roof. The extension would appear as a sub-ordinate addition, as it would be set down and back from the main dwelling, in accordance with advice in the SPD. The extensions would not be unduly prominent, and the subservient roof design would not harm the existing dwelling and the streetscene.

The flank elevation of the extension would project 10.56m along the shared boundary with No. 189 and 0.95m from the rear elevation of the main dwelling, to form a rear projecting hipped end that would be set down from the main ridge.

The rear extension would largely be obscured from the road by the footprint of the dwelling as enlarged. Whilst the glazing areas would be larger, this would not be seen from wider views so would be acceptable.

It is noted that the extensions at the ground floor level, being constructed as a single entity following demolition of the existing garage, exceeds half the width of the host dwelling and would increase the width of the dwelling across the frontage, which is contrary to the guidance set out in the Residential Extensions and Alterations SPD. However, in this instance, there was a detached garage and whilst smaller, there was a built form in this location. The cumulative effect of the proposed extensions would result in a dwelling that would be much larger than similar bungalows in the road. However, the design would integrate with the main dwelling and would not harm the street scene, for the reasons cited above.

Policy Send 1 B) requires proposals along the A247 "to retain its open green feel with wide verges and trees, stretches of hedging and swathes of wild-flowers and daffodils. The proposals would have no impact on trees, hedges and verges.

The rear dormer window would be larger than the one it would replace, however, it would be set down from the ridge and have narrow cheeks, so would complement the main dwelling.

The three rooflights would not dominate the roof slopes so would be acceptable.

The external materials would match those of the existing dwelling including the brickwork, tiles and windows, other than the bi-folding doors at the rear. This would complement the main dwelling and the street scene.

The proposal would use the existing front garden for two car parking spaces with a new area of planting in between (see drawing no. 22116/06). Parking in the front gardens is a feature of the street scene and the two areas would break up the area of hardstanding. If any new hardstanding surfaces are proposed these shall be required to be permeable or have soakaways to prevent surface water run-off off site on to the road.

As such, the development would comply with Policy Send 1 of the Send Neighbourhood Development Plan, 2021, policy D1 of the Guildford Borough Local Plan: Strategy and Sites 2015-2034, policies H4 and D4 of the Guildford's Local Plan Development Management Policies 2023, Residential Extensions and Alterations SPD 2018 and the NPPF.

The impact on residential amenity

The properties of Nos 189 and 187 have shared boundaries with the proposal so are most affected by the increase in the built form.

No. 187 Send Road

The adjoining semi-detached bungalow is to the southeast; the side extension would be set back from the shared boundary and only project 0.95m forward. This would not result in a material loss of amenity.

Whilst the existing dormer window would be enlarged, this is an existing relationship and would not result in a greater degree of overlooking to the adjoining garden.

No. 189 Send Road

The neighbouring dwelling is a detached bungalow with two side facing windows. This property does not have a planning history, however, from several of the third-party representations made these are cited to serve the kitchen. One window is obscurely glazed so may serve a bathroom.

The front of the proposed side extension would be set back from the front of No. 189 so there would be no impact on the front facing windows.

The side extension and hipped roof would project 10.56m along the shared boundary, due to the tapered plot width the extension would be closest to the shared boundary at the front with a 1.61m gap increasing to 2.1m at the rear. A kitchen is not considered a habitable room (defined in the Glossary of Terms in the SPD as "the main living areas in a home including bedrooms and sitting rooms"). Whilst there would be some overshadowing and overbearing impact, as the gap would increase in front of the windows, the roof would hip away and, as the extension would not overshadow habitable rooms, this would not result in material harm to the amenity of No. 189 in this respect.

The proposed door at ground level would increase activity along the shared boundary, however, there was a garage in a similar location and the effect from this proposal would not be more harmful.

There would be no side facing windows that would have any harmful overlooking impacts.

The cill level of the rooflights on the rear roof slope would be at least 1.7m from the finished floor level, so would not result in any undue overlooking.

Agenda item number: 5(3)

Noise and disturbance from the construction works would be for a temporary period and should the works result in any undue nuisance; there are safeguards under Environmental Health legislation.

Therefore, the development would comply with policy D5 of the Guildford's Local Plan Development Management Policies and the Residential Extensions and Alterations SPD, 2018.

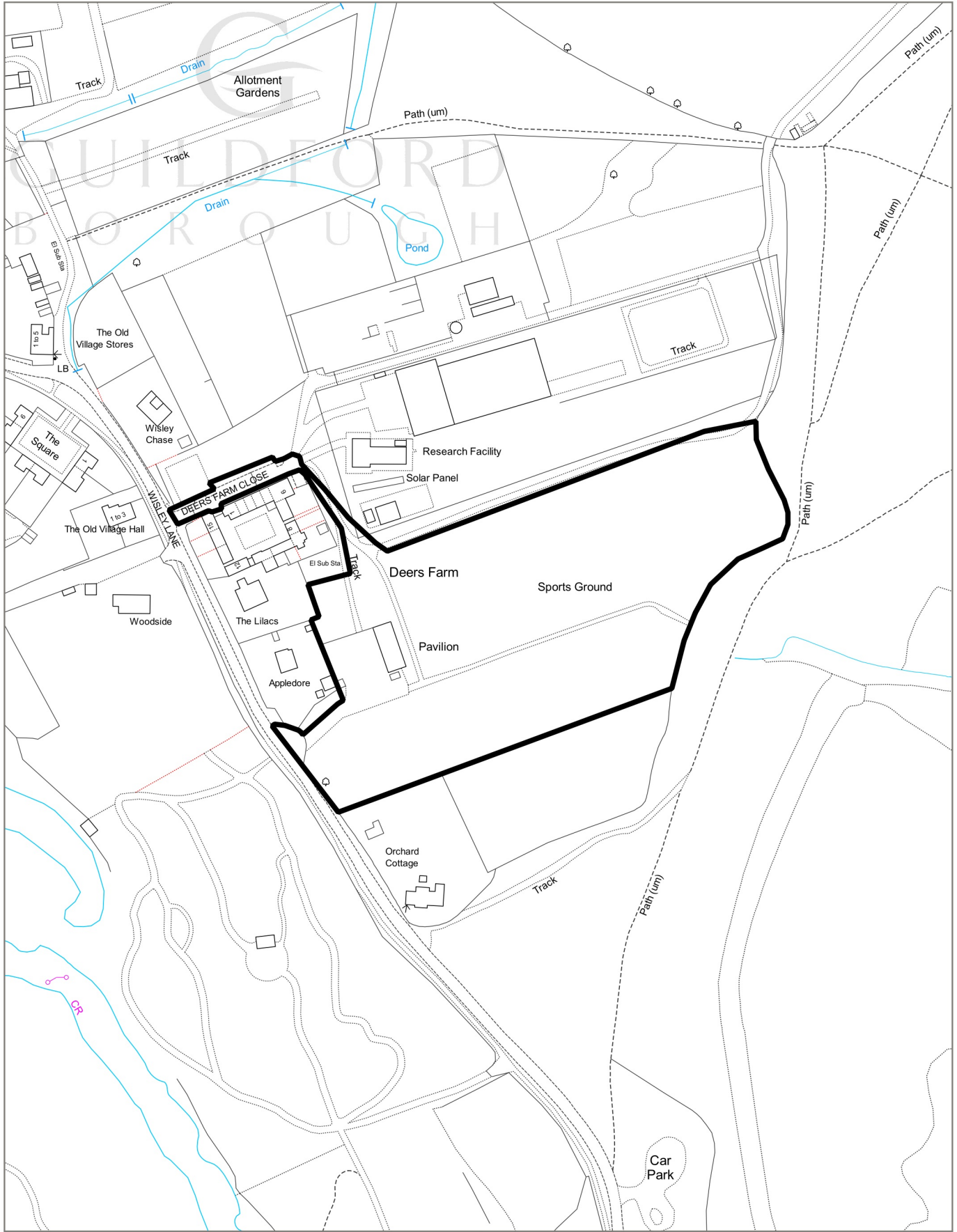
Parking considerations

Policy Send 8 requires compliance with the Surrey County Council Guidance. As the SPD is an adopted document alongside policy ID10 of the LPDMP, these carry greater weight in decision making.

The garage that was demolished, was quite small for a modern car and there was space on the driveway for parking. The block plan (see drawing no. 22116/06) shows that there would be enough space for at least two cars to park in front of the dwelling.

To meet the Council's SPD for a four-bedroom dwelling there should be two spaces. The proposals would meet the requirements.

