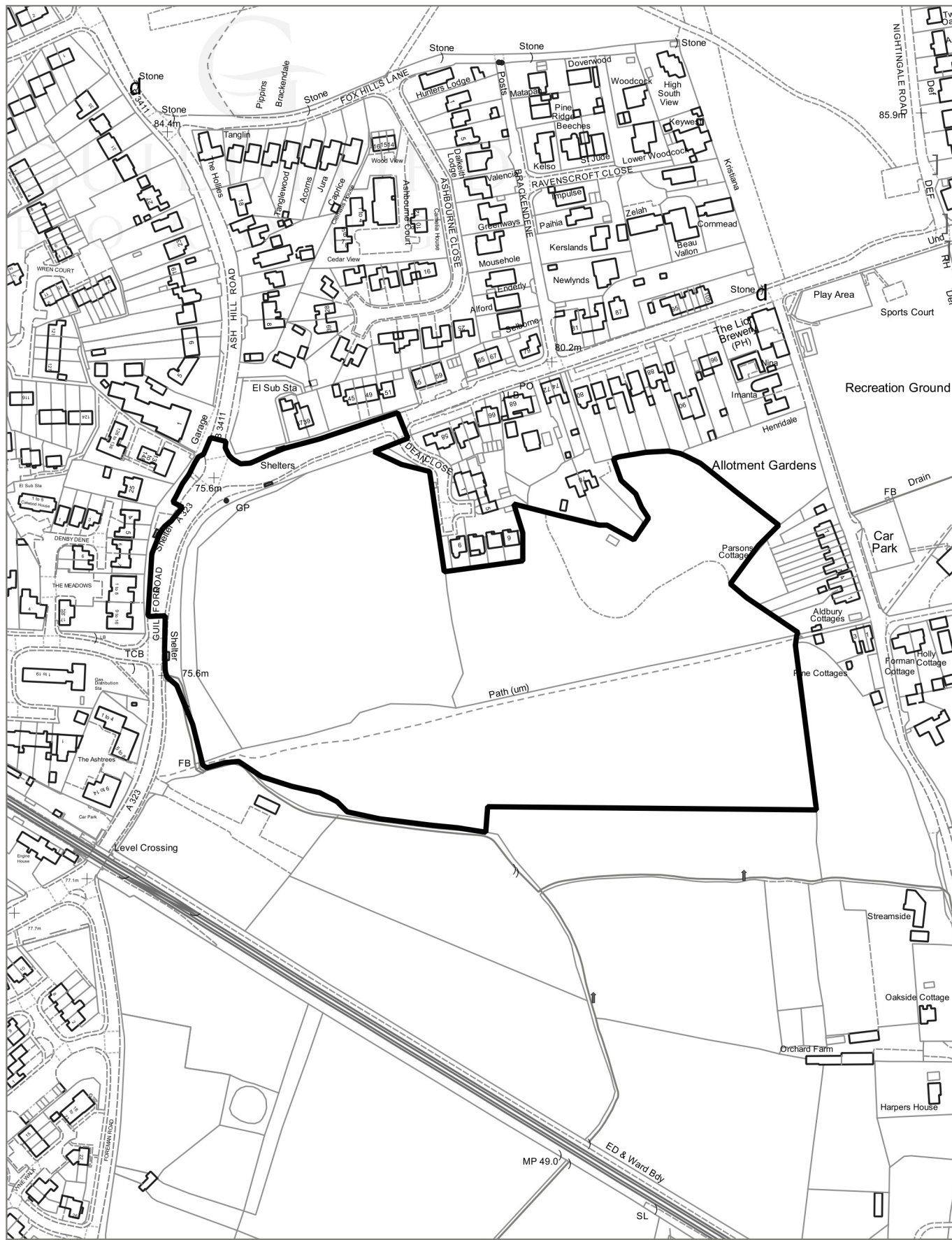


19/P/02197 - Land South Of, Guildford Road, Ash



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Print Date: 13/07/2020



Not to Scale



GUILDFORD
BOROUGH

19/P/02197 – Land South Of, Guildford Road, Ash



Not to scale



App No: 19/P/02197 **8 Wk Deadline:** 31/07/2020
Appn Type: Reserved Matters Application
Case Officer: Kelly Jethwa
Parish: Ash **Ward:** Ash Wharf
Agent : Mr D. Murray-Cox **Applicant:** Bellway Homes
Turley C/o Agent
The Pinnacle
20 Tudor Road
Reading
RG1 1NH

Location: Land south of, Guildford Road, Ash, GU12 6BS
Proposal: Approval of reserved matters pursuant to outline planning permission 16/P/01679 for 154 units, including 54 affordable units with associated internal access, streets, car parking and landscaping. Matters to be considered: Appearance, Landscaping, Layout, Scale and the details of accesses within the site. (Amended plans received 05.03.2020 with revised landscaping, house design, street design, refuse collection strategy and parking)

Executive Summary

Reason for referral

This application has been referred to the Planning Committee as more than 20 objections have been received contrary to the officer recommendation.

Key information

The application site is a 6 (approx.) hectare parcel of land that is located to the south and to the east of Guildford Road in Ash, adjacent to the roundabout junction with Ash Hill Road and north east of Ash railway station. The site is currently laid to fallow and may previously have been used for horticulture, as a nursery or market gardening. There are trees and shrubs along the site boundaries and Public right of way (PROW) footpath 356 transects through the site from east to west.

The site would provide for a new roundabout with a new spur that would provide access to the site and the Ash road bridge by-pass (application 19/P/01460 is for the construction of a new road bridge and is pending consideration). However, this application is not dependant on the delivery of the bridge/bypass.

The application is for the reserved matters for 154 dwellings on the site. The proposed mix is provided below.

| Proposed Mix | | | | | |
|------------------------|--------------|--------------|--------------|---------------|--------------|
| | 1-bed | 2-bed | 3-bed | 4+-bed | Total |
| Total dwellings | 8 | 56 | 55 | 35 | 154 |
| | | | | | |
| Of which... | | | | | |
| Houses | | 47 | 55 | 35 | 137 |
| Apartments | 8 | 9 | | | 17 |
| Affordable | 8 | 41 | 5 | | 54 |

The applicant is providing 54 affordable dwellings.

A total of 292 car parking spaces are provided. Informal and formal open space including along the public right of way (PROW).

Summary of considerations and constraints

This is an allocated site which now forms part of the urban area of Ash and Tongham under policy A31 of the adopted Local Plan. Whilst there would be an inevitable change in the character and appearance of the land, the principle of development here has already been found to be acceptable under the outline planning permission.

It is acknowledged that with the proposals for a new road bridge and this residential scheme there would be a significant change in the character and appearance of this part of Ash.

There is a well devised landscaping strategy with tree planting and introduction of native species and wildflowers as biodiversity gains to the site.

The applicant has provided an energy report which confirms that they would exceed the sustainability measures required on the outline permission and would achieve a 20% reduction in carbon emissions site wide and provide fast electric charge points to all homes. The sustainability measures would exceed those required on the outline permission.

The refuse strategy has been developed to comply with the Council's requirements with minimal reversing manoeuvres and satisfactory drag distances.

The appearance, scale and layout would ensure an integration with the existing settlement with multiple connectivity through the site and to existing routes. There would also be an east-west axis along the PROW to give view to the church spire of St Peter's Church, Ash.

The applicant has entered into a Planning Performance Agreement (PPA), which has involved pre-application advice, design review panel and amendments to the application to raise the quality of the scheme.

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:

| <u>Description</u> | <u>Plan Number</u> | <u>Plots</u> | <u>D a t e Received</u> |
|---|---------------------------|---------------------|------------------------------------|
| LAYOUTS | | | |
| Presentation Layout | 051908-BEL-TV-01 | | 05/03/2020 |
| Supporting Layout | 051908-BEL-TV-02 B | | 05/03/2020 |
| Storey Height Layout | 051908-BEL-TV-03 | | 05/03/2020 |
| Tenure Layout | 051908-BEL-TV-04 | | 05/03/2020 |
| Unit Type Layout | 051908-BEL-TV-05 | | 05/03/2020 |
| Location Plan | 051908-BEL-TV-06 | | 18/12/2019 |
| Parking Allocation Layout | 051908-BEL-TV-07 | | 05/03/2020 |
| Open Space Layout | 051908-BEL-TV-08 | | 05/03/2020 |
| Refuse Strategy Layout | 051908-BEL-TV-09 | | 05/03/2020 |
| PV and Air Source Heat Pump Location Plan | 051908-BEL-TV-PV A | | 16/07/2020 |
| PERSPECTIVES and STREETSCENES and SECTIONS | | | |
| Street Scene 05 | 051908-SS05 | | 05/03/2020 |
| Street Scene 06 | 051908-SS06 | | 05/03/2020 |
| Street Scene 07 | 051908-SS07 | | 05/03/2020 |
| Street Scene 08 | 051908-SS08 | | 05/03/2020 |
| Site Section 01 | 051908-SEC01 | | 16/03/2020 |
| Site Section 02 | 051908-SEC02 | | 16/03/2020 |
| BRIDGE ROAD & GUILDFORD ROAD CORRIDOR | | | |
| TERRACES | | | |
| Terrace 01 - Elevations | 051908-T01-R-E1 | 1-7 | 05/03/2020 |
| Terrace 01 - Elevations | 051908-T01-R-E2 | | 05/03/2020 |
| Terrace 01 - Elevations | 051908-T01-R-E3 | | 05/03/2020 |
| Terrace 01 - Floor Plans | 051908-T01-R-P1 | | 05/03/2020 |
| Terrace 01 - Floor Plans | 051908-T01-R-P2 | | 05/03/2020 |
| Terrace 02 - Elevations | 051908-T02-R-E1 | 12-16 | 05/03/2020 |
| Terrace 02 - Elevations | 051908-T02-R-E2 | | 05/03/2020 |
| Terrace 02 - Elevations | 051908-T02-R-E3 | | 05/03/2020 |
| Terrace 02 - Floor Plans | 051908-T02-R-P1 | | 05/03/2020 |
| Terrace 02 - Floor Plans | 051908-T02-R-P2 | | 05/03/2020 |
| Terrace 03 - Elevations | 051908-T03-R-E1 | 17-21 | 05/03/2020 |
| Terrace 03 - Elevations | 051908-T03-R-E2 | | 05/03/2020 |
| Terrace 03 - Elevations | 051908-T03-R-E3 | | 05/03/2020 |
| Terrace 03 - Floor Plans | 051908-T03-R-P1 | | 05/03/2020 |
| Terrace 03 - Floor Plans | 051908-T03-R-P2 | | 05/03/2020 |
| Terrace 04 - Elevations | 051908-T04-R-E1 | 26-31 | 05/03/2020 |

