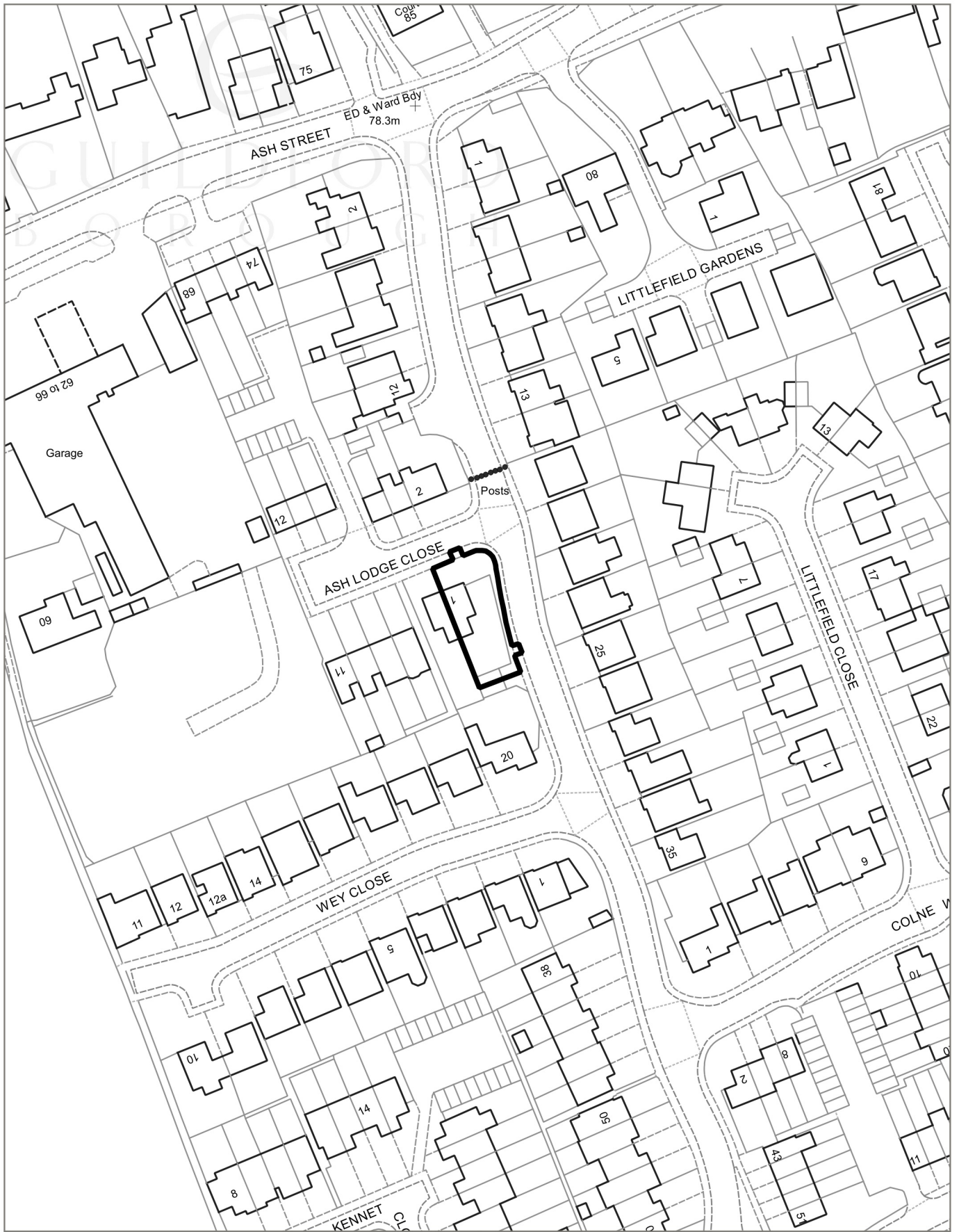


20/P/00511 - 1 Ash Lodge Close, Ash, Guildford



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Print Date: 17/08/2020



Not to Scale



GUILDFORD
BOROUGH

20/P/00511 – 1 Ash Lodge Close, Ash



Not to scale

App No: 20/P/00511
Appn Type: Full Application
Case Officer: Carolyn Preskett

8 Wk Deadline: 09/09/2020

Parish: Ash
Agent : Miss Julie Shawley
Think Architecture
Consultants Ltd
6 The Drive
Oakley
Basingstoke
RG23 7DA

Ward: Ash South & Tongham
Applicant: Mr. Chris Foster
38 Fleet Road
Fleet
GU51 4PW

Location: 1 Ash Lodge Close, Ash, Guildford, GU12 6JU

Proposal: Erection of an attached two storey, three bedroom house with associated parking.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee by Councillor Spooner for the following reasons:

- closeness of the development to the boundary
- potentially out of character with the character and spacing of the area
- concerns over way the parking works for each unit

Key information

The proposal is for one attached dwelling with three bedrooms and two parking spaces, one to the front and one to the rear of the proposed property.