23/P/00219 - Car Park, Royal Horticultural Society Gardens, Wisley Lane



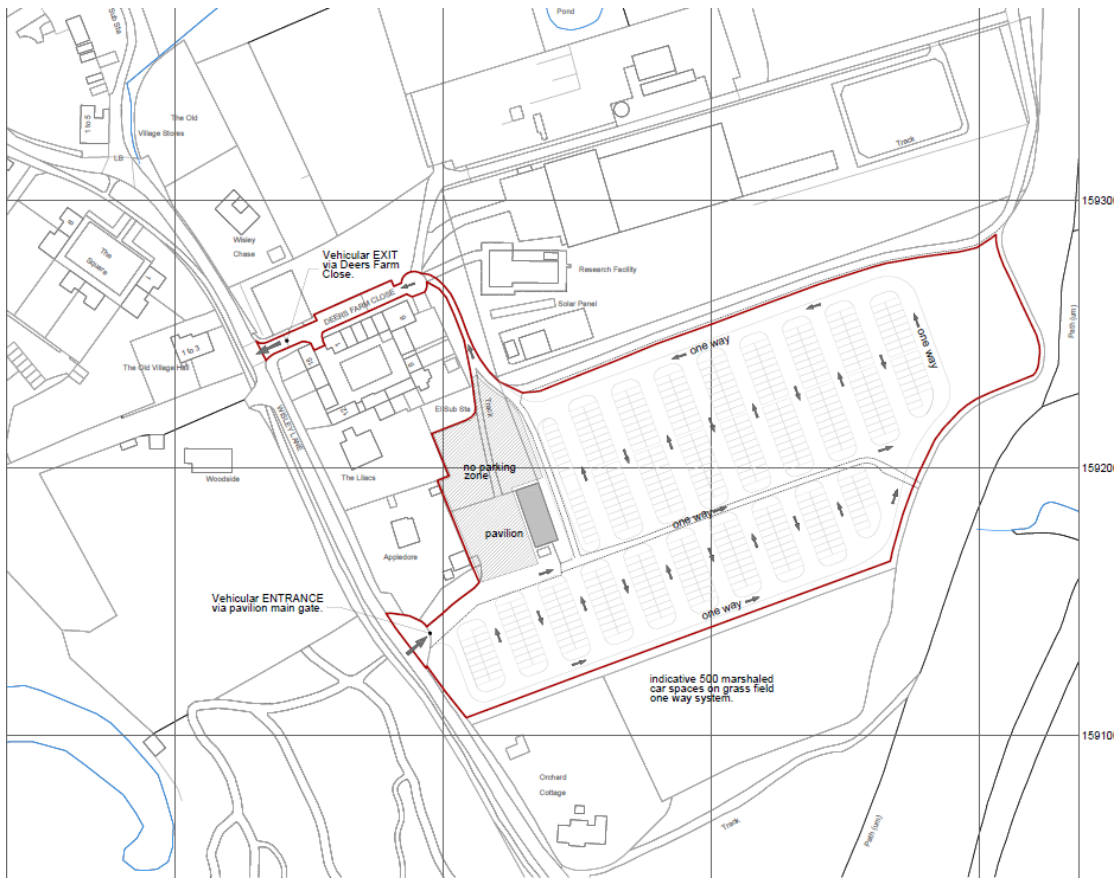
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Print Date: 07/07/2023



Agenda item number: 5(4)
23/P/00219 - Car Park, Royal Horticultural Society Gardens, Wisley Lane, Wisley



Not to scale

App No: 23/P/00219
Appn Type: Full Application
Case Officer: James Amos

8 Wk Deadline: 23/06/2023

Parish: Wisley
Agent : Ms Everson
Planit Consulting
3 Innovation Place
Douglas Drive
Godalming
GU7 1JX

Ward:
Applicant: Mr Alexander
The Royal Horticultural Society
co/ agent
Planit Consulting
Godalming
GU7 1JX

Location: Car Park, Royal Horticultural Society Gardens, Wisley Lane, Wisley
Proposal: Use of land as an occasional overflow car park for up to 150 days per annum; use of former cricket pavilion for purposes ancillary to the use of the car park (description amended 08/06/2023).

Executive Summary

Reason for referral

This application has been called in to Planning Committee by Councillor Patrick Oven.

Key information

Planning permission is sought by RHS Wisley for the use of the land on the eastern side of Wisley Lane as an overflow car park for up to 150 days in any calendar year. The land is currently used for this purpose under the permitted development 'temporary' permission granted by the Town and Country General permitted Development Order 2015 (as amended) for up to 28 days per annum, although the RHS acknowledge that the 28 days has been exceeded in recent years. The car park is located to the north of the main RHS Wisley Gardens vehicular entrance with a pedestrian entrance off the public footpath into the gardens on the western side of Wisley Lane, located directly opposite Car Park 4's entrance. The placement of the car park in relation to the gardens means that visitors can directly access the gardens without having to walk along Wisley Lane back to the main entrance. The pedestrian access is only available on days when the overflow car park is in operation, thus limiting an all year-round use of this site entrance.

During the course of the application, the applicants have reduced the number of days for which the permission is sought from 200 days to 150. The site has the capacity to accommodate approximately 500 parked vehicles. A separate site entrance and site exit have been set up to allow for one way traffic routing through the site.

The site lies within the Green Belt and is also within the Thames Basin Heaths SPA 0-400m buffer zone. Land adjacent to the site is designated as the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) and the Ockham and Wisley Local Nature Reserve (LNR).

Summary of considerations and constraints

The proposal represents inappropriate development in the Green Belt, but it is considered that there are very special circumstances which would clearly outweigh the harm caused by reason of inappropriateness and the other harm identified.

No objections have been raised by the County Highway Authority although concerns have been raised over the overall sustainability of the project. The applicants have provided further information on the need for the overflow car park at particularly busy periods and have agreed to provide some of the spaces with electric vehicle charging points. They are also proposing that the existing cricket pavilion be used as a welfare building for staff working at the car park and for storage of equipment used at the car park.

The use of the former cricket pavilion as a welfare facility for RHS staff at the car park and on the main site is considered acceptable and would not represent inappropriate development in the Green Belt.

It is not considered that the level of use proposed would be at a level where significant adverse impacts will be caused to the occupiers of nearby residential properties. The parking is located away from the road frontage to the south and east of the cricket pavilion, away from boundaries with the nearest residential properties. It is considered that the use of the car park for up to 150 days per annum would not result in a significant harmful impact on neighbouring residential occupiers in terms of noise or general disturbance.

Subject to conditions, it is recommended that planning permission be granted.

RECOMMENDATION:

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

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

A.001 – Site Location Plan received on 08/02/2023

A.002 – Block Plan and Parking Layout received on 08/02/2023

A.003 – Existing and proposed floor plans received on 08/02/2023

A.004 – Existing elevations received on 08/02/2023

A.005 – Proposed elevations received on 08/02/2023

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

2. Within 1 month of the date of this permission, visibility zones shall be provided in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

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

3. Within 1 month of the date of this permission, pedestrian warning signs shall be provided in accordance with the approved plans and thereafter shall be maintained for their designated purpose.

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

4. Within 2 months of the date of this permission, a scheme for the provision of footways with tactile paving to be provided at both access points to the car park shall be submitted to and approved in writing by the Local Planning Authority, and the approved footways with tactile paving shall be provided in accordance with the approved details within 2 months of the date of the approval of details, and thereafter maintained on the site.

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

5. Within 1 month of the date of this permission, a scheme shall be submitted to the local planning authority to show that 5 of the proposed parking spaces shall be provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) with a further 10 spaces provided with cabling for the future provision of charging points. The approved scheme shall be installed on the site within 2 months of the date of the approval of the scheme and shall be maintained as such thereafter.

Reason: In order to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

6. The car park hereby permitted shall only be used for up 150 days in any calendar year.

Reason: To accord with the terms of the application.

7. Within one month of the start of a new year, a report shall be submitted to the Council setting out the number of days that the car park has been used in the preceding calendar year.

Reason: To accord with the terms of the application and to ensure that the limit on the use of the car park is not exceeded.

8. The development hereby approved shall be carried out in accordance with the mitigation measures detailed in the Preliminary Ecological Appraisal and Bat Scoping Assessment (dated November 2022 by the Ecology Co-op) in accordance with a timetable to be submitted for approval by the Council within 1 month of the date of this permission.

Reason: To mitigate against the loss of existing biodiversity and nature habitats.

Informatives:

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 in certain circumstances
- 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.

Officer's Report

Site description.

The application site comprises an area of open land which is currently used by RHS Wisley as overflow visitor parking to serve RHS Wisley Gardens. The site consists of 2.28 hectares of land located on the eastern side of Wisley Lane. The site was formerly used as a sports ground, although the last use of the site as a sports ground was in excess of 12 years' ago. The site is predominantly laid to grass and includes a former cricket pavilion building and areas of hardstanding at its southwestern end close to the site frontage.

Parking at the site has previously been undertaken in line with Permitted Development (PD) rights, i.e. for 28 days per annum. RHS Wisley have stated that an increase in visitor demand in recent years has resulted in the need to utilise Car Park 4 beyond the 28-day limit set out within the General Permitted Development Order (GPDO) under Schedule 2, Part 4, Class B. They state that over the past 5 years, the number of days where the car park has been required has exceeded this allowance up to 100 times per annum This application therefore seeks permission to use the land for up to 150 days per year as an overflow car park when the main garden car parks 1-3 reach capacity, to meet the increase in visitor numbers. The site has a capacity for up to 500 cars to be parked. There are no proposals to introduce formalised parking bays onto the site and no new hard surfaces will be provided within the site.

Following discussions between the Council and the applicants, the applicants have agreed to reduce the number of days for which permission is sought for the use of the car park from 200 days to 150 days per annum.

A one-way entry and exit system has been implemented with cars entering the site from the main entrance point and leaving via Dears Farm Close. Marshals are provided on days when the overflow car park is in operation.

It is also proposed to use the existing cricket pavilion as a welfare facility for RHS parking and grounds staff and for storage of car park related equipment.

The car park is located to the north of the main RHS Wisley Gardens vehicular entrance with a pedestrian entrance off the public footpath into the gardens on the western side of Wisley Lane, located directly opposite Car Park 4's entrance. The placement of the car park in relation to the gardens means that visitors can directly access the gardens without having to walk along Wisley Lane back to the main entrance. The pedestrian access is only available on days when the overflow car park is in operation, thus limiting an all year-round use of this site entrance.

The site lies within the Green Belt and is also within the Thames Basin Heaths SPA 0-400m buffer zone. Land adjacent to the site is designated as the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) and the Ockham and Wisley Local Nature Reserve (LNR).

Proposal.

Use of land as an occasional overflow car park for up to 150 days per annum; use of former cricket pavilion for purposes ancillary to the use of the car park (description amended 08/06/2023).