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|------------------------------------|-----------------|------------|------------|
| Terrace 04 - Elevations | 051908-T04-R-E2 | | 05/03/2020 |
| Terrace 04 - Floor Plans | 051908-T04-R-P1 | | 05/03/2020 |
| Terrace 04 - Floor Plans | 051908-T04-R-P2 | | 05/03/2020 |
| Terrace 05 - Elevations | 051908-T05-R-E1 | 32-36 | 05/03/2020 |
| Terrace 05 - Elevations | 051908-T05-R-E2 | | 05/03/2020 |
| Terrace 05 - Elevations | 051908-T05-R-E3 | | 05/03/2020 |
| Terrace 05 - Floor Plans | 051908-T05-R-P1 | | 05/03/2020 |
| Terrace 05 - Floor Plans | 051908-T05-R-P2 | | 05/03/2020 |
| Terrace 06 - Elevations | 051908-T06-R-E1 | 37-46 | 05/03/2020 |
| Terrace 06 - Elevations | 051908-T06-R-E2 | | 05/03/2020 |
| Terrace 06 - Elevations | 051908-T06-R-E3 | | 05/03/2020 |
| Terrace 06 - Elevations | 051908-T06-R-E4 | | 05/03/2020 |
| Terrace 06 - Floor Plans | 051908-T06-R-P1 | | 05/03/2020 |
| Terrace 06 - Floor Plans | 051908-T06-R-P2 | | 05/03/2020 |
| PRIVATE HOUSES | | | |
| House Type D - Elevations | 051908-D-R-E1 | 9, 11 | 05/03/2020 |
| House Type D - Elevations | 051908-D-R-E2 | 22, 25 | 05/03/2020 |
| House Type D - Floor Plans | 051908-D-R-P1 | | 05/03/2020 |
| House Type J - Elevations | 051908-J-R-E1 | 23, 24 | 05/03/2020 |
| House Type J - Floor Plans | 051908-J-R-P1 | | 05/03/2020 |
| House Type Q - Elevations | 051908-Q-R-E1 | 10 | 05/03/2020 |
| House Type Q - Floor Plans | 051908-Q-R-P1 | | 05/03/2020 |
| AFFORDABLE HOUSES | | | |
| House Type AC - Elevations | 051908-AC-R-E1 | 8 | 05/03/2020 |
| House Type AC - Floor Plans | 051908-AC-R-P1 | | 05/03/2020 |
| THE MOVEMENT SPIRE CORRIDOR | | | |
| TERRACES | | | |
| Terrace 07 - Elevations | 051908-T07-M-E1 | 54 & 62-64 | 05/03/2020 |
| Terrace 07 - Elevations | 051908-T07-M-E2 | | 05/03/2020 |
| Terrace 07 - Elevations | 051908-T07-M-E3 | | 05/03/2020 |
| Terrace 07 - Floor Plans | 051908-T07-M-P1 | | 05/03/2020 |
| Terrace 07 - Floor Plans | 051908-T07-M-P2 | | 05/03/2020 |
| Terrace 08 - Elevations | 051908-T08-M-E1 | 67-71 | 05/03/2020 |
| Terrace 08 - Elevations | 051908-T08-M-E2 | | 05/03/2020 |
| Terrace 08 - Elevations | 051908-T08-M-E3 | | 05/03/2020 |
| Terrace 08 - Floor Plans | 051908-T08-M-P1 | | 05/03/2020 |
| Terrace 08 - Floor Plans | 051908-T08-M-P2 | | 05/03/2020 |
| Terrace 09 - Elevations | 051908-T09-M-E1 | 76-79 | 05/03/2020 |
| Terrace 09 - Elevations | 051908-T09-M-E2 | | 05/03/2020 |
| Terrace 09 - Elevations | 051908-T09-M-E3 | | 05/03/2020 |
| Terrace 09 - Floor Plans | 051908-T09-M-P1 | | 05/03/2020 |
| Terrace 09 - Floor Plans | 051908-T09-M-P2 | | 05/03/2020 |

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|------------------------------------|-----------------|----------------------|------------|
| Terrace 10 - Elevations | 051908-T10-M-E1 | 134-135 | 05/03/2020 |
| Terrace 10 - Elevations | 051908-T10-M-E2 | | 05/03/2020 |
| Terrace 10 - Elevations | 051908-T10-M-E3 | | 05/03/2020 |
| Terrace 10 - Floor Plans | 051908-T10-M-P1 | | 05/03/2020 |
| Terrace 10 - Floor Plans | 051908-T10-M-P2 | | 05/03/2020 |
| Terrace 11 - Elevations | 051908-T11-M-E1 | 138-141 | 05/03/2020 |
| Terrace 11 - Elevations | 051908-T11-M-E2 | | 05/03/2020 |
| Terrace 11 - Elevations | 051908-T11-M-E3 | | 05/03/2020 |
| Terrace 11 - Floor Plans | 051908-T11-M-P1 | | 05/03/2020 |
| Terrace 11 - Floor Plans | 051908-T11-M-P2 | | 05/03/2020 |
| Terrace 12 - Elevations | 051908-T12-M-E1 | 144-148 | 05/03/2020 |
| Terrace 12 - Elevations | 051908-T12-M-E2 | | 05/03/2020 |
| Terrace 12 - Elevations | 051908-T12-M-E3 | | 05/03/2020 |
| Terrace 12 - Elevations | 051908-T12-M-E4 | | 05/03/2020 |
| Terrace 12 - Floor Plans | 051908-T12-M-P1 | | 05/03/2020 |
| Terrace 12 - Floor Plans | 051908-T12-M-P2 | | 05/03/2020 |
| THE MOVEMENT SPIRE CORRIDOR | | | |
| Terrace 13 - Elevations | 051908-T13-M-E1 | 136-137 | 05/03/2020 |
| Terrace 13 - Elevations | 051908-T13-M-E2 | | 05/03/2020 |
| Terrace 13 - Elevations | 051908-T13-M-E3 | | 05/03/2020 |
| Terrace 13 - Floor Plans | 051908-T13-M-P1 | | 05/03/2020 |
| Terrace 13 - Floor Plans | 051908-T13-M-P2 | | 05/03/2020 |
| PRIVATE HOUSES | | | |
| House Type H - Elevations | 051908-H-M-E1 | 149, 152 | 05/03/2020 |
| House Type H - Floor Plans | 051908-H-M-P1 | | 05/03/2020 |
| House Type J - Elevations | 051908-J-M-E1 | 150 | 05/03/2020 |
| House Type J - Floor Plans | 051908-J-M-P1 | | 05/03/2020 |
| House Type M - Elevations | 051908-M-M-E1 | 80 | 05/03/2020 |
| House Type M - Floor Plans | 051908-M-M-P1 | | 05/03/2020 |
| House Type P - Elevations | 051908-P-M-E1 | 81, 89, 92, 151, 154 | 05/03/2020 |
| House Type P - Floor Plans | 051908-P-M-P1 | | 05/03/2020 |
| House Type Q - Elevations | 051908-Q-M-E1 | 90, 91, 153 | 05/03/2020 |
| House Type Q - Floor Plans | 051908-Q-M-P1 | | 05/03/2020 |
| AFFORDABLE HOUSES | | | |
| House Type AD - Elevations | 051908-AD-M-E1 | 142 | 05/03/2020 |
| House Type AD - Floor Plans | 051908-AD-M-P1 | | 05/03/2020 |
| House Type AD - Elevations | 051908-AD-M-E2 | 143 | 05/03/2020 |
| House Type AD - Floor Plans | 051908-AD-M-P2 | | 05/03/2020 |

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|---|-----------------|---------|------------|
| THE PEDESTRIAN SPIRE CORRIDOR TERRACES | | | |
| Terrace 14 - Elevations | 051908-T14-P-E1 | 93-96 | 05/03/2020 |
| Terrace 14 - Elevations | 051908-T14-P-E2 | | 05/03/2020 |
| Terrace 14 - Floor Plans | 051908-T14-P-P1 | | 05/03/2020 |
| Terrace 14 - Floor Plans | 051908-T14-P-P2 | | 05/03/2020 |
| Terrace 15 - Elevations | 051908-T15-P-E1 | 101-104 | 05/03/2020 |
| Terrace 15 - Elevations | 051908-T15-P-E2 | | 05/03/2020 |
| Terrace 15 - Elevations | 051908-T15-P-E3 | | 05/03/2020 |
| Terrace 15 - Floor Plans | 051908-T15-P-P1 | | 05/03/2020 |
| Terrace 15 - Floor Plans | 051908-T15-P-P2 | | 05/03/2020 |
| Terrace 16 - Elevations | 051908-T16-P-E1 | 110-114 | 05/03/2020 |
| Terrace 16 - Elevations | 051908-T16-P-E2 | | 05/03/2020 |
| Terrace 16 - Elevations | 051908-T16-P-E3 | | 05/03/2020 |
| Terrace 16 - Elevations | 051908-T16-P-E4 | | 05/03/2020 |
| Terrace 16 - Floor Plans | 051908-T16-P-P1 | | 05/03/2020 |
| Terrace 16 - Floor Plans | 051908-T16-P-P2 | | 05/03/2020 |
| Terrace 17 - Elevations | 051908-T17-P-E1 | 115-118 | 05/03/2020 |
| Terrace 17 - Elevations | 051908-T17-P-E2 | | 05/03/2020 |
| Terrace 17 - Elevations | 051908-T17-P-E3 | | 05/03/2020 |
| Terrace 17 - Floor Plans | 051908-T17-P-P1 | | 05/03/2020 |
| Terrace 17 - Floor Plans | 051908-T17-P-P2 | | 05/03/2020 |
| THE PEDESTRIAN SPIRE CORRIDOR | | | |
| Terrace 18 - Elevations | 051908-T18-P-E1 | 128-131 | 05/03/2020 |
| Terrace 18 - Elevations | 051908-T18-P-E2 | | 05/03/2020 |
| Terrace 18 - Elevations | 051908-T18-P-E3 | | 05/03/2020 |
| Terrace 18 - Floor Plans | 051908-T18-P-P1 | | 05/03/2020 |
| Terrace 18 - Floor Plans | 051908-T18-P-P2 | | 05/03/2020 |
| PRIVATE HOUSES | | | |
| House Type B - Elevations | 051908-B-P-E1 | 123 | 05/03/2020 |
| House Type B - Floor Plans | 051908-B-P-P1 | | 05/03/2020 |
| House Type D - Elevations | 051908-D-P-E1 | 124 | 05/03/2020 |
| House Type D - Floor Plans | 051908-D-P-P1 | | 05/03/2020 |
| House Type F - Elevations | 051908-F-P-E1 | 125 | 05/03/2020 |
| House Type F - Floor Plans | 051908-F-P-P1 | | 05/03/2020 |
| VILLAGE HOUSING TERRACES | | | |
| Terrace 19 - Elevations | 051908-T19-V-E1 | 55-58 | 05/03/2020 |
| Terrace 19 - Elevations | 051908-T19-V-E2 | | 05/03/2020 |
| Terrace 19 - Elevations | 051908-T19-V-E3 | | 05/03/2020 |
| Terrace 19 - Floor Plans | 051908-T19-V-P1 | | 05/03/2020 |
| Terrace 19 - Floor Plans | 051908-T19-V-P2 | | 05/03/2020 |