Summary of considerations and constraints

The proposed development for one new attached dwelling is considered to be in keeping with the scale and character of the surrounding area. The proposed dwelling would have an acceptable relationship with neighbouring properties. The County Highway Authority have raised no objections subject to the imposition of suitable conditions. The proposals are considered to be in accordance with Policy G1(3) of the saved local plan and Policy D1 of the newly adopted Local Plan.

The application is recommended for approval.

RECOMMENDATION:

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

- Provision of SANG and SAMM contributions in accordance with the formula of the updated tariff;

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

(ii) That upon completion of the above, the application be determined by the Planning Development Manager.

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: PL03, PL02, PL05, PL01 - received on 19 March 2020 and PL04 REV A, PL06, PL07 received 27 March 2020.

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

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

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

4. No development above slab level shall take place until an energy statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of how energy efficiency is being addressed, including benchmark data and identifying the Target carbon Emissions Rate TER for the site or the development as per Building Regulation requirements (for types of development where there is no TER in Building Regulations, predicted energy usage for that type of development should be used) and how a minimum of 20 per cent reduction in carbon emissions against the TER or predicted energy usage through the use of on site low and zero carbon technology shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.

Reason: To reduce carbon emissions and incorporate sustainable energy in accordance with Policy D2 of the Guildford Borough Local Plan : Strategy and Sites (adopted 25 April 2019).

5. The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.

Reason: To improve water efficiency in accordance with the Council's Supplementary Planning Guidance 'Sustainable Design and Construction' 2011.

6. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans, Drawing No. PL02 , for vehicles to be parked. Thereafter the parking areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

7. The development hereby approved shall not be occupied unless and until the proposed dwelling is provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Informatives:

1. If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk
2. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:
 - Offering a pre application advice service
 - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
 - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

- Pre-application advice was not sought prior to submission and :
 - The application was acceptable as submitted

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-cross-overs-or-dropped-kerbs.

4. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.
Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991.
Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

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

7. It appears that there is an existing Lamp Column might be affected as result of a proposed access from Ash Lodge Drive which is publicly maintained. Should it be necessary for the lamp column to be relocated, all costs associated with this work must be met by the applicant.

Officer's Report

Site description.

The application site is located in the urban area of Ash and Tongham. The site comprises a semi detached dwelling located within the cul-de-sac of Ash Lodge Close with a side and rear garden and a garage and parking space to the rear of the property.

The surrounding area is residential in character comprising of a mix of terraced and semi-detached and detached properties. The site is within the 400m to 5km buffer zone of Thames Basin Heaths Special Protection Area.

Proposal.

Erection of an attached two storey, three bedroom house with associated parking.

Relevant planning history.

None relevant

Consultations.

Statutory consultees

County Highway Authority: Recommend conditions

Natural England- Natural England have been consulted and have no comment to make on the application.

Ash Parish Council - objection on the following grounds

- overdevelopment of the plot
- cramped development
- close proximity to highway boundary
- the development appears to have a highway crossover which will impact on a street light - (Officer note: an informative has been added to address this matter.)

Third party comments:

None received

Planning policies.

National Planning Policy Framework (NPPF):

Chapter 12. Achieving well-designed places

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

G1	General Standards of Development
G5	Design Code
H8	Extensions to Dwellings in Urban Areas

Guildford Borough Local Plan: Strategy and Sites (2019):

D1	Place shaping
D2	Climate Change, sustainable design, construction and energy
H1	Homes for all
P5	Thames Basin Heath Special Protection Area
ID3	Sustainable transport for new developments

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).

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 5.93 years based on most recent evidence and referred to in the Local Plan Inspector's Report at paragraph 45. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2018 measurement is 75%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (25%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

South East Plan 2009 :

NRM6 Thames Basin Heath Special Protection Area

Supplementary planning documents:

Residential Extensions and Alterations SPD 2018

Vehicle Parking Standards SPD 2006

Residential Design Guide 2004

Thames Basin Heath Special Protection Area Avoidance Strategy 2017

Planning Contributions SPD 2017

Surrey County Council Vehicle and Cycle Parking Guidance 2018

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- the design of the development and impact on the character of the area
- the impact on neighbouring amenity
- highway/parking considerations
- sustainable development
- thames basin heaths special protection area
- legal agreement requirements

The principle of development

The NPPF 2019 seeks to deliver a sufficient supply of homes. It goes on to say that the size type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policy (including but not limited to those who require affordable housing, students and other stated groups). The NPPF also seeks to promote sustainable transport and states that opportunities to promote walking, cycling and public transport are identified and pursued. It goes on to say that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

Para 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 of the NPPF states that applications for development should give priority first to pedestrian and cycle movements.