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
22/P/00951	Variation of condition 6 of planning application 19/P/01100 approved 13/09/2019 to alter the required width of path from 3m to 2m.	Pending	N/A
20/P/01570	Variation of condition 16 of planning application 19/P/00377 approved 21/05/19 to allow the AHU and condensers to be placed externally on the roof (retrospective)	Approve approved 17/12/2020	N/A
19/P/01100	Variation of condition 8 (parking) re: 16/P/01080 approved 30/09/16 to 13/09/2019 amend the approved car park layout.	Approve	N/A
19/P/00377	Variation of condition 17 of 16/P/00976, approved to allow alterations to the scheme and substitution of drawings numbers.	Approve	N/A

- | | | |
|------------|---|-------------------|
| 17/P/02375 | Application under Section 19 of the Approve Planning (Listed Building and Conservation Area) Act 1990 to vary the wording of pre-commencement conditions 2, 3, 4, 5 and 6 of Listed Building Consent 16/P/01081, approved on 30/09/2016. | 26/04/2018
N/A |
| 16/P/01081 | Listed building consent for the erection of new part single-storey part two-storey building accommodating retail, entrance and visitor facilities and alterations to the car parking and hard and soft landscaping with associated alterations to the Laboratory building including the demolition of the existing extensions and alterations to the fenestration, demolition of Aberconway Cottage and part of Aberconway House. | 30/09/2016
N/A |
| 16/P/01080 | Erection of new part single-storey part two-storey building accommodating retail, entrance and visitor facilities and alterations to the car parking and hard and soft landscaping and following the demolition of the existing plant centre, the extensions to the Laboratory building, toilet blocks, Aberconway Cottage and part of Aberconway House. | 30/09/2016
N/A |

Consultations.

County Highway Authority - (Revised comments) The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions be imposed in any permission granted requiring the provision of visibility zones at the site exist, that pedestrian warning signs be provided, that footways with tactile paving be provided at both access points to the car park and that at least 5 spaces be provided with electric vehicle charging points, and a further 10 be provided with cabling for future provision of charging points.

The proposal will lead to the site being used as an overflow car park for an increased number of days per year, rising from 28 days to 200 days. During its use, the car park will have car parking marshals present to ensure the parking areas and one-way system is adhered to. Visibility will be provided in accordance with speed survey results. Condition 3 will provide a safer route for pedestrians to/from the site.

Surrey County Council, Historic Environment Planning: Archaeology – The application site is over the 0.4 hectares threshold which is recommended for archaeological assessment and possibly evaluation under the guidelines set out in policy HE11 in the Guildford Borough Council local plan. However, the proposals do not involve any ground disturbance and so I have no archaeological concerns in this case.

The Gardens Trust - We have considered the information provided in support of the application and liaised with our colleagues in the Surrey Gardens Trust whose local knowledge informs this joint response. On the basis of this we confirm we do not wish to comment on the proposals at this stage. We would however emphasise that this does not in any way signify either our approval or disapproval of the proposals.

Surrey Wildlife Trust – The Preliminary Ecological Appraisal and Bat Scoping Assessment appears to be suitable to support the planning application. We would advise that if granted, the Applicant follows the advice of The Ecology Co-Op. Please note that if artificial lighting is proposed as part of the design, then we would advise that The Ecology Co-op assess whether this could adversely impact upon the Thames Basin Heaths SPA, Ockham and Wisley Common SSSI and Ockham and Wisley LNR. This assessment would need to be carried out prior to determination, however, current proposals on the planning portal show no plans for artificial lighting.

Surrey CPRE object to the application. The cricket pitch is in the Green Belt, and close to the centre of the village of Wisley. One of the purposes of the Green Belt policy is to assist in safeguarding the countryside from encroachment. Turning this part of the Green Belt into a car park, with all the increase in traffic, noise and disturbance is clearly inappropriate and conflicts with paragraph 147 and 148 of the National Planning Policy Framework. It will encourage more traffic on very small roads that are already insufficient for the local traffic. RHS has been using this sports field as a car park in excess of the 28 days it has been permitted to do so. The area is designated in the Lovelace Neighbourhood Plan as a Local Green Space. An alternative, such as offsite parking with shuttle buses should be sought

Parish Councils

Ockham Parish Council:

Ockham Parish Council are aware that there is significant concern, particularly from residents of Wisley village, about the substantial number of visitors to the RHS. The visitors all use Wisley Lane to access the RHS and peak period high visitor numbers lead to a large volume of vehicles entering Wisley village itself.

As the land identified as Car Park 4 lies within the Green Belt and is adjacent to the TBHSPA, we are keen to ensure that this field is retained as an area of natural green space. It should not be marked with parking spaces and there should be no additional concreting/tarmac.

The traffic survey carried out for this application was during November 2022. The traffic data provided should be fully reflective of the high volume of vehicles visiting the RHS on the days that this field is used for car parking. We have not seen the traffic model produced for 22/P/01175 but GBC Planning should be able to satisfy themselves that specific data reflecting the RHS traffic movements has been incorporated into the Taylor Wimpey traffic model for FWA. All traffic numbers should demonstrate that a) the cumulative impact of traffic using the new Wisley Lane is considered on the LRN and in particular, Ockham Park roundabout and b) if application 22/P/01175 is approved, the cumulative impact of traffic from both the RHS and FWA (the latter during the construction, operational and fully completed operational stages) is considered on the LRN and in particular, Ockham Park roundabout.

The RHS have acknowledged that they are already exceeding the agreed number of parking days in this location. This application would formalise their existing arrangement but should be adhered to and not used at any time over any newly approved arrangement.

Ripley Parish Council:

Objects. The RHS and residents of Wisley would be better served by an off-site parking area and increased public transport or shuttle bus provision.

Third party comments:

15 letters of representation have been received raising the following objections and concerns:

- Increase in traffic along Wisley Lane causing serious congestion and obstruction
- Wisley lane is not suitable for the increase in traffic
- The additional traffic causes a danger to pedestrians and cyclists on the highway
- The RHS routinely causes obstruction and long traffic queues on Wisley Lane.
- The unlawful use of the car park is the cause.
- Lack of detail on the number of parking spaces proposed
- The form states that the site can accommodate 500 spaces. In reality, up to 1000 cars could be accommodated
- Traffic survey is inaccurate and should be ignored
- Difficult to enforce the number of days on which the overflow parking would be used
- Increased traffic and pedestrians lead to more litter and unauthorised parking within the village
- Purpose of the car park is to get more visitors to the RHS Wisley Gardens
- The use of the overflow car park has exceeded the 28-day permitted development limit since it opened in 2016. The unlawful use should have been enforced against at that time
- On busy days, the marshalling of cars and pedestrians at the crossing point causes long queues to build up in both directions
- The additional use of the site for parking is out of character with the village
- Loss of the sports facilities
- The land is designated as Local Green Space in the Lovelace Neighbourhood Plan
- The use of the overflow car park results in significant delays on local roads
- The proposals do nothing to encourage sustainable travel but will only encourage more car use
- The increased traffic will cause a health and safety risk to cyclists and pedestrians.
- The proposals are inappropriate development in the green belt and no very special circumstances have been shown
- The proposals will damage the surface of the site and in wet weather will lead to the deposit of mud on the road
- No assessment has been made of the impact of the proposals on trees adjacent to the site.
- The change of use of the pavilion should not be permitted
- Other land in the village is also used for parking and if approved, this application will open the door for other proposals to come forward.
- Significant disruption to local residents in Deer Farm Close
- Impact on the area from the gate to the gardens

The objectors have also questioned whether a site notice was displayed at the site. The Council's records (including a photograph) show that a site notice was displayed at the site from 30th March 2023. A second site notice was put up on 12th June 2023.

Pyrford Community Forum object to the application and raise concerns with regards to the increase in traffic along Wisley Lane and Lock Lane to Pyrford Road.

Planning policies.

National Planning Policy Framework (NPPF):

Chapter 2: Achieving sustainable development
Chapter 9: Promoting sustainable transport.
Chapter 12: Achieving well-designed places.
Chapter 13: Protecting Green belt land
Chapter 15: Conserving and enhancing the natural environment.

Guildford Borough Local Plan: Strategy and Sites (LPSS), 2015-2034:

Policy S1: Presumption in favour of sustainable development
Policy P2: Green Belt
Policy P5: Thames Basin Heaths SPA
Policy E5 - Rural economy
Policy E6 - The leisure and visitor experience
Policy D1 - Place shaping
Policy D2: Climate Change, sustainable design, construction and energy
Policy ID3: Sustainable transport for new developments

Guildford Borough Local Plan Development Management Policies 2023

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. This now forms part of the statutory development plan, and the policies are given full weight.

Policy P7: Biodiversity in New Developments
Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness
Policy D5: Protection of Amenity and Provision of Amenity Space
Policy ID10: Parking Standards for New Development

Lovelace Neighbourhood Plan

Policy LNPEN2: Biodiversity and Natural Habitats
Policy LNPEN4: Light Pollution
Policy LNPEN5: Air Quality and Traffic
Policy LNPI4: Parking

Supplementary planning documents:

Climate change, sustainable design, construction and energy SPD, 2020.
Parking Standards for New Development SPD (2023)

Planning considerations.

The main planning considerations in this case are:

- the principle of development and Green Belt Issues
- the impact on the character of the area
- the impact on neighbouring amenity
- highway/parking considerations
- Bio-diversity Issues
- Other Issues
- Very Special circumstances

The principle of development and Green Belt issues

Chapter 13 of the NPPF sets out Government policy on the development of land within Green Belts. Para. 137 states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Para. 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, whilst para. 148 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Guildford Borough LPSS Policy P2 states that the Metropolitan Green Belt, as designated on the Policies Map, will continue to be protected against inappropriate development in accordance with the NPPF. Inappropriate development will not be permitted unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm is clearly outweighed by other considerations. Part 2 of the policy states that the construction of new buildings in the Green Belt will constitute inappropriate development, unless the buildings fall within the list of exceptions identified by the NPPF.

The use of land for the parking of cars is normally considered to constitute inappropriate development within the Green Belt. Although the change of use of land is one of the exceptions identified, the parking of cars on the land would not preserve the openness of the land and may conflict with one or more of the purposes of including land within it. Matters relating to openness are a matter of planning judgement. Openness has both spatial and visual aspects.

In this case, the use of the site is proposed for the parking of up to 500 cars for up to 150 days per year. This would represent a significant amount of time that the land would be occupied for parking and by a large number of vehicles. The use may be temporary in nature and limited in extent, but nevertheless, for the period of time that the car park is and would be in use the openness of the land would not be preserved. The impact on visual openness would be significant and would represent a significant change to the visual appearance of the site.