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|----------------------------|-----------------|---------------------|------------|
| Terrace 20 - Elevations | 051908-T20-V-E1 | 59-60 | 05/03/2020 |
| Terrace 20 - Elevations | 051908-T20-V-E2 | | 05/03/2020 |
| Terrace 20 - Floor Plans | 051908-T20-V-P1 | | 05/03/2020 |
| Terrace 20 - Floor Plans | 051908-T20-V-P2 | | 05/03/2020 |
| Terrace 21 - Elevations | 051908-T21-V-E1 | 74-75 | 05/03/2020 |
| Terrace 21 - Elevations | 051908-T21-V-E2 | | 05/03/2020 |
| Terrace 21 - Floor Plans | 051908-T21-V-P1 | | 05/03/2020 |
| PRIVATE HOUSES | | | |
| House Type C - Elevations | 051908-C-V-E1 | 66, 72, 98, 99 | 05/03/2020 |
| House Type C - Floor Plans | 051908-C-V-P1 | | 05/03/2020 |
| House Type S - Elevations | 051908-S-V-E1 | 100 | 05/03/2020 |
| House Type S - Floor Plans | 051908-S-V-P1 | | 05/03/2020 |
| House Type D - Elevations | 051908-D-V-E1 | 61, 127 | 05/03/2020 |
| House Type D - Floor Plans | 051908-D-V-P1 | | 05/03/2020 |
| House Type F - Elevations | 051908-F-V-E1 | 126 | 05/03/2020 |
| House Type F - Floor Plans | 051908-F-V-P1 | | 05/03/2020 |
| House Type F - Elevations | 051908-F-V-E2 | 86 | 05/03/2020 |
| House Type F - Floor Plans | 051908-F-V-P2 | | 05/03/2020 |
| House Type F - Elevations | 051908-F-V-E3 | 133 | 05/03/2020 |
| House Type F - Floor Plans | 051908-F-V-P3 | | 05/03/2020 |
| House Type H - Elevations | 051908-H-V-E1 | 122 | 05/03/2020 |
| House Type H - Floor Plans | 051908-H-V-P1 | | 05/03/2020 |
| House Type J - Elevations | 051908-J-V-E1 | 48 | 05/03/2020 |
| House Type J - Elevations | 051908-J-V-E2 | 105 | 05/03/2020 |
| House Type J - Floor Plans | 051908-J-V-P1 | | 05/03/2020 |
| VILLAGE HOUSING | | | |
| House Type M - Elevations | 051908-M-V-E1 | 52 | 05/03/2020 |
| House Type M - Floor Plans | 051908-M-V-P1 | | 05/03/2020 |
| House Type M - Elevations | 051908-M-V-E2 | | 05/03/2020 |
| House Type M - Elevations | 051908-M-V-E3 | 51, 53, 85, 97, 106 | 05/03/2020 |
| House Type M - Floor Plans | 051908-M-V-P2 | | 05/03/2020 |
| House Type N - Elevations | 051908-N-V-E1 | 65, 83, 84, 120 | 05/03/2020 |
| House Type N - Elevations | 051908-N-V-E2 | 121 | 05/03/2020 |

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|--|-----------------------|---------------------|------------|
| House Type N - Floor Plans | 051908-N-V-P1 | | 05/03/2020 |
| House Type P - Elevations | 051908-P-V-E1 | 107 | 05/03/2020 |
| House Type P - Elevations | 051908-P-V-E2 | 109, 119 | 05/03/2020 |
| House Type P - Floor Plans | 051908-P-V-P1 | | 05/03/2020 |
| House Type Q - Elevations | 051908-Q-V-E1 | 47, 49, 88 | 05/03/2020 |
| House Type Q - Floor Plans | 051908-Q-V-P1 | | 05/03/2020 |
| House Type Q - Elevations | 051908-Q-V-E2 | 132 | 05/03/2020 |
| House Type Q - Floor Plans | 051908-Q-V-P2 | | 05/03/2020 |
| House Type R - Elevations | 051908-R-V-E1 | 50, 73, 82, 87, 108 | 05/03/2020 |
| House Type R - Floor Plans | 051908-R-V-P1 | | 05/03/2020 |
| ANCILLARY DRAWINGS | | | |
| Garage Type 01 - Floor Plans and Elevations | 051908-GAR01 | | 05/03/2020 |
| Garage Type 02 - Floor Plans and Elevations | 051908-GAR02 | | 05/03/2020 |
| Garage Type 03 - Floor Plans and Elevations | 051908-GAR03 | | 05/03/2020 |
| Garage Type 04 - Floor Plans and Elevations | 051908-GAR04 | | 05/03/2020 |
| Garage Type 05 - Floor Plans and Elevations | 051908-GAR05 | | 05/03/2020 |
| Garage Type 06 - Floor Plans and Elevations | 051908-GAR06 | | 05/03/2020 |
| Garage Type 07 - Floor Plans and Elevations | 051908-GAR07 | | 05/03/2020 |
| Cycle Shed - Floor Plans and Elevations | 051908-SH01 | | 05/03/2020 |
| Cycle Store - Floor Plans and Elevations | 051908-CS01 | | 05/03/2020 |
| Bin Store - Floor Plans and Elevations | 051908-BS01 | | 05/03/2020 |
| Typical Details | 051908-DET-01 | | 05/03/2020 |
| S U P P O R T I N G DOCUMENTS | | | |
| Amended parking allocation and electric car parking plan | Itb15289-sk-002 rev a | | 11/03/2020 |
| Amended soft landscape proposals sheet 1 of 2 | Csa/4552/100 rev a | | 09/03/2020 |
| Amended soft landscape proposals sheet 2 of 2 | Csa/4552/101 rev a | | 09/03/2020 |
| Amended hard landscape proposals sheet 1 of 2 | Csa/4552/102 rev a | | 09/03/2020 |
| Amended hard landscape proposals sheet 2 of 2 | Csa/4552/103 rev a | | 09/03/2020 |
| Amended landscape masterplan | Csa/4552/104 rev a | | 09/03/2020 |

| | | | |
|-----------------------------|--------------|--|------------|
| Ecological Enhancement Plan | Bell22624 66 | | 15/04/2020 |
|-----------------------------|--------------|--|------------|

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 including groundworks and demolition shall take place until all supporting arboricultural information has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the:
- a) measures taken to protect existing trees and hedges during construction, demolition, and delivery of materials / machinery, including a Tree Protection Plan;
 - b) location and installation of services/utilities/drainage;
 - c) details of construction and installations including methodologies within a root protection area or that may impact on retained trees.
 - d) full specification for the construction of any roads, parking areas, driveways, hard surfacing, including details of no dig specification and extent of the areas to be constructed using no dig surfacing.
 - e) detailed levels and cross sections to show that the raised levels of surfacing, where the installation on no dig surfacing within root protection area is proposed, demonstrating that they can be accommodated.
 - f) all arboricultural site monitoring and supervision required for the duration of the development.
 - g) methods to improve the rooting environment for retained and proposed trees and landscaping.
 - h) foundations designs and any other proposals involving below ground excavation inside root protection areas or that may impact on root protection areas.

The development thereafter shall be implemented in strict accordance with the approved details for the duration of the construction works.

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

3. No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the Local Planning Authority Tree Officer to agree the tree protection is installed correctly. This tree condition may be partly discharged, subject to prior agreement with the Local Planning Authority Tree Officer on the opening up of particular sections of the site, where construction activities have ceased and any tree protection can be safely removed. However, it may only be fully discharged on completion of the last phase of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed consulting arboriculturalist, this shall be agreed at the pre-commencement meeting.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality. It is considered necessary for this to be a pre-commencement condition because the tree protection measures need to be checked prior to the development commencing to ensure they are adequately installed.

4. No development shall commence (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) 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. It is considered necessary for this to be a pre-commencement condition because the management of construction traffic needs to be considered before construction commences.

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

The development thereafter shall be implemented in strict accordance with the approved details for the duration of the construction works.

Reason: To ensure that satisfactory measures are put in place for addressing potential ecological issues before and during development and to maintain local biodiversity. It is considered necessary for this to be a pre-commencement condition because the management of ecology and habitats needs to be considered before construction commences.

6. Prior to commencement of development (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) details of all:
- a) porches;
 - b) eaves and verge;
 - c) recess depths;
 - d) headers and cills; and
 - e) Juliette balconies.

including sections, plans and elevations on drawings at a scale of at least 1:20, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

7. Prior to the commencement of development (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) written schedule including source/ manufacturer, texture, colour and finish, and/or samples of materials to be used externally shall be submitted to and approved in writing by the Local Planning Authority, including:
- a) fenestration details;
 - b) bricks and tiles; and
 - c) fascia, soffits and gutters

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

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

8. Prior to the commencement of development (excluding ground works, construction up to damp proof course (dpc) and the construction of the access) until a hard and soft landscaping phasing plan/timetable for delivery has been submitted to and approved in writing by the Local Planning Authority. The hard and soft landscaping shall then be implemented in accordance with drawings no's:

CSA/4552/100-101 - Soft Landscape Proposals

CSA/4552/102-103 - Hard Landscape Proposals

CSA/4552/104 – Landscape Masterplan

Landscape Management Plan prepared by CSA Environmental, Report No: CSA/4552/01, dated 10.12.2019; and

The approved Hard and Soft Landscaping Phasing Plan/Time Table for Delivery

The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented in accordance with the approved plans.

Any trees or plants whether new or retained which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species in the same place.

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.

9. Prior to first occupation of plots 65, 66, 72 & 73, details of the proposed boundary treatments of those properties shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include, where relevant the species, height, depth, width, materials and finish.

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

Reason: In the interests of the visual amenities of the locality and ensure that there is satisfactory servicing and screening to adjoining buildings.

10. Prior to first occupation details of external lighting shall be submitted to and approved in writing by the Local Planning Authority, this shall comply with 'Bats and Lighting in the UK - Bats and Built Environment Series. This shall be installed accordance with the approved details and thereafter maintained.

Reason: To prevent adverse impacts on protected species, in particular bats and light pollution resulting from the proposed development.