The design of the development and impact on the character of the area

The site is located along the entrance to Ash Lodge Close and is highly visible in the streetscene. It is a semi detached dwelling.

The proposed dwelling would be situated on the side of the existing dwelling 1 Ash Lodge Close and would sit flush with the existing property, forming an end of terrace property and creating a terrace of three dwellings. The new dwelling would be situated in close proximity to the side boundary. The proposed development would be similar to that at 2 Ash Lodge Close which has recently been built.

The proportions of the new dwelling and windows would match the existing pair of semi detached dwellings, and the proposed materials would also match the existing property. Overall the design and scale of the new dwelling would be proportionate to the existing property and would respect the character of the surrounding area.

The front of the site would be laid out with 1 parking space and soft landscaping for the existing and proposed dwelling. Whilst this would result in loss of part of the grassed frontage, the surrounding properties have parking in the forecourt, and the proposed parking at the front would not have a negative impact on the character of the area. The existing property benefits from a detached garage and parking space at the rear, which would remain in situ and an additional new parking space for the new dwelling would also be located to the rear of the new dwelling.

Overall, the scale of the dwelling is modest therefore it is considered that the proposed dwelling is compatible with the scale of the plot and would not result in overdevelopment of the site. The proposed boundary fences would be 1.8m close boarded fences. The proposed cycle store would be modest in scale.

It is therefore considered that the proposed development would have an acceptable effect on the existing context and character of the adjacent properties and immediate surroundings.

Impact on neighbouring amenity:

The closest dwellings to the site are 3 Ash Lodge Close and 20 Wey Close.

The proposed dwelling would sit flush towards the front and the rear with the existing property No. 1 and therefore it is not considered to have an adverse impact on the residential amenities of this property.

No. 20 Wey Close maintains a similar separation distance between its rear wall and the rear wall of the new dwelling. Due to the separation distances the proposed dwelling is not considered to result in loss of light and overbearing impact on this property. Two rear bedroom windows would provide views of the rear of 20 Wey Close. However, the separation distance is ample and the existing property No.1 Ash Lodge Close, currently provides views of the neighbouring rear wall and the proposed dwelling would not exacerbate the existing situation.

All other neighbouring properties are situated a considerable distance away from the site, and as such the proposed development is not considered to harm the residential amenities of any other properties.

Highways / parking considerations

The application details show 2 parking spaces for the existing and proposed dwelling, which is considered adequate and in accordance with Council's Vehicle Parking Standards SPD. Furthermore, the County Highway Authority has assessed the application with regard to highway safety and capacity and raises no objection to the planning application.

Sustainable development

In order for the development to comply with Policy D2 of the New Local Plan, the new dwelling would need to achieve a 20% reduction in carbon emissions through the use of renewable

energy. However no detailed information has been provided by the applicant in this respect. This information can be secured by way of a condition.

Thames Basin Heaths Special Protection Area

The proposed development may adversely impact the TBHSPA due to the net increase in residential units at the site. The Council's adopted TBHSPA Avoidance Strategy 2017 requires a SANG and SAMM contributions to avoid any adverse impact. Natural England have been consulted and have raised no comments in relation to the Appropriate Assessment.

A planning obligation is therefore required in accordance with the terms of the Strategy, the applicant has agreed to enter into a legal agreement to secure the required contributions.

Legal agreement requirements

The three tests as set out in Regulation 122 require S106 agreements to be:

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

As the application would result in the net gain of 1 new residential unit, in order for the development to be acceptable in planning terms, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards a SANG and SAMM, in line with the Guildford Borough Council TBHSPA Avoidance Strategy 2017. This strategy has been formally adopted by the Council. In line with this strategy and the requirements of Regulation 61 of the Habitats Regulations 2012, a S106 agreement is required to ensure that the additional residential unit proposed by this development will not have any likely significant effect on the TBHSPA. The level of financial contribution sought is required to be in line with the specific tariffs set out in the adopted Avoidance Strategy which relate to the number of residential units and number of bedrooms proposed. As such, the requirement for the S106 agreement meets the three tests set out above.

As such, the requirement for the S106 agreement meets the three tests set out above and regulation 123 of the CIL regulations.

Conclusion.

The proposal is considered to be acceptable in principle and would not have a detrimental impact on the character of the site and surrounding area, neighbouring amenity or parking and highway safety. Subject to conditions the application would also be acceptable in terms of sustainable development.

As such the proposal is recommended for approval.