Paragraph 138 of the NPPF lists the five purposes of the Green Belt, namely:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The site is located to the south of the main built-up area of Wisley Village and is bordered by woodland to the east. It is considered that the site serves one of the purposes of including land in the Green Belt by safeguarding the countryside from encroachment.

With regards to the use of the existing cricket pavilion as a welfare facility for staff employed at the car park and at RHS Wisley, and for storage purposes for equipment associated with the car park use, this part of the proposals would represent the re-use of building which is of a permanent and substantial construction and in accordance with NPPF para 150(d) would not constitute inappropriate development. However, the use of the land for car parking for up to 150 days per annum would constitute inappropriate development in the Green Belt. Substantial weight is given to this harm.

In such circumstances, it would be necessary to consider whether there are any very special circumstances which would clearly outweigh the harm that is caused by reason of inappropriateness and any other harm identified. This report therefore goes on to consider whether any other harm is caused by the proposed development before making an assessment of whether there are any very special circumstances.

The impact on the character of the area

Policy D1 of the LPSS requires all new developments to achieve high quality design that responds to the distinctive local character (including landscape character) of the area in which it is set. The policy also requires development to be designed to reflect the distinct local character of the area and reinforce locally distinct patterns of development, including landscape setting. Policy D4 of the LPDMP reinforces this but also promotes the use of innovative design approaches, including use of materials and construction techniques where this presents an opportunity to create new or complementary identities that contributes to and enhances local character.

As noted above, it is proposed to make use of the application site for car parking for up to 150 days per annum. It is not proposed to add any hardstanding or permanently marked out parking spaces to the site, but when it is in use, a number of movable structures such as bollards and temporary fencing would be installed to direct cars to their parking place and to manage vehicle flows through the site. The use of the car park would therefore be of a non-permanent and temporary nature which would only impact on the visual amenities of the site when it is use. At other times, the site would remain as an open field. In this regard, it is not considered that the proposals would have a significant impact on the overall character of the site and surrounding area for the majority of the time. If the use was to cease, the application site would be returned to its grassed open nature.

No external changes are proposed to the cricket pavilion elevations and its existing character would be maintained.

The impact on neighbouring amenity

LPSS Policy H4 states that permission will be granted provided that development does not have an unacceptable effect on amenity. LPDMP Policy D5 states that development proposals are required to avoid having an unacceptable impact on the living environment of existing residential properties or resulting in unacceptable living conditions for new residential properties, in terms of privacy and overlooking, visual dominance and overbearing effects of a development, access to sunlight and daylight, artificial lighting, noise and vibration and odour, fumes and dust.

The formalisation of the parking in the site for up to 150 days per annum will result in an increase in activity on the site which could impact on the amenities of nearby residents whilst the parking is taking place. Additional traffic in the village will also have an impact on the general level of amenity in the village.

The applicants, in their supporting statement, note that the level of use of the overflow car park would vary on each occasion the car park is brought into use, and would often be below the available capacity. In general terms, it is not considered that the level of use proposed would be at a level where significant adverse impacts would be caused to the occupiers of nearby residential properties. The applicants have also emphasised that the parking is located away from the road frontage to the south and east of the cricket pavilion, away from boundaries with the nearest residential properties.

On occasions, the applicants also state that when busy evening events at RHS Wisley necessitate the use of the overflow car park, temporary event safety lighting will be used. All vehicles will be required to exit the car park once the event has finished and the gardens are closed and that once all vehicles have vacated the car park, all lighting on the site will be switched off.

In light of these comments, it is considered that the use of the car park for up to 150 days per annum would not result in a significant harmful impact on neighbouring residential occupiers, and the proposal therefore complies with Local Plan Policies H4 and D5

Highways and Parking Issues

Policy ID3 of the LPSS requires new development to contribute to the delivery of an integrated, accessible and safe transport system and maximise the use of sustainable transport modes including walking, cycling and the use of public and community transport.

The application is supported by a Transport Statement which makes the following summarised points.

- During the time that the site has been used as a temporary car park for 'up to' 28 days per year under permitted development rights, there have been no recorded injury accidents associated with the two vehicular accesses to the site or associated with the pedestrian access to RHS Garden Wisley (or pedestrian crossing movements between the site and RHS Garden Wisley). Given this it is apparent that the use of the site for overflow car parking has not resulted in any apparent pattern or incidence of injury accidents.
- Vehicular access and egress to the site has been controlled through traffic management and marshalling, which has been developed and refined over the years that the site has been used as an overflow car park.
- Access and egress to the site is gained via a one-way system, where access to the site (Car Park 4) is gained from Wisley Lane via the 'main' access. Departing vehicles are required to exit/egress via the Deers Farm Close access.
- The proposed access has been designed with appropriate geometry and visibility splays, all in accordance with the requirements set out within MfS and MfS2. It is considered that the one-way arrangement minimises disturbance within Wisley Lane and enables vehicles to safely enter and exit the site without prejudicing the free flow of traffic or condition of road safety within the adjoining public highway.
- The planning application seeks no increase in traffic attracting development at RHS Garden Wisley. As such the development proposals seek to provide appropriate car parking facilities to accommodate existing parking demands that arise as a result of the continued success of RHS Garden Wisley.
- There is no anticipated increase in traffic attraction to RHS Garden Wisley as a result of the development proposals. Nor is there any anticipated change to peak traffic flows within Wisley Lane as the use of the site for car parking simply redistributes traffic from RHS Garden Wisley (which is also accessed from Wisley Lane) to Car Park 4.

The Transport Statement concludes by stating that the development proposals will not result in any material (negative) transport impacts in respect to the operation of the site access or the wider highway network and that the proposals can be satisfactorily accommodated and will not prejudice the free flow of traffic or condition of road safety within the neighbouring highway

The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends that conditions be imposed in any permission granted requiring that visibility zones shall be provided in accordance with the approved plans and thereafter kept permanently clear of any obstruction over 0.6m high, that pedestrian warning signs be provided in accordance with the approved plans and thereafter maintained, that tactile paving shall be provided at both access points to the car park shall be provided and that space shall be provided within the site in general accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The County Council also, in their original comments asked for at least 20% of all available spaces shall be provided with a fast-charge electric vehicle charging point with a further 20% of spaces provided with cabling for the future provision of charging points.

In an exchange of correspondence between the applicants and Surrey County Council, the applicants made the point that the use of the site was as an overflow car park and that in general terms the site remains low key rural in nature, almost field like and is really only to be used around pinch point days. They also pointed out the measures being taken by the RHS Wisley at their main site with regards to sustainable transport measures including electric vehicle charging and considered that the condition proposed was overly onerous and disproportionate for the use proposed.

In response, the County Highway Authority have stated that the latest guidance puts more emphasis on EV charging point provision. Rising from 20% of all spaces for commercial uses, with a further 20% of spaces to be provided with cabling, to 50% of all spaces to be provided with EV charging points. This is in recognition of LTP4 and the need to provide sustainable modes of travel to/from a site. They note that the proposal will increase the annual use of the car park, rising to a use of 150 days per annum. Surrey CC state that they must ensure that this additional use throughout the year provides drivers with sustainable modes of travel to/from the site, but in an acknowledgement of the specific circumstances of this case accept that this proposal can be based on a site specific assessment. As such, the County Highway Authority would accept a minimum of 5 spaces be provided with a fast-charge EV charging point, with a further 10 provided with cabling for the future provision of charging points.

With regards to the wider sustainable transport implications of the proposals, it should be noted that Guildford Borough Local Plan Strategy & Sites Policy ID3 states as follows:

- *New development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.*

Given that the proposed development is for an overflow car park to be used for 150 days per annum, the development proposal contributes very little to the ambitions contained in para (1). However, it is noted that the County Highway Authority have recommended a condition for tactile paving and footway improvements in the immediate vicinity of the car park access points, which will improve pedestrian facilities in the immediate vicinity of the site.

Guildford Borough Local Plan DMP Policy ID9 relates to Achieving a Comprehensive Guildford Borough Cycle Network and states, inter alia,

- *The routes and infrastructure which comprise the Comprehensive Guildford Borough Cycle Network, including the cycle elements of the Sustainable Movement Corridor, as represented on the Policies Map, will be the starting point for the identification of improvements, primarily for utility cycling, provided and/or funded by new development.*
- 1. *Development proposals are also required to deliver the site-specific requirements for cycle infrastructure as identified in site allocation policies and also may include further requirements identified as part of the planning application process where justified.*

It is considered that the proposals do not appear to have taken account of the Comprehensive Guildford Cycle Network, part of which runs along Wisley Lane outside the site. Although it is noted that the highest traffic flows on an annual peak day are not anticipated to increase, the number of days on which a peak will occur are likely to increase, potentially impacting cyclist amenity and safety.

The NPPF states 110 (a), that *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.”*

It is noted that footway improvements at the car park access points are proposed and would be required by a planning condition, but these will be very local in benefit and will not mitigate the potential impact on cyclist amenity or safety.

In response, the applicants make the following background points:

1. Car park 4 has been used for overflow car parking for well over 15 years now and due to the investment and growth of visitor numbers they wish to regularise a greater number of days for it to be used;
2. They consider that the level of use being promoted of up to 150 days per annum is proportionate to current and future visitor growth and is appropriate development in this Green Belt setting. They consider that it is unlikely to hit this figure initially and there is absolutely no desire or wish to go beyond that figure and consider that this could be secured by a suitably worded planning condition.
 - The use of the overflow car park is invariably seasonal, so mostly used between March and October, with some pinch points for popular events such as the flower show, craft fair and taste of Spring and taste of Autumn shows.
 - The car park is properly and carefully managed by our accredited external operator who have successfully managed its operation for many years now. It is not and has never been a free for all. It rarely reaches anywhere near capacity.
 - Wisley Village is entering a new master planning phase that is the subject of other discussions with the Council.