11. Prior to first occupation of a dwelling the car parking space and cycle storage for that unit shall be laid out and made available for use in accordance with the approved drawing no. 051908-BEL-TV-07 rev A, for vehicles / cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking /turning/cycle storage areas shall be retained and maintained for their designated purposes.

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

12. Prior to first occupation of any dwelling, details of the markings, signage and level surface of the proposed refuse collection points shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: In the interests of good design, servicing and safety of the refuse collection point.

13. Prior to first occupation of each of the relevant proposed dwellings (flat or house) a fast charge socket (current minimum requirements – 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) shall be installed in accordance with drawing No.ITB5289-SK-002 and made available for use. The charging points shall thereafter be retained and maintained for future use.

Reason: To encourage the use of electric cars in order to reduce carbon emissions and improve air quality.

14. Prior to first occupation of any dwelling hereby approved, full details of the make and model of the windows, glazing and ventilation shall be submitted to and approved in writing by the Local Planning Authority for those facades facing directly onto the Ash Road bridge by-pass and/or the Guildford Road. The acoustic glazing proposed should achieve a minimum of 38dB Rw + Ctr with suitable trickle vents to provide adequate ventilation to meet Building Regulations, as detailed in of the Noise Impact Assessment prepared AECOM Limited dated 27.04.2020, ref: 60631648. The development shall be built in accordance with the approved details and thereafter maintained.

Reason: To ensure the amenity of future occupiers is acceptable in terms of noise.

15. Prior to the occupation of each dwelling hereby approved, the plot specific ecological enhancements related to that dwelling including garden fences which shall be provided with a 'Hedgehog Gateway', a 13cm x13cm section of fence cut out at the base and signposting as detailed on drawing no. BELL22624 66 and the measures set out in the letter from ACD Environmental dated 14.04.2020 shall be implemented.

The non-plot specific ecological enhancements shall be delivered in accordance with the approved Construction Environmental Management Plan (CEMP: Biodiversity) (See Condition 5).

These ecological enhancements shall be retained and maintained thereafter.

Reason: To provide ecological enhancements and facilitate the dispersal of Hedgehogs and other small animals and continued wildlife movement.

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

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

17. Prior to first occupation details of a Public Art installation shall be submitted to and approved in writing by the Local Planning Authority in accordance with the approved Public Art Strategy (March 2020). The agreed Public Art shall be installed on site prior to the occupation of the 75th dwelling and be maintained in perpetuity.

Reason: In the interest of delivering Public Art on site to create an enhanced public realm.

18. The air source heat pumps to be installed on plots 87, 88, 89, 107, 108, 110 120 & 121:
- a) the volume of the outdoor compressor unit (including any housing) shall not exceed 0.6 cubic metres;
 - b) no part would be installed within 1 metre of the boundary of the curtilage of the dwellinghouse;
 - c) would not be installed on a pitched roof;
 - d) would not be installed on a flat roof where it would be within 1 metre of the external edge of that roof;
 - e) would not be installed on a wall or a roof which fronts a highway; and
 - f) would not be installed on any part of that wall which is above the level of the ground floor storey

and thereafter maintained solely for heating purposes and removed as soon as reasonably practicable when no longer needed.

Reason: In order to safeguard visual and neighbour amenity.

19. 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.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification) no development shall be carried out within Classes A and E of Part 1 of Schedule 2 of that Order on plots 78, 79, 82-88, 91-93, 97-100.

Reason: To safeguard the prominent trees and landscaping on the site boundaries from development in close proximity to these which would lead to pressure for felling and/or pruning.

21. The development hereby approved shall have 7 units which shall be constructed to meet Building Regulations M4(3)(2)(a) 'wheelchair accessible dwelling' standards and 35 of the units shall be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2). These shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable. Thereafter these features shall be retained and maintained for the life of the development.

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

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 through a planning performance agreement (PPA) 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. Minor alterations were required to overcome concerns, these were sought and the applicant agreed to the changes.

2. The developer must ensure that their proposal, both during construction and after completion of works on site, 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
3. The applicant is advised that any public art would require planning permission and permission from the landowner.

Officer's Report

Site description.

The application site comprises an irregularly shaped section of land to the south and to the east of Guildford Road in Ash, adjacent to the roundabout junction with Ash Hill Road and north east of Ash railway station. The site extends to approximately 6ha and currently comprises open grassland and small groups of trees. The site is bounded by Guildford Road to the west while to the south, the site shares a boundary with a traveller site and more open fields. To the north the site shares common boundaries with Guildford Road, the residential properties on Dean Close and the properties fronting Guildford Road while to the east the site adjoins an allotment gardens and the residential properties at Parson Cottage, Aldbury Cottages and Pine Cottages.

There are some noticeable level changes with the site with the lowest areas to the east and the south with the land in the north east of the site approximately 5 metres higher than the lowest point. Public right of way (PROW) footpath 356 transects through the site from east to west, which links Guildford Road with Harpers Road, while a small watercourse runs along part of the southern boundary before diverting further south and away from the site.

The site is within the Countryside and is within the 400m to 5km zone of influence of the Thames Basin Heaths Special Protection Area. A Tree Preservation Order protects a group of seven Oak trees on the eastern boundary.

Proposal

The application seeks approval of the reserved matters application for the outline planning approval 16/P/01679 that granted outline permission for development of up to 154 residential dwellings on 6ha of the site including the creation of an access point from Guildford Road. The access road from the roundabout would go through the site and enable the delivery of a road bridge over the railway line, the application for this is pending consideration (19/P/01460).

Including the provision of open space including children's play areas, sustainable urban drainage systems and green links on the site.

The current application seeks approval for the reserved matters, these being: appearance, landscaping, layout and scale of the development. The application also includes details of the associated car parking, open space, drainage systems and refuse collection.

Design review panel

Prior to the validation of the application on 13.01.2020, the proposals were taken to the Design South East, Guildford Design Review Panel (DRP) on 16.10.2019 as part of a pre-application, planning performance agreement (PPA) between the Council and the developer.

The comments from the DRP are summarised below:

- must be robust enough to be successful with or without the completion of the new highway through the site
[officer comment: the road would have to be built to the engineering requirements of the road bridge and measures have been taken for a softer domestic edge with the design of the front gardens]
- design strategy should focus on placemaking to prevent the proposal from being dominated by highways engineering
- new community uses should be considered within or immediately outside of the boundary of the scheme
[officer comment: a financial contribution in the outline permission has been secured for £98,000 for the recreation ground at Harpers Road and the County for education]
- cluster of houses on the western side, needs to appear less like a cul-de-sac layout
- housing layout should make sure it is not dictated by the turning capacity of the bin lorries
- more harmonious relationship between the built and natural environment with a comprehensive landscape strategy
- housing typologies require more authenticity and identity
- provide a contemporary approach to the proposal informed by the vernacular Surrey surroundings
- further clarity of the water flow around the site and can be used as a positive attribute
- embedding a holistic and robust sustainability strategy into the proposal is required to future proof the development
- how more sustainable modes of transport can be promoted onsite to ensure longevity
- existing landscape features underemphasised and should be better incorporated into the landscape strategy
- embedding the site's horticultural activity history
- larger scale trees onsite to define the landscape structure
- treatment of the embankment
- management strategy for the ongoing maintenance of the landscape
- strength of the dominance of the public right of way and north / south corridors
- reinforcing the views to the church spire and hogs back
- future proof the development and ensure the proposal is appealing to a variety of end users
- could relate to the land to the south of the proposal and its potential uses over and above for flood management purposes
- considering how the road can be transformed into a 'street', to appear more welcoming and user friendly for vehicles, cyclists and pedestrians
[officer comment: a vehicular bridge only, cyclist and pedestrian access would continue to use the level crossing]
- treatment of the eastern pedestrian route to get to and from Ash
- natural surveillance must be maximised to parking courts
- recommend reducing the parking levels to align the development with existing modal shifts in transport
- lack of clarity of character, between 'village style' and a 'suburban estate' - create an identity within the development taking cues from Ash and the surrounding areas

The applicant's responses to the DRP are in their Design and Access Statement (page 46-59) prepared by DHA Architecture dated December 2019.

The dwelling mix

The housing mix was set out in condition 19 of the outline permission 16/P/01679 and has been agreed.

Breakdown:

Market: 65%

Affordable: 35% (60% are to be affordable rented housing units and the remaining 40% are to be shared ownership housing units.)

[officer comment: as the outline permission was approved before the adoption of policy H2, the previous requirement secured by a S106 planning obligation shall be provided]

M4(3)(2)(a) 'wheelchair adaptable' standard homes: 7 (2 bungalows, 2 flats, 3 houses)

M4(2) 'accessible and adaptable' standard homes: 35 (all affordable)

Details

Net density: 29 dwellings per hectare (based on net developable site area of 5.3ha)

Gross density not including open space, drainage, roundabout and ecology: 25 dwellings per hectare

Allocated parking spaces: 292 of which 5 marked as accessible (exclusive of 77 garages)

Visitor parking spaces: 16

Separate secure cycle storage provided for dwellings without garages.

The application proposes 2 storey dwellings with 6 bungalows in the form of detached, semi-detached and terraces homes; as well as 1 maisonette block and flats of garages (FOGs). The application proposes a Lap Area of Play (LAP) for children's play space, green link preserved along the PROW, north-south green corridors and opportunity to have connectivity to land to south and east that is allocated under site allocation A31.

Amendments

Through the process of the application, amended plans and an addendum to the DAS were sought to address issues that were raised in relation to layout and design, parking, accessibility, sustainability and public art.

The applicant states that the amended plans received have resulted in the following:

- elevational adjustments including: roofs, eaves, fascia, cills, porches, extending tile hanging, side windows, bay windows, Juliettete balconies to FOGs,
- refuse collection points all kerbside accessible
- reducing opportunities for informal car parking
- improved boundary treatment adjacent to car parking spaces
- public realm enhanced to footway to Guildford Road
- confirmation that wheelchair units would have storage and charging for mobility vehicles
- potential for link to adjoining site 'Steamside' to the east
- £15,000 for public art at western end of PROW
- fast electric charging points (dedicated and communal where space not adjacent to home)
- installation of photovoltaic panels on roofs for site wide 20% reduction in carbon emissions

Environmental Impact Assessment (EIA) Development

The outline application was screened and determined to not be Environmental Impact Assessment (EIA) Development as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended (revoked by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017). This reserved matters application, does not to raise new environmental considerations and does not constitute EIA development of itself.