With regards to the use of the field and the suitability of the surface of the field for parking, the applicants note that the surface of the site is sandy and well-drained and does not suffer from mud or mud going onto Wisley Lane. Its use is mostly seasonal between March and November with occasional use during winter days. The applicants also state that they are very keen to keep the low-key appearance of the overflow car park going. The field is in a countryside setting and they would resist an over engineered solution on the basis that it is not a necessity

and would be completely out of keeping the Green Belt countryside setting. In their view the use is akin to many countryside properties or events locations.

The applicants also state that a team has put together a Travel Plan Review document which they have submitted to the Council and to Surrey CC Highways. They state that this dovetails with the appointment a new Sustainable Travel Executive at the RHS. They state that sustainability and encouraging other modes of transport are key for RHS. However, the report recognises the geographical location of RHS Wisley and the fact that the car will continue to dominate for both staff and visitors for the foreseeable future.

With regards to the current application the Travel Plan Review Document notes the submission of this application, and that the car park will not be open unless spaces within the other car parks are predicted to reach capacity or RHS Wisley are holding a specific event, or during public holidays or periods of fine weather where it is known visitor numbers will exceed the parking capacity of the other car parks on site. Importantly the carpark will be prioritised to staff and volunteers who arrive early and leave later than most visitors; this means that the main car parks will operate more effectively for the churn of visitors and importantly also have less impact on the length of Wisley Lane. This is an essential development of our Travel Plan arrangements.

The Travel Plan Review Report has been seen by Surrey CC who note that there is a requirement for travel plan monitoring reports to be submitted to the LPA and to SCC and therefore the report has been assessed against the travel plan conditioned under 16/P/01080. A response has been sent to RHS Wisley outside of this application.

In light of these comments, it is considered that the proposals do not comply in full with Local Plan Policies ID3 and ID9, but that due to the specific circumstances of this application, the limited harm caused by this would not be of sufficient weight to warrant a refusal of planning permission in itself. However, the limited harm caused should be weighed up in the planning balance. This is discussed further below.

Bio-Diversity Issues

Local Plan Policy ID4 seeks to maintain, conserve and enhance biodiversity; permission will only be granted for proposals where it can be demonstrated that doing so would not be harmful to the nature conservation interests of the site. A Preliminary Ecological Appraisal and Bat Scoping Assessment has been submitted in support of the application. This report recognises that the site is dominated by modified grassland, with occasional buildings, trees and hard standing. The report concludes that the proposal to increase the use of the car park will only affect habitat of low ecological value.

It is noted that the report refers to 100 days rather than the 150 days sought by this application. However, this does not impact on the report's conclusion. It is accepted that the site is of low ecological value and that the proposals will have a limited impact on that value. It is recommended that a condition be imposed which would seek proportionate biodiversity enhancements.

Other Considerations

As noted above, it is considered that the use of the land for car parking for up to 150 days per annum would constitute inappropriate development in the Green Belt. In such circumstances, it is necessary to consider whether there are any very special circumstances which would outweigh the harm that is caused by reason of inappropriateness and any other harm identified.

In support of the proposals, the applicants have put forward the case that the development proposals do not constitute inappropriate development in the Green Belt. However, in the event that the proposed development is considered to constitute inappropriate development, the following considerations have been identified

- nationally important horticultural destination garden with charitable scientific purpose - The Royal Horticultural Society is the UK's leading gardening charity. RHS Wisley is the flagship garden of the Royal Horticultural Society. The development will support the existing high-quality visitor attraction of a Destination Garden. The proposal will in turn support the wider functions of the Royal Horticultural Society including their research and development, education and charitable focusses through increased visitor numbers. These are nationally important and recognised.
- significant economic benefits - The RHS is a nationally significant Destination Garden that drives large and sustained visitorship to the borough. The employment on site, together with the supply chain and visitor spend amounts to a major economic impact for the site and surrounding area. At present, the economic capacity of the garden is restricted by accessibility to the site during congested car parks, also capacity of these car parks in peak periods. Additional car parking further down Wisley Lane will release congestion and divert and release capacity to the north of the site. With this increased traffic flow and dispersed footfall, the visitorship has proved over the years to be better managed and more appropriate for a quality destination. By increasing, the usage to up to 150 days will benefit visitorship and experience whilst reducing risk. Without additional car parking, the RHS is unable to operate at the capacity the garden requires to be successful, particularly following the interest in outdoor recreation and horticultural interest.

(i) benefits to the visitor/ tourist attraction offer of the site - Paragraph 84 of the NPPF states *"planning policies and decisions should enable*

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses;*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship"*

Guildford Borough Local Plan Policy E5 reflects national policy in relation to (a) with (c) dealt with by Policy E6. Policy E6 (Leisure and visitor experience) confirms the LPA will continue to develop a high-quality visitor experience to increase the contribution that tourism, arts, cultural heritage and sport make to our quality of life and social and cultural wellbeing. To achieve this policy E6 states it will support:

(i) *The provision of new and enhanced leisure and visitor attractions, include arts and cultural facilities, in accordance with the sequential test outlined in the NPPF for main town centre uses; and*

- (i) *sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in rural areas as long as they respect the size, character and function of their setting and comply with national green belt policy. This support extends to the re-use of suitable rural buildings for*

visitor accommodation and other small scale rural development proposal less than 100 sqm of additional floorspace”

The proposal provides for an enhancement to the existing (lawful) car parking facilities at car Park 4, enabling the continued development of a high-quality visitor experience at RHS Wisley.

As noted above, substantial weight is given to the harm that is caused to the Green Belt by reason of inappropriateness. Further limited harm has been identified in relation to the conflict that has been identified in relation to adopted Local Plan policies ID3 and ID9 relating to sustainable modes of transport.

The other considerations noted above are acknowledged by the Council, and in particular the role that RHS Wisley plays as a nationally important horticultural destination which also has wider functions including their research and development, education and charitable. The significant economic benefits of RHS Wisley to the local economy are also recognised and the role that car parking and overflow parking plays in the smooth running of the operations on the site is noted. The additional overflow parking at Car Park 4 has an important role to play in easing congestion at the main site and can divert and release capacity which serves to improve the visitor experience at the main site. It is acknowledged that there is policy support at both a national and local level for new and enhanced facilities for visitors and that the location of RHS Wisley in the Green Belt and away from the main centres of population and public transport facilities inevitably leads to most visitor trips being made by private car. It is accepted that there is a direct need to overflow parking to ease congestion in the main car parks and that the use has been ongoing for a period of time without causing significant adverse harm to the amenities of nearby local residents or to the character of the area. The site is already in use as an overflow car park, under a temporary permission granted by the General Permitted Development Order for up to 28 days per year. It is acknowledged as being a suitable site in close proximity to the main garden with good pedestrian links and that is overseen and well managed by car park marshals.

The use of the site for up to 150 days per annum, represents an acceptable compromise which will minimise the impact of the proposals on the openness of the Green Belt and will ensure that the site remains as open for the majority of the year. The main use would be in the summer months when the surface of the site is more likely to be dry and less likely to be damaged by vehicles.

It is considered that the use of the site should be limited by planning condition to no more than 150 days per annum and that this should be monitored on an annual basis (on the anniversary of a planning permission) through the submission of an annual monitoring report which sets out in detail the number of days that the overflow car park is used.

In light of these comments, it is considered that the other considerations identified are of sufficient weight to clearly outweigh the harm that has been identified and constitute very special circumstances.

Conclusion.

Planning permission is sought for the use of the application site as an occasional overflow car park for up to 150 days per annum and for the use of the former cricket pavilion for purposes ancillary to the use of the car park.

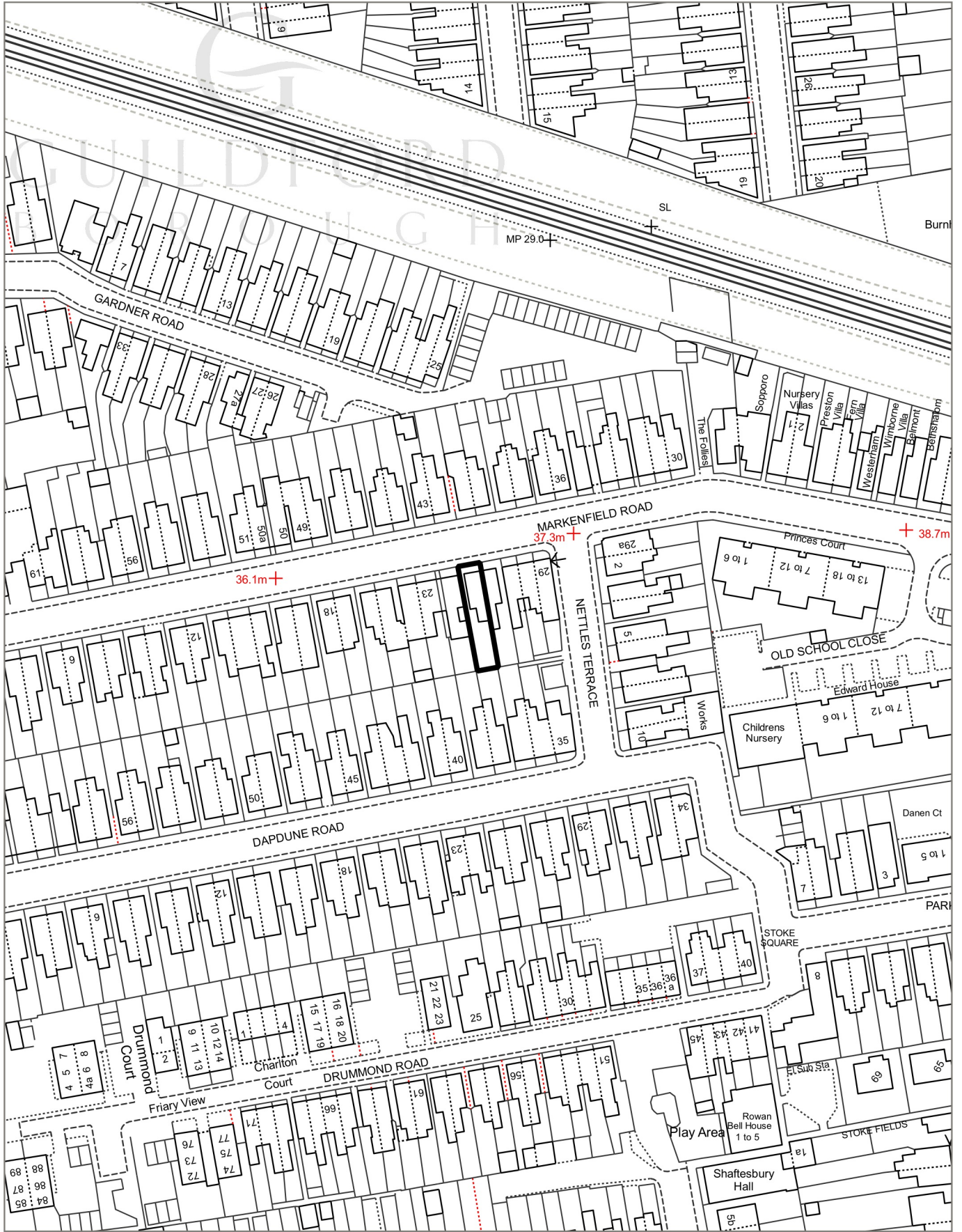
The site is located in the Green Belt where there is a presumption against inappropriate development. It is considered that the use of the site as an overflow car park constitutes

inappropriate development in the Green Belt. However, it is also considered that very special circumstances have been demonstrated which would clearly outweigh the harm that is caused by reason of inappropriateness and the other harm identified.