Relevant planning history

16/P/01679 – Outline application for up to 154 dwellings, access, parking, open space, landscaping and balancing pond. Granted 01.05.2019

14/P/01870 – Outline application for the erection of 56 dwellings with associated parking, landscaping, a balancing pond, and off-site highway improvements. (Access to be considered with all other matters reserved). This application also related to the western section of the application site. Refused 23.07.2015, Allowed on appeal 21.04.2016

09/P/01182 – Outline application to consider access for the development of between 80-90 dwellings with a modified roundabout on Guildford Road with all other matters reserved. This application related to the western part of the application site. Refused 19.10.2009 Dismissed on appeal 31.01.2011

The Council has also received a number of applications to discharge conditions attached to the outline consent, this includes:

Condition 2 – phasing - agreed (12.03.2020)

Condition 6 – SANG provision – pending re-submission

Condition 7 – play space – to be submitted

Condition 8 - foul drainage strategy - to be submitted

Condition 9 - surface drainage strategy - to be submitted

Condition 10 – energy efficiency – to be submitted

Condition 11 – drainage verification – to be submitted

Condition 12 – levels – to be submitted

Condition 13 – Construction Transport Management Plan (CTMP) – agreed (28.05.2020)

Condition 15 – reptile mitigation - pending consideration

Condition 16 – archaeology - partially agreed (28.05.2020)

Condition 18 – water efficiency - to be submitted

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

The planning application for the road bridge:

19/P/01460 - Construction of a road bridge with associated footways and cycle path connecting Guildford Road / Ash Hill Road Roundabout to a new junction with Foreman Road over the North Downs Railway Line south of the existing Ash level crossing, in addition to associated junction improvements, landscaping mitigation, ecology management measures, flood mitigation measures, and drainage. Pending consideration

Consultations

Statutory consultees

Natural England: no objection, subject to appropriate mitigation being secured

Surrey County Council Highway Authority: No objection, subject to conditions in relation to car parking and fast electric car charging points.

Surrey County Council Lead Local Flood Authority: No further comments, as the surface water drainage scheme is satisfactory for the site and is being dealt with under a separate discharge of planning conditions application.

[officer comment: the drainage proposals specifically around the proposed Ash Road Bridge connection and the flood compensatory area match with the current Guildford Borough Council and AECOM designs.]

Thames Water: No objection and make the following comments:

- surface water would not be discharged to the public network
- existing foul water sewerage network infrastructure capacity

Internal consultees

Housing Advice Manager: has made the following comments:

- Affordable housing mix – we would expect the scheme to reflect our policy requirements of 71% affordable rented and 29% shared ownership, unless agreed otherwise, within the affordable housing provision
[officer comment: a different provision was agreed under the S106 for the outline permission]
- Clustering – we would judge this to be both manageable and sustainable, within the balanced mixed community outcome, as proposed.
- Flats vs houses type mix – more important to Housing would be the number of bedrooms, rather than housing type.
- Accessible and adaptable homes – we would expect this to be at the level of a 10% minimum, which is met (exceeded at c13%).

Environmental Health: No objection and have made the following comments:

- noise assessment on the impact from the Guildford Road and the Ash Road Bridge By-pass, would be acceptable
- Need for high performance acoustic glazing and adequate ventilation and required further details to be submitted

Waste and Recycling: no objection and have made the following comments:

- a bin storage area that can accommodate 3-4x 240L wheeled bins for all properties with 4+ bedroom houses having space for 4-5x 240L bins
- Any properties that do not have rear access or a garden should have a storage area to the front of the property
- Stores to flats would be large enough for the required capacity and give scope to increase capacity should policy or the need arise
- road layout has minimal turns and there is no reversing (outside of turning) as well as a swept path that shows easy movement
- There are a few collection points that operatives would have a drag distance greater than 5m, where this cannot be eliminated the roadway should not be obstructed by parked cars and paths wide enough
- bin presentation areas that are within 5m of the roadway

Parks and Countryside: has made the following comments:

- secures £98,000 for enhancements at the Harpers Road Recreation instead of providing a LEAP play area. This is an acceptable alternative
- a trim trail is not always well used
- the remaining open space is better more naturalistic
- should demonstrate measurable net biodiversity gain

Tree Officer: no objection and suggests a condition securing the Arboricultural Impact Assessment (AIA)

Non-statutory consultees

Environment Agency: are not a statutory consultee for reserved matters applications. the site is located in Flood Zone 1 so have no comments.

County Archaeologist: No further comments, as the archaeological investigation for this site is being dealt with under a separate discharge of planning conditions application.

Surrey Wildlife Trust: has made the following comments:

- addressed most of the specific issues concerning landscaping and enhancements
- to seek further detail from the applicant regarding whether this development can deliver biodiversity gain

Network Rail: no objection and the developer must comply with the requirements during and after construction as the site adjoins Network Rail land.

Surrey Police: has made the following comments:

- consideration is given to requiring a Secure by Design accreditation

Minerals & Waste, Surrey County Council: no comments

Hampshire County Council: No objections

Guildford Society: have made the following comments:

- be assessed for conformity with the Design Principles set out in Part 1, Chapter 3 of the SPD, and with all the site-specific guidance given in Part 3, Section 7.4

Parish Council

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

- increased traffic congestion without new road bridge
- unsustainable without new road bridge
- need electric vehicle charging points
[officer comment: each house with parking adjacent to the house would have a fast charge point and where not adjacent this would be a communal fast charge point]
- flooding risk
- loss of privacy to Dean Close
- light and noise pollution
- lack of landscaping adjacent to embankment for new road bridge
- inadequate car parking
- no community facilities
- crime fears
- refuse collection
- clustering of affordable housing
- inadequate local infrastructure – healthcare, schools
- cumulative impact of development
- piecemeal development

Third party comments

26 individuals have objected from 22 properties. The concerns raised are summarised below:

- out of character
- lack of open/play space
- harm to wildlife
- impact of traffic on existing highway network
[officer comment: highway improvement works were agreed under the outline planning permission]
- air pollution
- flooding risk
- poor design – not locally distinctive
- premature of new road bridge
- premature of Bridge SPD
[officer comment: no public consultation has taken place and is not published so carries no weight in decision making]
- premature of Strategic Development Framework SPD
[officer comment: the consultation has now closed and this carries limited weight in decision making]
- overdevelopment
- noise and disturbance during construction and occupation
- risk to highway safety – pedestrians and cyclists, too many junctions
- overspill car parking to surrounding roads
- light pollution
- proximity of bus stop to homes
- noise and vibrations to new homes from bridge
- inadequate car parking
- shared surfaces for pedestrians and cyclists
- cumulative impact of development
- lack of energy reduction measures
- overlooking/ loss of privacy
- overshadowing
- loss of trees
- lack of infrastructure – health, education, play space

[officer comment: several of the objections raised above relate to matters that were addressed on the outline application and were deemed acceptable subject to conditions and a planning obligation]

Planning policies

The following policies are relevant to the determination of this application.

National Planning Policy Framework (NPPF)

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

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

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

- S1 Presumption in favour of sustainable development
- H1 Homes for all
- H2 Affordable homes
- P4 Flooding, flood risk and groundwater protection zones
- P5 Thames Basin Heaths Special Protection Area
- D1 Place shaping
- D2 Climate change, sustainable design, construction and energy
- ID3 Sustainable transport for new developments
- ID4 Green and blue infrastructure
- A31 Land to the south and east of Ash and Tongham

South East Plan 2009:

- NRM6 Thames Basin Heath Special Protection Area

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

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

Planning Practice Guidance
National Design Guide

Supplementary planning documents:

Surrey County Council Vehicular and Cycle Parking Guidance 2018
Public Art Strategy 2018
Planning Contributions SPD 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy 2017
Guidance on the storage and collection of household waste for new developments 2017
Sustainable Design and Construction SPD 2011
Guildford Landscape Character Assessment 2007
Vehicle Parking Standards SPD 2006
Residential Design SPG 2004
Surrey Design 2002
Urban Design Compendium 2000

The Draft Strategic Development Framework (SDF) was subject of a public consultation that ended on 24.02.2020. This included a chapter on Ash and Tongham and shall be given limited weight in decision-making as this has not been adopted.

Draft Climate Change, Sustainable Design, Construction and Energy Supplementary Planning Document

Planning considerations

With the adoption of the LPSS, this site is no longer designated as Countryside beyond the Green Belt (CBGB).

This is a reserved matters application following the granting for outline planning permission in 2019 for 16/P/01679, granted prior to the adoption of the LPSS and therefore the principle of the development has been established. In addition to this, the LPSS has allocated this site under policy A31. The site would form part of the extended Ash and Tongham urban area. Matters of access have already been established, this would include:

- a contribution to deliver a new road bridge over the railway line and the dedication of land within the site to secure the new route
- repositioning the roundabout and the realignment of some of the other arms
- uncontrolled pedestrian crossing on Guildford Road
- footway widening to deliver shared pedestrian / cycle link from Dean Close to Ash Station

These were approved at outline stage and are not to be reassessed again as part of this application. The principle of the development of the site for up to 154 homes is also not to be revisited as part of this application.

The conditions attached to the outline consent also required details of: sustainable travel; archaeology; ecological mitigation and enhancement measures; open space and play space; construction management; new access; noise mitigation; sustainable energy; drainage; highway mitigation and parking.

These matters are to be assessed and agreed through the submission of details pursuant to these planning conditions and do not form part of the assessment of this, reserved matters application.

As a recently adopted plan and in accordance with paragraph 74 of the NPPF, the Council is able to demonstrate a five year housing land supply with an appropriate buffer. This supply is assessed as 6.84 years based on most recent evidence as reflected in the GBC LAA (2019). In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2019 measurement is 83%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (45%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

The relevant considerations in respect of this application are whether the layout, scale, appearance and landscaping of the development is acceptable in planning terms and having regard to the following matters:

- the layout of the development and the scale and appearance of the buildings
- house types and tenure mix
- the impact of the development on the character of the surrounding area
- the layout of the informal and formal open space
- the impact on residential amenity
- the quantum and layout of the parking
- highway matters
- landscaping and trees
- ecology and biodiversity
- sustainable design and construction
- legal agreement requirements

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

Policy background

Para. 124 of the NPPF states that, "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." Para. 127-131 then go on to set out the considerations in decision-making.

The National Design Guide (NDG) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The 10 characteristics form the priorities of what is recognised to contribute to well-designed places. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

In the introduction to LPSS policy D1: Place-making (para. 4.5.1) sets out the Borough's vision, which is consistent with the NPPF:

"The design of the built environment has a direct effect upon how places are used. The relationship between buildings, spaces and landscape as well as detailed design and materials are all relevant factors. Good design would influence how people move around our settlements, how they interact and how places make people feel. We place a high value on the importance of good design in the built environment and making places better for people. It is important and fundamentally affects people's lives on a day to day basis."

Policy D1 is a strategic design policy which details, key aspects of urban design including the creation of distinctive local character, safe, connected and efficient streets, a network of green spaces and public places, fosters crime prevention, access, inclusion, and other factors designed to support healthy communities. These objectives would allow the Council to achieve development that has a properly founded, locally distinctive sense of place and relates well to the surrounding built and natural environment.

The saved policies in G5 of the 2003 LP are a design code, those parts of the policy that have not been superseded by the LPSS remain relevant, until more detailed design policies are released. G5 also states that regard should be given to the Surrey Design Guide as a strategic document, which focuses on design principles.

Design and access statement (DAS)

In the overview (page 2) of the Guildford Road, Ash DAS, December 2019, the applicant sets out 9 concepts and states that the development is “seeking to create a new environment which enhances both the landscape and the built character of the neighbourhood, delivering sustainable development for Ash. We aspire to create a thriving, flourishing place, where residents engage with the locality, are keen to connect with each other and with the area, and are inspired to look after and maintain the high quality of their surroundings.” This is then taken forward in the ‘Vision for the Development’ (page 35) where 11 themes are taken forward to inform the approach.

The proposed scheme seeks to deliver in terms of commitments to climate change, respecting the local character and new community benefits.

The DAS then details the existing site and context, before developing a design framework, the evolution of the proposals and the final design, landscaping and layout.

The historical context analysis catalogues listed buildings in the surrounding areas, then sets out a chronology of development from 1875 to the modern day looking at the grain and architecture. There are also an analyses of local facilities and amenities, movement corridors (pedestrians, cyclists and vehicles), a recognition of neighbourhood institutions, focal points and landmarks, green infrastructure and visual links.

It is acknowledged that a detailed study has been undertaken to understand the local built and natural environment.

In response to amendments requested the developer produced an addendum to the DAS with the changes set out in the ‘Proposals’ section above and

Layout

The DAS (page 40) identifies development parameters:

- Public footpath 356 with views of church spire
- View corridors to south of countryside
- Tree belts and boundary landscaping
- Offsite watercourse/ditch
- Badger sett
- Highway infrastructure for new bridge
- Topography
- Attenuation pond

The new road leading to the bridge is as approved including the accesses to the east and west of this. The main access road effectively partitions the site in two and is a heavily engineered road as it would form a new by-pass to the existing Guildford Road over the railway line.

The PROW is a linear route and is also a viewing corridor and would require a pedestrian refuge on the new road and would continue to provide an east-west route through the site, albeit in a suburban context with larger trees retained and new planting along its route. This would also provide the movement corridor in accordance with the SDF.

The site has been developed as a number of character areas the key features of the layout of these spaces is assessed below:

Guildford Road & 'Bridge Road'

The homes to the west of bridge road would be surrounded by busy roads and would be the most prominent part of the site on approaches from Guildford Road and Ash Hill Road. The buildings would be set back from the road by grass verges and green space and comprise linear frontages, with the mass, broken down through the variations in the roof scape and angled buildings, so that it would not be continuous.

The houses fronting the new bridge road would have their parking and access at the rear, given the constraints of the highway design. The front aspect would front onto a small garden with a designated boundary formed by hedging to create a private realm. There would be a repetition of design features and narrower building on a common building line, with the use of hipped roof to afford sky gaps. This is a tighter grain reflective of the denser development in Ash. On the denser part of the site near the station and road, so this would be appropriate.

Movement spire corridor

This forms the northern part of the loop access road and primary vehicular route, with a footway on one side and tarmac surface to designate this as the spine road. The frontage would be broken up with routes to the secondary roads and links to the PROW which also form the north-south green corridors in the scheme. The northern side would have a detached frontages, whilst the southern side would be arranged perpendicular to the road, to allow for a variation in the streetscenes on each side of the road.

The buildings frame the view towards the spire as well as the north-south green corridors. Whilst there would be a degree of enclosure from the short setback from the roadway, the viewing corridor would be maintained.

To differentiate this area, there would be gable projections to the attached buildings and car parking would be set back behind the front building line, so that it would not dominate the streetscene, through archways.

Pedestrian spire corridor

Identified as an asset of the scheme with the view, the current PROW is naturalistic and follows a desire line next to the trees and hedges that follow the route. This would be maintained as a pedestrian route so there would be no vehicular access by or across this, although there would be gaps and laid paths for pedestrians/cyclists to use the route and allow for permeability. Including natural surveillance with the front aspect of houses facing the route.

The view to the spire would also be framed, although in a more informal way with more staggered building lines, the built form would not be continuous and would comprise more detached buildings. The properties that would face the PROW would have the front garden enclosed with railings to create a private threshold.

Peripheries/ 'Village housing'

The southern boundary would form an ecology corridor and a route for surface water flows, the tree line would be maintained and thinned in places for views to the countryside to the south.

The other edges would be accessed from the secondary roads and have a looser grain where the detached house would be located. The garages would be set back from the road with car parking space(s) in front. The buildings would turn the corner so that there would be continued interaction at the street level.

Scale

The buildings would all be two storeys in height, with a few bungalows on the site as well.

The smaller buildings would be in narrower terraces and semi-detached homes. There would be covered archways for the parking courts to provide a continuation of the built form as well as to serve as gateways to a private space.

The density reduces to the southern boundary with the countryside and there a wider gaps being buildings to create a sense of spaciousness.

Appearance

Housing design

The buildings along the road bridge and around the roundabout would have hipped and half-hipped roofs, the use of a string course and header brick on the windows which some use of bay windows, porch canopies and chimneys, this would help break up the façade. Within the site, there would be tile hangings, projecting bays and gable roof forms.

The design approach is a modern take on the traditional vernacular using brick and tile as the main palette of materials and using architectural detailing to the brickwork features and roof design to create variation. The fenestration details would have horizontal and vertical bars on windows as a reference to the traditional casement design.

Side elevations facing roads would either turn the corner or have windows, for landings so that there would not be featureless elevations.

The large scale typical details show a creased tile cill this would be lighter in appearance and allow rain water to fall away easily. There would also be boxed eaves so that the fascias and soffits would be less prominent a feature and creasing tile and mortar details on the buildings. Large scale plans shall be required by condition to ensure that this detailing is of a good quality and finish.

Garages and parking

A majority of houses include separate detached and attached private garages. On plot car parking is generally provided through tandem parking, although it is not a dominant feature; this has to be balanced against the space created for green strip planting and front gardens. Therefore, this would be acceptable in this instance, as the larger homes have side-by-side spaces, where possible.

Not all car parking spaces would be next to the front entrance and would be in a parking court or to the rear of the house. This would result in longer carry distances, for occupants. Where this would occur, there are clear pedestrian routes from garages and the gardens. Efforts have therefore, been made to reduce carry distances and where this has not be practicable, level access has been provided.

There would be on-street parking, which would be mostly provided as unallocated visitor parking. The formalisation of these spaces would be of benefit to protect the landscaping, given these areas could be damaged by informal parking. This would also have the effect on increasing street activity and providing spaces for delivery vehicles.

Legibility

The layout has been informed by the approved access and routes that would use the viewing corridor to the church spire.

The western portion of the site would have a footway to Guildford Road, to formalise what would otherwise have been a desire line to the PROW and allowing the site to have connectivity to the west and the station.

East of the bridge road is a north-south route from Guildford Road to the countryside, this would enable a more pleasant walking/cycling experience for those wishing to walk from the south of the site to the shops and services on Guildford Road.

The most pronounced, north-south green finger through the site has the play area and whilst this would not be in a central location in the site, it would be possible to access it along mainly pedestrian and lightly trafficked routes.

Notwithstanding the site shape and approved access, the proposal has a broad grid pattern, which would be easily navigable.

The curved buildings would provide an active frontage and gateway to the development and bridge road. For wayfinding there is a clear street hierarchy and there would be buildings at the end of vistas as you travel along the roads.

Having regard to all of the above it is concluded that the design approach, layout and appearance would establish a sense of place and present a well-connected scheme in this part of Ash. Therefore, the development would meet the objectives of policy D1 of the Guildford Borough Local Plan: strategy and sites (2019), policy G5(4), (5), (7), (9) of the Guildford Borough Local Plan (2003) (as saved by CLG Direction on 24/09/07) and the NPPF.

House types and tenure mix

The proposed residential units would comprise 28 different house/flat types with some variation in the architectural detailing and scale of the buildings, they would appear as a cohesive group of buildings. The tenure split is set out in the tables in the proposals section and there would be a range of both market and affordable house types.

Policy H1 of the LPSS is not prescriptive and instead seeks a mix of tenure, types and sizes of dwelling, which shall be guided by the Strategic Housing Market Assessment (SHMA) and appropriate to the site size, characteristics and location. Policy H2(1) states: "...the Council will work ... to increase the number of affordable homes in the borough to contribute to meeting identified needs." This site forms part of a wider site allocation for over 1700 new homes in the extended Ash and Tongham urban areas and needs to respond to local need in this location as well as need identified in the West Surrey SHMA.

The proposed affordable housing mix would meet the minimum requirements in the legal agreement for the outline permission, 16/P/01679.

1 and 2 bed units are expected to be delivered in a town/district centre location or adjoining a transport hub and 2-4 beds units delivered in the out of town settlements. This is an out of town location, where there is greater demand for: family units, downsizers, first time buyers and relations of people who have grown up in the area. However, due to the proximity of Ash railway station a greater provision of smaller homes would also be expected. Whilst there would be a small number of one beds, the majority of homes will be 2-4 beds with the majority of these being 2 and 3 beds, so more suitable in this location.

The development also has 35% affordable housing units in accordance with the planning obligation for 16/P/01679, which equates to 54 units and this would make a valuable contribution to the affordable housing requirement in the surrounding area. The affordable units would be distributed in 9 clusters of 2-11 throughout the site and adjoin or have intervening private housing to ensure that the clusters are not overly large and to assist with integration. Furthermore, the design and appearance of the private units would be in distinguishable from the market units, so that there would not be a segregation of tenures.

The proposal would have 17 flats in maisonettes and flats over garages, rather than apartment blocks. To respect the form of suburban development.

LPSS policy H1(4) requires that on residential development sites of 25 homes or more, 10% of new homes would be required to meet Building Regulations M4 (2) category 2 standard (to be 'accessible and adaptable dwellings'), and 5% of new homes would be required to meet Building Regulations M4 (3) category 3 ('wheelchair user dwellings'). This requires 15/16 homes to be 'accessible and adaptable dwellings' and 7/8 to be 'wheelchair user dwellings'.

The applicant has confirmed that 35 of the affordable homes would meet the M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and 7 homes would be built to comply with M4 (3) category 3 ('wheelchair user dwellings'). This would meet the requirements of policy H1(4).