The use of the former cricket pavilion as a welfare facility for RHS staff at the car park and on the main site is considered acceptable and would not represent inappropriate development in the Green Belt.

In these circumstances, it is recommended that planning permission be granted subject to conditions.

23/P/00671 - 25 Markenfield Road, Guildford

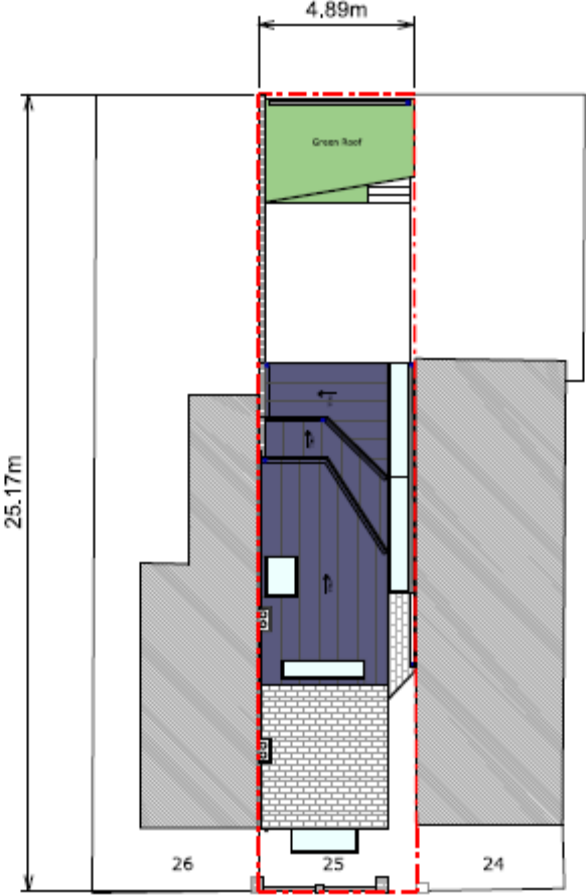


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Print Date: 07/07/2023





Proposed Block Plan



Not to scale

App No: 23/P/00671
Appn Type: Full Application
Case Officer: James Amos
Parish: Friary & St. Nicolas
Agent : Mr. Nicholas Stockley
Resi
International House
Canterbury Crescent
Brixton
London
SW9 7QD

8 Wk Deadline: 13/06/2023

Ward:
Applicant: Mr. Geoff Wells
25 Markenfield Road
Guildford
Surrey
GU1 4PB

Location: 25 Markenfield Road, Guildford, GU1 4PB
Proposal: Proposed two storey side/rear extension, loft conversion, enlargement of the existing basement courtyard complete with glazed light well and erection of a single storey outbuilding with boundary wall.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because a resident of the property is a member of the Council.

Key information

Planning permission is sought for the erection of a two-storey side/rear extension, loft conversion, enlargement of the existing basement courtyard complete with glazed light well and erection of a single storey outbuilding with boundary wall.

Summary of considerations and constraints

The proposed extension at first floor and roof levels would extend off the side elevation of the main dwelling, matching its width and the proposed roof form would allow second floor accommodation throughout the majority of the roof space. At ground floor level, the extension would extend across the width of the plot. A single storey extension is proposed to the side of the property. This would be set back from the front elevation and extend up to the side boundary of the dwelling connecting into the previously mentioned rear addition; the front elevation of the addition would be splayed and incorporate the main entrance into the property. The extensions have been designed in a contemporary manner. The proposal also includes a replacement outbuilding which would be partially sunken within the rear garden and enlargement of the basement forward of the front elevation with glazed panel over and a new rear brick wall (2.15m high) to the common boundary with the adjoining semi-detached.

Although the design is markedly different from the existing dwelling, its location at the rear and the existence of similar forms of development in the area would not result in harm to the overall character of the area and would respect the scale and form of neighbouring properties. The rear elevations would feature large areas of glazing, with the angled elevations featuring slightly smaller area of obscured and fixed glazing. The overall appearance would be modern, utilising high quality materials which would enhance the appearance of the extensions.

The outbuilding would be an acceptable addition to the property in terms of its size, siting, design and scale.

The proposed lightwell would have a glazed panel over and would represent a modest addition to the building below street level. The new brick wall would be marginally above permitted development limits and is considered acceptable.

The impact of the proposals on neighbouring properties has been carefully considered and it is not considered that the amenities of neighbouring properties would be significantly harmed.

The rear elevation of the property is south facing and in summer months could experience significant exposure to sunlight leading to the potential for overheating. It is considered that a pre-commencement condition should be imposed in order to require the submission of further details of measures that would need to be taken to ensure a comfortable and sustainable environment for future residents.

Subject to conditions, it is recommended that planning permission be granted.

RECOMMENDATION:

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

107629 - EX - 202C Existing elevations received on 18/04/2023
107629 - EX – 201C Existing elevations received on 18/04/2023
107629 - EX - 102C Existing first floor and loft plans received on 18/04/2023
107629 - EX - 103C Existing roof plan received on 18/04/2023
107629 - EX – 301C Existing Section Plan A-A received on 18/04/2023
107629 - PR - 101E Proposed basement floor and ground floor plans received on 18/04/2023
107629 - PR - 102F Proposed First Floor and Loft Floor Plans received on 04/05/2023
107629 - PR – 103E Proposed Roof Plan received on 18/04/2023
107629 - PR – 201F Proposed Elevations received on 23/06/2023
107629 - PR – 202G Proposed Elevations received on 05/07/2023
107629 - PR – 301F Proposed Section received on 23/06/2023
107629 - EX - 402C Existing Block plan received on 18/04/2023
107629 - EX – 100C Location Plan received on 18/04/2023
107629 - PR - 402E Proposed Block Plan received on 18/04/2023
107629 - EX - 101C Existing Basement Floor and Ground Floor Plans received on 18/04/2023

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 any development above slab level works, a written schedule with details of the source/ manufacturer, colour and finish of all external facing and roof materials. This must include the details of embodied carbon/ energy (environmental credentials) of all external materials. These shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using only those detailed.

Reason: To ensure that a satisfactory external appearance of the development is achieved and to ensure materials that are lower in carbon are chosen.

4. Development shall not commence until a robust overheating risk assessment for the proposed development that shows no unacceptable risk of overheating has been submitted and the assessment has been agreed in writing by the Council. The development shall be built and maintained in accordance with the assessment.

Reason: To ensure that the scheme is adapted for climate change in accordance with Policies D2: Sustainable Design, Construction and Energy and D15: Climate Change Adaptation.

5. The windows at first and second storey level in the angled south-west facing elevations of the development hereby approved shall be glazed with obscure glass and permanently fixed shut, unless the parts of the window/s which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

Reason: In the interests of residential amenity and privacy.

Informatives:

1. 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
2. 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 in certain circumstances.
 - 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 not sought prior to submission and minor alterations were required to overcome concerns; these were sought and the applicant agreed to the changes

Officer's Report

Site description.

The application relates to a two-storey semi-detached property located within the urban area of Guildford. The property is located on the southern side of Markenfield Road, a residential locality. Surrounding properties are a mix of semi-detached and terrace properties, traditional in their scale and appearance and typically have a high degree of symmetry.

Proposal.

Proposed two storey side/rear extension, loft conversion, enlargement of the existing basement courtyard complete with glazed light well and erection of a single storey outbuilding with boundary wall.

During the course of the application, revised drawings have been submitted which have reduced the size of windows proposed in the angled walls on the rear elevation.

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
12/P/01500	Certificate of lawfulness to establish whether a proposed loft conversion with two replacement rooflights on rear elevation constitutes permitted development	Approve	N/A
81/P/00933	Modernisation and repairs and rebuilding of rear extension	Approve	N/A

Consultations.

None

Third Party Comments:

One letter of objection has been received, although it is noted in the letter that the correspondents, who live in No 24 adjoining the site, are broadly supportive of the proposals. Their concern relates to the new flank wall at first floor level which could result in a loss of daylight to 4 windows at the rear of No. 24 and result in an increased sense of enclosure. Concerns are also raised with regards to the increased height of the proposed extension at ground floor level and the potential loss of sunlight and daylight and increased sense of enclosure to the adjoining property. It is also noted that the drawings seek to demonstrate that the proposals accord with the Supplementary Planning Guidance in relation to the '45-degree test' but that the issues raised are broader than the transmission of light through a single window at ground first or second floor level.