LPSS policy H1(9) states that on developments over 100 units 5% of the total homes shall be available for sale as self-build and custom housebuilding. The outline planning permission was granted prior to the adoption of the LPSS and the S106 legal agreement does not secure such units, including a design code / design strategy to facilitate the self-build / custom building. So, the necessary framework is not in place to enable delivery of the self-build units without the need of a further planning application / submission. Therefore, given the status of the outline planning permission as a material consideration, in this instance this requirement shall not be sought.

The proposal would meet a range of accommodation needs identified and so would create a sustainable, mixed and balanced community. This would comply with policy H1 of the Guildford Borough Local Plan: strategy and sites (2019) and the NPPF.

The impact of the development on the character of the surrounding area

The application site is south and east of the areas of Ash that have been expanding through housing estates since the 1970s. Travelling along Guildford Road from the roundabout east, it quickly becomes countryside and the area has a strong relationship historically with horticulture and market gardens.

The proposed road bridge would substantially change the character of this site and the locality, with the introduction of hardstanding, embankments and traffic into the core of the site, as well as the remodelled roundabout.

Surrounding development has occurred over a number of years and does not give a strong character or identity to this area and with the loss of the pub (where the car showroom is now), a community facility and landmark building have been lost. There is a inter-war, cohesive pattern of development as you travel up Ash Hill Road.

Along the site boundaries with Guildford Road and the roundabout, the built form of plots 42-46 would be closer to the roadway, this would relate to the common building east along Guildford Road. The remaining frontages, would respect the existing setback where the trees and shrubs are the dominant feature and due to the two storey height would not appear unduly prominent.

The southern boundary would be to the existing open countryside and railway line beyond this. This would form the ecological buffer and would be enhanced for biodiversity gains, the built form closest to this, would be garages and as buildings would be set away this would achieve a satisfactory transition with the reduction in the built form and density of development.

The eastern boundaries already have a degree of screening from the matures trees and scrubland, these would be retained, and the new development would not be readily seen from Harpers Road.

Indicative site sections have been included to show the relationship between the proposed bridge road and the proposed adjoining buildings. This shows that on the lower section of the road before the ramp, the western section would be lower, and the eastern section would be at a similar level. Where the ramp is proposed, the top of the embankment would broadly be at the header level of the ground floor windows. This is not a steep incline and the proposed houses would not be dwarfed by the engineering for the road. Condition 12 of the outline planning permission requires levels details so this would provide further details on the relationships.

The site is on the eastern fringe of Ash and under site allocation A31 in the LPSS, it would form an extension. The Design Review Panel reviewed the proposal including the evolving Design and Access Statement (DAS) and recommended a more harmonious relationship between the built and natural environment and embedding the site's horticultural activity history. It is acknowledged that a detailed assessment of the surrounding areas have been undertaken, however, the direct references are less apparent. Nevertheless, given the layout and scale of development on the site in a traditional design approach, this would not appear incongruous in the context of residential development in the wider area.

The layout of the informal and formal open space

The NPPF recognises the open spaces form part of the social objective of delivering sustainable development. Chapter 8 of the NPPF states how this enhances the sustainability of communities and residential environments.

Policy D1 includes (6) safe, connected and efficient streets and (7) network of green spaces and public spaces.

Saved policy G5(9) describes how a high standard of landscape design ensures integration of development into existing town and landscapes.

The layout proposed includes retention of boundary vegetation to east and south, informal green/visual links, play space, gateway and new road and embankment landscaping. The applicant has prepared a landscape chapter in the DAS, identifying landscape features in the development.

Boundary vegetation

This will continue to provide enclosure and screening and to the south would be enhanced with a meadow margin to the south east.

Informal green/visual links

The views to the church spire to the west and Hog's Ridge to the south would be retained, with the circulation routes and the views framed with new planting.

The PROW route has a hedgerow which would be retained in sections and managed at a height of 1.5m-1.8m, additional planting of native species and fruit trees would be planted for diversity. The path itself would be treated with a hoggin surface to be accessible yet naturalistic and there would be seats on the route to enable users to dwell at the viewpoints. At either end of the PROW there would be focal tree planting and native hedgerow planting to separate the front gardens of new homes.

The north-south links would have flowering and fruit trees for contrast and ensure there would be an opportunity to appreciate the wider landscape.

The drainage features of an attenuation basin and swale would be adjacent to the PROW and as they would have to stay functional access cannot be provided, however, meadow planting and ornamental grasses would soften their appearance.

Play space

Door stop play would be provided to the south of the site, comprising some natural timber carvings and boulders alongside seating for parents. As this is a requirement under condition 7 of the outline permission, no further details are required.

Gateway

Post and rail fencing with hedge planting would be used as a formal edge to the private threshold of the green amenity spaces for the dwellings. This would create an attractive domestic appearance to the busy road.

Whilst the existing unmanaged Holly and Elm trees would be removed new copse planting and meadow grassland would be provided to respect the rural-fringe location.

New road and embankment

This would have some tree planting and hedges to front gardens, the tree planting would be on an adopted road so would need to be agreed by the County Highways Authority.

The detailed planting specification has been submitted including a suitable management and maintenance scheme to ensure that the landscape feature and amenity perform reliably over time. This could be secured by condition.

Policy D1(6) requires the creation of a high quality public realm, this can include public art as well. The Public Art Delivery Strategy submitted with the application states that alongside the landscaping onsite a at the PROW gateway on the western side of site where there would be greatest footfall due to the proximity of the station £15,000 for a public art installation. Further details would be secured by condition.

Overall, the open space provided has merit in providing opportunities for pleasant walking experiences that would provide interconnectivity to the wider area. There create effective linkages across the site for residents accessing these facilities, which would comply with policies D1(6) and D1(7) of the Guildford Borough Local Plan: strategy and sites 2019, saved Local Plan policy G5(9) and the NPPF.

The impact on residential amenity

Neighbour amenity

The site is adjoined by houses with access from Guildford Road to the north and the infill development at Dean Close, to the east are homes in Harpers Road, west are homes on the opposite side of Guildford Road and gypsy/traveller site beyond the south eastern boundary.

There would be satisfactory gaps between the existing buildings and their gardens to prevent any material loss of privacy and overshadowing impact. Properties in Guildford Road and Harpers Road that have shared boundaries with the site have elongated gardens the separation distances would protect the amenity of these homes.

The 4 homes at the southern end of Dean Close would adjoin side and rear gardens. Plot 51 would have first floor windows directly facing these rear gardens with oblique angled views from rear facing, first floor windows and no side facing windows to these gardens on plots 52, 65, 66, 72 and 73. Given the juxtaposition, separation distances and existing mutual overlooking from the existing housing on this part of Dean Close, this would not be unusual for a suburban environment. Plots 65 and 66 would be perpendicular to the shared boundary and as plot 66 would be a bungalow with no side facing first floor windows and the two storey house on plot 65, which would be set 3.4m-4.2m from the shared boundary there would be no materially harmful overshadowing impact. Further details of the boundary treatments would be secured by condition to provide satisfactory screening.

The housing on the opposite site of Guildford Road would be separated by the intervening road and therefore, not lead to a harmful loss of amenity.

The site access for the gypsy/traveller pitch to the south east, abuts the PROW and there would be an attenuation pond along the shared boundary. So due to the distance of the new houses from the pitches and green space between them, there would be significant change in relationships from the increase in the built form.

Occupier amenity

All of the proposed dwellings include an area of private amenity space and the maisonettes have a small communal garden. Whilst this would not provide space for play and drying cloths due to its size and location, as this would serve 1 bedroom flats where children are less likely to live, this would be acceptable in this instance. The FOGs would also not have gardens, however, these properties appeal to a specific group that do not want this responsibility and would offer housing choice.

The areas of amenity space vary across the site; however, all of the houses include access to an appropriate area of outdoor amenity space to meet the passive recreational requirements of the future occupants of the development. The layout of the buildings has also been carefully designed to ensure that none of the garden areas suffer unacceptable levels of overlooking or overshadowing from the adjoining buildings.

In the rear parking courts, the parking spaces would adjoin the gardens and houses. Where this would occur the flank walls of the house would be affected, there would be no/fewer openings and brick walls and hedges would be installed to create a buffer so that there is less disturbance from headlights and car engine noise.

Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards (NDSS). The applicant has provided a matrix showing the requirements and how their units compare. All affordable units in the development either meet or exceed the standards. All the market units would either meet or exceed the total NDSS gross internal area (GIA) requirement. So overall, there would be satisfactory space for storage furniture and circulation space.

The road bridge would increase the noise and vibrations to houses on the site. Environmental Health have reviewed the noise assessment and can confirm that the methodology and conclusions are acceptable.

For those properties facing directly onto the Guildford Road and/or the Guildford Road, acoustic glazing that would achieve a Rw of 36dB which would be required and the report recommends high performance acoustic glazing which would achieve 38dB Rw + Ctr with suitable trickle vents to provide adequate ventilation to meet Building Regulations. Other properties on the proposed development would meet internal noise criteria with glazing that achieves 25dB Rw + Ctr.

Further mitigation measures such as enhanced glazing and ventilation are proposed for properties that are predicted to have internal noise levels above acceptable standards. Details would be required by condition.

Having regard to all of the above it is concluded that the development proposed would not give rise to unacceptable impacts on the adjoining residential properties and would provide a good level of amenity for the future occupants of the development. For these reasons the development complies with the objectives of Policy G1(3) of the Guildford Local Plan 2003 (as saved) and the NPPF.

The quantum and layout of the parking

The layout provides for a total of 292 parking spaces to serve the proposed residential units. The parking requirement in the Vehicle Parking Standards SPD and guidance are as follows against the on-site provision:

| | GBC parking standard | | Surrey CC guidance | Provided |
|----------------|----------------------|----------------|--------------------|-----------------|
| 1 bed flat | 1x 8 = 8 | 1x 8 = 8 | 1x 27 = 27 | 276 |
| 2 bed flat | 1.5x 9 = 13.5 | 1x 9 = 9 | 1x 22 = 22 | |
| 2 bed house | 1.5x 47 = 70.5 | 1.5x 47 = 70.5 | 1.5x 64 = 96 | |
| 3+ bed unit | 2x 90 = 180 | 2x 90 = 180 | 2x 141 = 282 | |
| Visitor spaces | | | | 16 |
| TOTAL | | | | 292 |

The parking requirement under the SPD is 272 spaces, there would be an overprovision of 20 spaces. This would ensure that there would be no overspill parking onto the surrounding roads.

For the flats the 1 bed flats would have 1 space and the 2 bed flats would have 2 spaces and with the 16 visitor spaces, to provide additional car parking capacity. This would provide a satisfactory amount of car parking.

The houses would have spaces provided in driveways, allocated parking spaces and carports; some of spaces would be in a tandem arrangement. 77 garages have been excluded from the parking provision as they may not be used for parking, however, a condition to require that the spaces and car carports be maintained for car parking could be required by condition.