Planning Polices

National Planning Policy Framework (NPPF) 2021:

Chapter 2: Achieving Sustainable Development
Chapter 4: Decision Making
Chapter 12: Achieving Well Designed Places

Guildford Borough Local Plan: Strategy and Sites (LPSS), 2015-2034:

The Guildford Borough Local Plan: strategy and sites was adopted by Council on 25 April 2019.

S1: Presumption in favour of sustainable development
D1: Place shaping

Guildford Borough Council: Development Management Policies (LPDMP) March 2023:

Policy H4: Housing Extensions and Alterations including Annexes
Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness
Policy D5: Protection of Amenity and Provision of Amenity Space
Policy ID10: Parking Standards

Supplementary planning documents:

Residential Extensions and Alterations SPD (2018)
Parking Standards in New Developments SPD (March 2023)

Planning Considerations:

The main planning considerations in this case are:

- the principle of development
- the impact on the scale and character of the existing dwelling and surrounding area
- the impact on neighbouring amenity
- Highways and parking considerations
- Sustainability considerations

The Principle of Development

The subject site is located within an established residential area where household extensions and alterations are not uncommon. The proposed extension to facilitate additional and improved living space is therefore considered to be acceptable, providing it provides high quality standards of internal accommodation, a design appropriate in the context of its surroundings and constitutes neighbourly development.

The Impact on Scale and Character of Existing Building and Surrounding Area

The existing dwelling is a traditional semi-detached gable end property benefitting from a subservient two storey gable end rear projection which is inset from the side elevation of the main plan form of the dwelling. The property remains relatively unaltered and benefits from an external pedestrian access down the side of the property; the main entrance is located on the side elevation.

The proposed development seeks permission for a two-storey extension to the side/ rear of the property and a single storey extension to the side, together with a loft conversion and a rear dormer. The existing two storey rear gable end projection would be demolished, and the property extended to the rear through the introduction of a full height addition to the property. Accommodation would be provided within the roof space. The proposed extension at first floor and roof levels would extend off the side elevation of the main dwelling, matching its width and the proposed roof form would allow second floor accommodation throughout the majority of the roof space. At ground floor level, the extension would extend across the width of the plot. A single storey extension is proposed to the side of the property. This would be set back from the front elevation and extend up to the side boundary of the dwelling connecting into the previously mentioned rear addition; the front elevation of the addition would be splayed and incorporate the main entrance into the property. The extensions have been designed in a contemporary manner. The proposal also includes a replacement outbuilding which would be partially sunken within the rear garden and enlargement of the basement forward of the front elevation with glazed panel over and a new rear brick wall (2.15m high) to the common boundary with the adjoining semi-detached.

The Residential Extensions and Alterations SPD 2018 states that extensions and alterations should normally be consistent with the form, scale and style of the existing building by respecting proportions, reflecting existing character, using appropriate roof forms and complementing materials and detailing and matching the style, proportions and positioning of windows. An extension should be subordinate to the original property and respect its original scale and mass. In relation to rear extensions the SPD states the optimum length of an extension should reflect the scale, proportion, and mass of the existing property. In relation to roof extensions the SPD states roof extensions should generally be positioned to the rear of a property and their size and design should be sympathetic to the existing and neighbouring properties.

It is noted that the adjacent property (No 24) has been extended to the rear at second floor level in a contemporary manner as have others in Markenfield Road. The second-floor projections combine a modern form with a marginal degree of inset achieving a modest subservience. The result is to form a clean interpretive break between tradition and modern forms. The overall scale and height also just manages to reflect and respect the ridge height of the closely arranged semi-detached housing and sits within the original plan form of the property. The enlargement of the adjacent property at second floor was as an extension above the existing dwelling's plan form, this is reflected in the description of development for the proposal which was described as a 'dormer'.

The proposed extension at no 25 would have some consistent elements with the adjacent property i.e., contemporary design and relative scale to ridge line and would be of a similar scale and mass to other rear extensions in the area. The proposal steps back as it rises through the rear elevation thus, creating a subservient structure at the different levels. This is consistent with other local developments. The top floor rear dormer element is set down from the main ridge and angled away from the elevation with No 24, Markenfield Road. The location at the rear and the narrow gap between neighbouring dwellings would reduce the visibility of the extensions at the front and would maintain the character of the property from the street scene.

Although the design is markedly different from the existing dwelling, its location at the rear and the existence of similar forms of development in the area would not result in harm to the overall character of the area and would respect the scale and form of neighbouring properties. The rear elevations would feature large areas of glazing, with the angled elevations featuring slightly smaller area of obscured and fixed glazing. The overall appearance would be modern utilising high-quality materials which would enhance the appearance of the extensions. The single storey addition to the side would be set back from the front elevation and would be appropriate in its scale and form and thus would not visually dominate the appearance of the host building or street scene.

The outbuilding would be located to the rear of the private back garden and be set under a shallow pitched roof. The outbuilding would be partially sunken with steps down into it from the garden. The outbuilding would be an acceptable addition to the property in terms of its size, siting, design and scale.

The proposal includes for the enlargement of the basement and the introduction of a lightwell within the front garden. The habitable accommodation would be extended out into the lightwell (as viewed on the basement floor plan). The lightwell would be similar in its size to existing examples present within the street scene albeit surrounding examples are light wells only (external features) and not utilised as an extension of habitable accommodation. The application proposal would have a glazed panel over and would represent a modest addition to the building below street level. The glazed screen over the lightwell would not be apparent behind the existing front boundary treatment and would have only a moderate impact on the character of the property. The new brick wall would be marginally above permitted development limits and considered acceptable.

The proposed works are therefore considered acceptable when considering the limited impact that they would have on the character of the property from the front. At the rear, the proposed extensions would complement others that have already taken place on other properties in the area. The proposal therefore accords with Policy D1 of the Local Plan Strategy and Sites, Policies H4 and D4 of the Local Plan DMP, the Residential Extensions and Alterations SPD (2018) and chapter 12 of the NPPF.

The Impact on Neighbouring Amenity

The nearest residential neighbours to the application site are Nno's 24 and 26 Markenfield Road and No's 38 and 39 Dapdune Road.

24 Markenfield Road

This is the detached dwelling to the west. The full width and height enlargement of the house would sit closer to the common boundary. The extension has been designed with a splayed elevation, which would mitigate the impact of the proposals on this property. This adjacent property has been extended and while some impacts would result from the proposed extension no significant adverse harm to the residential amenities will result through a loss of outlook, daylight, sunlight or an overbearing impact.

The extension includes large openings at first and second floor levels. The plans note that those located within the splayed walls and facing towards the adjacent occupier would be fixed shut and obscurely glazed. These have been reduced in size compared to those previously proposed. Openings within southern (rear) elevations would be transparent and allow for a similar degree of mutual overlooking that currently exists in this higher density locality. While the perception of overlooking would be increased by this proposal actual overlooking would not be of a scale that would warrant a sustainable reason for refusal of the proposal.

26 Markenfield Road

This is the adjoining semi-detached property to the east of the application site. The adjoining property remains largely as constructed with an existing similar rear two storey projection (matching the current host building) with a further single storey lean to. The extension has been designed to limit the impact on existing windows in this adjoining property in terms of a loss of light. The proposed two storey addition would extend beyond the rear elevation of the neighbouring dwelling by a small amount and would not appear overbearing and would not have an impact on the amenities of the residents at no 26. Openings within southern (rear) elevations would be transparent and allow for a similar degree of mutual overlooking that currently exists in this higher density locality.

Nos 38 and 39 Dapdune Road

These properties are located to the rear of the application site. It is noted that a number of properties in the locality have accommodation at second floor level. The proposal would increase the perception of overlooking due to the large openings proposed, however, as noted previously the plans note some of these to be obscure glazed and fixed shut. Where transparent glazing would be used the proposal would not cause any loss of privacy due to existing separation and mutual overlooking that already exists.

The outbuilding and light well are acceptable elements that will not cause harm to residential amenities.

In light of these comments, it is not considered that the proposals are contrary to Policy D5 of the Local Plan DMP.

Highways / Parking Considerations

The application site is located within the Guildford Urban Area. The existing dwelling benefits from no onsite parking. This is characteristic of the locality with on street parking restricted through a permit system. Having regard to the above the proposal is considered acceptable.

Sustainability

Local Plan DMP Policy D15 relates to Climate Change adaptation and states that development proposals are required to demonstrate how new buildings will be designed and constructed to provide for the comfort, health, and wellbeing of current and future occupiers over the lifetime of the development, covering the full range of expected climate impacts and with particular regard to overheating; and incorporate passive heat control measures, and the exclusion of conventional air conditioning, in line with the cooling hierarchy.

The rear elevation of the property is south facing and in summer months would experience significant exposure to sunlight. The amount of glazing proposed could result in overheating where the internal environment becomes uncomfortably hot due to the accumulation of warmth within the building. The Council's Sustainability officer has reviewed the plans and considers that this will need to be addressed before the occupation of the dwelling, once the extensions are complete. It is considered that a pre-commencement condition should be imposed in order to require the submission of further details of measures that would need to be taken in order to ensure a comfortable and sustainable environment for future residents.

Conclusion

The site is located within the urban area where the principle of development is considered acceptable. The proposed extensions would be located at the rear of the property and whilst of a distinctly contemporary appearance would be acceptable. Similar forms of development have taken place on neighbouring and nearby properties and given the limited public views available from the rear, the character and appearance of the property from Markenfield Road would be maintained.

The changes to the front elevation comprise a small lightwell to provide natural lighting to the basement. This would only have a modest impact and is considered acceptable. The proposed outbuilding in the rear garden is also considered acceptable.

Although the proposed extensions would be significant in terms of their impact on the rear of the property, they have been carefully considered to minimise the impact on the amenities of adjoining properties.

Subject to conditions, it is recommended that planning permission be granted.