The rear parking courts would be arranged in car barns, under croft areas, and bays (adjoining or opposite the building). The accessible bays would be closest to the entrances and spaces would be allocated. The parking courts would be overlooked by the windows in the buildings and the FOGS and adjoin the roadway, so would have natural surveillance.

The visitor spaces would be adjacent to the roadways in bays as well as in bays in the parking courts. This would create a clear delineation that they are unallocated/private spaces and would also serve as parking for delivery vehicles, to reduce obstructive parking.

The application site is located adjacent to the settlement area and is in a generally sustainable location within walking distance of shops and local services. The site also has reasonable accessibility to public transport with bus stops and the railway station. It is however likely, that the future occupants of the development would seek to use private cars for a number of journeys. Given the location of the site, the level of parking is appropriate, and no objection has been raised to the marginal over provision of parking and no objection is raised by the County Highways Authority.

Electric charging points are provided either allocated to the plot where there is on plot car parking, and where there would be off plot car parking communal charging points would be provided. To ensure that these are provided and would be fast charge a condition would be appropriate.

The highway matters

The amended layout shown on Drawing No.ITB15289-GA-012 is acceptable to the County Highway Authority. The highway works are subject to a road safety audit and technical approval. If the road bridge is implemented then the two bus stops would be located on the spine road, the locations of the bus stops have been agreed following discussions with Passenger Transport and Road Safety Audit team.

Safe routes

Apart from the PROW route being retained with a pedestrian refuse on the bridge road and upgraded to a hoggin surface. These would be alternative routes on to Guildford Road for pedestrians/cyclists. They would come onto shared surfaces and as these would be non-thorough route roads, which would be lightly trafficked this would be suitable.

To the south natural gaps in the tree belt would be thinned to allow for routes to the open countryside, which may come forward as publicly accessible open space.

A pedestrian link was requested to link to the adjoining site as Streamside, Harpers Road, which is also allocated for residential development. In the covering letter dated 05.03.2020, the developer confirms that the garden for plot 100 has been altered to allow for future pedestrian connection to the east.

The main formal and informal open space is provided in the centre of the southern portion, due to the large number of links to the PROW and as this would be in one of the green fingers. Other than the crossing the main loop road the experience for those visiting this part of the site would be along a green route.

Refuse strategy

Private refuse storage for houses would generally be located in rear gardens, to be moved by residents on collection day, to the kerbside (on curtilage) or communal refuse collection points. Communal refuse storage would be provided for the maisonettes in a dedicated store on the dwelling boundary; or from communal refuse collection points. The distance which any resident would be required to move the bins to the collection point has been designed to be within the 30m maximum allowed; and the distance which the operative is required to move the bin to the refuse vehicle has been designed to be within the 5m maximum allowed.

The required amount of refuse and recycling storage space has been provided in accordance with Guildford Borough Council's standards.

The submitted swept path analyses has been done using a slightly larger vehicle for refuse freights and emergency vehicle access. This demonstrates that these vehicles would be able to manoeuvre without any impediment and minimal reversing. As shown on drawings ITB15289-GA-004 rev C, ITB15289-GA-005 rev C, ITB15289-GA-006 rev C and ITB15289-GA-007 rev C.

Where there would be refuse collection points, these need to be designed to be large enough for the properties they are serving be on a hard surface and be marked on the ground or have signage. Therefore, further details shall be required so that these would not obstruct the highways and not harm visual amenity on collection days.

The loop roads and low occurrence of turning heads would ensure that a majority of properties would be capable of being serviced from the kerbside and would provide satisfactory serving arrangement for the occupiers and ensure the Council could carry out a collection service.

Cycle storage

The cycle parking requirement in the SPD is 1 cycle space per unit and in the guidance from Surrey County Council, it is 1 space for 1 and 2 bedroom units and 2 spaces for 3 or more bedroom unit. There would be 77 garages, and these could be used for cycle storage, many properties have been provided with a sheltered cycle storage space within the rear garden. The details of shelters show that they would provide secure and covered storage for cycles.

The maisonette block would have secure, external cycle storage within a short walking distance of the entrances. Whilst it would be preferable for this to be located closer to entrances for surveillance, this in itself would not warrant refusal, however, might affect their use.

Landscaping and trees

There are 2 Tree Preservation Orders (TPO) on the site which are both located along the eastern boundary:

- TPO No12/2016 - West of Albury Cottages which relates to T29-T34 (G1 within the TPO) as well as T35 (T1 within the TPO)
- TPO No3/2017 - Land south of Pine Cottages which related to G21, G22 and T28 (A1 within the TPO)

An Arboricultural Impact Assessment (AIA) has been submitted in support of the application. This included a tree survey and the following implications on tree removal and retentions:

- the western section of the site are a number of mostly moderate quality individual trees and tree groups;
- A linear tree group (G23/T36/T37) mainly adjacent to the PROW, contains some larger individual trees. This could easily be retained within public open space and be thinned to retain better trees within group;
- Along the eastern boundary are a number of large mature trees which were mostly Oak species; these are prominent;
- All 12 category A grade trees would be retained
- Over half (24 out of 41) of the moderate B grade trees/tree groups would be removed;
- 12 low quality C grade items and 4 very poor quality trees/tree groups would be removed;
- removal or trimming back of 7 tree groups and removal of a group for the storm drain;
- Pruning of 4 tree groups (including one that has a TPO);
- the central strip would be reduced where possible to return to managed boundary hedgerow

The proposed tree removal and tree works are justified and with the new and enhanced hedgerow planting would be acceptable.

Some of the construction works would take place in the root protection areas (RPAs) of the retained trees including excavation. Therefore, the arboricultural method statement proposes, an alternative foundation design, 'no dig' methodology, cellular confinement system and temporary ground protection. An Arboricultural Method Statement (AMS) and finalised Tree Protection Plan (TPP) would need to be submitted prior to commencement of the development and subject to conditions to secure this the proposals would be acceptable to the Council's Tree Officer.

A detailed hard and soft landscape specifications including the planting locations. A suitably worded condition shall be required, to ensure that this is delivered and maintained.

The retained trees on the eastern portion of the site are identified as prominent in the landscape setting. To ensure that these are not at risk of felling or undue pruning due to the proximity to the proposed houses and their gardens and the resulting nuisance of leaf litter, shading and health and safety fears. Permitted development rights for enlargements shall be removed as well as for outbuildings which may have foundation designs that could affect the RPAs.

Ecology and biodiversity

An ecological enhancements plan has been submitted and would include the following:

- 6 x Ibstock Swift boxes installed into apartment building (units 26-29), and units 119, 120 and 121. Installed in groups of 3 to encourage colonies.
- 6 x Brick sparrow terraces into units 16, 82, 84, 87, 91, 98.
- 10 x Ibstock Enclosed Bat Box 'B' boxes installed into units 17, apartment building (unit 30), units 92, 99, 100, 107, 127, 141, 142, and 151.
- 18 x Hedgehog Highways installed into garden fences adjacent to open space/boundary features and away from roads.

Reptile relocation is in progress and condition 15 of the outline permission would ensure that details are submitted to ensure that this is carried out.

Provision has been made in the scheme design to incorporate defensive thorny planting to protect the badger sett and ensure that appropriate buffer zones are established during construction, to prevent disturbance to the badger sett. The proposals would include native planting incorporates fruit-bearing species for badgers.

The scheme design incorporates retention of boundary features, to provide flight lines and foraging areas for bats, in addition to native landscape planting to strengthen these features. Further detail on external lighting shall be required to ensure that it is suitable for bats.

The proposals would result in the loss of 124m of hedgerow comprising hawthorn and bramble with some elm and dog rose and occasional oak. The ground flora is species-poor and dominated by ivy. The scheme would result in the creation of approximately 77m of native, species-rich hedgerow, which would mitigate against this loss. In addition to this, the hedge is not currently protected.

The CEMP would ensure that development activity would not adversely affect adjacent habitat and important species and to ensure that the lighting is sensitive to protected species, these shall be required by condition in accordance with the CEMP submitted

The soft landscaping scheme proposed, would use more native species of trees and shrubs in the landscaping of the site, which would be likely to improve the biodiversity value on the site. Other ecological enhancements which would provide habitats are the proposed meadow mix, wetland, water bodies (as part of the drainage scheme) and woodland edge. This would include planting and seeding. The maintenance of the landscape areas was approved under the LEMP under condition 6 of 16/P/01679.

Sustainable design and construction

Condition 10 of the outline planning permission 16/P/01679 requires a site wide carbon reduction of 10%, therefore, it would be unreasonable to require a greater requirement given that this was granted prior to the adoption of policy D2 of the LPSS. However, further details on sustainable design and construction have been submitted by the applicant, to demonstrate the measure they would be implementing which go beyond the requirements of the condition.

The applicant sets out these proposals in the submitted Sustainability Note in summary:

- Meet or better the current emission standard set by Part L1a of the Building Regulations
- Enhanced energy efficiency measures
- Passive solar gains
- Better fabric performance for thermal elements
- Efficient gas fired boilers
- Enhanced heating controls
- Improved air tightness
- High efficiency ventilation
- Low energy lighting
- Photovoltaic solar panels installed on roofs of 47 homes

The development would exceed the 10% site wide requirement of a carbon reduction, as the development would achieve at least a 20% reduction in carbon emissions. This is a welcome improvement that has been incorporated on the reserved matters to reduced reliance on non-renewable energy sources in accordance with the NPPF paragraph 151 and would provide “enhanced” energy efficiency.

There would also be fast electric vehicle charging points, the details of which have been provided on a submitted plan (ITB5289-SK-002) and this plan along with a requirement that these would be fast (7kw) charge points, would be required by condition.

Condition 18 of the outline permission also required water efficiency measures of 110 litres per occupant per day.

Conclusion

The principle of the development has been established under the outline planning permission (16/P/01679) and the site allocation 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 strategy.

The proposed layout has responded well to the constraints and opportunities on the site and has good connectivity so that there is permeability and more than one way in and out of the site. The dwellings are traditional in their design and would utilise a palette of materials which would respect to context of development in the local area.

The landscape strategy results in functional informal and formal areas, that form part of a coherent green infrastructure network. There would be viewing corridors, north-south and east-west.

The design takes into account the need to mitigate the noise from the Ash road bridge and Guildford Road to protect the amenity of future occupiers.

Amendments to the layout for ease of movement and to have a naturalistic route along the PROW with staggered building lines and a range of house types has been included. Following comments from officers and the Design Review Panel. The applicant has also agreed to add public art on the site.

The proposals would comply with the Development Plan and the NPPF and would ensure the delivery of a number of new homes and affordable housing.

In all, the proposal is deemed to be acceptable and is therefore recommended for approval.