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PLANNING COMMITTEE

19 JULY 2023

PLANNING APPEAL DECISIONS

The following appeal decisions are submitted for the Committee's information and consideration. These decisions are helpful in understanding the manner in which the Planning Inspectorate views the implementation of local policies with regard to the Guildford Borough Local Plan: strategy and sites 2015 - 2034 and the National Planning Policy Framework (NPPF) March 2012 and other advice. They should be borne in mind in the determination of applications within the Borough. If Councillors wish to have a copy of a decision letter, they should contact Sophie Butcher (sophie.butcher@guildford.gov.uk)

<p>1.</p>	<p>Mr O Simmons 95 Saffron Platt, Guildford, GU2 9XY</p> <p>22/P/01880 – The development proposed is described as new roof with dormers.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: The first main issue is the effect of the proposal on the character and appearance of the host dwelling and the surrounding area. The second main issue is the effect of the proposal on the living conditions of the occupiers of 93 and 97 Saffron Platt (No.93 & No.97), with particular regard to privacy.</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/E85DE0930400C4BD53A9DB1AC9DB3ED6/pdf/22_P_01880-APPEAL_DECISION-1810311.pdf</p>	<p>*ALLOWED</p>
<p>2.</p>	<p>Mr R Hunt Land at Highlands Farm, Portsmouth Road, Ripley, GU23 6EY</p> <p>ENFORCEMENT NOTICE – The breach of planning control as alleged in the notice, is without planning permission, the material change of use of the land from a nil use to the mixed</p>	<p>*ALLOWED</p>

	<p>use of the Land for residential purposes, through the stationing of a park home and the use of the Land and buildings for agricultural storage, including but not limited to the storage of motor vehicles.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: An appeal on ground (b) is made on the basis that, in respect of any breach of planning control which may be constituted by the matters stated in the notice, that those matters have not occurred.</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/AD472FD721CB4184DEAE1C9AEC88CB09/pdf/18_EC_00104_APL-APPEAL_DECISION-1819360.pdf</p> <p>Mr R Hunt full award of costs against Guildford Borough Council</p> <p>COSTS</p> <p>The inquiry was in connection with an appeal against an enforcement notice alleging without planning permission, the material change of use of the Land from a nil use to the mixed use of the Land for residential purposes, through the stationing of a park home and the use of the Land and buildings for non-agricultural storage, including but not limited to the storage of motor vehicles. Without planning permission, operational development consisting of the construction of two steel portal-framed buildings; the laying of concrete hardstanding; the construction of retaining walls; the construction of breeze block planters and construction of tracks.</p>	<p>REFUSED</p>
<p>3.</p>	<p>Mr D Perkins 95 Broadacres, Guildford, Surrey GU3 3AY</p> <p>22/P/00342 – The development proposed is described as the sub division of an existing dwelling site and construction of new dwelling of similar design.</p> <p>Delegated Decision: To Refuse</p>	<p>DISMISSED</p>

	<p>Inspector’s Main Issues: The main issues are the effect of the proposed development on the character and appearance of the area, and the Thames Basin Heaths Special Protection Area (SPA); and whether the proposal would provide appropriate living conditions for future occupants with specific regard to internal space.</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/1DBCDC7D9C1414C55340F2F1C26A262/pdf/22_P_00342-APPEAL_DECISION-1810204.pdf</p>	
<p>4.</p>	<p>Mr Peter Knight Hurtwood Place, Holmbury Hill Road, Holmbury St Mary, Surrey, RH5 6NR</p> <p>22/P/00459 – The development proposed is for the creation of a first floor to the existing detached garage, including front and rear dormer, to facilitate a gym and study with an external bin store.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: The main issues are whether the proposal would represent inappropriate development in the Green Belt, and if so, whether the harm by reason of inappropriateness, and any other harm is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify the development; and, whether the proposal would preserve or enhance the character or appearance of the area, including the Holmbury St Mary Conservation area (CA), and the Surrey Hills Area of Outstanding Natural Beauty (AONB).</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/2F65E0F0BEE47889D604399802E0CED9/pdf/22_P_00459-APPEAL_DECISION-1812128.pdf</p>	<p>DISMISSED</p>

<p>5.</p>	<p>Mr Toby Shea Land r/o Christmas Hill & Crossways, Chinthurst Lane, Shalford GU4 8JS</p> <p>The appeal was against the refusal of planning permission for the erection of two detached dwellings with detached garages/outbuildings together with associated landscaping.</p> <p>COSTS</p> <p>Inspector's Main Issues: This decision is a redetermination following the quashing of the previous costs decision by the High Court. I have had regard to the previous costs decision letter, in so far as it forms a material consideration, but have determined the costs application afresh. In doing so, I have taken into account further submissions from the main parties made at the redetermination stage. The original appeal decision has not been quashed and remains extant.</p> <p>Please view the decision letter for further info:</p> <p>https://publicaccess.guildford.gov.uk/online-applications/files/4B28E301E4CD058BD3A282BCD5706319/pdf/20_P_02222-COSTS_DECISION-1812251.pdf</p>	<p>REFUSED</p>
<p>6.</p>	<p>Mr and Mrs N Philips 19 Queen Street, Gomshall, GU5 9LU</p> <p>21/P/01893 – The development proposed is the erection of a single storey rear extension and first floor extension above existing single storey rear element.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector's Main Issues: The main issues are:</p> <ul style="list-style-type: none"> a) whether the proposed development would be inappropriate development in the Green Belt having regard to the Framework and any relevant development plan policies; b) the effect of the proposal on the openness of the Green Belt; and c) whether any harm by reason of its inappropriateness, and any 	<p>DISMISSED</p>

	<p>other harm, would be clearly outweighed by other considerations, so as to amount to the very special circumstances required to justify the proposal.</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/FC75D43758CF3577851D60E8B38059CB/pdf/21_P_01893-APPEAL_DECISION-1815460.pdf</p>	
<p>7.</p>	<p>Mr Hodgson Sunnyside, Rowe Lane, Pirbright GU24 0LX</p> <p>21/P/01820 – The development proposed is described as the erection of a gate and associated fencing alongside the boundary of a residential property.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: The main issues are: whether the proposal would be inappropriate development in the Green Belt having regard to the National Planning Policy Framework (the Framework) and any relevant development plan policies; the effect it has upon the openness of the Green Belt; the effect of the proposal on character and appearance of the area; and if the development is inappropriate whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations so as to amount to the very special circumstance necessary to justify the development.</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/1E2BBA3D6855DB1AF6A8290A902A5AE3/pdf/21_P_01820-APPEAL_DECISION-1815635.pdf</p>	<p>DISMISSED</p>
<p>8.</p>	<p>Mr & Mrs Mullens Rosemarie Cottage, Chapel Lane, Pirbright GU24 0JY</p> <p>22/P/00815– The development proposed is described as the ‘erection of a first floor extension and alterations together with the removal of outbuildings.’</p>	<p>DISMISSED</p>

	<p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: The appeal site is located within an area of Green Belt. Accordingly, the main issues are:</p> <ul style="list-style-type: none"> • Whether the proposed development would be inappropriate development in the Green Belt having regard to the National Planning Policy Framework (the ‘Framework’) and relevant development plan policies; • The effect of the proposal on the openness of the Green Belt; and • If the development would be inappropriate, whether the harm to the Green Belt by way of inappropriateness and any other harm, would be clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify it. <p>Please view the decision letter for further info:</p> <p>https://publicaccess.guildford.gov.uk/online-applications/files/7885C534DB62D655A7410E01F94FBBE4/pdf/22_P_00815-APPEAL_DECISION-1822870.pdf</p>	
<p>9.</p>	<p>Mr Simon Gruber 6 Lower Edgeborough Road, Guildford, Surrey GU1 2DT</p> <p>21/P/01938 – The development proposed is described as the ‘conversion of existing 6 flats into single dwelling with alterations and extensions comprising part two storey / part single storey rear extension, single storey side extension to provide garage, detached garden room to rear of garage together with raised decking at rear and swimming pool following demolition of existing rear extensions and detached garage.’</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues: The mains issues in this case are: the effect of the proposed development on housing supply in the Borough; whether the proposal would meet sustainability and carbon reduction requirements; the effect of the proposal on ecology and</p>	<p>DISMISSED</p>

	<p>the effect of the proposal on the amenity value of existing trees.</p> <p>Please view the decision letter for further info:</p> <p>https://publicaccess.guildford.gov.uk/online-applications/files/1634AAB6E05543327018259BC7F95DD7/pdf/21_P_01938-APPEAL_DECISION-1823627.pdf</p>	
<p>10.</p>	<p>Mr John Lee Snr Land to the Rear of 75 Glaziers Lane, Normandy, Guildford GU3 2EA</p> <p>21/P/02647 – The development proposed is for 2 no. Gypsy/Traveller pitches to be occupied by Gypsies and Travellers who fulfil the definition of Gypsies and Travellers in Annex one of the Planning Policy for Travellers Sites.</p> <p>Delegated Decision: To Refuse</p> <p>Inspector’s Main Issues:</p> <p>The main issues in this appeal are:</p> <ul style="list-style-type: none"> a) whether the proposal would be inappropriate development in the Green Belt, and its effect on openness and the purposes of including land within the Green Belt; b) the effect of the proposal on the character and appearance of the area; c) the effect of the proposal on the living conditions of future occupiers, with reference to amenity and play space; d) whether the proposal would make appropriate provision of measures to address climate change, sustainable design, construction and energy use; e) the effect of the proposal on the Thames Basin Heaths Special Protection Area (SPA), with particular regard to recreational disturbance; and f) whether any harm would be clearly outweighed by other considerations so as to amount to the very special circumstances required to justify the proposal. <p>Please view the decision letter for further info:</p> <p>https://publicaccess.guildford.gov.uk/online-applications/files/C93BDB587C006B764FE98A876885B3E8/pdf/</p>	<p>DISMISSED</p>

	<p>21 P 02647-APPEAL DECISION-1824133.pdf</p> <p>Mr John Lee Snr for a full award of costs against Guildford Borough Council</p> <p>COSTS</p> <p>Please view the decision letter for further info: https://publicaccess.guildford.gov.uk/online-applications/files/CD5E79F7EF1AD52A25836A56529CD1DB/pdf/21_P_02647-COSTS_DECISION-1824134.pdf</p>	<p>REFUSED</p>
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